



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use

HEARING DATE: FEBRUARY 6, 2014

Date: January 30, 2014
Case No.: 2013.0401C
2013.1130C
Project Address: 875 & 901 California Street
Zoning: RM-4 (Residential, Mixed, High Density) District
Nob Hill Special Use District
65-A and 320-E Height and Bulk District
Block/Lot: 0256/017 & 0255/001
Project Sponsor: Thomas Tunny
Reuben, Junius, & Rose LLP
One Bush Street #600
San Francisco, CA 94104
Staff Contact: Kate Conner – (415) 575-6914
kate.conner@sfgov.org
Recommendation: **Approval with Conditions**

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PROJECT DESCRIPTION

The proposal involves a Conditional Use Authorization to modify conditions of approval and to reduce the parking requirement from 25 spaces to seven spaces for a Planned Unit Development (PUD) located at 901 California Street (d.b.a. Stanford Court Hotel) within the RM-4 (Residential, Mixed, High Density) Zoning District, the Nob Hill Special Use District, and 65-A and 320-E Height and Bulk District. Conditional Use Authorization CU68.018 and Planning Commission Resolution No. 6241 permitted a hotel with incidental commercial uses and professional offices and conditioned that 100 parking spaces be provided within an existing garage located at 875 California Street, converting it entirely to parking for the hotel. The Project Sponsor is asking for a modification under Planning Code Section 304 to reduce the parking provided for the hotel to seven spaces, providing these spaces in the hotel's existing porte cochere. This application, 2013.0401C, is seeking to sever the ties between the two properties. There are no alterations proposed at either property.

A separate Conditional Use Authorization application, 2013.1130C, is being sought to reclassify the garage at 875 California Street as a community parking garage use. The current use of the building is a garage associated with the Stanford Court Hotel. The proposal is to reclassify it as a community parking garage within the RM-4 (Residential, Mixed, High Density) Zoning District, the Nob Hill Special Use District, and 65-A Height and Bulk District.

SITE DESCRIPTION AND PRESENT USE

The Stanford Court Hotel is located at the corner of California and Powell Streets and has 393 hotel rooms. The hotel is approximately 250,928 square feet in area and ten stories in height. The hotel rooms range in square footage from 350 square feet to over 600 square feet. In addition, the hotel contains approximately 3,000 square feet of restaurant and bar use at the lobby level and approximately 240 square feet of gift shop retail. A foyer, business center and staircase on the lower level occupy approximately 6,400 square feet. There is an existing porte cochere in front of the hotel that is accessed from one curb cut on California Street. The hotel was originally constructed in 1911 as a residential hotel and an addition was constructed in 1971. The residential hotel was converted to a larger tourist hotel in 1968 under Planning Commission Resolution 6241.

The garage structure at 875 California is on the southern side of California Street, just east of the intersection with Powell Street and was constructed in 1919 as a garage, minor auto repair, and gas station. It was converted to parking for the Stanford Court Hotel in 1968. There are two ramps and curb cuts which access the garage. One ramp accesses the lower level and one ramp accesses the upper level. Each curb cut is approximately ten feet wide. Although Resolution No. 6241 stipulated that the garage supply 100 spaces for the Stanford Court Hotel, there is only a 90-space capacity. On Sunday through Thursday, approximately 53 spaces are occupied. Hotel employees use 20 spaces and the public uses 18 spaces. The remaining spaces are used by hotel guests. On Friday and Saturday, approximately 71 spaces are occupied. Hotel employees use 27 spaces and the public uses 18 spaces. The remaining spaces are used by hotel guests. There are 31 striped parking spaces on the upper level and 32 striped parking spaces on the lower level. When a valet is present, approximately 90 cars can be parked in the garage. There is a small office area located on the upper level.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

Both properties are located in the Nob Hill neighborhood and Nob Hill Special Use District. The surrounding area is developed with large tourist hotels. The Fairmont Hotel is located directly across California Street, occupying the entire block and the Mark Hopkins Hotel is located on the same block as the Stanford Court Hotel but further west at the corner of Mason and California Streets. There is a vacant parcel at the southeast corner of Powell and California Streets which abuts the subject garage. The University Club is located across the street from the subject garage at the northeast corner of Powell and California Streets. The surrounding area is developed with high density residential buildings. Cable car lines are located on both California and Powell Streets. Huntington Park is located the west on the subject properties. Huntington Park is located the west on the subject properties.

ENVIRONMENTAL REVIEW

The Project is exempt from the California Environmental Quality Act ("CEQA") as a Class 1 categorical exemption.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	January 17, 2014	January 3, 2014	34 days

Posted Notice	20 days	January 17, 2014	January 17, 2014	20 days
Mailed Notice	10 days	January 27, 2014	January 27, 2014	10 days

PUBLIC COMMENT

- To date, the Department has not received any comments regarding the proposal.

ISSUES AND OTHER CONSIDERATIONS

- The Stanford Court Hotel contains 393 hotel rooms, thereby requiring 25 parking spaces under current Planning Code requirements. The Project Sponsor is asking for a reduction in parking requirements to seven spaces which will be provided in the porte cochere area. The 100 spaces required per Planning Commission Resolution No. 6241 far exceeds the 25 required spaces and the garage has been underutilized. There are a number of other garages in the immediate neighborhood that supply parking. The Fairmont garage and Annex across the street has a total capacity of approximately 195 spaces. The Crocker garage one block west on California has a total capacity of approximately 200 spaces. The Masonic Center garage two blocks west on California has a total capacity of approximately 350 spaces and the Brocklebank garage one block north on Sacramento Street has a total capacity of approximately 100 spaces. Grace Cathedral has 120 spaces. With approximately 965 parking spaces within the immediate area and the location of both Cable car lines, a reduction in required parking is well founded. In addition, the last two recent hotels receiving Conditional Use Authorizations, located at 250 4th Street and 942 Mission Street, did not provide off-street parking. . In addition, the subject property is two blocks from a C-3 District, where parking would not be required.
- The design of the Stanford Court Hotel's porte cochere allows for seven parking spaces to be provided on-site. The porte cochere is located behind the primary façade. Parking spaces are not visible from California Street. This area is currently used for parking; however, these spaces are not included in the total 100 spaces required under Planning Commission Resolution No. 6241. The Stanford Court Hotel believes that given the guest and employee usage of the parking garage, these seven spaces will be sufficient.
- The approval of this modification is not only supported by transit-first policies within the General Plan but also severs ties between the two properties, thereby allowing for greater development potential of 875 California Street.

REQUIRED COMMISSION ACTION

In order for the Project to proceed, the Commission must grant a Conditional Use Authorization to modify the conditions of Planning Commission Resolution No. 6241 to remove the association between the garage located at 875 California Street and the Stanford Court Hotel. In addition the Commission must approve the reduction in on-site parking for the Stanford Court Hotel located at 901 California Street to seven parking spaces pursuant to Planning Code Section 304. Finally, the Commission must grant a separate Conditional Use Authorization to convert the parking garage at 875 California Street from parking solely for the Stanford Court Hotel to a community garage.

BASIS FOR RECOMMENDATION

- The parking requirement in Planning Commission Resolution No. 6241 is excessive and contrary to the General Plan's transit-first principles.
- The proposal involves no alterations or changes in operation. The effect on the surrounding neighborhood is negligible.
- Severing the ties between the two properties allows for greater development potential of the property at 875 California Street.
- Pursuant to Planning Code Section 304, the proposed reduction in parking at 901 California Street is "adequate for the occupancy proposed."
- By converting the garage at 875 California Street to a community garage, the use serves a greater population, especially residents in the surrounding area, while still enabling use by patrons of the hotel.
- The Project is desirable for, and compatible with the surrounding neighborhood.

RECOMMENDATION: Approval with Conditions
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Attachments:

Draft Motion for Conditional Use Authorization 2013.0401C

Draft Motion for Conditional Use Authorization 2013.1130C

Parcel Map

Sanborn Map

Zoning Map

Aerial Photographs

Site Photographs

Project Sponsor Submittal, including:

- Letter to President Rodney Fong dated January 28, 2014 including Conditional Use findings
- Exhibit A: Resolution No. 6241
- Exhibit B: Site Photographs of the Stanford Court Hotel
- Exhibit C: Parking plan and photographs of the porte cochere in the Stanford Court Hotel and
- Exhibit D: Site Photographs of 875 California and the parking plan of the garage
(lower and upper levels)

Attachment Checklist

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

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

KMC
Planner's Initials

KC: G:\DOCUMENTS\Northeast Cases and BPA\Conditional Use Authorization\901 California Street\875-901 California Street ExecutiveSummary.doc



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

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

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Planning Commission Draft Motion

HEARING DATE: FEBRUARY 6, 2014

Date: January 30, 2014
Case No.: **2013.0401C**
Project Address: **875 & 901 California Street**
Zoning: RM-4 (Residential, Mixed, High Density) District
Nob Hill Special Use District
65-A and 320-E Height and Bulk District
Block/Lot: 0256/017 & 0255/001
Project Sponsor: Thomas Tunny
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ADOPTING FINDINGS RELATING TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 303 AND 304, TO MODIFY CONDITIONS OF APPROVAL RELATING TO A GARAGE LOCATED AT 875 CALIFORNIA STREET FOR A PLANNED UNIT DEVELOPMENT (PUD) LOCATED AT 901 CALIFORNIA STREET (D.B.A. STANFORD COURT HOTEL) AND REDUCE THE ON-SITE PARKING REQUIREMENT FROM 25 SPACES TO SEVEN SPACES WITHIN THE RM-4 (RESIDENTIAL, MIXED, HIGH DENSITY) ZONING DISTRICT, THE NOB HILL SPECIAL USE DISTRICT, AND 65-A AND 320-E HEIGHT AND BULK DISTRICT.

PREAMBLE

On April 3, 2013 James A. Reuben (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for Conditional Use Authorization under Planning Code Section(s) 178, 303, and 304 to modify conditions of approval relating to a garage located at 875 California Street for a Planned Unit Development (PUD) located at 901 California Street and reduce the parking provided for the hotel to seven spaces within the RM-4 (Residential, Mixed, High Density) Zoning District, the Nob Hill Special Use District, and 65-A and 320-E Height and Bulk District.

On February 6, 2014, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2013.0401C.

On June 11, 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;

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. 2013.0401C, 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 Stanford Court Hotel is located at the corner of California and Powell Streets and has 393 hotel rooms. The hotel is approximately 250,928 square feet in area and ten stories in height. The hotel rooms range in square footage from 350 square feet to over 600 square feet. In addition, the hotel contains approximately 3,000 square feet of restaurant and bar use at the lobby level and approximately 240 square feet of gift shop retail. A foyer, business center and staircase on the lower level occupy approximately 6,400 square feet. There is an existing porte cochere in front of the hotel that is accessed from one large curb cut on California Street. The hotel was originally constructed in 1911 as a residential hotel and an addition was constructed in 1971. The residential hotel was converted to a large tourist hotel in 1968 under Planning Commission Resolution No. 6241, Case No. CU68.018.

The garage structure at 875 California is on the southern side of California Street, just east of the intersection with Powell Street and was constructed in 1919 as a garage, minor auto repair, and gas station. It was converted to parking for the Stanford Court Hotel in 1968. There are two ramps and curb cuts which access the garage. One ramp accesses the lower level and one ramp accesses the upper level. Each curb cut is approximately ten feet wide. Although Resolution No. 6241 stipulated that the garage supply 100 spaces for the Stanford Court Hotel, there is only a 90-space capacity. On Sunday through Thursday, approximately 53 spaces are occupied. Hotel employees use 20 spaces and the public uses 18 spaces. The remaining spaces are used by hotel guests. On Friday and Saturday, approximately 71 spaces are occupied. Hotel employees use 27 spaces and the public uses 18 spaces. The remaining spaces are used by hotel guests. There are 31 striped parking spaces on the upper level and 32 striped parking spaces on the lower level. When

a valet is present, approximately 90 cars can be parked in the garage. There is a small office area on the upper level.

3. **Surrounding Properties and Neighborhood.** The subject property is located in the Nob Hill neighborhood and Nob Hill Special Use District. The surrounding area is developed with large tourist hotels. The Fairmont Hotel is located directly across California Street, occupying the entire block and the Mark Hopkins Hotel is located on the same block as the Stanford Court Hotel, but located further west at the corner of Mason and California Streets. There is a vacant parcel at the southeast corner of Powell and California Streets which abuts the subject garage. The University Club is located across the street from the subject garage at the northeast corner of Powell and California Streets. The surrounding area is developed with high density residential buildings. Cable Car lines are located on both California and Powell Streets. Huntington Park is located the west on the subject properties.

The subject property is located in the RM-4 District, which is zoned for Residential, Mixed, High Density. These districts are devoted almost exclusively to apartment buildings of high density, usually with smaller units, close to downtown. Buildings over 40 feet in height are very common, and other tall buildings may be accommodated in some instances. Despite the intensity of development, distinct building styles and moderation of facades are still to be sought in new development, as are open areas for the residents. Group housing is especially common in these districts, as well as supporting nonresidential uses.

4. **Project Description.** The proposal involves a Conditional Use Authorization to modify conditions of approval and to reduce the parking requirement from 25 spaces to seven spaces for a Planned Unit Development (PUD) located at 901 California Street (d.b.a. Stanford Court Hotel) within the RM-4 (Residential, Mixed, High Density) Zoning District, the Nob Hill Special Use District, and 65-A and 320-E Height and Bulk District. Conditional Use Authorization CU68.018 and Planning Commission Resolution No. 6241 permitted a hotel with incidental commercial uses and professional offices and conditioned that 100 parking spaces be provided within an existing garage located at 875 California Street, converting it entirely to parking for the hotel. The Project Sponsor is asking for a modification under Planning Code Section 304 to reduce the parking provided for the hotel to seven spaces, providing these spaces in the hotel's existing porte cochere. This application, 2013.0401C, is seeking to sever the ties between the two properties. There are no alterations proposed at either property.

The design of the Stanford Court Hotel's porte cochere allows for seven parking spaces to be provided on-site. The porte cochere is located behind the primary façade. Parking spaces are not visible from California Street. This area is currently used for parking; however, these spaces are not included in the total 100 spaces required under Planning Commission Resolution No. 6241. The Stanford Court Hotel believes that given the guest and employee usage of the parking garage, the availability of nearby parking garages, and public transportation options, these seven spaces will be sufficient.

A separate Conditional Use Authorization application, 2013.1130C, is being sought to reclassify the garage at 875 California Street as a community parking garage use. The current use of the building is a garage associated with the Stanford Court Hotel. The proposal is to reclassify it as a community parking garage within the RM-4 (Residential, Mixed, High Density) Zoning District, the Nob Hill Special Use District, and 65-A Height and Bulk District. There is a separate motion for this action.

5. **Public Comment.** The Department has not received any public comment regarding the proposal.
6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:
 - A. **Use.** Planning Code Section 209.2 (d) states that a Conditional Use Authorization is required for a hotel use.

In 1968, Conditional Use Authorization Case No.68.018 was approved to convert an existing apartment building to a hotel. Part of this Conditional Use Authorization is to modify the conditions of Planning Commission Resolution No. 6241. The hotel use will remain the same; however, the conditions regarding parking will be modified to sever the ties between the subject property and the parking garage located at 875 California Street, and to reduce the on-site parking to seven spaces.

- B. **Parking.** Planning Section 151 of the Planning Code requires one off-street parking space for each 16 guest bedrooms where the number of guest bedrooms exceeds 23, plus one for the manager's dwelling unit, if any.

The Stanford Court Hotel contains 393 hotel rooms, thereby requiring 25 parking spaces. The Project Sponsor is asking for a reduction in the parking requirement to seven spaces which will be provided in the porte cochere area. The 100 spaces required per Planning Commission Resolution No. 6241 far exceeds the 25 required spaces and the garage has been underutilized. There are a number of other garages in the immediate neighborhood that supply parking. The Fairmont garage and Annex across the street has a total capacity of approximately 195 spaces. The Crocker garage one block west on California has a total capacity of approximately 200 spaces. The Masonic Center garage two blocks west on California has a total capacity of approximately 350 spaces and the Brocklebank garage one block north on Sacramento Street has a total capacity of approximately 100 spaces. Grace Cathedral has 120 spaces. With approximately 965 parking spaces within the immediate area and the location of both Cable car lines, a reduction is required parking is well founded. In addition, the last two recent hotels receiving Conditional Use Authorizations located at 250 4th Street and 942 Mission Street, did not provide off-street parking. In addition, the subject property is two blocks from a C-3 District, where parking would not be required.

- C. **Permitted Conditional Use.** Pursuant to Planning Code Section 178, a permitted conditional use may not be significantly altered, enlarged, or intensified, except upon approval of a new conditional use application.

This Conditional Use Authorization is seeking to modify the conditions of approval with regard to the parking garage located at 875 California Street and reducing the parking requirement for the hotel. The Stanford Court Hotel will continue to operate as a permitted Conditional Use.

- D. **Modifying Conditions.** Pursuant to Planning Code Section 303 (e), authorization of a change in any condition previously imposed in the authorization of a conditional use shall be subject to the same procedures as a new conditional use.

This Conditional Use Authorization is seeking to modify the conditions of approval in Planning Commission Resolution No. 6241, specifically Condition # 3 which requires the parking garage located at 875 California Street to be used solely by the Stanford Court Hotel.

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 parking reduction is necessary and desirable for, and compatible with the neighborhood as it will bring the hotels off-street parking requirement closer into conformance with the Planning Code. The amount of parking provided for the hotel far exceeds what is required under the Planning Code today and is contrary to General Plan Policies promoting transit and discouraging automobile use. In addition, by severing the tie between the two properties and authorizing a community garage located at 875 California Street, the neighboring residents can utilize the existing garage.

- 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 proposal will not alter the existing appearance or character of the Project vicinity. Due to the hotel's proximity to existing transit lines and the abundance of parking garages provided in the area, the reduction in the parking requirement for the Stanford Court Hotel is well founded. The existing porte cochere has adequate space to include off-street parking. Currently, the porte cochere is being used for parking; therefore, there is no visual change.

- 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 proposed decrease in required parking for the Hotel will encourage the use of public transit, which will reduce traffic congestion and ease parking demand.

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

The proposed decrease in required parking for the Hotel will reduce traffic and its resulting noxious and offensive emissions.

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

The proposed parking reduction does not require any additional improvements to the Stanford Court Hotel. The existing landscaping, open space, and screening will not be affected.

- 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. **Planned Unit Development.** Conditional Use Authorization Case No.68.018 was approved to convert an existing apartment house to a hotel. Pursuant to Planning Code Section(s) 303 and 304. Planning Code Section 304(d) establishes criteria and limitations for the authorization of PUDs over and above those applicable to Conditional Uses in general and contained in Section 303(c) and elsewhere in the Code. In cases of outstanding overall design, Projects may merit modification of certain Code requirements. PUDs must also:

- A. Provide outstanding design.

There is no proposed change to the exterior of the building. The modification of the conditions of approval and the reduction in parking do not affect the exterior of the building.

- B. Affirmatively promote applicable objectives and policies of the General Plan.

This Project is consistent with the objectives and policies of the General Plan as outlined in Section 9 below.

- C. Provide off street parking adequate for the occupancy proposed.

The 100 spaces required per Planning Commission Resolution No. 6241 far exceeds the 25 required spaces and the garage has been underutilized. There are a number of other garages in the immediate neighborhood that supply parking. The Fairmont garage and Annex across the street has a total capacity of approximately 195 spaces. The Crocker garage one block west on California has a total

capacity of approximately 200 spaces. The Masonic Center garage two blocks west on California has a total capacity of approximately 350 spaces and the Brocklebank garage one block north on Sacramento Street has a total capacity of approximately 100 spaces. Grace Cathedral has 120 spaces. With approximately 965 parking spaces within the immediate area and the location of both Cable car lines, and given the historic parking needs of the hotel, a reduction is required parking is well founded.

- D. Provide open space usable by the occupants and, where appropriate, by the general public, at least equal to the open spaces required by the Code.

There are no proposed changes to the open space provided by the Stanford Court Hotel. The modification of the conditions of approval and the reduction in parking do not affect the open space provided.

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

The subject property is a hotel use. There are no dwelling units provided on the property.

- F. In R Districts, include commercial uses only to the extent that such uses are necessary to serve residents of the immediate vicinity, subject to the limitations for NC-1 (Neighborhood Commercial Cluster) Districts under the Code.

The subject property is located in the RM-4 Zoning district and is already entitled as a hotel use. There are no proposed changes to the use of the property included in this Conditional Use Authorization.

- G. Under no circumstances be excepted from any height limit established by Article 2.5 of this Code, unless such exception is explicitly authorized by the terms of this Code. In the absence of such an explicit authorization, exceptions from the provisions of this Code with respect to height shall be confined to minor deviations from the provisions for measurement of height in Sections 260 and 261 of this Code, and no such deviation shall depart from the purposes or intent of those sections.

There are no proposed changes to the height of the Stanford Court Hotel. The modification of the conditions of approval and the reduction in parking do not affect the height of the building.

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

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 1:

MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

Policy 1.3:

Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

The proposed reduction in parking gives priority to public transit. The Stanford Court Hotel is well served by public transit. The Powell Hyde, Powell Mason, and California Cable car line run at the intersection of Powell and California Streets. In addition the following MUNI bus lines are within one block of the subject property: 1, 31, 38 AX and BX, 30, 45, 8X, 8A and BX.

OBJECTIVE 2:

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

Policy 2.2:

Reduce pollution, noise and energy consumption.

The proposed reduction in parking will encourage transit use and result in the reduction of pollution associated with automobile usage.

OBJECTIVE 16

DEVELOP AND IMPLEMENT PROGRAMS THAT WILL EFFICIENTLY MANAGE THE SUPPLY OF PARKING AT EMPLOYMENT CENTERS THROUGHOUT THE CITY SO AS TO DISCOURAGE SINGLE-OCCUPANT RIDERSHIP AND ENCOURAGE RIDESHARING, TRANSIT AND OTHER ALTERNATIVES TO THE SINGLE-OCCUPANT AUTOMOBILE.

Policy 16.5:

Reduce parking demand through limiting the absolute amount of spaces and prioritizing the spaces for short-term and ride-share uses.

Parking spaces are being limited at the Stanford Court Hotel. Currently the Stanford Court Hotel provides 100 spaces at the garage located at 875 California Street when only 25 spaces are required by the Planning Code. The further reduction to seven spaces is respective of the hotel's parking demand and will further encourage the hotel employees to utilize public transit.

10. **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 proposed decrease in required parking for the hotel will have no effect on 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 proposed decrease in required parking for the hotel will have no effect on neighborhood character as there are no exterior modifications included in the proposal.

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

The proposed decrease in required parking will have no effect on the City's affordable housing supply.

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

The proposed decrease in required parking will not impede MUNI transit service. In fact, with the approval of a community garage at 875 California Street, the availability of neighborhood parking will improve.

- 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.

This proposal will not affect 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 effect on existing parks and open spaces. The Project does not have an effect on open spaces.

11. 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.
12. 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. 2013.0401C** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on February 6, 2014.

Jonas P. Ionin
Acting Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: February 6, 2014

EXHIBIT A

AUTHORIZATION

This authorization is for a Conditional Use to modify conditions of approval of a Planned Unit Development (PUD) located at 901 California Street (d.b.a Stanford Court Hotel) and reduce the on-site parking requirement from 25 spaces to seven spaces within the RM-4 (residential, mixed, high density) Zoning District, the Nob Hill Special Use District, and 65-A and 320-E Height and Bulk District. and subject to conditions of approval reviewed and approved by the Commission on **February 6, 2014** under Motion No. **XXXXXX**. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator. Planning Commission Resolution No. 6241 remains in effect except for Condition #3.

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 **February 6, 2014** under Motion No **XXXXXX**.

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

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

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

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

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

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

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

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

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

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

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

PARKING AND TRAFFIC

6. **Parking Requirement.** Pursuant to Planning Code Section 151, the Project shall provide seven (7) independently accessible off-street parking spaces located in the hotel's porte cochere.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.
7. **Condition No. 3 in Planning Commission Resolution No. 6241.** This condition shall supersede Condition #3 in Planning Commission Resolution No. 6241. The garage located at 875 California Street is no longer responsible for providing parking for the Stanford Court Hotel or future operators of the hotel located at 901 California Street.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

MONITORING

8. **Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.
9. **Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863,

OPERATION

10. **Community Liaison.** Prior to issuance of a building permit to construct the Project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

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

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Planning Commission Draft Motion

HEARING DATE: FEBRUARY 6, 2014

Date: January 30, 2014
Case No.: **2013.1130C**
Project Address: **875 California Street**
Zoning: RM-4 (Residential, Mixed, High Density) District
Nob Hill Special Use District
65-A Height and Bulk District
Block/Lot: 0256/017
Project Sponsor: Thomas Tunny
1 Bush Street #600
San Francisco, CA 94104
Staff Contact: Kate Conner – (415) 575-6914
kate.conner@sfgov.org

ADOPTING FINDINGS RELATING TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 209.7(a) AND 303, TO OPERATE A COMMUNITY GARAGE WITHIN THE RM-4 (RESIDENTIAL, MIXED, HIGH DENSITY) ZONING DISTRICT, THE NOB HILL SPECIAL USE DISTRICT, AND 65-A HEIGHT AND BULK DISTRICT.

PREAMBLE

On July 18, 2013 Thomas Tunny (hereinafter “Project Sponsor”) filed an application with the Planning Department (hereinafter “Department”) for Conditional Use Authorization under Planning Code Section(s) 209.7 and 303 to operate a community garage within the RM-4 (Residential, Mixed, High Density) Zoning District, the Nob Hill Special Use District, and 65-A Height and Bulk District.

On February 6, 2014, the San Francisco Planning Commission (hereinafter “Commission”) conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2013.1130C.

The Project was determined to be exempt from the California Environmental Quality Act (“CEQA”) as a Class 1 Categorical Exemption under CEQA;

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. 2013.1130C, 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 garage structure at 875 California is on the southern side of California Street, just east of the intersection with Powell Street and was constructed in 1919 as a garage, minor auto repair, and gas station. It was converted to parking for the Stanford Court Hotel in 1968. There are two ramps and curb cuts which access the garage. One ramp accesses the lower level and one ramp accesses the upper level. Each curb cut is approximately ten feet wide. In 1968, Conditional Use Authorization CU68.018 and Planning Commission Resolution No. 6241 stipulated that the garage supply 100 spaces for the Stanford Court Hotel; however, currently there is only a 90-space capacity.

On Sunday through Thursday, approximately 53 spaces are occupied. Hotel employees use 20 spaces and the public uses 18 spaces. The remaining spaces are used by hotel guests. On Friday and Saturday, approximately 71 spaces are occupied. Hotel employees use 27 spaces and the public uses 18 spaces. The remaining spaces are used by hotel guests. There are 31 striped parking spaces on the upper level and 32 striped parking spaces on the lower level. When a valet is present, approximately 90 cars can be parked in the garage. There is a small office area located on the upper level.

3. **Surrounding Properties and Neighborhood.** The subject property is located in the Nob Hill neighborhood and Nob Hill Special Use District. The surrounding area is developed with large tourist hotels. The Fairmont Hotel is located directly across California Street, occupying the entire block and the Mark Hopkins Hotel is located on the same block as the Stanford Court Hotel but further west at the corner of Mason and California Streets. There is a vacant parcel at the southeast corner of Powell and California Streets which abuts the subject garage. The University Club is located across the street from the subject garage at the northeast corner of Powell and California Streets. The surrounding area is developed with high density residential buildings. Cable Car lines are located on both California and Powell Streets. Huntington Park is located the west on the subject properties.

The subject property is located in the RM-4 District, which is zoned for Residential, Mixed, High Density. These districts are devoted almost exclusively to apartment buildings of high density,

usually with smaller units, close to downtown. Buildings over 40 feet in height are very common, and other tall buildings may be accommodated in some instances. Despite the intensity of development, distinct building styles and moderation of facades are still to be sought in new development, as are open areas for the residents. Group housing is especially common in these districts, as well as supporting nonresidential uses.

4. **Project Description.** The proposal is to operate a community garage within the RM-4 (Residential, Mixed, High Density) Zoning District, the Nob Hill Special Use District, and 65-A Height and Bulk District. The current use of the building is a garage associated with the Stanford Court Hotel. Conditional Use Authorization Case No. CU68.018 restricted the use of the garage for sole use by the Stanford Court Hotel. Conditional Use Authorization 2013.0401C seeks to sever the ties between the two properties and this Conditional Use Authorization established a community garage use for the subject property.
5. **Public Comment.** The Department has not received any public comment regarding the proposal.
6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:
 - A. **Use.** Planning Code Section 209.7(a) states that a community garage, confined to the storage of private passenger automobiles of residents of the immediate vicinity requires Planning Commission approval of a Conditional Use Authorization.

This Conditional Use Authorization is to establish a community garage. Planning Commission Resolution No. 6241 associated the subject garage, in its entirety, with the Stanford Court Hotel. Conditional Use Authorization Case No. 2013.0401C is seeking to modify the conditions of approval and sever the ties between the two properties. Considering that all of the parking spaces were reserved for the hotel, removing this condition would leave the garage without a valid use. This Conditional Use Authorization is seeking to convert the garage to a community garage. There are no alterations proposed for the garage. The shift in use may be completed without physical changes. A community garage will serve the residents in the surrounding area.

- B. **Street Trees.** Pursuant to Planning Code Section 138, street trees shall be required under the following conditions: construction of a new building; relocation of a building; the addition of gross floor area equal to 20 percent or more of the gross floor area of an existing building; the addition of a new dwelling unit, a garage, or additional parking; or paving or repaving more than 200 square feet of the front setback.

With 68.5 feet of frontage on California Street, three street trees are required to be installed to comply with this requirement. There are currently two trees in front of the subject property. The remaining tree must be installed or a waiver must be granted by the Zoning Administrator.

- C. **Screening and Greening of Vehicle Use Areas.** Pursuant to Planning Code Section 142, all lots containing vehicular use areas where such area has more than 25 linear feet along any public right-of-way shall provide screening.

There is no construction proposed to the existing garage. Screening and greening is triggered when there is a 20 percent gross floor area expansion, where rehabilitation or expansion involves a 20 percent increase in parking spaces, or if the excavation and reconstruction of an existing vehicular use area involves the removal of 200 square feet or more of asphalt, concrete or other surface devoted to vehicular use. There is no increase in the number of spaces or any proposed expansion. In addition, the garage is an enclosed structure and cars are screened from view and appropriately screened.

- D. **Parking for Individuals with Disabilities.** Pursuant to Planning Code Section 155, for each 25 off-street parking spaces provided, one such space shall be designed and designated for persons with disabilities.

The Project Sponsor shall comply with this requirement and devote four spaces to individuals with disabilities.

- E. **Bicycle Parking.** Pursuant to Planning Code Section 155.2, one Class 2 space is required for every 20 auto spaces, except in no case less than six Class 2 spaces.

The Project Sponsor shall comply with this requirement and install six Class 2 bicycle parking spaces within the existing garage. A building Permit Application must be secured to complete this work.

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 community garage use is necessary or desirable for, and compatible with the neighborhood or community because it will provide local residents greater access to parking at the subject garage which is a desirable amenity for the neighborhood. In addition, there is already an existing parking use on the property; therefore, there is a minimal effect as both uses are similar.

- 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;

No physical changes are being proposed to the existing garage structure on the property. Therefore, approval of the Conditional Use Authorization will have no detrimental physical impact on the property or the existing garage structure on the property. The garage is a potential historic resource.

- 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 proposed change of use to a community garage will have little effect on neighborhood traffic patterns and parking. Because users are limited to local residents, there will be no increase in traffic coming from outside the neighborhood. The proposed use will help ease on- and off-street parking demand in the neighborhood because it provides additional parking capacity.

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

Both the previous use and the proposed use are parking; therefore, approval of the proposed use will not result in any increase in noxious or offensive emissions.

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

There are no physical changes proposed to the garage. There are already two street trees in front of the subject property. As part of this approval, the Project Sponsor will be responsible for installing an additional street tree unless a waiver is granted by the Zoning Administrator.

- 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:

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 30:

ENSURE THAT THE PROVISION OF NEW OR ENLARGED PARKING FACILITIES DOES NOT ADVERSELY AFFECT THE LIVABILITY AND DESIRABILITY OF THE CITY AND ITS VARIOUS NEIGHBORHOODS..

Policy 30.6:

Make existing and new accessory parking available to nearby residents and the general public for use as short-term or evening parking when not being utilized by the business or institution to which it is accessory.

Parking which currently exists at the garage will be made available to residents in the surrounding area instead of limiting the use of parking for the Stanford Court Hotel. Nearby residents will be able to take advantage of a residential amenity not previously available and help relieve off-street parking demand.

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 proposed community garage will have no effect on 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 proposed decrease in required parking for the hotel will have no effect on neighborhood character as there are no exterior modifications included in the proposal. The garage is a potential historic resource. The proposed use required no alterations which could potentially compromise the historical integrity of the building.

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

The proposed community garage will have no effect on the City's affordable housing supply.

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

The proposed community garage will not impede MUNI transit service as the garage already exists. In fact, with the approval of a community garage, the availability of neighborhood parking will improve.

- 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.

This proposal will not affect 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. The garage is a potential historic resource; the structure will be preserved as there are no modifications proposed.

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

The Project will have no negative effects on existing parks and 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. 2013.1130C** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on February 6, 2014.

Jonas P. Ionin
Acting Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: February 6, 2014

EXHIBIT A

AUTHORIZATION

This authorization is for a Conditional Use to operate a community garage within the RM-4 (Residential, Mixed, High Density) Zoning District, the Nob Hill Special Use District, and 65-A Height and Bulk District and subject to conditions of approval reviewed and approved by the Commission on **February 6, 2014** under Motion No **XXXXXX**. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the Project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on **February 6, 2014** under Motion No **XXXXXX**.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

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

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

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

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

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

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

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

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

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

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

DESIGN

6. **Street Trees.** Pursuant to Planning Code Section 138.1 (formerly 143), the Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the building permit application indicating that street trees, at a ratio of one street tree of an approved species for every 20 feet of street frontage along public or private streets bounding the Project, with any remaining fraction of 10 feet or more of frontage requiring an extra tree, shall be provided. Three trees are required at the subject site. There are two trees currently installed; therefore, one additional tree is required. The street trees shall be evenly spaced along the street frontage except where proposed driveways or other street obstructions do not permit. The exact location, size and species of tree shall be as approved by the Department of Public Works (DPW). In any case in which DPW cannot grant approval for installation of a tree in the public right-of-way, on the basis of inadequate sidewalk width, interference with utilities or other reasons regarding the public welfare, and where installation of such tree on the lot itself is also impractical, the requirements of this Section 428 may be modified or waived by the Zoning Administrator to the extent necessary.

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

PARKING AND TRAFFIC

7. **Bicycle Parking** Pursuant to Planning Code Sections 155.2, the Project shall provide no fewer than six Class 2 bicycle parking spaces. Please be aware that a Building Permit Application is required for installation of bicycle parking.

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

MONITORING

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

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

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

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863,

OPERATION

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

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

Parcel Map



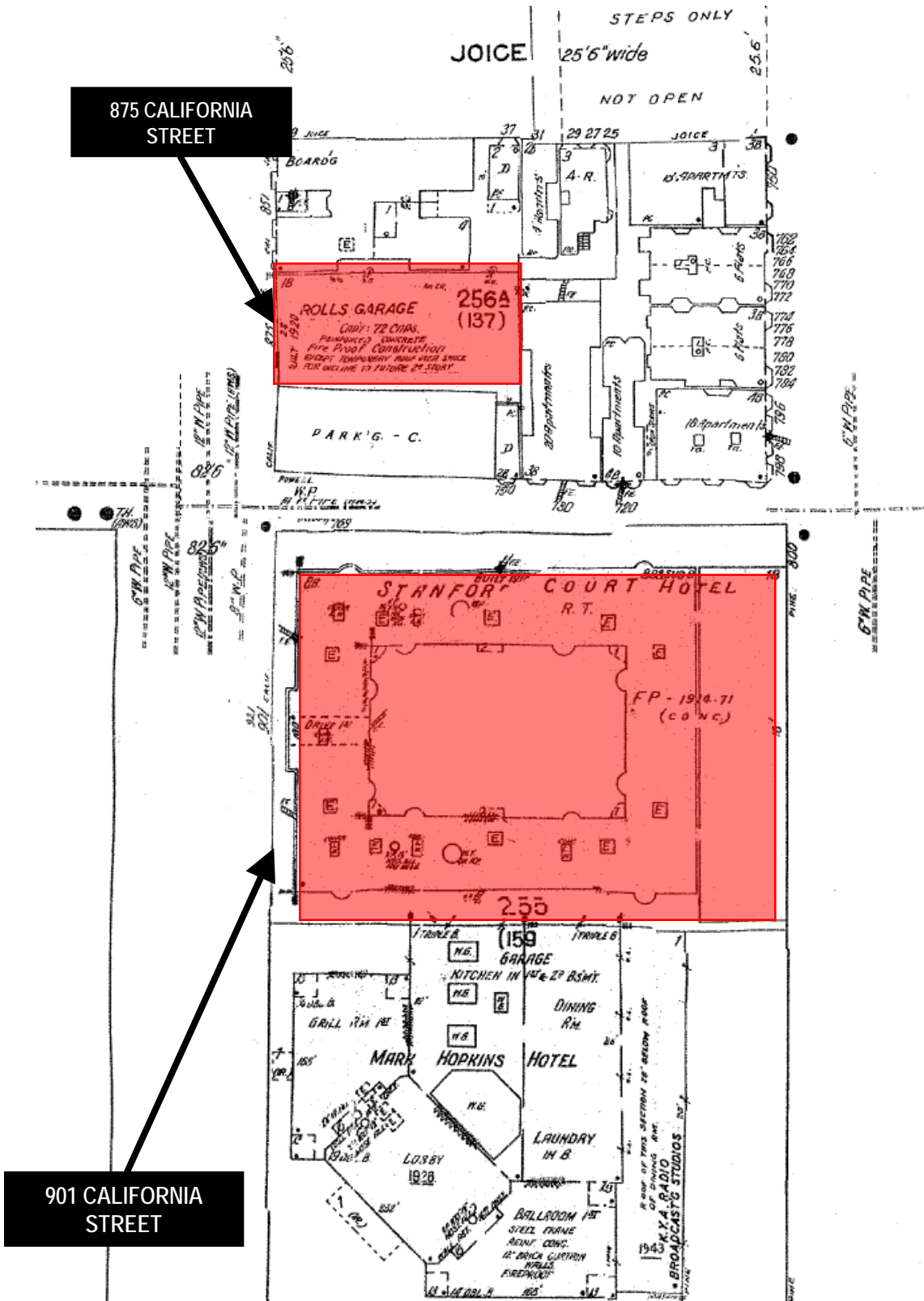
901 CALIFORNIA STREET

875 CALIFORNIA STREET



Conditional Use Authorization
Case Number 2013.0401C and 2013.1130C
875 & 901 California Street

Sanborn Map*

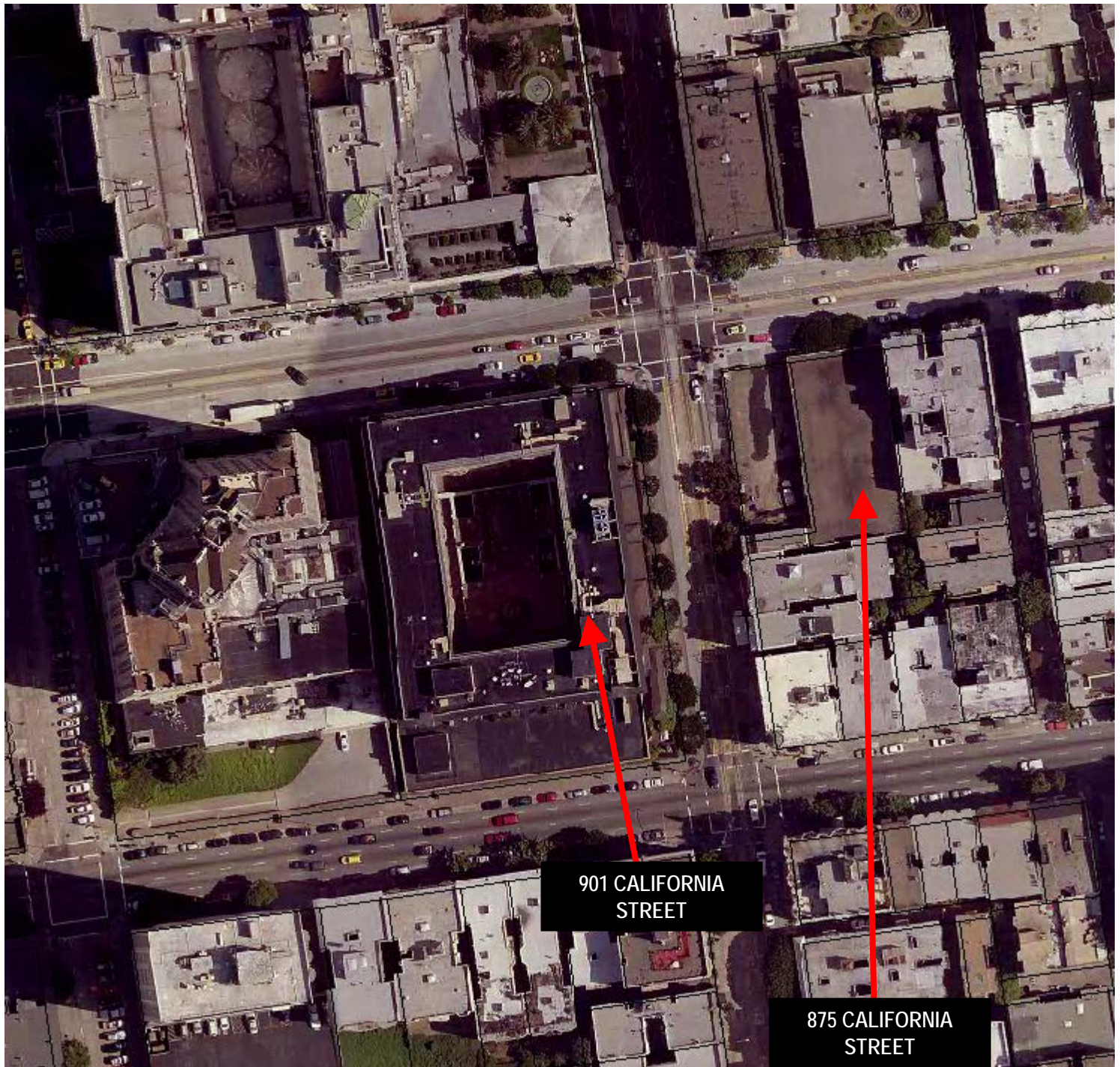


*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

Conditional Use Authorization
 Case Number 2013.0401C and 2013.1130C
 875 & 901 California Street



Aerial Photo



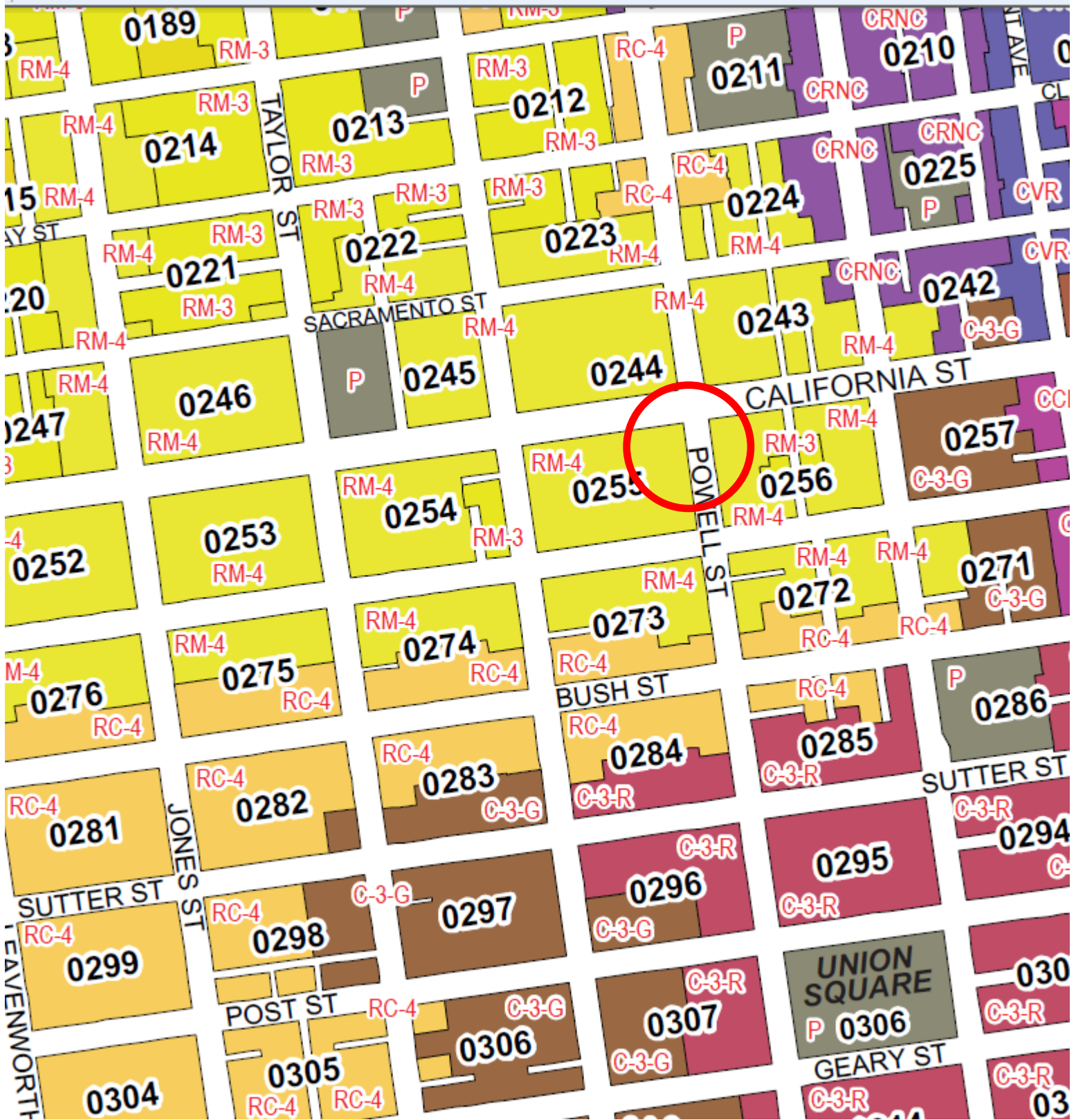
901 CALIFORNIA
STREET

875 CALIFORNIA
STREET



Conditional Use Authorization
Case Number 2013.0401C and 2013.1130C
875 & 901 California Street

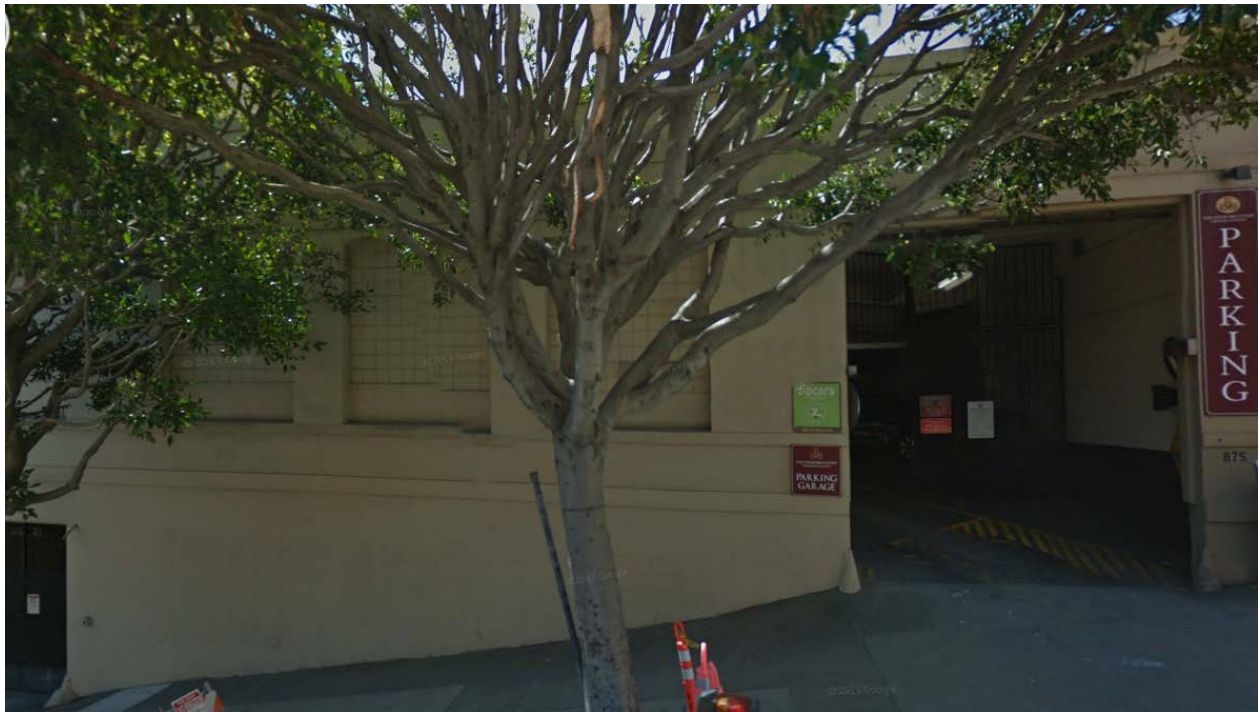
Zoning Map



Conditional Use Authorization
Case Number 2013.0401C and 2013.1130C
875 & 901 California Street



Site Photo



Conditional Use Authorization
Case Number 2013.0401C and 2013.1130C
875 & 901 California Street

REUBEN, JUNIUS & ROSE, LLP

January 28, 2014

By Hand Delivery

Mr. Rodney Fong, President
San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

**Re: Case Nos. 2013.0401C and 2013.1131C
875 California Street and 901 California Street
Our File No.: 6655.05**

Dear President Fong and Commissioners:

We represent Stanford 8 Owner, LLC, and Stanford 8 Parking, LLC, the property owners of the Stanford Court Hotel at 901 California (the "Hotel") and a nearby parking garage at 875 California (the "Garage"), respectively. The Hotel currently must provide 100 off-street parking spaces for guests and employees at the Garage pursuant to a 25-year-old Planned Unit Development condition of approval. The Hotel is seeking a reduction of this parking requirement to seven (7) spaces, thereby bringing the amount of parking in line with present-day City General Plan policies and Planning Code controls, as well as the Hotel's parking needs, and eliminating this unnecessary burden on both properties.

The Hotel would provide the seven parking spaces in its existing porte-cochere and no longer would need the Garage for parking. Accordingly, we also seek approval of a Conditional Use Authorization for the Garage as a community garage. The Garage would be used for parking by neighborhood residents.

I. THE PROPOSAL BRINGS BOTH PROPERTIES INTO COMPLIANCE WITH PRESENT-DAY CITY POLICIES AND CONTROLS

The Hotel currently operates pursuant to a Planned Unit Development approved by the Planning Commission on July 11, 1968 (the "1968 PUD," Planning Commission Motion No. 6241, attached hereto as **EXHIBIT A**). Photos of the Hotel are attached hereto as **EXHIBIT B**. Photos of the porte-cochere and a proposed parking plan are attached hereto as **EXHIBIT C**.

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The 1968 PUD requires the provision of at least 100 off-street parking spaces for the Hotel at the Garage. (1968 PUD, § 1(e).) This significant amount of parking far exceeds the current Planning Code requirements for a hotel use.

Under existing controls, the Hotel, at approximately 396 rooms, is required to provide 25 off-street spaces. (Planning Code § 151(b).) The Planning Commission may further reduce the parking requirement pursuant to Planning Code Section 304 (planned unit developments) where the subject property is larger than ½ acre, as is the case here. Section 304(d)(2) authorizes an amount of off-street parking that is “adequate for the occupancy proposed.” The provision of seven spaces at the Hotel is adequate because of the availability of nearby parking and the diminishing need the Hotel has had for parking over time.

The combined parking capacity of five nearby garages, according to the garage operators, is approximately 965 spaces. The five garages are the Fairmont garage and annex across the street, the Crocker garage one block west on California Street, the Masonic Center garage two blocks west on California Street, and the Brocklebank garage one block north on Sacramento Street. This parking is more than sufficient to address the Hotel’s parking needs.

A reduction in the off-street parking at the Hotel also would be consistent with the recently-approved hotels at 250 4th Street and 942 Mission Street, the most recent hotels approved in the City. Both hotels provide no off-street parking. The Hotel’s location at the intersection of two cable car lines, Downtown, and Union Square, in addition to its proximity to nearby parking garages, allows the Hotel to operate without the proposed amount of parking. The proposed decrease in parking will encourage public transit use, which will reduce traffic congestion and ease parking demand.

Conversion of the Garage to a community garage use will have little impact on the neighborhood. Users of the Garage will be limited to neighborhood residents. (Planning Code §209.7(a).) Thus, there will be no increase in traffic coming from outside the neighborhood. No physical changes to the Garage are needed or proposed. The Garage will provide bicycle and handicapped-accessible spaces in accordance with Code requirements. Usage of the Garage will remain much the same as it is today. Photos and a floor plan of the Garage are attached hereto as **EXHIBIT D**.

II. THE REQUIRED FINDINGS FOR THE HOTEL'S PARKING REDUCTION ARE MET

A. Planning Code Section 303(c) Findings

Under Planning Code Section 304(d), the Planning Commission shall authorize the modification of a Planned Unit Development if the facts presented meet the Section 303(c) criteria.

1. Desirability and Compatibility of Proposal

Planning Code Section 303(c)(1) requires that facts be established that demonstrate the following:

That the proposed use or feature, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable for, and compatible with, the neighborhood or the community.

The proposed parking reduction is necessary and desirable for, and compatible with, the neighborhood and community because it will make the Hotel's parking consistent with existing neighborhood requirements. The current amount of parking provided for the Hotel far exceeds what is required under the Planning Code, is contrary to General Plan policies promoting transit and discouraging automobile use, and has proven over time to be unnecessary for the Hotel. The reduction in parking will reduce traffic in the neighborhood.

2. Effect of Proposal on Health, Safety, Convenience or General Welfare

Planning Code Section 303(c)(2) requires that facts be established that demonstrate the following:

That such use or feature as proposed will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injurious to property, improvements or potential development in the vicinity, with respect to aspects including but not limited to the following:

- (a) **The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of the structure.**

No changes to the site or the existing Hotel structure are proposed. The Hotel's porte-cochere currently allows for parking, which use will continue.

- (b) **The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading.**

The Hotel's location at the intersection of two cable car lines, and its proximity to nearby parking garages, Downtown, and Union Square, allow the Hotel to operate without the current amount of parking. The proposed decrease in required parking for the Hotel will encourage public transit use, which consequently would reduce traffic congestion and ease parking demand.

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

The proposed decrease in required parking for the Hotel will reduce traffic and its resulting noxious and offensive emissions.

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

The proposed decrease in required parking for the Hotel will not change the property's existing design and configuration of landscaping, open spaces, parking and loading areas, service areas, lighting and signs.

3. Compliance with the General Plan

Planning Code section 303(c)(3) requires that facts be established that demonstrate the following:

That such use or feature as proposed will comply with the applicable provisions of this Code and will not adversely affect the Master Plan.

The Project will affirmatively promote, is consistent with, and will not adversely affect the General Plan, and specifically the **Transportation Element of the General Plan**, as follows:

Transportation Element

- Policy 1.3: Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.
- Policy 2.2 Reduce pollution, noise and energy consumption.
- Policy 14.8 Implement land use controls that will support a sustainable mode split, and encourage development that limits the intensification of automobile use.
- Policy 16.5 Reduce parking demand through limiting the absolute amount of spaces and prioritizing the spaces for short-term and ride-share uses.

The proposal promotes the foregoing policies because it decreases the required off-street parking for the Hotel, which will encourage the use of transit, reduce automobile use and its resulting pollution, noise and energy consumption, and will reduce parking demand.

B. Priority Master Plan Policies Findings

Planning Code Section 101.1 establishes the following eight priority planning policies and requires review of project proposals for consistency with said policies. The proposal is consistent with each of these policies as follows:

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

The proposed decrease in required parking for the Hotel will have no impact on neighborhood-serving retail uses.

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

The proposed decrease in required parking for the Hotel will improve neighborhood character by reducing traffic in the neighborhood.

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

The proposed decrease in required parking for the Hotel will have no impact on the City's supply of affordable housing.

4. That commuter traffic not impede Muni transit service or overburden our streets or neighborhood parking.

The proposed decrease in required parking for the Hotel will have no impact on commuter traffic.

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

The proposed decrease in required parking for the Hotel will have no impact on our industrial and service industries.

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

The proposed decrease in required parking for the Hotel will have no impact on earthquake preparedness.

7. That landmarks and historic buildings be preserved.

The property is not located in a Conservation District or Historic District. There are no landmark buildings, contributory buildings, or architecturally significant buildings on the property. The proposed decrease in required parking for the Hotel will have no effect on any historic resource.

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

The proposed decrease in required parking for the Hotel will have no impact on parks and open space or their access to light and vistas.

C. Planning Code Section 304(d)(2)

Planning Code Section 304(d)(2) authorizes a decrease in the required parking if the amount of off-street parking provided is “adequate for the occupancy proposed.”

The proposed seven (7) parking spaces is adequate for the Hotel because of the large number of public garage spaces available nearby, the availability of public transportation, and the proximity of the Hotel to Downtown and other City attractions.

III. THE REQUIRED FINDINGS FOR THE COMMUNITY GARAGE ARE MET

A. Planning Code Section 303 Findings

A Conditional Use Authorization is required for the use of the Garage as a “community garage.” (Planning Code §209.7(a).) Under Planning Code Section 303(c), the City Planning Commission shall approve a Conditional Use Authorization if the facts presented are such to establish the following:

1. Desirability and Compatibility of Proposal

Planning Code Section 303(c)(1) requires that facts be established which demonstrate the following:

That the proposed use or feature, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable for, and compatible with, the neighborhood or the community.

The proposed use as a community garage is necessary and desirable for, and compatible with, the neighborhood and the community because it will continue a parking use at the property that is substantially similar to the existing use. The only change will be that local residents will have greater access to the parking, which is a desirable amenity for the neighborhood.

2. Effect of Proposal on Health, Safety, Convenience or General Welfare

Planning Code Section 303(c)(2) requires that facts be established that demonstrate the following:

That such use or feature as proposed will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injuries to property, improvements or potential development in the vicinity, with respect to aspects including but not limited to the following:

- (a) **The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of the structure.**

No physical changes are being proposed to the existing Garage structure. Therefore, approval of the proposal will have no detrimental physical impact on the property or the existing Garage structure.

- (b) **The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading.**

The proposed change of use will have little impact on neighborhood traffic patterns and parking. Because users are limited to local residents, there will be no increase in traffic coming from outside of the neighborhood. The proposed use will help ease on- and off-street parking demand in the neighborhood because it provides additional parking capacity.

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

Both the previous use and the proposed use are parking; therefore, approval of the proposed use will not cause any changes in existing noxious or offensive emissions such as noise, glare, dust and odor.

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

Both the previous use and the proposed use are parking and no physical changes to the property or the Garage are proposed; the proposal will have no impact on such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs.

3. Compliance with the General Plan

Planning Code Section 303(c)(3) requires that facts be established that demonstrate the following:

That such use or feature as proposed will comply with the applicable provisions of this Code and will not adversely affect the Master Plan.

The proposed change of use of the Garage will affirmatively promote, is consistent with, and will not adversely affect the General Plan, and specifically the **Transportation Element of the General Plan**, as follows:

Transportation Element

POLICY 30.6 Make existing and new accessory parking available to nearby residents and the general public for use as short-term or evening parking when not being utilized by the business or institution to which it is accessory.

The proposal would promote this policy by making the Garage parking available to nearby residents whereas it is now principally accessory parking for the Stanford Court Hotel.

B. Priority Master Plan Policies Findings

Planning Code Section 101.1 establishes the following eight priority planning policies and requires review of projects for consistency with said policies. The proposal is consistent with each of these policies as follows:

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

The proposal would have no impact on neighborhood-serving retail uses.

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

The proposal will have no impact on housing and neighborhood character because the subject use will continue to be the same – parking – and no physical changes are proposed for the property or the Garage.

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

The proposal will have no impact on the City's supply of affordable housing.

4. That commuter traffic not impede Muni transit service or overburden our streets or neighborhood parking.

The proposal will have no impact on commuter traffic.

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

The proposal will have no impact on our industrial and service sectors.

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

The proposal will have no impact on earthquake preparedness.

7. That landmarks and historic buildings be preserved.

The subject property is not located in a Conservation District or Historic District. Because the proposal does not include any physical changes to the property or the Garage, the proposal will have no effect on any historic resource.

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

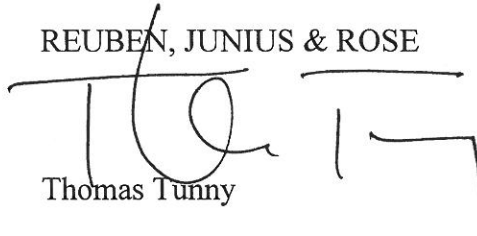
The proposal will have no impact on parks and open space and their access to light and vistas.

President Fong and Commissioners
San Francisco Planning Commission
January 28, 2014
Page 11

For all of the foregoing reasons, we respectfully request your approval of these two applications.

Very truly yours,

REUBEN, JUNIUS & ROSE

A handwritten signature in black ink, appearing to read 'Thomas Tunny', is written over a horizontal line. The signature is stylized and cursive.

Enclosures

cc: Commission Vice-President, Cindy Wu
Commissioner Michael Antonini
Commissioner Gwyneth Borden
Commissioner Rich Hillis
Commissioner Kathrin Moore
Commissioner Hisashi Sugaya
Jonas P. Ionin, Commission Secretary
John Rahaim, Planning Director
Kate Conner, Planner
Stanford 8 Owner, LLC
Stanford 8 Parking, LLC

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EXHIBIT A

CITY PLANNING COMMISSION

RESOLUTION NO. 6241

WHEREAS, The City Planning Commission on July 11, 1968 heard Application No. CU68.18 for Conditional Uses in an R-5 District and in the Nob Hill Special Use District, under Sections 304 et seq. of the City Planning Code, to permit a Hotel with incidental Commercial Uses and Professional Offices, and a Storage Garage for said hotel on the property described as follows:

Stanford Court Apartments, 901-905 California Street, and Rollis Garage, 875 California Street; Lot 1 in Assessor's Block 255 and Lot 17 in Assessor's Block 256;

WHEREAS, The Commission has previously determined that the area within the Nob Hill Special Use District is appropriate for hotels;

WHEREAS, The Stanford Court Apartments, and especially the wall surrounding them, are a part of the special character of the Nob Hill Special Use District;

WHEREAS, The proposed conversion of the subject apartment building to a hotel would preserve the landmark wall and the exterior walls of Stanford Court Apartments, and would not require increased bulk in either the apartment building or the associated garage building;

THEREFORE BE IT RESOLVED, That the City Planning Commission finds that the conditions set forth in Sections 238(c) and 304.3 of the City Planning Code are met and said Conditional Uses are hereby AUTHORIZED in accordance with standards specified in the City Planning Code and subject to further conditions as follows:

1. The hotel containing incidental commercial uses and professional offices is authorized subject to (a) the total number of hotel rooms being limited to 424; (b) the existing property line walls being completely retained on the Pine and Powell Street frontages and elements of the wall on California Street being preserved to the extent practical; (c) retention of the exterior walls of the building with no increase in the basic building height; (d) provision of a semi-circular driveway from California Street for off-street loading and unloading of passengers and for attendant parking pickup and delivery, with a minimum of ten parking spaces along said driveway reserved for this purpose; (e) provision of two off-street loading spaces at the west side of the hotel; (f) the provision of at least 100 off-street parking spaces for the hotel, incidental commercial uses and professional offices at the off-site garage at 875 California Street, all in general conformity with the plans filed with this application and marked EXHIBIT A.
2. Incidental commercial uses included in the hotel shall be limited to one restaurant, one bar, one coffee shop, a limited number of dining-conference rooms, and retail stores. None of these incidental uses or professional offices shall be permitted above the first floor, and the total combined area devoted to retail stores and professional offices shall be limited to approximately 6500 square feet.
3. The parking garage for the hotel at 875 California Street shall be for the principal use of employees, visitors to and occupants of the hotel building, and conversion of the garage shall be subject to the following:

- a. All existing signs on the existing garage shall be removed and any new signs shall be limited to flush signs identifying the building as a garage for the hotel.
 - b. No automotive services shall be provided in the garage beyond those which would be permitted under the Planning Code for a C-1 principal use automobile service station, and no advertising of said automotive services shall be permitted on the exterior of the building.
 - c. The required minimum of 100 parking spaces under Condition 1 may be provided either within the existing garage building or within said building and on the roof of said building. Except that if roof parking is proposed in final development plans, the total number of parking spaces on the site shall not exceed 130 and the roof top parking shall be screened from adjoining properties by appropriate landscaping and architectural elements.
 - d. Exiting from the garage shall be only by a right turn, and the prohibition of left turns in exiting shall be noted by a sign at each driveway exit.
 - e. The exterior of the garage shall be treated in a manner fitting the residential character of this vicinity, and at least one street tree shall be installed in front of the garage.
4. Detailed plans for the hotel and garage including plans for signs shall be submitted to and approved by the Department of City Planning prior to the application for any building permits required for the conversion of the Stanford Court Apartments to a hotel.
 5. Detailed plans for landscaping of the interior court as well as all exterior landscaped areas shall be submitted to and approved by the Department of City Planning prior to the time that a certificate of occupancy is requested.

I hereby certify that the foregoing Resolution was ADOPTED at the regular meeting of the City Planning Commission on July 11, 1968.

Lynn E. Pio
Secretary

Ayes: Commissioners Elliott, Fleishhacker, Kearney, Porter, Wight
Noes: None
Absent: Commissioners Brinton, Newman
Passed: July 11, 1968

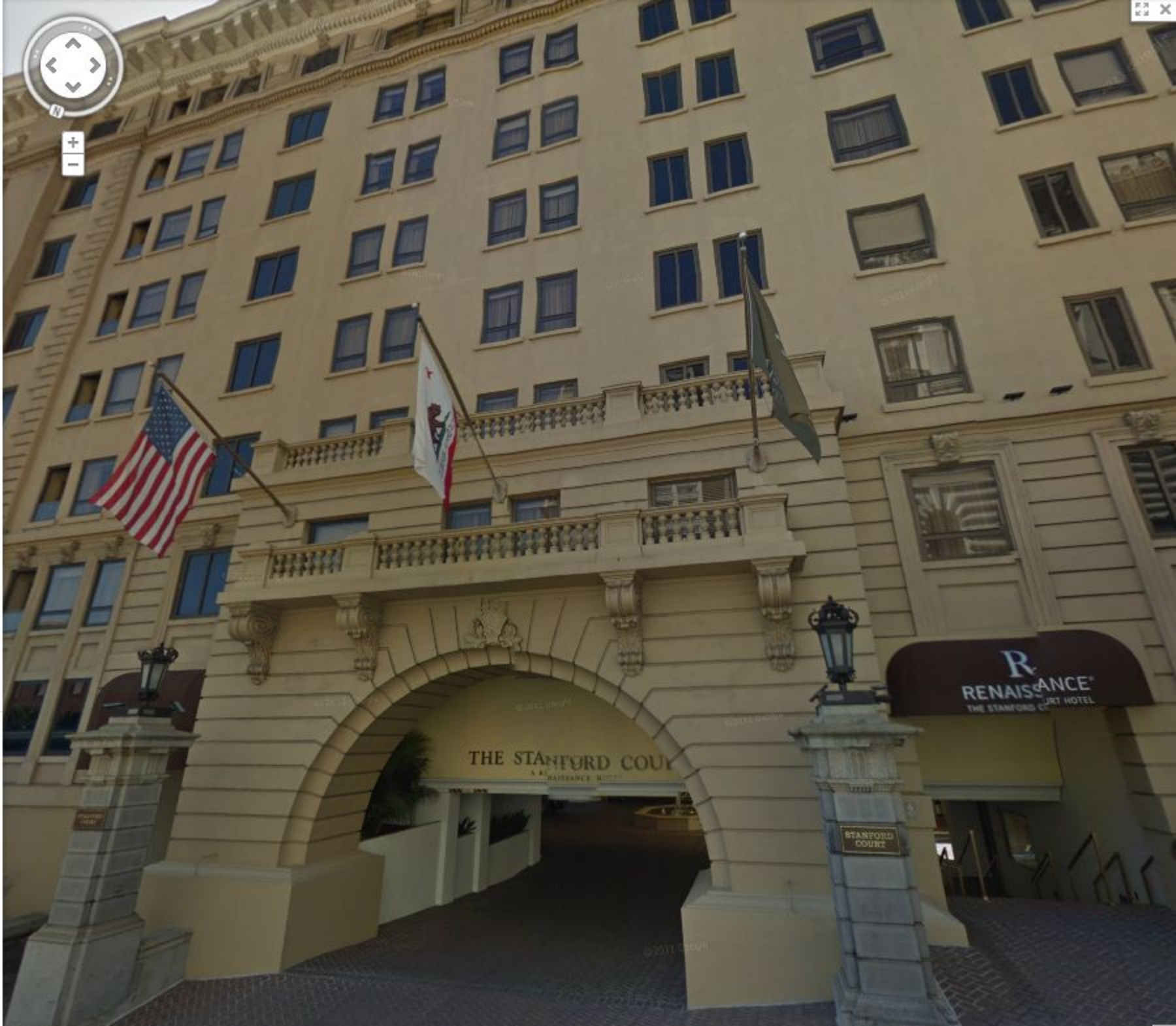
EXHIBIT B





RENAISSANCE HOTEL

242



THE STANFORD COURT
A RENAISSANCE HOTEL

R
RENAISSANCE
THE STANFORD COURT HOTEL

STANFORD
COURT



California

COMMERCIAL VEHICLES ENTER 3:00PM PROHIBITED

CROSS STREET CABLE CARS DO NOT STOP

The STANFORD COURSE



EXHIBIT C



STANFORD COURT HOTEL COURTYARD PARKING DIAGRAM
 JANUARY 27, 2014



STANFORD COURT HOTEL COURTYARD PARKING DIAGRAM (East)
JANUARY 27, 2014



STANFORD COURT HOTEL COURTYARD PARKING DIAGRAM (South)
JANUARY 27, 2014



STANFORD COURT HOTEL COURTYARD PARKING DIAGRAM (West)
JANUARY 27, 2014



STANFORD COURT HOTEL COURTYARD PARKING DIAGRAM (Panorama - East to West)
JANUARY 27, 2014

EXHIBIT D



PARKING

607L537





PARKING

NO PARKING

101

PRIVATE
PROPERTY

NO
TRESPASSING

VIOLATORS WILL
BE PROSECUTED



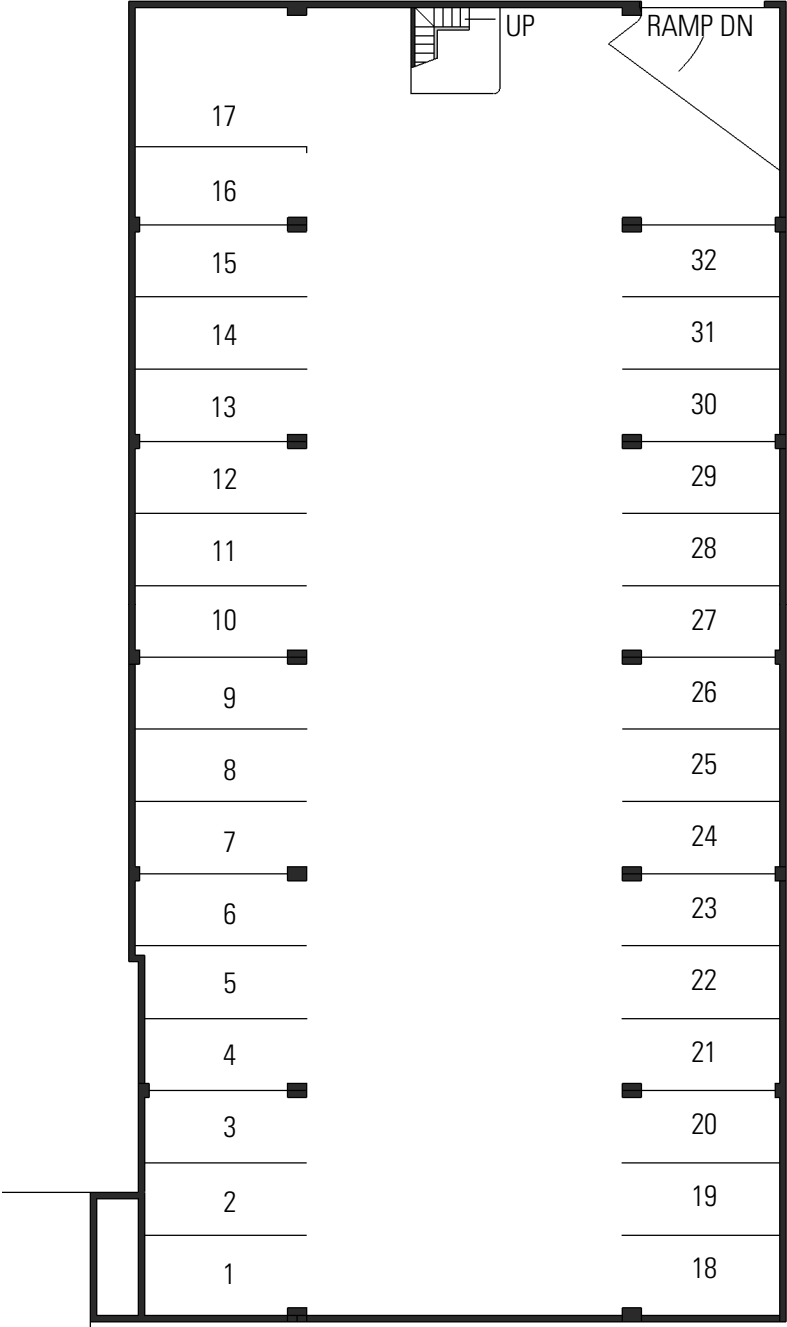
PRIVATE
PROPERTY

NO
TRESPASSING

VIOLATORS WILL
BE PROSECUTED



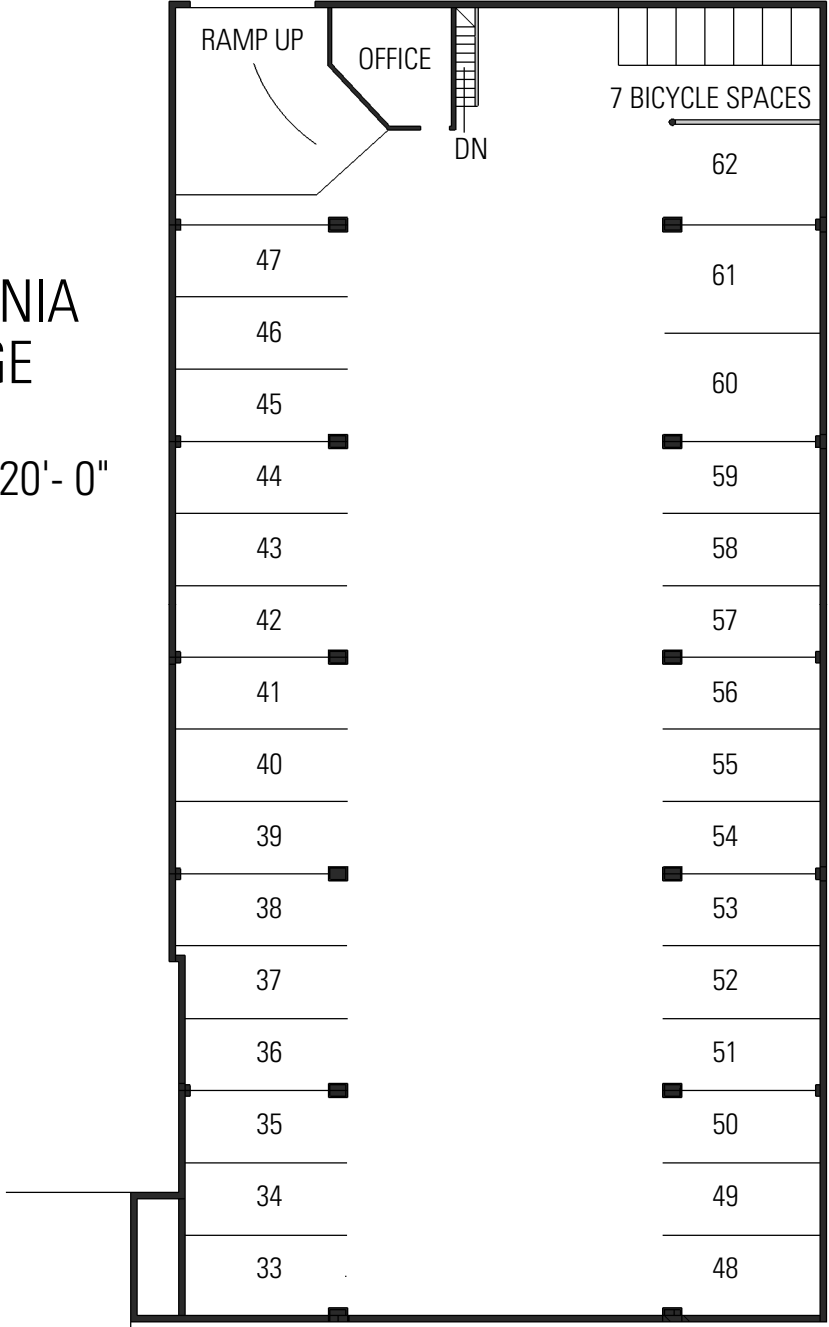
CALIFORNIA STREET



LOWER LEVEL 32 CARS

875 CALIFORNIA GARAGE

SCALE 1" = 20' - 0"



UPPER LEVEL 30 CARS