



# SAN FRANCISCO PLANNING DEPARTMENT

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## Executive Summary Conditional Use

HEARING DATE: OCTOBER 28, 2010

*Date:* October 22, 2010  
*Case No.:* **2007.0519C**  
*Project Address:* **1645 Pacific Avenue**  
*Zoning:* Polk Street NCD (Neighborhood Commercial District)  
65-A Height and Bulk District  
*Block/Lot:* 0595/013  
*Project Sponsor:* Linsey Perlov  
1645 Pacific Avenue LLC  
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### PROJECT DESCRIPTION

The proposal is to demolish an existing building containing automotive repair and parking uses and a portion of another automotive repair building, and to construct a new six-story over basement building containing approximately 39 dwelling units, 41 off-street parking spaces, and approximately 3,200 square feet of ground-floor commercial uses. The mix of dwelling units includes 6 junior one-bedroom units, 1 one-bedroom unit, 29 two-bedroom units, and 3 three-bedroom units.

### SITE DESCRIPTION AND PRESENT USE

The Project is located on the south side of Pacific Avenue between Polk Street and Van Ness Avenue, Block 0595, Lot 013. The Project Site is located within the Polk Street Neighborhood Commercial District (NCD) and the 65-A Height and Bulk District. The property measures 15,959 square feet, and contains two contiguous commercial buildings containing automotive repair and parking uses.

### SURROUNDING PROPERTIES AND NEIGHBORHOOD

The area surrounding the subject property is mixed-use in character. The property is located within the Polk Street NCD, a linear commercial strip that extends between Post and Filbert Streets. Ground floor retail spaces are occupied by convenience and specialty uses, as well as numerous entertainment uses such as restaurants and bars. Many of the buildings within the District have residential uses situated on upper floors above the ground-floor retail spaces. The intersecting streets adjacent to the Polk Street corridor tend to be more residential in character, with scattered commercial uses interspersed on selected blocks. Some auto-oriented uses such as parking garages and repair shops can be found on the intervening blocks between the Van Ness Avenue and Polk Street Corridors.

The Project Site is immediately adjacent to the Van Ness Avenue Area Plan, an area that is specifically intended to accommodate significant development of high density housing. Van Ness Avenue is a key

transportation corridor that runs parallel the Polk Street NCD, and is characterized by higher intensity development, including commercial, residential, and hotel uses. The adjacent properties within this Area Plan are zoned RC-4, and are within the 80-D Height and Bulk District and the Van Ness Avenue Special Use District, which permit this high-intensity, mixed-use pattern of development.

The scale of existing buildings varies greatly in the vicinity of the subject property. Heights range from one-story commercial buildings to five-story residential and mixed use buildings on Polk Street and Pacific Avenue. Residential and commercial buildings exceeding seven stories can be found on Jackson Street and Van Ness Avenue. On the subject block, building heights range from one to nine stories.

### **ENVIRONMENTAL REVIEW**

On November 19, 2009, the Planning Department published a draft Environmental Impact Report (EIR) for public review. The draft EIR was available for public comment until January 2, 2010. On December 10, 2009, the Planning Commission conducted a duly noticed public hearing at a regularly scheduled meeting to solicit comments regarding the draft EIR. On October 14, 2010, the Department published a Comments and Responses document, responding to comments made regarding the draft EIR prepared for the project. The Planning Commission will consider certification of the EIR at the hearing on October 28, 2010.

### **HEARING NOTIFICATION**

<b>TYPE</b>	<b>REQUIRED PERIOD</b>	<b>REQUIRED NOTICE DATE</b>	<b>ACTUAL NOTICE DATE</b>	<b>ACTUAL PERIOD</b>
Classified News Ad	20 days	October 1, 2010	October 1, 2010	20 days
Posted Notice	20 days	October 1, 2010	October 1, 2010	20 days
Mailed Notice	10 days	October 11, 2010	October 1, 2010	20 days

### **PUBLIC COMMENT**

Staff has received correspondence in support of the project from residents and business owners in the area, as well as the Housing Action Coalition and San Francisco Architectural Heritage Organizations. These responses praise the design of the project, the provision of ground-floor retail spaces, and the location of housing near transit and services. Staff has also received correspondence in opposition from several neighboring residents, as well as the Middle Polk Neighborhood Association. These responses express concerns over the compatibility of the development with the surrounding context, the loss of auto-repair spaces and jobs, shadows on sidewalks, and disruption during construction activity.

### **ISSUES AND OTHER CONSIDERATIONS**

- The project requires Conditional Use Authorization to develop on a lot greater than 10,000 square feet in size, and to exceed the bulk limitations of the 65-A Height and Bulk District. The subject property is a relatively large lot compared to other properties in the vicinity. Given the dimensions of the lot, strict adherence to bulk limits would severely constrain the building envelope and could result in fewer dwelling units or less variety in unit types at a location that is appropriate for infill development. The project site is located in an area that is eclectic in terms of development scale and architectural character, with no prevailing style establishing a dominant visual pattern for the immediate neighborhood. The scale of development also varies greatly in

the vicinity. The project uses offsetting planes, staggered rooflines, and changes in fenestration and architectural expression to divide the facade into smaller components, lessen the appearance of the building as a singular development, and generally achieve compatibility with the mixed visual character of the area.

- The project would demolish an existing building containing automotive repair and parking uses, as well as a portion of a separate historic building on the lot containing automotive repair uses. However, the project would preserve a portion of an existing garage entry, which will be utilized to access the off-street parking for the project. The new development above this garage entry will be set back from the street, and will utilize industrial sash windows and brick facing along the facade which are evocative of the older automotive service buildings in the area. The project is designed in a manner that will not result in significant impacts to historic resources pursuant to CEQA.

### **REQUIRED COMMISSION ACTION**

In order for the project to proceed, the Commission must grant Conditional Use authorization to approve development on a lot size greater than 10,000 square feet within the Polk Street NCD, and to grant bulk exceptions.

### **BASIS FOR RECOMMENDATION**

- The project adds 39 dwelling units to the City's housing stock and commercial services to the Polk Street NCD.
- The residents will add to the customer base of the area, support the economic viability of the surrounding commercial establishments, and activate the sidewalks within the Polk Street, Pacific Avenue, and Van Ness Avenue commercial corridors.
- Public transit and neighborhood-serving commercial establishments are abundant in the area. Residents are able to walk or utilize transit to commute and satisfy convenience needs without reliance on the private automobile.
- The project has been designed with alternating facade treatments, sculpting of the upper stories, and a well-defined pedestrian realm to reduce the apparent bulk of the development and to complement the pattern of existing development in the area.
- The project is necessary and desirable, is compatible with the surrounding neighborhood, and would not be detrimental to persons or adjacent properties in the vicinity.

<b>RECOMMENDATION:</b>	<b>Approval with Conditions</b>
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#### **Attachments:**

Draft Motion  
Mitigation, Monitoring, and Reporting Program  
Block Book Map  
Sanborn Map  
Aerial Photograph  
Zoning Map  
Correspondence Regarding Project  
Project Sponsor Submittal Package

Attachment Checklist

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Executive Summary           | <input checked="" type="checkbox"/> Project sponsor submittal |
| <input checked="" type="checkbox"/> Draft Motion                | Drawings: <u>Existing Conditions</u>                          |
| <input checked="" 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"/> Parcel Map                  | <input checked="" type="checkbox"/> Check for legibility      |
| <input checked="" type="checkbox"/> Sanborn Map                 |   |
| <input checked="" type="checkbox"/> Aerial Photo                |   |
| <input checked="" type="checkbox"/> Context Photos              |   |
| <input checked="" type="checkbox"/> Site Photos                 |   |

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

\_\_\_\_\_  
Planner's Initials

*KMG: G:\Documents\Projects\1645 Pacific\2007.0519C - 1645 Pacific - Exec Summary.doc*



# SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Inclusionary Housing (Sec. 315) | <input checked="" type="checkbox"/> First Source Hiring (Admin. Code) |
| <input type="checkbox"/> Jobs Housing Linkage Program (Sec. 313)    | <input type="checkbox"/> Child Care Requirement (Sec. 314)            |
| <input type="checkbox"/> Downtown Park Fee (Sec. 139)               | <input type="checkbox"/> Other  |

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## Planning Commission Draft Motion

HEARING DATE: OCTOBER 28, 2010

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**ADOPTING FINDINGS RELATED TO THE APPROVAL OF A CONDITIONAL USE AUTHORIZATION PURSUANT TO SECTIONS 121.1, 271, AND 303 OF THE PLANNING CODE TO ALLOW DEVELOPMENT ON A LOT EXCEEDING 10,000 SQUARE FEET, AND TO GRANT EXCEPTIONS TO BULK REQUIREMENTS, WITH RESPECT TO A PROPOSAL TO DEMOLISH AN EXISTING BUILDING CONTAINING AUTOMOTIVE REPAIR AND PARKING USES, AND DEMOLISH A PORTION OF ANOTHER AUTOMOTIVE REPAIR BUILDING, AND CONSTRUCT A NEW SIX-STORY OVER BASEMENT BUILDING CONTAINING APPROXIMATELY 39 DWELLING UNITS, APPROXIMATELY 41 OFF-STREET PARKING SPACES, AND APPROXIMATELY 3,200 SQUARE FEET OF GROUND-FLOOR COMMERCIAL USES, AT 1645 PACIFIC AVENUE, LOT 013 IN ASSESSOR'S BLOCK 0595, WITHIN THE POLK STREET NEIGHBORHOOD COMMERCIAL DISTRICT AND THE 65-A HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.**

### PREAMBLE

On June 1, 2007, Linsey Perlov with the Nick Podell Company ("Project Sponsor"), authorized agent of 1645 Pacific Avenue LLC ("Property Owner") owner, submitted an Environmental Evaluation Application with the Planning Department ("Department"), File No. 2007.0519E. A Notification of Project Receiving Environmental Review was sent on October 1, 2008 to owners of properties within 300 feet, adjacent occupants of the project site, and interested parties.

On July 25, 2007, the Project Sponsor filed an application with the Department requesting, pursuant to Planning Code Sections ("Section") 121.1, 271, and 303, Conditional Use Authorization to allow development on a lot exceeding 10,000 square feet, and the granting of exceptions to Planning Code requirements for bulk limitations on a 15,959 square-foot site (Lot 013 in Assessor's Block 0595) at 1645 Pacific Avenue, south side between Polk Street and Van Ness Avenue ("Project Site"), in connection with a project to demolish an existing building containing automotive repair and parking uses and to construct a new six-story over basement building containing 50 dwelling units and 50 off-street parking spaces. The Conditional Use application was subsequently amended to preserve a portion of an existing automotive repair building, and to modify the proposed development to include approximately 39 dwelling units, 41 off-street parking spaces, and approximately 3,200 square feet of ground-floor commercial uses (Case No. 2007.0519C; collectively, "Project").

On May 2, 2008, the Project Sponsor submitted a request for review of a proposed development on the Project Site exceeding 40 feet in height, pursuant to Section 295, analyzing the potential impacts of the development to properties under the jurisdiction of the Department of Recreation and Parks (Case No. 2007.0519K). To determine whether this proposed project would conform to Section 295, a preliminary shadow fan was prepared by Department staff, which indicated that the Project may cast new shadows on Helen Wills Playground. The preliminary shadow fan, however, did not include variations in topography or intervening buildings that could affect the potential shadow impacts. Subsequently, the Project Sponsor submitted more detailed shadow studies that demonstrated that intervening buildings would capture any new shadow cast by the Project, and the Project would not cast any new shadow on Helen Wills Playground.

On November 18, 2009, the Department published a draft Environmental Impact Report (EIR) for public review. The draft EIR was available for public comment until January 2, 2010. On December 10, 2009, the Planning Commission ("Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to solicit comments regarding the draft EIR. On October 14, 2010, the Department published a Comments and Responses document, responding to comments made regarding the draft EIR prepared for the Project.

On October 28, 2010, the Commission reviewed, considered, and certified the Final EIR, pursuant to Motion No. \_\_\_\_\_. The findings of Motion No. \_\_\_\_\_ are incorporated herein by this reference thereto as if fully set forth in this Motion.

The Final EIR identified two potentially significant impacts associated with the Project:

- (1) Effects to archeological resources: The construction of the proposed project could potentially damage or disturb unknown subsurface archeological resources; and,
- (2) Effects associated with hazardous materials: The proposed project could expose project residents, employees, visitors, or construction workers to potential hazardous building materials, such as PCB-containing electrical equipment.

The Final EIR disclosed no other significant environmental effects associated with the Project. The Final EIR identified two Mitigation Measures to avoid the Project's potential significant impacts on archeological resources and effects associated with hazardous materials: Mitigation Measure CP-1 (archeological resources) and Mitigation Measure HZ-1 (hazardous materials). Implementation of

Mitigation Measure CP-1 (archeological resources) and Mitigation Measure HZ-1 (hazardous materials) will avoid all significant environmental effects identified in the Final EIR, and are required to be implemented through the conditions of approval of this Motion and a Mitigation Monitoring and Reporting program ("MMRP"; attached as Exhibit C). The full text of the mitigation measures is set forth in the MMRP. The Commission adopts and incorporates all of the mitigation measures set forth in the Final EIR and the attached MMRP to substantially lessen or avoid the potentially significant and significant impacts of the Project. Therefore, all potential significant environmental effects of the Project have been reduced to a Less Than Significant level through implementation of Mitigation Measures identified in the Final EIR, and the Commission need not consider the feasibility of the Alternatives to the Project identified in the Final EIR.

In making these findings, the Commission has considered the opinions of City staff and experts and members of the public. The Commission finds that the determination of significance thresholds is a judgment decision within the discretion of the City and County of San Francisco; the significance thresholds used in the EIR are supported by substantial evidence in the record, including the expert opinion of the EIR preparers and City staff; and the significance thresholds used in the EIR provide reasonable and appropriate means of assessing the significance of the adverse environmental effects of the Project. These findings do not attempt to describe the full analysis of each environmental impact contained in the Final EIR. Instead, a full explanation of these environmental findings and conclusions can be found in the Final EIR, and these findings hereby incorporate by reference the discussion and analysis in the Final EIR supporting the determination regarding the Project impacts and mitigation measures designed to address those impacts. In making these findings, the Commission ratifies, adopts, and incorporates in these findings the determinations and conclusions of the Final EIR relating to environmental impacts and mitigation measures.

The Final EIR and MMRP were made available to the public and this Commission for this Commission's review, consideration and action.

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

The Commission held a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2007.0519C on October 28, 2010.

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 Project Sponsor, Department staff, and other interested parties.

**MOVED**, that the Commission hereby authorizes the Conditional Use requested in Application No. 2007.0519C, subject to the conditions contained in "EXHIBIT A" of this motion, and adopts the MMRP contained in "EXHIBIT C" of this motion, based on the following findings:

## FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The Project is located on the south side of Pacific Avenue between Polk Street and Van Ness Avenue, Block 0595, Lot 013. The Project Site is located within the Polk Street Neighborhood Commercial District (NCD) and the 65-A Height and Bulk District. The property measures 15,959 square feet, and contains two contiguous commercial buildings containing automotive repair and parking uses.
3. **Surrounding Properties and Neighborhood.** The area surrounding the subject property is mixed-use in character. The property is located within the Polk Street NCD, a linear commercial strip that extends between Post and Filbert Streets. Ground floor retail spaces are occupied by convenience and specialty uses, as well as numerous entertainment uses such as restaurants and bars. Many of the buildings within the District have residential uses situated on upper floors above the ground-floor retail spaces. The intersecting streets adjacent to the Polk corridor tend to be more residential in character, with scattered commercial uses interspersed on selected blocks. Some auto-oriented uses such as parking garages and repair shops can be found on the intervening blocks between the Van Ness Avenue and Polk Street Corridors.

The Project Site is immediately adjacent to the Van Ness Avenue Area Plan, an area that is specifically intended to accommodate significant development of high density housing. Van Ness Avenue is a key transportation corridor that runs parallel the Polk Street NCD, and is characterized by higher intensity development, including commercial, residential, and hotel uses. The adjacent properties within this Area Plan are zoned RC-4, and are within the 80-D Height and Bulk District and the Van Ness Avenue Special Use District, which permit this high-intensity, mixed-use pattern of development.

The scale of existing buildings varies greatly in the vicinity of the subject property. Heights range from one-story commercial buildings to five-story residential and mixed use buildings on Polk Street and Pacific Avenue. Residential and commercial buildings exceeding seven stories can be found on Jackson Street and Van Ness Avenue. On the subject block, building heights range from one to nine stories.

4. **Project Description.** The proposal is to demolish an existing building containing automotive repair and parking uses and a portion of another automotive repair building, and to construct a new six-story over basement building containing approximately 39 dwelling units, 41 off-street parking spaces, and approximately 3,200 square feet of ground-floor commercial uses. The mix of dwelling units includes 6 junior one-bedroom units, 1 one-bedroom unit, 29 two-bedroom units, and 3 three-bedroom units.
5. **Public Comment.** Staff has received correspondence in support of the Project from residents and business owners in the area, as well as the Housing Action Coalition and San Francisco



Architectural Heritage Organizations. These responses praise the design of the project, the provision of ground-floor retail spaces, and the location of housing near transit and services. Staff has also received correspondence in opposition from several neighboring residents, as well as the Middle Polk Neighborhood Association. These responses express concerns over the compatibility of the development with the surrounding context, the loss of auto-repair spaces and jobs, shadows on sidewalks, and disruption during construction activity.

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 and Density.** Planning Code Sections 207.4 and 723.91 permit residential uses within the Polk Street Neighborhood Commercial District at a maximum density of no less than one dwelling unit for each 400 square feet of lot area, and up to the dwelling unit density permitted in the nearest Residential District. The closest residential district is the RC-4 District, which permits one dwelling unit for each 200 square feet of lot area. Planning Code Sections 121.2 and 723.22 principally permit non-residential uses below 2,000 square feet in size.

*The Project proposes a total of 39 dwelling units for the subject property. Based on the allowable density specified by Planning Code Sections 207.4 and 723.91, up to 79 dwelling units would be allowed on the subject property. The Project also proposes four separate ground-floor commercial spaces, individually ranging in size from 518 square feet up to 1,001 square feet. Each individual space is smaller than the permitted non-residential use size of 2,000 square feet. Both the residential and commercial components of the Project conform to the use and density allowed by the Planning Code.*

*Development of a lot greater than 10,000 square feet in size within the Polk NCD requires Conditional Use authorization. Conformance with the specified criteria is discussed under item #8 below.*

B. **Height and Bulk.** The subject property is located within a 65-A Height and Bulk District. Within this District, roof heights of buildings are limited to 65 feet. In addition, Section 260(b) allows elevator penthouses to exceed the maximum roof height by an additional 16 feet, and stair penthouses to exceed the maximum roof height by an additional 10 feet. Maximum bulk dimensions apply to portions of the building above 40 feet in height. Above this height, the building may not exceed a length of 110', or a diagonal dimension of 125'.

*The finished roof of the proposed Project would reach a maximum height of approximately 65 feet. In addition, structures are located on the roof that include penthouses for the elevator and stairs. The elevator penthouse is the tallest of these features, and would reach a height of 16 feet above the finished roof, for a maximum structure height of approximately 81 feet. The finished roof and the cited rooftop features comply with the applicable regulations of the Code, therefore the Project complies with the maximum allowable height within the 65-A Height and Bulk District.*

*Upper portions of the fourth floor exceed 40 feet in height, therefore the fourth through sixth floors are subject to the bulk limitations of the 65-A Height and Bulk District. This District allows a maximum building length of 110 feet, and a maximum diagonal dimension of 125 feet. The fourth through sixth floors of the building have a length of approximately 125 feet, therefore these floors exceed the maximum*

*permitted length dimension. The fourth floor has a diagonal dimension of approximately 156 feet, the fifth floor has a diagonal dimension of approximately 152 feet, and the sixth floor has a diagonal dimension of approximately 151 feet. Therefore, these floors exceeds the maximum permitted diagonal dimension. The Commission may allow the Project to exceed the specified bulk limits after considering the criteria specified in Section 271(c), through the Conditional Use Authorization process. Conformance with these criteria is discussed under item #9 below.*

- C. **Basic Floor Area Ratio.** In the Polk Street NCD, Code Section 124 allows a Floor Area Ratio (FAR) of up to 2.5 to 1. The Project Site has an area of 15,959 square feet, therefore the allowable FAR would permit a building of up to 39,898 square feet of Gross Floor Area as defined in Code Section 102.9.

*Pursuant to Code Section 124(b), the cited Floor Area Ratio limits do not apply to residential uses or non-accessory off-street parking. Subtracting the area of these uses, approximately 6,345 square feet of Gross Floor Area within the Project would be subject to the allowable FAR. The Project therefore complies with the maximum allowable FAR.*

- D. **Rear Yard.** Section 134(a) (1) of the Planning Code requires a rear yard equal to 25 percent of the lot depth to be provided at every residential level. The Project Site has a lot depth of approximately 128 feet, therefore a rear yard measuring 32 feet in depth is required.

*The Project proposes a rear yard measuring 32 feet in depth, and therefore complies with the rear yard requirements of the Planning Code.*

- E. **Usable Open Space.** Section 135 of the Planning Code requires that a minimum amount of usable open space be provided for dwelling units within the Polk Street NCD. This Section specifies that an outdoor area must meet minimum requirements for area, horizontal dimensions, and exposure to light and air to be considered usable open space.

*The Code requires that 79.8 square feet of common usable open space be provided for each dwelling unit within the Polk Street NCD. The Project therefore must provide a minimum of 3,112 square feet of common open space. The Project proposes a common roof deck that measures approximately 1,400 square feet, and a common area within the rear yard that measures approximately 2,300 square feet. The Project provides a total of approximately 3,700 square feet of common open space, and therefore complies with the open space requirements of the Planning Code. In addition, six of the units within the Project have private decks, in excess of the requirements of Section 135.*

*Section 135 requires that, to qualify as usable open space, the area must either face a street, face or be within a rear yard, or face or be within other space within the property that meets certain criteria for dimensions and exposure to light and air. The common open space in the Project complies with these criteria.*

- F. **Dwelling Unit Exposure.** Section 140 of the Planning Code requires that at least one room of all dwelling units face onto a public street, a rear yard, or other open area that meets minimum requirements for area and horizontal dimensions.

*All of the dwelling units face other onto Pacific Avenue or the rear yard. Therefore, the Project complies with the Planning Code requirements for dwelling unit exposure.*

- G. **Shadows on Parks.** Pursuant to Section 295, no building permit authorizing the construction of any structure exceeding 40 feet in height that will cast any shade or shadow upon any property under the jurisdiction of the Recreation and Park Commission during the times of one hour after sunrise and one hour before sunset, all year round, may be issued except on prior action of the Commission pursuant to the provisions of this Section. The Commission must conduct a hearing and must disapprove the issuance of any building permit governed by the provisions of this Section if it finds that the proposed project will have any adverse impact on the use of the property under the jurisdiction of the Recreation and Park Commission because of the shading or shadowing that it will cause, unless it is determined that the impact would be insignificant.

*To determine whether this proposed project would conform to Section 295, a preliminary shadow fan was prepared by Department staff, which indicated that the Project may cast new shadows on Helen Wills Playground. The preliminary shadow fan, however, did not include variations in topography or intervening buildings that could affect the potential shadow impacts. Subsequently, the Project Sponsor submitted more detailed shadow studies that demonstrated that intervening buildings would capture any new shadow cast by the Project, and the Project would not cast any new shadow on Helen Wills Playground.*

- H. **Affordable Housing.** Planning Code Section 415<sup>1</sup> (formerly Code Section 315) sets forth the requirements and procedures for the Affordable Housing Program. On February 2, 2010, the Board of Supervisors adopted Interim Controls contained in Board of Supervisors' Resolution No. 36-10 (BOS File No.100047) entitled "Planning Code – Interim Controls Related to Affordable Housing Requirements" (the "Affordable Housing Ordinance"), the requirements of the Interim Controls apply to this Project. Under Planning Code Section 415.3 (formerly Code Section 315.3), these requirements would apply to projects that consist of five or more units, where the first application (EE or BPA) was applied for on or after July 18, 2006. Pursuant to Planning Code Section 415.5 (formerly Code Section 315.6), the Project is required to provide 15% of the proposed dwelling units as affordable if the Project is eligible for and selects the on-site alternative.

*The Project Sponsor has demonstrated that it is eligible for the on-site alternative under Planning Code Section 415.5 (formerly Code Section 315.6), and has submitted a Declaration of Intent to satisfy the requirements of the Affordable Housing Ordinance by providing some of the affordable housing on-site, with the remainder of the requirement satisfied through the payment of the Affordable Housing Fee. In order for the project sponsor to be eligible for the on-site option under the Interim Controls, the Project Sponsor must submit an 'Affidavit to Establish Eligibility for Alternative to Affordable Housing Fee' to*

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<sup>1</sup> On May 18, 2010 the Board of Supervisors enacted Ordinance No. 108-10 (Board of Supervisors File No. 091275). Ordinance No. 08-10 created a new Article IV in the Planning Code and changed the numbering of most development fees including the fee in the Affordable Housing Program. When Ordinance No. 108-10 became effective (on or about June 25, 2010), the Affordable Housing Program became Planning Code Section 415 et seq. All references herein to Section 315 shall then mean Section 415.

*the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the project. The Project Sponsor submitted such Affidavit on October 28, 2010. The EE application was submitted on June 1, 2007. Three units (1 junior one--bedroom, and 2 three--bedroom) of the 39 units provided will be affordable units. If the Project becomes ineligible to meet any of its Affordable Housing Program obligation on-site, it must pay the Affordable Housing Fee with interest, if applicable. Pursuant to Planning Code Section 415.7 (formerly Code Section 315.4), the Project must pay the Affordable Housing Fee to satisfy the remainder of the obligation under the Affordable Housing Program that is not met by the provision of on-site units. This fee is made payable to the Treasurer for use by the Mayor's Office of Housing for the purpose of constructing the required housing at an alternate site providing .20 times the total number of units as affordable off-site units.*

- I. **Off-Street Parking.** Section 151 establishes off-street parking requirements for all uses in all districts. Pursuant to this section, one independently accessible space is required for each dwelling unit, as well as additional parking for commercial uses that exceed 5,000 square feet of occupied floor area. 150% of the required parking is permitted as accessory parking. The project proposes 39 dwelling units, and approximately 3,200 square feet of retail space (less than 5,000 square feet). The Project therefore requires 39 independently accessible parking spaces

*The Project proposes 41 off-street parking spaces. One parking space is provided for each unit, utilizing a vehicle stacking system for 34 of the spaces. The Project will also include two additional spaces for "car share vehicles". While these vehicles would not be available for rental by the members of a formal carsharing program, residents of the Project would be able to reserve and utilize these vehicles. The Project complies with the off-street parking requirements of the Planning Code.*

- J. **Off-Street Loading.** Section 152 provides a schedule of required off-street freight loading spaces for all uses in districts other than C-3 or South of Market.

*Pursuant to Section 152, residential uses with less than 100,000 square feet of gross floor area and retail uses with less than 10,000 square feet of gross floor area require no off-street freight loading spaces. The project proposes approximately 49,100 square feet of residential uses and approximately 3,200 square feet of retail uses. No off-street freight loading spaces are required or provided.*

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

- A. The proposed 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 Project will add housing opportunities within the Polk Street NCD at a density that is suitable for an intensely-developed urban context served by ample public transit and retail services. By targeting infill residential development at such locations, residents of the Project will be able to walk, bicycle, or take transit to commute, shop, and meet other needs without reliance on private*

*automobile use. The proposed ground floor retail will link the procession of commercial uses between the Polk Street and Van Ness Avenue corridors, activating the streetscape and creating visual interest for pedestrians.*

*The existing development in the area surrounding the Project site is varied in scale and intensity. Residential and mixed-use buildings within the Van Ness corridor to the west are generally situated on large lots and are of a higher intensity than surrounding development, with several buildings to the southwest of the project site in excess of seven stories. Building heights on the subject block range from one to nine stories in height. Buildings along Polk Street and within the Pacific Avenue NCD to the east are generally lower, ranging from single-story commercial buildings to mixed-use buildings up to six stories in height. While the Project is taller than some adjacent buildings, the design incorporates off-setting planes, varied facade treatments, and staggered rooflines, to divide the elevation into discrete sections that complement the surrounding built environment. At a height of 65 feet, the Project will be an appropriate transition between the larger scale of Van Ness Avenue and the smaller scale of the Polk Street NCD.*

- B. The 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:
- i. The nature of the proposed site, including its size and shape, and the proposed size, shape, and arrangement of structures.

*The Project site is a regularly-shaped lot that is adequately sized to accommodate the development. Existing development in the vicinity varies in size and intensity, and the Project is generally compatible with the eclectic character of the area. The upper story of the Project is sculpted to transition to the scale of adjacent properties and reduce the apparent bulk of the development. The at-grade rear yard restores a rear yard where none currently exists, and strengthens a pattern of mid-block open space that is currently not well-defined on the subject block. The shape and size of development on the subject property will not detrimental to persons or adjacent properties in the vicinity.*

- ii. The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading and of proposed alternatives to off-street parking, including provisions of car-share parking spaces, as defined in Section 166 of this Code.

*The EIR prepared for the project found that the project would not result in a significant net increase in vehicular traffic, and would not negatively affect transit services or have significant adverse impacts on pedestrians or bicyclists. The Project Site is located within a vibrant commercial corridor where many convenience goods and services are available within walking distance. In addition, the area is served by ample public transit, allowing residents to commute without reliance on private automobile use. Abundant transportation options are available in the area, with frequent service along the Van Ness Avenue corridor to the west. Improvement*

*Measures have been incorporated into the EIR to avoid traffic congestion and transit disruption during construction of the Project.*

*The majority of off-street parking spaces are stored via a stacker system, which will favor pedestrian activity and transit usage over frequent use of the private automobiles. In addition, secure bicycle storage is provided within the garage. The Project includes fewer than 50 dwelling units, and is therefore not required to provide car-share spaces pursuant to Section 166. However, two car-share vehicles will be provided on-site that may be utilized by residents.*

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

*The Project includes residential and retail uses that are typical of the surrounding context, and will not introduce operational noises or odors that are detrimental, excessive, or atypical for the area. While some temporary increase in noise can be expected during construction, this noise is limited in duration and will be regulated by the San Francisco Noise Ordinance which prohibits excessive noise levels from construction activity and limits the permitted hours of work. The Project Sponsor will be required to spray the site to suppress dust during demolition, excavation, and construction, therefore, these activities should not generate significant airborne dust. The building will not exhibit an excessive amount of glazing or other reflective materials, therefore, the Project is not expected to cause offensive amounts of glare.*

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

*The Project provide the required area of open space within a common roof deck and rear yard area,, as well as in private decks for six of the units. The conceptual plans show landscaping in the form of street trees and other plantings along Pacific Avenue, and well as trees and shrubs within the rear yard. Parking is located within a subterranean garage that not readily visible from the street, except for the access driveway. No off-street loading is required for this project, pursuant to Code Section 152, and none is provided. Conditions of approval require that, as the Project proceeds through the review of building permits, the Project Sponsor will continue to work the Planning staff to refine details of lighting, signage, materials, and other aspects of the design.*

- C. Such use or feature as proposed will comply with the applicable provisions of this Code and will not adversely affect the General Plan.

*The Project generally complies with the applicable sections of the Planning Code, with certain exceptions. The residential and retail uses contemplated for the Project, and the proposed density and height are permitted within the Polk Street NCD and the 65-A Height and Bulk District. The development includes the amount of common open space required by the Code. The Project appears to meet the specified criteria for development on a lot that exceeds an area of 10,000 square feet, as discussed under item #8 below. The Project also appears to meet the criteria for the requested exception to the bulk limitations of the 65-A Height and Bulk District, as discussed under item #9 below.*

*The Project would add housing and retail space to enhance a vibrant, active commercial corridor. The Project Site is well-served by transit and commercial services, allowing residents to commute, shop, and reach amenities by walking, transit, and bicycling. The Project conforms with multiple goals and policies of the General Plan, as described in further detail in Item #10 below.*

- D. Such use or feature as proposed will provide development that is in conformity with the stated purpose of the Polk Street Neighborhood Commercial District, as set forth in Code Section 723.1.

*Section 723.1 identifies the Polk Street NCD as a linear, dense mixed-use corridor comprised of residential units above ground-story commercial uses. The Project would extend the procession of ground-level retail uses found along Polk Street along Pacific Avenue, creating activity and pedestrian interest along these streetscapes. Housing development is specifically encouraged on upper stories within the District. Residents will be able to patronize businesses in the immediate vicinity to satisfy their shopping needs, supporting the small scale shops in the District, activating the sidewalks, encouraging social interaction, and discouraging use of the private automobile.*

8. **Planning Code Section 121.1** establishes criteria for the Planning Commission to consider when reviewing applications for projects within the Polk Street Neighborhood Commercial District lots that exceed 10,000 square feet, through the Conditional Use authorization process. On balance, the project complies with said criteria in that:

- A. The mass and facade of the proposed structure are compatible with the existing scale of the district.

*The existing development in the area surrounding the Project site is varied in scale and intensity. Residential and mixed-use buildings within the Van Ness corridor to the west are generally of a higher intensity than surrounding development, with several buildings to the southwest of the project site in excess of seven stories. Buildings within the Polk Street NCD range from single-story commercial buildings to mixed-use buildings up to six stories in height.*

*The Project uses offsetting planes, varied roofline treatments, and changes in fenestration to divide the elevations into smaller components. The easterly portion of the facade exhibits deeply-inset windows with pronounced mullions, bracketed cornices, and richly detailed streetscape treatments. The westerly portion of the facade incorporates a portion of a historic garage entry at the streetscape, with the new development above set back from the street. The upper stories at the portion of the facade utilize full width industrial sash windows, and would be faced with brick. Collectively, the composition of alternating facades lessens the appearance of the building as a singular development.*

- B. The facade of the proposed structure is compatible with the design features of adjacent facades that contribute to the positive visual qualities of the district.

*Existing buildings in the area exhibit an eclectic architectural character, with no prevailing style establishing a dominant visual pattern for the neighborhood. One-story retail commercial buildings are interspersed with multi-story, mixed-use structures and automotive service buildings.*

*The facade of the Project incorporates a variety of styles and treatments that reinforce the design language of other buildings in the district while also expressing an individual statement for the Project. At the streetscape, the facade incorporates features that anchor the building and define a pedestrian scale, such as rich detailing that frames the retail spaces and the entry lobby. The easterly portion of the facade expresses a high ratio of wall to glazing, similar to older residential and mixed-use buildings in the area. The use of industrial sash windows and brick facing at the westerly portion of the facade is evocative of the older automotive service buildings in the area. While the style of the Project is not expressly historicist, the building incorporates forms and detailing that are familiar to the older buildings in the area while harmonizing with newer contemporary structures.*

9. **Planning Code Section 271** establishes criteria for the Planning Commission to consider when reviewing application for projects that exceed the applicable bulk limits, through the Conditional Use Process. Such deviation might occur for one specified positive reasons. The Project appears to meet one of the specified reasons, in that:

- A. Achievement of a distinctly better design, in both a public and a private sense, than would be possible with strict adherence to the bulk limits, avoiding an unnecessary prescription of building form while carrying out the intent of the bulk limits and the principles and policies of the General Plan.

*The Project Site is a lot that is relatively large for the District. Given the dimensions of the lot, strict adherence to bulk limits would severely constrain the building envelope and could result in an awkward building form. In addition, the number of residential units could be sharply reduced, resulting in less housing in a location that is appropriate for infill development. The Project incorporates facade variations and sculpting on upper floors to reduce the apparent bulk of the Project, as discussed in item 9(B) below.*

On balance, the Project complies with the aforementioned criteria, in that:

- B. The appearance of bulk in the building, structure, or development shall be reduced by means of at least one and preferably a combination of the following factors, so as to produce the impression of an aggregate of parts rather than a single building mass:
- i. Major variations in the planes of wall surfaces, in either depth or direction, that significantly alter the mass.

*The facade is divided into two separate segments, each with different materials, colors, and scale. The facade utilizes bays, punched windows, and significant changes in plane to create a rhythm of voids and projections. These features also create depth and shadow, and help to lessen the apparent mass of the building.*



- ii. Significant differences in the heights of various portions of the building, structure, or development that divide the mass into distinct elements.

*At various portions of the facade, setbacks above the first, second, and fifth stories help to relate the scale of the building to some of the lower buildings in the vicinity. Active retail uses will be located on the ground floor. The rich detailing at the streetscape, and the preservation of the history garage entry add texture to the pedestrian realm and define a human scale at the streetscape.*

- iii. Differences in materials, colors, or scales of the facades that produce separate major elements.

*The alternating facade treatments and changes in plane create separate major elements within the elevations of the building. The conceptual elevations show changes in materials and architectural expression that correspond with the transitions between these elements, utilizing cast stone and cement plaster on the eastern segment, and brick with industrial sash fenestration on the western segment. As the Project proceeds through the review of building permits, the Project Sponsor will continue to work the Planning staff to refine details regarding materials and colors that will express the changes in facade treatment and minimize the apparent bulk of the Project.*

- iv. Compensation for those portions of the building, structure, or development that may exceed the bulk limits by corresponding reduction of other portions below the maximum bulk permitted.

*The bulk limitations of the 65-A Height and Bulk District apply to portions of the structure above 40 feet in height. For the Project, this height corresponds with the upper portions of the fourth floor, as well as the fifth and sixth floors. At easterly portion of the facade, portions of the building above the first story are substantially set back from the street, fracturing the mass of the project into smaller elements so that the building does not read as a singular development. Setbacks are also incorporated elsewhere on the facade at the third and sixth stories. Therefore, portions of the building are reduced below the maximum bulk allowed.*

- v. In cases where two or more buildings, structures, or tower are contained within a single development, a wide separation between such buildings, structures, or towers.

*The Project consists of a single building, therefore, this factor does not apply.*

- C. In every case the building, structure, or development shall be made compatible with the character and development of the surrounding area by means of all of the following factors:

- vi. A silhouette harmonious with natural landforms and building patterns, including the patterns produced by height limits.

*The changes in plane across the front elevation reduce the apparent height of the building, break the roofline of the Project, and relate to the varied scale of adjacent buildings. The silhouette of the*

*building, therefore, does not read as a uniform mass, but rather of a series of separate planes that appear as the aggregation of several narrower structures. The project conforms with the height limit for the District. While the building is taller than some structures in the area, buildings of seven stories or greater can be found in the vicinity within the Polk Street and Van Ness Avenue corridors. The silhouette is generally harmonious with the building pattern of the area.*

- vii. Either maintenance of an overall height similar to that of surrounding development or a sensitive transition, where appropriate, to development of a dissimilar character.

*The setbacks at the fifth story help to transition the scale of the building to the lower buildings on adjacent properties. While the building is larger than some structures in the area, the varied facade treatments complement the rhythm of narrow lot development characteristic of the area.*

- viii. Use of materials, colors, and scales either similar to or harmonizing with those of nearby developments.

*Existing buildings in the vicinity exhibit an eclectic variety of architectural character, materials, and color, with no predominant styles or materials that wholly define the visual character of the neighborhood. The facade of the Project juxtaposes a variety of styles and treatments that reinforce the design language of other buildings in the district and lessen the apparent scale of the project. As the Project proceeds through the review of building permits, the Project Sponsor will continue to work with Department staff to refine details regarding materials and colors that will complement the existing built environment of the area.*

- ix. Preservation and enhancement of the pedestrian environment by maintenance of pleasant scale and visual interest.

*The Project creates streetscape interest through the use of active, transparent retail storefronts on the Pacific Avenue frontage. These storefronts would be embellished with detailed ornamentation, as thematically shown in the conceptual plans. Incorporating the existing historic garage entry into the project adds variety and texture to the streetscape, and further reinforces the pedestrian scale of the project.*

- D. While the above factors must be present to a considerable degree for any bulk limit to be exceeded, these factors must be present to a greater degree where both the maximum length and the maximum diagonal dimension are to be exceeded than where only one maximum dimension is to be exceeded.

*The Project Site is a lot that is relatively large for the District. The Project exceeds the allowable bulk limitations on the fourth, fifth, and sixth floors. Given the dimensions of the lot, strict adherence to bulk limits would severely constrain the building envelope. Such constraints could result in an awkward building form. In addition, the number of residential units or variety of unit types could be reduced, resulting in less housing in a location that is rich in transit and commercial services, and is highly suited to infill development. The project incorporates significant variations in facade treatments, a well-defined pedestrian realm at the streetscape, and sculpting of the upper stories that*

*reduce the apparent size of the project and maintain a facade rhythm that is compatible with development on narrower lots in the vicinity.*

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

## COMMERCE AND INDUSTRY ELEMENT

### Objectives and Policies

#### OBJECTIVE 6

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

##### **Policy 6.1:**

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

##### **Policy 6.3:**

Preserve and promote the mixed commercial-residential character in neighborhood commercial districts. Strike a balance between the preservation of existing affordable housing and needed expansion of commercial activity.

##### **Policy 6.9:**

Regulate uses so that traffic impacts and parking problems are minimized.

*The Project will contribute to the mixed-use character of the Polk Street NCD by adding residential units over a base of ground-floor commercial spaces. These commercial spaces will provide for the convenience needs of area residents, as well as create employment and business ownership opportunities. The Project will bolster the pedestrian- and transit-orientation of the District by encouraging residents to walk and utilize transit to satisfy shopping and convenience needs. The proposed commercial spaces are relatively modest and are not expected to draw significant traffic from outside of the neighborhood. The Project should therefore not result in significant parking or traffic impacts.*

## HOUSING

### Objectives and Policies

#### OBJECTIVE 1

**TO PROVIDE NEW HOUSING, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING, IN APPROPRIATE LOCATIONS WHICH MEETS IDENTIFIED HOUSING NEEDS AND TAKES INTO ACCOUNT THE DEMAND FOR AFFORDABLE HOUSING CREATED BY EMPLOYMENT DEMAND.**

**Policy 1.1:**

Encourage higher residential density in areas adjacent to downtown, in underutilized commercial and industrial areas proposed for conversion to housing, and in neighborhood commercial districts where higher density will not have harmful effects, especially if the higher density provides a significant number of units that are affordable to lower income households.

**Policy 1.3**

Identify opportunities for housing and mixed-use districts near downtown and former industrial portions of the City.

*The Project will add residential units to an intense, mixed-use corridor that is served by abundant transit, services, and shopping opportunities. The site is suited for dense, mixed-use development, where residents can commute and satisfy convenience needs without frequent use of a private automobile. While the development will entail the removal of jobs associated with the existing automotive repair and parking garage uses, new commercial spaces will be included in the ground floor of the Project. These spaces will provide job opportunities and will reinforce the pattern of ground-floor commercial uses. In addition, the Project will activate the sidewalks and contribute to the customer base of other businesses in the area and, bolstering the viability of the Polk Avenue NCD.*

*The Project includes a mix of units in a variety of sizes, to provide housing opportunities for a range of income levels and to integrate various household types and socioeconomic groups within the neighborhood.*

**Policy 11.2**

Ensure housing is provided with adequate public improvements, services, and amenities.

*The project site is located within a developed, urban context that is well-served by transit and other services and amenities. Approximately ten MUNI bus lines can be accessed within four blocks of the subject property. Helen Wills Playground is located approximately one block from the Project site, while Lafayette Park is situated approximately five blocks to the southwest. A wide spectrum of commercial services can be found within the Polk Street, Pacific Avenue, and Van Ness Avenue corridors. The subject property is appropriate for infill development, and the dense, mixed-use character of the project will contribute to the vitality, activity, and walkable urban character of the area.*

**RESIDENCE ELEMENT:  
Objectives and Policies**

**OBJECTIVE 2**

**TO INCREASE THE SUPPLY OF HOUSING WITHOUT OVERCROWDING OR ADVERSELY AFFECTING THE PREVAILING CHARACTER OF EXISTING NEIGHBORHOODS.**

**Policy 2.2**

Encourage higher residential density in areas adjacent to downtown, in underutilized commercial and industrial areas proposed for conversion to housing, and in neighborhood commercial districts where higher density will not have harmful effects, especially if the higher density provides a significant number of units that are permanently affordable to lower income households.

*The existing site is relatively underutilized, hosting a parking garage and automotive repair uses within low-scaled buildings. The Project will not displace or demolish any existing housing, and will introduce new residential units and retail spaces that will strengthen the intense, mixed-use nature of the District. The area has abundant transit, commercial services, and other amenities that will can accommodate increased residential densities without negatively impacting the surrounding neighborhood.*

## **OBJECTIVE 12**

### **TO PROVIDE A QUALITY LIVING ENVIRONMENT.**

#### **Policy 12.1:**

Assure housing is provided with adequate public improvements, services and amenities.

#### **Policy 12.4:**

Promote construction of well designed housing that conserves existing neighborhood character.

*The Project will add dwelling units in a location that is well-served by public transit, parks, commercial services, and recreational opportunities. The varied treatments of the facade and the sculpting of the building mass reduces the apparent size of the development and complements the diverse scale of development in the vicinity.*

## **TRANSPORTATION ELEMENT:**

### **Objectives and Policies**

## **OBJECTIVE 2**

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

#### **Policy 2.1:**

Use rapid transit and other transportation improvements in the city and region as the catalyst for desirable development, and coordinate new facilities with public and private development.

#### **Policy 2.2:**

Reduce pollution, noise and energy consumption.

*Due to the abundant transit and commercial services in the area, residents of the Project can minimize use of the private automobile to commute and meet basic needs. The Project site is suitable for accommodating*

*dense residential development that will discourage sprawling regional development patterns that are strongly auto-oriented and contribute to greenhouse gas emissions.*

**URBAN DESIGN ELEMENT:**  
**Objectives and Policies**

**OBJECTIVE 12**

**IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY**

**Policy 4.13:**

Improve pedestrian areas by providing human scale and interest.

*The ground floor of the Project includes commercial spaces that define an attractive and vibrant pedestrian realm on Pacific Avenue while broadening the availability of good and services. Residents of the Project will activate the sidewalks and open spaces in the area, and will help to support retail and service establishments in the neighborhood.*

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

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

*The Project would require the removal of existing parking and automotive repair businesses, however, new commercial spaces will be included in the building that will provide local business ownership and employment opportunities. In addition, the new residents in the Project will patronize area businesses, bolstering the viability of surrounding commercial districts.*

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

*The project will not diminish the existing housing stock, and will add dwelling units in a manner that enhances the vitality of the surrounding commercial corridors.*

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

*The Project would add not demolish any dwelling units, and will comply with the City's Affordable Housing Program through a combination of on-site affordable units, and the payment of an Affordable Housing Fee.*

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

*The property is located within the Polk Street NCD, and a wide variety of goods and services are available within walking distance of the subject property. In addition, the area is well served by public transit, providing connections to all areas of the City and to the larger regional transportation network. The Project will encourage transit usage and deemphasize reliance on the private automobile, while providing adequate off-street parking for residents.*

- 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 does not propose any commercial office development. The new development will include commercial establishments that will provide employment and/or business ownership opportunities for area residents.*

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

*The Project is designed and will be constructed to conform to the structural and seismic safety requirements of the City Building Code.*

- G. That landmarks and historic buildings be preserved.

*A portion of an existing garage entry will be preserved and incorporated into the new development. The EIR prepared for the Project did not identify any significant impacts to historic resources.*

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

*The Project will not cast shadows or impede views for parks and open spaces in the area, nor have any negative impact on existing public parks and open spaces.*

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

## DECISION

That based upon the Record, the submissions by the Project Sponsor, 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. 2007.0519C** subject to the following conditions attached hereto as "EXHIBIT A", and

adopts the MMRP attached hereto as "EXHIBIT C", which are 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 94012.**

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on October 28, 2010.

Linda Avery  
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: October 28, 2010



# Exhibit A

## Conditions of Approval

Wherever "Project Sponsor" is used in the following conditions, the conditions shall also bind any successor to the Project or other persons having an interest in the Project or underlying property.

This Conditional Use Authorization is for a proposed development located at 1645 Pacific Avenue, Lots 013 in Assessor's Block 0595, within the Polk Street Neighborhood Commercial District and the 65-A Height and Bulk District, in general conformance with the plans dated October 28, 2010, and marked "Exhibit B", except as modified herein. As approved herein, the project would demolish an existing building containing automotive repair and parking uses, and demolish a portion of another automotive repair building, and construct a new six-story over basement building containing approximately 39 dwelling units, approximately 41 off-street parking spaces, and approximately 3,200 square feet of ground-floor commercial uses

### 1. MITIGATION MEASURES

Mitigation measures described in the MMRP attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor. These mitigation measures, as well as the improvement measures specified in the MMRP are conditions of project approval.

### 2. COMPLIANCE WITH OTHER REQUIREMENTS

This decision conveys no right to construct. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply. The conditions set forth below shall remain in effect for the life of the Project, unless specifically noted otherwise

### 3. GENERAL CONDITIONS

A. Recordation. Prior to the issuance of any building permit for the construction of 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, which notice shall state that construction of the Project has been authorized by and is subject to the conditions of this Motion. From time to time after the recordation of such notice, at the request of the Project Sponsor, the Zoning Administrator shall affirm in writing the extent to which the conditions of this Motion have been satisfied, and record said writing if requested.

B. Reporting. The Project Sponsor shall submit to the Zoning Administrator two copies of a written report describing the status of compliance with the conditions of approval contained within this

Motion every six months from the date of this approval through the issuance of the first temporary certificate of occupancy.

C. Construction.

(1). The Project Sponsor shall ensure the construction contractor will coordinate with the City and other construction contractor(s) for any concurrent nearby Projects that are planned for construction so as to minimize, to the extent possible, negative impacts on traffic and nearby properties caused by construction activities.

(2). The contractor(s) shall arrange for off-street parking for construction workers.

D. Performance. The Planning Commission may, in a public hearing, consider the revocation of this conditional use authorization if a site or building permit has not been issued within three (3) years of the date of the Motion approving the Project. Once a site or building permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued thenceforth diligently to completion. The Commission may also consider revoking this conditional use authorization if a permit for the Project has been issued but is allowed to expire and more than three (3) years have passed since the Motion was approved. This authorization may be extended at the discretion of the Zoning Administrator only if the failure to issue a permit by the Department of Building Inspection is delayed by a City, state or federal agency or by appeal of the issuance of such permit.

E. Severability. 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 of the remaining provisions, clauses, sentences, or sections of these conditions. It is hereby declared to be the intent of the Commission that these conditions of approval would have been adopted had such invalid sentence, clause, or section or part thereof not been included herein.

F. First Source. The Project is subject to the requirements of the First Source Hiring Program (Chapter 83 of the Administrative Code) and the Project Sponsor shall comply with the requirements of this Program.

G. Violation of the conditions contained in this Motion or of any other provisions of the Planning Code may be subject to abatement procedures and fines up to \$250 a day in accordance with Sections 176 and 176.1 of the Planning Code and actions to abate violations of this conditional use authorization in accordance with Section 303(f).

H. Should monitoring of these Conditions of Approval be required, the Project Sponsor or successors shall pay fees as established in Section 351(e)(1) of the Planning Code.

I. The Property Owner shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean condition. Such maintenance shall include, at a minimum, daily litter pickup and disposal, and washing or steam cleaning of the main entrance and abutting sidewalks at least once each week

- J. Signs and exterior lighting for ground floor commercial uses shall be consistent with the approved signage program and shall be reviewed and approved by the Planning Department before they are installed.
- K. Ground level storefronts in general conformity with Exhibit B shall be maintained in an attractive manner, providing transparency into the tenancy behind. Visibility of the commercial interiors and activity through all storefront windows shall be maintained in order to ensure that the ground level of the building remains visually active, provides visual interest to pedestrians, and enhances sidewalk security. Commercial interior layouts should be designed with these requirements in mind. Generally, storefront windows should not be visually obscured with the following: blinds, shades or curtains; shelving; equipment; darkly tinted, translucent or opaque film; painted, stenciled or adhesive signage applied to individual window surfaces that has an overall transparency of less than 50%, or any signage that covers more than 1/3 of the area of any individual window; full or partial height interior partition walls placed directly against or within 10 feet from the window glazing; or any other items that significantly block the vision of pedestrians through the storefront windows into the occupiable commercial space. Solid roll-down security gates shall not be installed in storefront openings. The Property Owner shall ensure that this condition of approval is incorporated into all commercial leases.
- L. An enclosed garbage area shall be provided within the Project. All garbage containers shall be kept within the building until pick-up by the disposal company.

4. BELOW MARKET RATE UNITS (BMR UNITS)

- A. Number of Required Units. Pursuant to Planning Code Section 415.5 (formerly Code Section 315.6), the Project is required to provide 15% of the proposed dwelling units as affordable to qualifying households ("BMR Units"). The Project contains 39 units; therefore, 6 BMR units are required. The Project Sponsor will fulfill this requirement by providing 50 percent of the required BMR units (3 units) on-site. The remainder of the requirement pursuant to Planning Code Section 415 will be fulfilled by through payment of an Affordable Housing Fee. If the number of market-rate units change, the number of required BMR units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing.
- B. Unit Mix. The Project contains 6 junior one-bedroom, 1 one-bedroom, 29 two-bedroom, and 3 three-bedroom units; therefore, the required BMR unit mix is 1 junior one-bedroom and 2 two-bedroom units. If the market-rate unit mix changes, the BMR unit mix will be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing.
- C. Unit Location. The BMR units shall be designated on a reduced set of plans recorded as a Notice of Special Restrictions on the property prior to the issuance of the first site or building permit.

- D. Phasing. If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than 7.5% of the each phase's total number of dwelling units as on-site BMR units.
- E. Duration. Under Planning Code Section 415.8 (formerly Code Section 315.7), all units constructed pursuant to Section 415.5 (formerly Code Section 315.6) must remain affordable to qualifying households for the life of the project.
- F. Other Conditions. The Project is subject to the requirements of the Affordable Housing Program under Section 415 et seq. of the Planning Code (formerly Code Section 315) including the Interim Controls contained in Board of Supervisors' Resolution No. 36-10 (BOS File No. 100047) entitled "Planning Code – Interim Controls Related to Affordable Housing Requirements" adopted on February 2, 2010 and the terms of the Residential Affordable Housing Monitoring and Procedures Manual (hereinafter "Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415 (formerly Code Section 315) (collectively the "Affordable Housing Ordinance"). Terms used in these Conditions of Approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the Mayor's Office of Housing at 1 South Van Ness Avenue or on the Planning Department or Mayor's Office of Housing's websites, including on the internet at:

<http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451>.

As provided in the Affordable Housing Ordinance, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale.

- i. The BMR unit(s) shall be designated on the building plans prior to the issuance of the first site or building permit by the Department of Building Inspection (DBI). The BMR unit(s) shall (1) reflect the unit size mix in number of bedrooms of the market rate units, (2) shall be constructed, completed, ready for occupancy and marketed no later than the market rate units, and (3) shall be of comparable overall quality, construction and exterior appearance as the market rate units in the principal project. Other specific standards for on-site units are outline in the Procedures Manual.
- ii. If the units in the building are offered for sale, the BMR unit(s) shall be sold to first time home buyer households, as defined in the Procedures Manual, whose gross annual income, adjusted for household size, does not exceed an average of one hundred (100) percent of the median income for the City and County of San Francisco as defined in the Affordable Housing Ordinance, Section 401 (formerly Code Section 315.1), an amount that translates to ninety (90) percent of Area Median Income under the income table called "Maximum Income by Household Size" derived from the Unadjusted Area Median Income for HUD Metro Fair Market Rent Area that contains San Francisco. The initial sales price of such units shall be calculated according to the Procedures Manual. Limitations on (i) marketing;

- (ii) renting; (iii) recouping capital improvements and (iv) procedures for inheritance apply and are set forth in the Affordable Housing Ordinance and the Procedures Manual.
- iii. If the Project Sponsor has entered into an agreement with the City permitting the on-site units to be rental units, the BMR unit(s) shall be rented to a household of low income, as defined in the Affordable Housing Ordinance and as further defined in the Procedures Manual, whose gross annual income, adjusted for household size, does not exceed sixty (60) percent of the median income for the City and County of San Francisco as defined in the Affordable Housing Ordinance, Section 401 (formerly Code Section 315.1), an amount that translates to fifty-five (55) percent of Area Median Income under the income table called Maximum Income by Household Size derived from the Unadjusted Area Median Income for HUD Metro Fair Market Rent Area that contains San Francisco. The qualifying household income limits and maximum monthly rent for BMR units shall be calculated by Mayor's Office of Housing.
- iv. The Applicant is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. The Mayor's Office of Housing shall be responsible for overseeing and monitoring the marketing of affordable units.
- v. Required parking spaces shall be made available to initial buyers or renters of BMR units according to the Procedures Manual.
- vi. Prior to the issuance of the first site or building permit by DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that contains these conditions of approval and a reduced set of plans that identify the BMR units satisfying the requirements of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to the Mayor's Office of Housing or its successor.
- vii. The Project Sponsor has demonstrated that it is eligible for the on-site alternative under Planning Code Section 415.5 (formerly Code Section 315.6) instead of payment of the Affordable Housing Fee, and has submitted the *Affidavit to Establish Eligibility for Alternative to Affordable Housing Fee* to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the Project.
- viii. If project applicant fails to comply with the Affordable Housing requirement, the Director of Building Inspection shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A project applicant's failure to comply with the requirements of Planning Code Section 415 et seq. (formerly Code Section 315) shall constitute cause for the City to record a lien against the development project.

- ix. If the Project becomes ineligible at any time for the on-site alternative, the Project Sponsor or its successor shall pay the Affordable Housing Fee prior to issuance of the first site or building permit or may seek a fee deferral as permitted under Ordinances 0107-10 and 0108-10. If the Project becomes ineligible after issuance of its first site or building permit, the Project Sponsor shall pay interest on the Affordable Housing Fee at a rate equal to the Development Fee Deferral Surcharge Rate in Section 107A.13.3.2 of the San Francisco Building Code (as amended by Ordinance No. 0107-10.)
- x. Future Applicable Controls: If the Interim Controls contained in Board of Supervisors Resolution No. 36-10 (BOS File No. 100047) entitled "Planning Code – Interim Controls Related to Affordable Housing Requirements" or permanent controls in substantially similar form to those contained in BOS File No. 100046 entitled "Planning Code – Amending Inclusionary Housing Ordinance" proposing amendments to Planning Code Section 415 et seq. (formerly Code Section 315) (collectively "applicable future controls") are approved by the Board of Supervisors prior to issuance of the first certificate of occupancy for the Project, the Project shall be subject to the applicable future controls and not the current provisions of Planning Code Section 415 et seq. (formerly Code Section 315).

5. PARKING

- A. Parking Costs Separated from Housing Costs. Pursuant to Section 167, all off-street parking spaces accessory to the residential units shall be sold or leased separately from the rental or purchase fees of the dwelling units.

6. CONDITIONS TO BE MET PRIOR TO THE ISSUANCE OF A FIRST SITE OR BUILDING PERMIT

- A. Overall Design. The Project Sponsor and the Project architects shall continue to work on design development with the Department, with particular attention given to details regarding reveal dimensions at all windows, moldings, and other details, as well as building materials and colors.
- B. Ornamentation. The Project Sponsor and the Project architects shall continue to work with the Department on the form, materials, and other design aspects of building ornamentation, including but not limited to, bas relief and sculptural elements

7. CONDITIONS TO BE MET PRIOR TO THE ISSUANCE OF AN ARCHITECTURAL ADDENDUM TO A BUILDING (OR SITE) PERMIT

- A. Except as otherwise provided in this Motion, the Project shall be completed in compliance with the Planning Code and in general conformity with plans October 28, 2010, labeled "Exhibit B".

- B. Final detailed building plans shall be reviewed and approved by the Planning Department. Detailed building plans shall include a final site plan, elevations, sections, and a landscape plan, and shall specify final architectural and decorative detailing, materials, glazing, color and texture of exterior finishes, and details of construction.
  - C. Highly reflective spandrel glass, mirror glass, or deeply tinted glass shall not be permitted. Only clear glass shall be used at pedestrian levels.
  - D. Pursuant to Planning Code Section 141, rooftop mechanical equipment is required to be screened so as not to be visible from any point at or below the roof level of the subject building.
  - E. Signage. The Project Sponsor shall develop a signage program for the Project which shall be subject to review and approval by Planning Department staff. All subsequent sign permits shall conform to the approved signage program. Once approved by Department staff, the signage program information shall be submitted and approved as part of the first building or site permit for the Project.
  - F. Lighting. The Project Sponsor shall develop a lighting program for the Project which shall be subject to review and approval by Planning Department staff. The lighting program shall include any lighting required or proposed within the public right-of-way as well as lighting attached to the building. Once approved by Department staff, the lighting program information shall be submitted and approved as part of the first building or site permit for the Project.
  - G. Streetscape Plan and Street Trees. A final pedestrian streetscape improvement plan, including landscaping and paving materials and patterns, shall be submitted for review by, and shall be satisfactory to the Planning Director, in consultation with staff from the Department of Public Works, the Department of Parking and Traffic, and the Bureau of Urban Forestry. Other agencies shall be contacted as appropriate. The Project shall include street trees in conformance with Section 428. Relocation of some existing underground utilities may be necessary to accommodate the required street trees. The street trees planted pursuant to this condition shall be maintained in perpetuity by the Project Sponsor.
8. CONDITIONS TO BE MET PRIOR TO ISSUANCE OF ANY CERTIFICATES OF OCCUPANCY FOR THE PROJECT.
- A. All usable open spaces shall be completed and available for use.
  - B. An evacuation and emergency response plan shall be developed by the Project Sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services, to ensure coordination between the City's emergency planning activities and the Project's plan and to provide for building occupants in the event of an emergency. The Project's plan shall be reviewed by the Office of Emergency Services and implemented by the building

management insofar as feasible before issuance of the final certificate of occupancy by the Department of Public Works. A copy of the transmittal and the plan submitted to the Office of Emergency Services shall be submitted to the Department. To expedite the implementation of the City's Emergency Response Plan, the Project Sponsor shall post information (with locations noted on the final plans) for building occupants concerning actions to take in the event of a disaster.



# EXHIBIT C

## MITIGATION MONITORING AND REPORTING PROGRAM

File No. Project Title: 2007.0519E  
1645 Pacific Avenue Project

Motion No.:  
Page 1

Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
<b>MITIGATION MEASURE M-CP-1</b>				
The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a)(c).				
The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.	Project sponsor and construction contractor(s)	Prior to any soils-disturbing activity.	Distribution of "ALERT" sheet among contractors and crew; project sponsor to provide ERO with a signed affidavit.	Prior to any soils-disturbing activity.  Considered complete upon ERO approval of affidavit.
Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.	Head Foreman and project sponsor	During any soils-disturbing activity.	Notification of ERO if any archeological resources encountered.	During any soils-disturbing activity. Considered complete upon notification of ERO.

# EXHIBIT C

## MITIGATION MONITORING AND REPORTING PROGRAM

File No. Project Title: 2007.0519E  
1645 Pacific Avenue Project

Motion No.:  
Page 2

Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
<p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p> <p>Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.</p>	Project sponsor and archeological consultant	Before resumption of any soils-disturbing activity (if suspended)	Archeological consultant shall advise the ERO and ERO may require additional measures	Prior to resumption of soils-disturbing activity. Considered complete upon ERO approval of archeological consultant's recommendations.
<p>The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p>	Project sponsor and archeological consultant	Following completion of any required archaeological field program	Archeological consultant submits draft FARR to ERO for approval	Prior to issuance of final certificate of occupancy. Considered complete upon ERO approval of draft FARR

# EXHIBIT C

## MITIGATION MONITORING AND REPORTING PROGRAM

File No. Project Title: 2007.0519E  
1645 Pacific Avenue Project

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Page 3

Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
<p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.</p>	<p>Project sponsor and archeological consultant</p>	<p>Following completion of FARR.</p>	<p>Distribute FARR. Submittal to ERO of affidavit of FARR distribution..</p>	<p>Prior to resumption of soils-disturbing activities. Considered complete upon Planning Department receipt of report.</p>
<p><b>MITIGATION MEASURE M-HZ-1</b></p>				
<p>The project sponsor shall ensure that building surveys for PCB-containing equipment, mercury, hydraulic oils, fluorescent lights, and other toxic building substances are performed prior to the start of demolition. Any hazardous materials so discovered shall be abated according to federal, state, and local laws and regulations.</p>	<p>Project sponsor.</p>	<p>Prior to demolition and construction activities.</p>	<p>San Francisco Planning Department to review building materials surveys and monitor abatement compliance</p>	<p>Considered complete upon receipt by the San Francisco Planning Department of final abatement compliance report.</p>

# EXHIBIT C

## MITIGATION MONITORING AND REPORTING PROGRAM

File No. Project Title: 2007.0519E  
1645 Pacific Avenue Project

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Improvement Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
<b>IMPROVEMENT MEASURE I-CP-1</b>				
<p>Prior to construction, the project sponsor shall provide adequate documentation of the 1661 Pacific Avenue building. The documentation shall be submitted to the City and County of San Francisco Planning Department and found to be adequate prior to authorization of any permit that may be required for alteration of the building. In addition, the project sponsor shall prepare and transmit the photographs and descriptions of the property to the History Room of the San Francisco Public Library.</p> <ul style="list-style-type: none"> <li>• Images must be fully identified with the name and location of the structure, a description of the feature or view being photographed and the direction in which the photograph was taken, as well as the name of the photographer and the date created.</li> <li>• Black and white, 35-millimeter photographs of the interior and exterior of the building using current archival standards. Either digital photographs submitted on CD as well as archival paper, or submitted negatives and 5-by-7 inch print on archival paper, should meet National Register Survey Standards (<a href="http://www.nps.gov/history/nr/policyexpansion.htm">http://www.nps.gov/history/nr/policyexpansion.htm</a>).</li> <li>• If there is a historic photo showing the building's context on Pacific Avenue another photo should be taken from the same vantage point and retained and displayed at the new building.</li> </ul>	Project Sponsor	Prior to issuance of any permit to alter the building.	Planning Department to approve scope of work for documentation to be submitted by project sponsor.	Considered complete upon sponsor's distribution of Planning Department-approved photo documentation.

# EXHIBIT C

## MITIGATION MONITORING AND REPORTING PROGRAM

File No. Project Title: 2007.0519E  
1645 Pacific Avenue Project

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Improvement Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
<b>IMPROVEMENT MEASURE I-TR-1</b>				
<p>As improvement measures to reduce the proposed project’s parking demand and parking shortfall and to encourage use of alternative modes, the project sponsor could provide a transportation insert for the move-in packet. This packet could provide information on transit service (Muni and BART lines, schedules and fares), information on where FastPasses could be purchased, and information on the 511 Regional Rideshare Program.</p> <p>It should be noted that, as required by the Planning Code, the project sponsor would “unbundle” the sale of parking spaces from the sale of residential units to provide a financial incentive for car-free living.</p> <p>In addition, the project sponsor could promote the use of car-sharing by encouraging residents to participate in a car-sharing program. The proposed project would include one parking space in the project garage that would be dedicated to use by a car-sharing program such as Zipcar or City CarShare. The provision of car-sharing spaces in the proposed project would serve to reduce the project’s parking demand and shortfall.</p>	Project Sponsor	Ongoing when new residents move in to building	MTA	Prior to completion of construction
<b>IMPROVEMENT MEASURE I-TR-2</b>				
<p>As improvement measures to improve loading conditions in front of the project site by reducing the potential for double-parking, illegal use of sidewalks or adjacent parking lane, and potential impacts to traffic operations as well as to bicyclists and pedestrians on Pacific Avenue, the project sponsor could request that when the existing driveways are returned to curb, two of the new on-street parking spaces be designated for commercial vehicle</p>	Project sponsor	During project construction	Sponsor could apply to MTA for designation of commercial vehicle loading / unloading spaces.	Initiate at start of building construction; establish prior to completion of construction

# EXHIBIT C

## MITIGATION MONITORING AND REPORTING PROGRAM

File No. Project Title: 2007.0519E  
1645 Pacific Avenue Project

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Improvement Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
loading/unloading. The change in curb regulations would need to be approved by the San Francisco Municipal Transportation Agency (MTA).				
As an improvement measure to ensure that curb parking on Pacific Avenue adjacent to the project site is reserved through the local station of the SFPD during move-in and move-out activities, and to reduce the potential for double parking on Pacific Avenue, the project sponsor would require tenants to schedule and coordinate moves with building management.	Project sponsor	Ongoing throughout building occupancy	Management to require tenants to coordinate move-in/move-out with building management and SFPD.	Ongoing throughout building occupancy.
<b>IMPROVEMENT MEASURE I-TR-3</b>				
Any construction traffic occurring between 7:00 and 9:00 a.m. or between 3:30 and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. An improvement measure limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by the SFMTA) would minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods and further improve transportation conditions at the project site during construction.	Project sponsor	During project construction	DBI to enforce limitations on truck movements	Considered complete upon issuance of occupancy permit.
The project sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the SFMTA, the SFFD, Muni, the Planning Department and other City agencies to determine feasible measures to reduce traffic congestion, including temporary bus stop relocation and other potential transit disruption and pedestrian circulation effects during construction of the project. The temporary parking demand by construction	Project sponsor and construction contractor	During project construction	Named Departments	Considered complete upon issuance of building permit

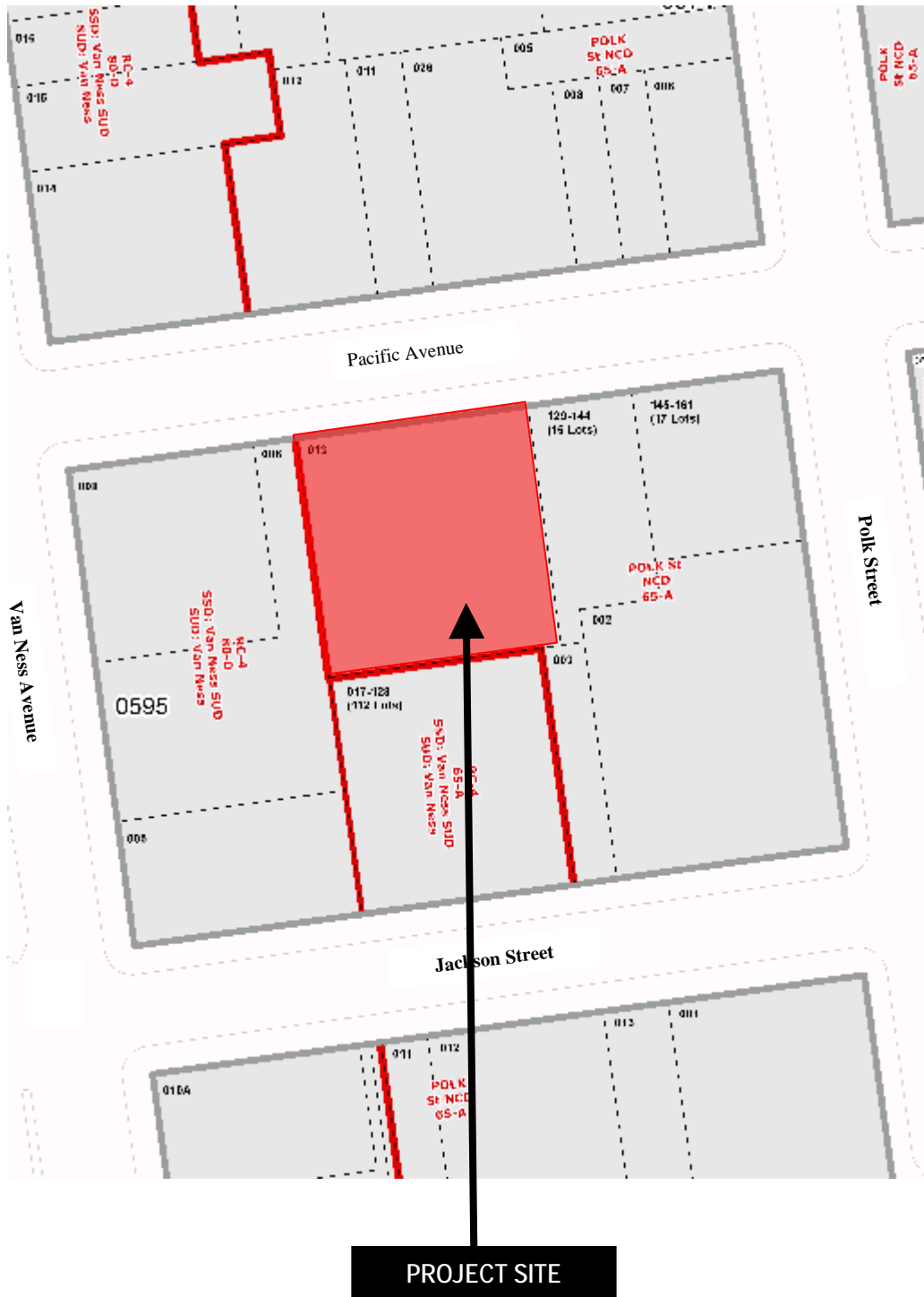
**EXHIBIT C**  
**MITIGATION MONITORING**  
**AND REPORTING PROGRAM**

File No. Project Title: 2007.0519E  
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Page 7

Improvement Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
workers would need to be met on-site or on-street. Construction workers could be encouraged to take transit or carpool to the project site.				

# Parcel Map



Conditional Use Hearing  
Case Number 2007.0519CEK  
1645 Pacific Avenue



# Sanborn Map\*



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



Conditional Use Hearing  
 Case Number 2007.0519CEK  
 1645 Pacific Avenue

# Aerial Photo



PROJECT SITE



Conditional Use Hearing  
Case Number 2007.0519CEK  
1645 Pacific Avenue

# Aerial Photo

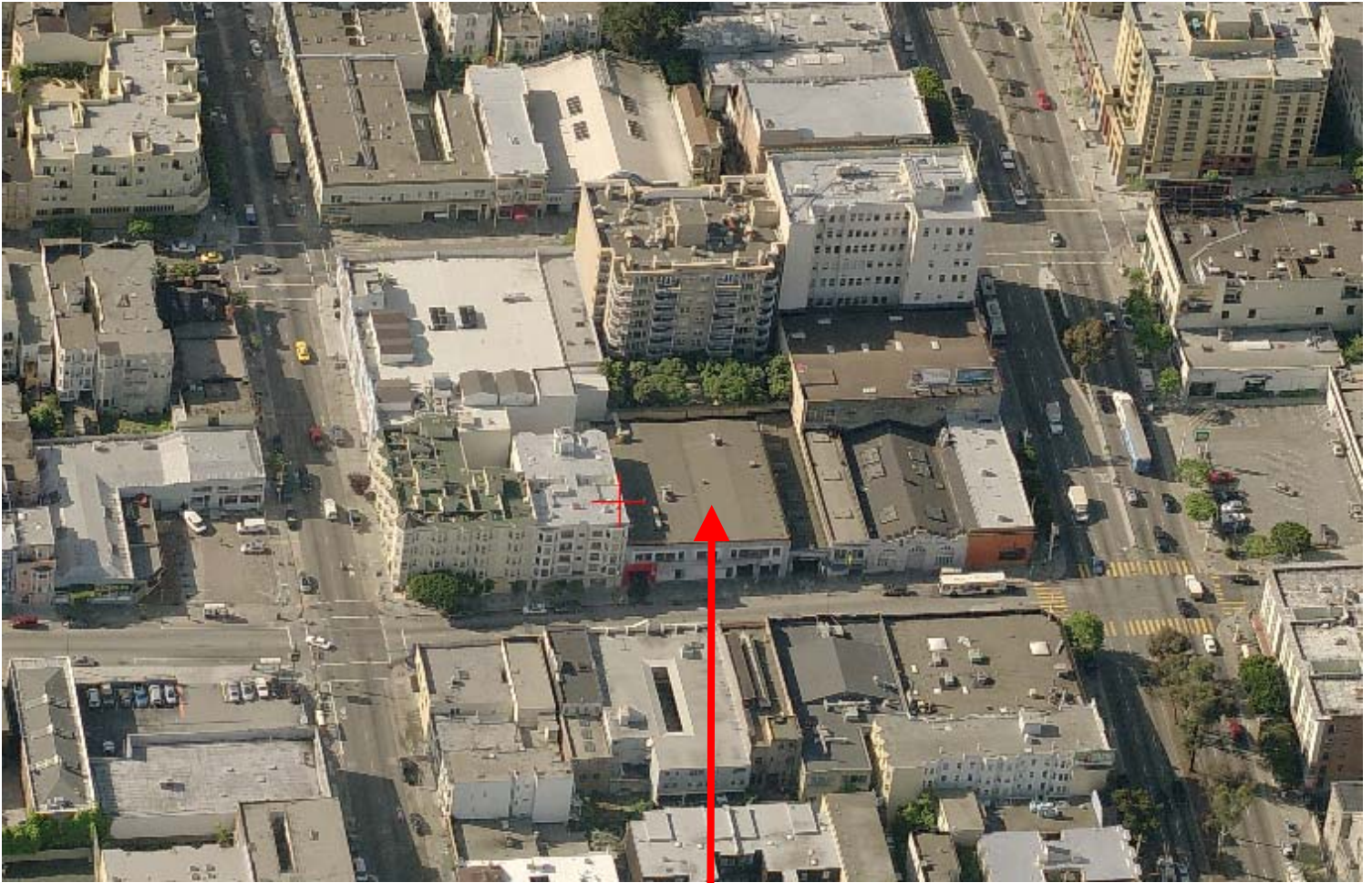


Looking North

PROJECT SITE

Conditional Use Hearing  
Case Number 2007.0519CEK  
1645 Pacific Avenue

# Aerial Photo

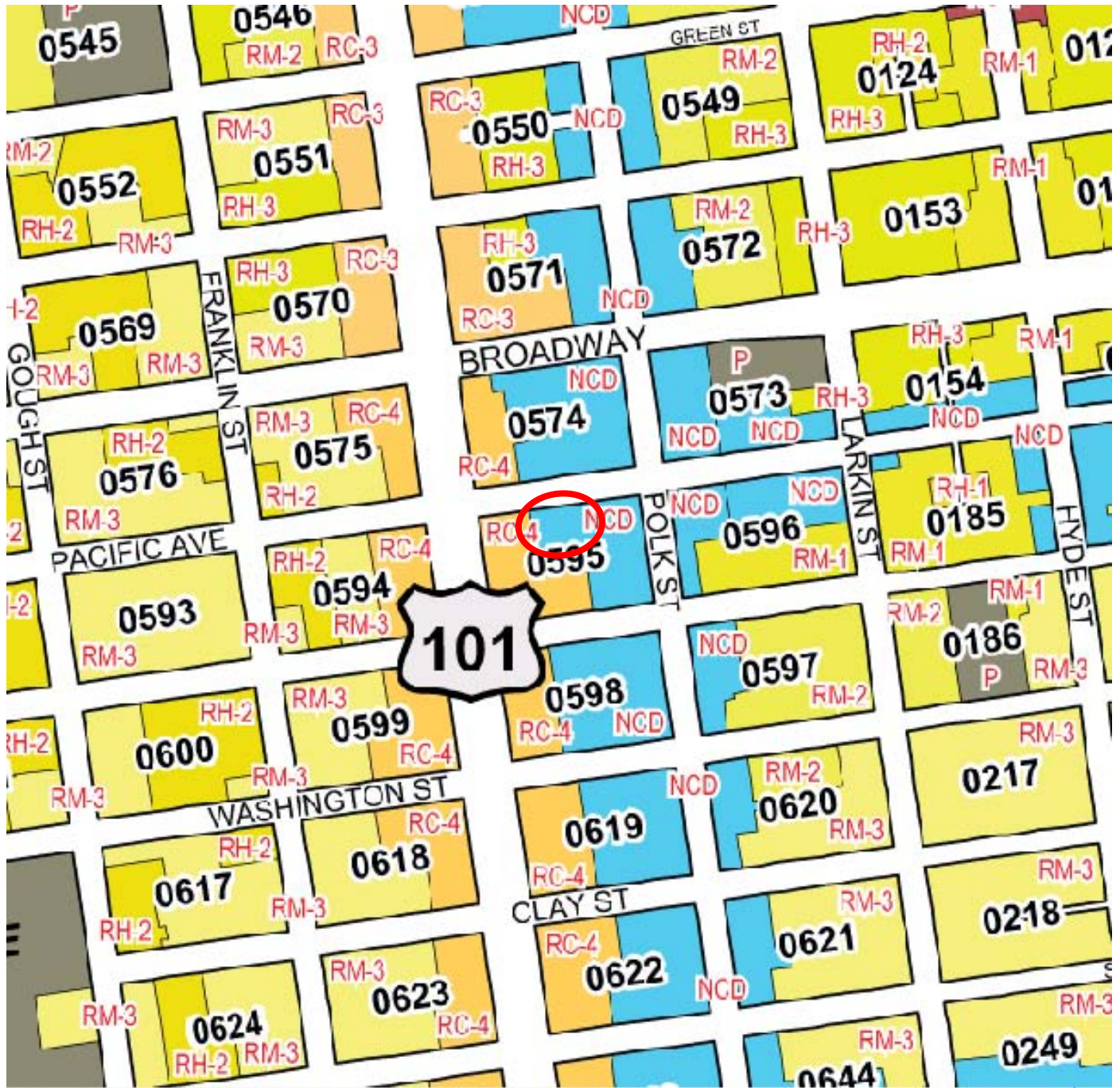


Looking South

PROJECT SITE

Conditional Use Hearing  
Case Number 2007.0519CEK  
1645 Pacific Avenue

# Zoning Map



Conditional Use Hearing  
Case Number 2007.0519CEK  
1645 Pacific Avenue

## **Correspondence in Support of Application**

1645 Pacific Avenue  
Conditional Use Authorization  
Case No. 2007.0519CEK



995 Market Street  
Suite 3525  
San Francisco, CA 94103  
415 541 9011 tel  
415 431 2468 fax  
info@sfhac.org  
www.sfhac.org

December 2, 2009

Mr. Nick Podell  
121 N. San Mateo Dr.  
San Mateo, CA 94401

**Re: Proposed project on 1645 Pacific Avenue**

Dear Mr. Podell:

The San Francisco Housing Action Coalition (SFHAC) appreciates your presentation at our Endorsements Committee and is pleased to inform you of our endorsement of your proposed mixed-use residential development at 1645 Pacific Avenue. Our Endorsement Committee believes the project has strong merit and will contribute to SFHAC's goals of increasing the supply of well-designed, appropriately located housing that meets the needs of present and future San Franciscans.

The proposed project meets our endorsement criteria in the following ways:

**Land Use:**

The proposed combined residential and retail project is an appropriate use of the site given the surrounding context. The project's location and size are consistent with many of the established buildings in the neighborhood and with prevailing zoning limits.

**Density:**

The proposed project contains 48 residential units in a mixed-use building. This proposed project would also provide 3,625 square feet of ground floor neighborhood-serving retail. We strongly support the density of both uses at this site and feel that it will contribute to the vitality of the local neighborhood.

**Affordability:**

The project will meet the City's statutory requirement for affordable housing by paying the *in lieu* fee to the Mayor's Office of Housing for the production of new affordable units. We also note that your site design and unit size provide a commendable measure of "affordability by design".

**Transit Orientation and Parking**

You propose 1:1 parking, which is the maximum allowed under SFHAC guidelines under normal circumstances. The site will have approximately 48 residential parking spaces, storage for approximately 26 bicycles and spaces for car share.

**Urban Design:**

The architectural design, style and scale are a significant improvement on the character of the existing site and are in keeping with the better elements within the surrounding neighborhood. The SFHAC supports your goal to protect the pedestrian realm with an active ground floor use.

**Preservation:**

We note that you have retained the historic front and side walls of the nearly 100-year-old auto oriented storage/repair building on your site and appropriately used it as the portal to your garage. We endorse this imaginative use of the existing on-site historic fabric.

**Greening and Energy Efficiency:**

The SFHAC is especially supportive that the proposed project is seeking LEED Gold certification. Please keep us informed as to your success in this endeavor.

**Community Input:**

The SFHAC is supportive of your coordinated outreach and information efforts in the area and encourages you to continue this important dialogue with neighborhood residents and community organizations.

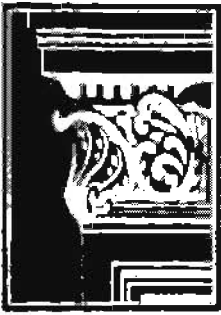
Thank you for submitting the 1645 Pacific Avenue project to the SFHAC Endorsements Committee. We are pleased to fully endorse your excellent project. It meets our guidelines in an exemplary fashion. Please let us know how we may be of assistance.

Sincerely,



Tim Colen  
Executive Director





SAN FRANCISCO  
ARCHITECTURAL  
HERITAGE

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Christopher VerPlanck

David P. Wessel

Jack A. Gold  
*Executive Director*

January 20, 2010

Nick Podell  
Nick Podell Company  
121 N. San Mateo Drive  
San Mateo, CA 94401

Dear Mr. Podell:

Thank you for your January 5, 2010 presentation to the Heritage Issues Committee regarding 1645 Pacific. It was a pleasure meeting you, and we appreciate you taking the time to review the project with us.

The committee concurs with Planning Department staff findings, dated September 26, 2009, regarding the following points: We agree that 1661 Pacific is a historic resource, and that 1645 is not. We do not believe that the proposed project will have a significant adverse impact upon the subject building or the proposed Van Ness Auto Row District.

It is our opinion that the project successfully preserves the use of 1661 Pacific for an automotive use (an entrance to the parking garage), and by doing so meets the Secretary of Interiors Standard 1: "*a property shall be used for its historic purpose.*" We do urge the project sponsor to continue to ensure that the rear addition to 1661 Pacific does not present a false sense of historicism, and is clearly differentiated as new, as per Standard 9: "*[...] new work shall be differentiated from the old.*" As the project develops, we also encourage you to adhere to your current plans for quality façade materials, such as terra cotta and cast stone.

Thank you again for involving Heritage in your project review, and we wish you success as it moves forward.

Sincerely,

Jack A. Gold  
Executive Director  
/ab



"U.R.M.P United Residents  
and Merchants of Polk"  
<unitedrmp@gmail.com>  
09/30/2010 04:06 PM

To kevin.guy@sfgov.org  
cc B Martin <bmartSF@gmail.com>, Linsey Perlov  
<linsey@podell.com>  
bcc

Subject Say 'yes' to 1645 Pacific

Mr. Guy

The members of United Residents and Merchants of Polk (URMP) had an opportunity to meet and discuss the aspects of 1645 Pacific Avenue project with the project sponsor at our monthly meeting today. The members of our group were impressed with the project and the project owner's efforts to beautify and improve our community.

We believe this is a great project for the neighborhood for the reasons as follows.

1. The project sponsor offered an aesthetically pleasing building facade which meets the feel-n-look of the surrounding buildings.
2. Not a single resident will be displaced. The existing garage building will be converted into 39 condominiums.
3. More residents will be added to the community and therefore more dollars will be circulating on Polk merchant corridor.
4. New jobs will be created. Additional permit fees will be collected. We believe that San Francisco communities are tired of politics which unreasonably delayed and derailed multiple other projects in San Francisco over the last few years. San Franciscans are already paying a price for that. Say 'no' to San Francisco budget deficit and social programs reductions.
5. Increase in a tax basis. More property taxes will be collected thus contributing to the city bottom line and schools.

U.R.M.P. is a neighborhood group consisting of approximately 30 residents and members.  
U.R.M.P. is the fully registered and licensed community group in San Francisco.  
Say 'yes' to 1645 Pacific avenue project.

Should you have any question, please reply to this email.

Sincerely,

Vlad Abramov  
Vice-President of U.R.M.P.  
415-786-2119



Margaret Berman  
<margbb@gmail.com>  
10/12/2010 02:18 PM

To Kevin.Guy@sfgov.org  
cc pacificproject@podell.com  
bcc  
Subject Endorsement of 1645 Pacific Avenue ondo Project

Kevin-

I live at 1625 Pacific Avenue #104 and I support the proposed condo project next door.

-Margaret Berman  
Resident



Sven Jensen  
<sjensen@reMatchSports.com>  
m>

10/18/2010 04:27 PM

To <Kevin.Guy@sfgov.org>  
cc <pacificproject@podell.com>  
bcc

Subject Project at 1645 Pacific Ave.

Dear Mr. Guy:

My name is Sven Jensen and I own the business reMatch Sports, located at 1567 Pacific Ave.

I have had the opportunity to review the proposed mixed-use project at 1645 Pacific and I support the project. The building and its new residents will be a welcome addition to our neighborhood.

Please convey to the Planning Commissioners my support for approval of 1645 Pacific Avenue.

Sincerely,

Sven Jensen



Mike Holmes  
<info@velvetdavinci.com>  
10/19/2010 02:03 PM

To Kevin.Guy@sfgov.org  
cc Velvet da Vinci <info@velvetavinci.com>  
bcc  
Subject Support for 1645 Pacific Ave. Project

Dear Mr. Guy,

I wish to express my support for the certification of the EIR and approval of the Conditional Use Permit for the project at 1645 Pacific. Please convey my endorsement of this project to the Planning Dept. I own a business around the corner on Polk Street (and am a member of the Polk Street Merchants' Assoc.) and welcome the additional street level retail and housing that the project will provide. I have seen the plans and am in support of the project. 1645 Pacific is exactly the kind of higher density housing that the City and the neighborhood deserve. It will help support the improving retail strip along Polk and Pacific and fits naturally with the housing along the Van Ness corridor. My business started in Hayes Valley 19 years ago and we were instrumental in the resurrection of that underused retail strip and feel that the Polk business district will benefit greatly by this project.

Thank you for your attention.

Mike Holmes  
Velvet da Vinci  
2015 Polk St. (at Pacific)  
SF CA 94109  
415-441-0109

Kevin Guy  
San Francisco Planning Department  
1650 Mission Street, Suite 400  
San Francisco, CA 94103


RE: ENDORSEMENT OF PROPOSED DEVELOPMENT AT 1645 PACIFIC AVENUE

Dear Mr. Guy:

I understand that the proposed project at 1645 Pacific Avenue is scheduled to go before the Planning Commission on October 28, 2010, for certification of the Environmental Impact Report and approval of the Conditional Use Permit for a development on a lot larger than 10,000 square feet and a bulk exception for the building mass above 40 feet. I understand that the redevelopment of this property will preserve the façade of a historic garage and replace the current structures with thirty-nine condominiums, subterranean parking and ground floor retail.

I have reviewed the proposed development at 1645 Pacific Avenue and I am in support of the project. Please convey my endorsement to the Planning Commission.

Sincerely,



Samantha Chandler D'Vall

Date: 10-18-10

Address: 1250 Jones St APT 802  
SF, CA 94109

Kevin Guy  
San Francisco Planning Department  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

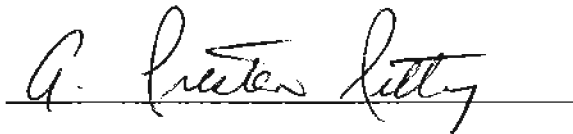
RE: ENDORSEMENT OF PROPOSED DEVELOPMENT AT 1645 PACIFIC AVENUE

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I have reviewed the proposed development at 1645 Pacific Avenue and I am in support of the project. Please convey my endorsement to the Planning Commission.

Sincerely,

  
\_\_\_\_\_

Date: 10/18/10

Address: 1607 JACKSON ST  
BLINDS & DESIGNS

Kevin Guy  
San Francisco Planning Department  
1650 Mission Street, Suite 400  
San Francisco, CA 94103


RE: ENDORSEMENT OF PROPOSED DEVELOPMENT AT 1645 PACIFIC AVENUE

Dear Mr. Guy:

I understand that the proposed project at 1645 Pacific Avenue is scheduled to go before the Planning Commission on October 28, 2010, for certification of the Environmental Impact Report and approval of the Conditional Use Permit for a development on a lot larger than 10,000 square feet and a bulk exception for the building mass above 40 feet. I understand that the redevelopment of this property will preserve the façade of a historic garage and replace the current structures with thirty-nine condominiums, subterranean parking and ground floor retail.

I have reviewed the proposed development at 1645 Pacific Avenue and I am in support of the project. Please convey my endorsement to the Planning Commission.

Sincerely,



Date: 10/14/10

Address: 1505 Pacific Ave  
*Owner*



Kevin Guy  
San Francisco Planning Department  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

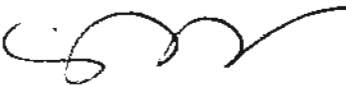
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I have reviewed the proposed development at 1645 Pacific Avenue and I am in support of the project. Please convey my endorsement to the Planning Commission.

Sincerely,

  
\_\_\_\_\_  
Courtney Ramey

Date: 10-10-10

Address: 1620 Polk  
SFCA 94109

Kevin Guy  
San Francisco Planning Department  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

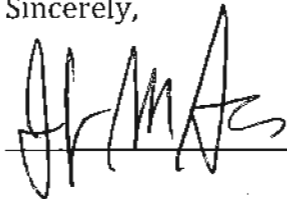
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I have reviewed the proposed development at 1645 Pacific Avenue and I am in support of the project. Please convey my endorsement to the Planning Commission.

Sincerely,

 Jennifer M. Farris

Date: 9 October 2010

Address: STUDIO Gallery  
1815 Polk Street  
San Francisco, CA 94109

Kevin Guy  
San Francisco Planning Department  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

RE: ENDORSEMENT OF PROPOSED DEVELOPMENT AT 1645 PACIFIC AVENUE

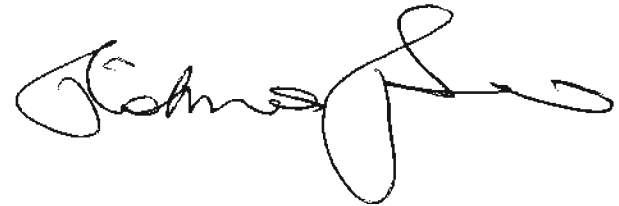
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I have reviewed the proposed development at 1645 Pacific Avenue and I am in support of the project. Please convey my endorsement to the Planning Commission.

Sincerely,

DIETMAR BRAND



Date: 10/9/2010

Address: 1812 POLK STREET

Kevin Guy  
San Francisco Planning Department  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

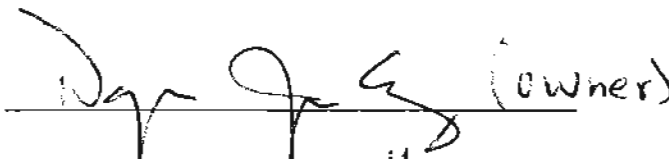
RE: ENDORSEMENT OF PROPOSED DEVELOPMENT AT 1645 PACIFIC AVENUE

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I have reviewed the proposed development at 1645 Pacific Avenue and I am in support of the project. Please convey my endorsement to the Planning Commission.

Sincerely,

 (owner)  
Date: Oct 8<sup>th</sup>, 2010

Address: 1650 Polk St.  
S.F. 94109.

Wayne JOE ENG  
114 BIG APPLE DISCOUNT CTR  
50199 1650 POLK ST.  
SACTO SAN FRANCISCO, CA 94109

I Believe this project will bring value to  
Our neighborhood.

## **Correspondence in Opposition to Application**

1645 Pacific Avenue  
Conditional Use Authorization  
Case No. 2007.0519CEK

Kevin Guy  
San Francisco Planning Department  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

RE: ENDORSEMENT OF PROPOSED DEVELOPMENT AT 1645 PACIFIC AVENUE

Dear Mr. Guy:

I understand that the proposed project at 1645 Pacific Avenue is scheduled to go before the Planning Commission on October 28, 2010, for certification of the Environmental Impact Report and approval of the Conditional Use Permit for a development on a lot larger than 10,000 square feet and a bulk exception for the building mass above 40 feet. I understand that the redevelopment of this property will preserve the façade of a historic garage and replace the current structures with thirty-nine condominiums, subterranean parking and ground floor retail.

I have reviewed the proposed development at 1645 Pacific Avenue and I am in support of the project. Please convey my endorsement to the Planning Commission.

Sincerely,

~~\_\_\_\_\_~~

Date: ~~\_\_\_\_\_~~

Address: ~~\_\_\_\_\_~~

*Approved*

*@*

*City Suisun  
1542 Poek St.*

*SF Ca 94109*

*Rita Sanchez Davis*

October 9, 2010

I have reviewed your proposed project and have given many hours of careful consideration. It will take a lengthy period of time to complete the project of this size, from extensive demolition to construction of the complex. Please bear in mind during the demolition and construction of the complex the neighborhood will suffer. The disruption in the form of traffic congestion, customer inconvenience, business merchants loss of revenue from potential customers. It is because of this I am adamantly opposed to this project. Furthermore, what assurances do I have that you will not rent one of your stores to someone that will go in competition against my business. Currently we have so many vacancies why do we need more business space when existing ones are not leased?

October 14, 2010

Kevin Guy  
San Francisco Planning Department  
1650 Mission Street  
Suite 400  
San Francisco, CA 94103

**CASE NO 2007.051C  
1645 Pacific Avenue**

Dear Mr. Guy,

I am submitting my comments on the 1645 Pacific Avenue in response to the Notice of Hearing I received as a neighbor of the proposed building. I have lived at 1591 Jackson Street for 20 years.

I am opposed to the Commission granting the developer's request for Conditional Use Authorization for exceptions to the bulk requirements and to allow the development of a lot larger than 10,000 square feet for the following reasons:

**The proposed project is out of proportion with size and scale with the existing neighborhood.**

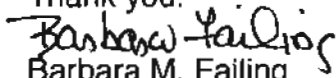
The 1400, 1500 and 1600 blocks of Pacific Avenue are predominately 3 story residential buildings and low rise commercial properties. The notable exception is 1601 Pacific, with its five story bulk looks elephantine for the street.

**The neighborhood already is plagued by congestion, noise and traffic pollution in part related to the significant amount of development that has occurred.**

In the four square blocks bounded by Pacific/Washington and Larkin/Van Ness low rise mixed use structures have been replaced by nine<sup>1</sup> significantly larger buildings. Since these buildings have gone up the increase in congestion, noise and traffic is very noticeable. Adding as large a project as what is proposed for 1645 Pacific will significantly exacerbate these quality of life problems.

I am requesting that the Planning Commission reconsider the size of the building proposed for 1645 Pacific and approve a smaller more appropriately scaled building with a lesser number of units and parking spaces.

Thank you.



Barbara M. Failing  
1591 Jackson - 20  
San Francisco, CA 94109

---

<sup>1</sup> 1536, 1601, 1625 Pacific, 1650, 1701 Jackson, 1810-12 Polk, 1710, 1725 1800 Washington





20 October 2010

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

Re: Comments to the Conditional Use Application  
1645 Pacific Avenue Project  
Assessors Block/Lot: 0595/013  
Case No. 2007.0519C  
Commission Hearing Date: October 28, 2010

Dear Mr. Guy,

We are writing on behalf of the Middle Polk Neighborhood Association (MPNA) in response to the Application for Conditional Use and variance requests submitted for 1645 Pacific Avenue Project. We are concerned about the many impacts of this project will have on our neighborhood, summarized as follows:

### **Scale of development is too big for street.**

Pacific Avenue is a small-scale street of buildings of one and two stories. Only two buildings are five stories and none are higher than that. The proposed development would be 65 feet to the roof with 3'-9" parapets and 16 foot high penthouses. At this height, it significantly exceeds the height of all of the buildings on Pacific Avenue from Van Ness in the Polk Street NCD and the Pacific Avenue NCD.

The Urban Design Guidelines (Part 1) in the San Francisco General Plan states:

*The fitting in of new development is, in a broad sense, a matter of scale. It requires careful assessment of each building site in terms of the size and texture of its surroundings, and a very conscious effort to achieve balance and compatibility in the design of the new building. Good scale depends upon a height that is consistent with the total pattern of the land and of the skyline, a bulk that is not overwhelming, and an overall appearance that is complementary to the building forms and other elements of the city.*

The proposed project scale overwhelms the existing scale of the street. It is at least twice as tall as the small one, two, and three-storey buildings directly across the street. (see attached photo) Directly across the street are two historically significant buildings according to the surveys: the historic firehouse and the adjacent commercial building (found to be historically significant in the recent Auto Row historic building survey, [Elegant Pit Stops: The Historicist Garages of San Francisco: Mark Kessler, UC Davis](#)). Because of the historic nature of these buildings, the scale of street is not likely to change across the street for the life of this building; however will be significantly affected by this project.

MPNA and PANA (Pacific Avenue Neighborhood Association) have consistently worked with developers to assure development in keeping with the scale of Pacific Avenue and urban form of our neighborhood. We successfully worked with the developers of Pacific Terrace (Wilson, Meany, Sullivan) to reduce the scale of their project and arrive at a form and an aesthetic that was harmonious with our neighborhood. That project was of a similar scale, and was, by mutual agreement reduced from six floors to five with deep setbacks along Pacific and Polk. The consensus was that it resulted in a better building and a stronger design. No concessions have

been made by this project sponsor that would mitigate the significant affect the scale of the building will have on the community.

### **Bulk variance required to build the project**

Compared to Pacific Avenue, the building height, size, and bulk are overwhelming. The bulk and length exception the project is seeking will result in a domineering building.

The bulk guidelines are in place to avoid the construction of projects of overwhelming scale “to help reduce the negative effects of development on large sites.” Neighborhoods are experienced street-by-street. We encourage you to evaluate the proposed 1645 Pacific project in the context of Pacific Avenue.

In the context of Pacific Avenue this project is overwhelming and dominating. The attached photos clearly illustrate the visual impact this project will have on the street. The first photo is of the north side of Pacific Avenue and the second is of the south side.

The project is asking for a variance on both the length and bulk of the building. **It is not on a corner lot, which is more difficult to model and where these exceptions are sometimes deemed appropriate.** We argue that this will result in increasing the negative aesthetic impact this project will have to the character of the neighborhood.

We suggest that for a building with a footprint this large, a lower structure would mitigate the impacts of the development to the neighborhood character.

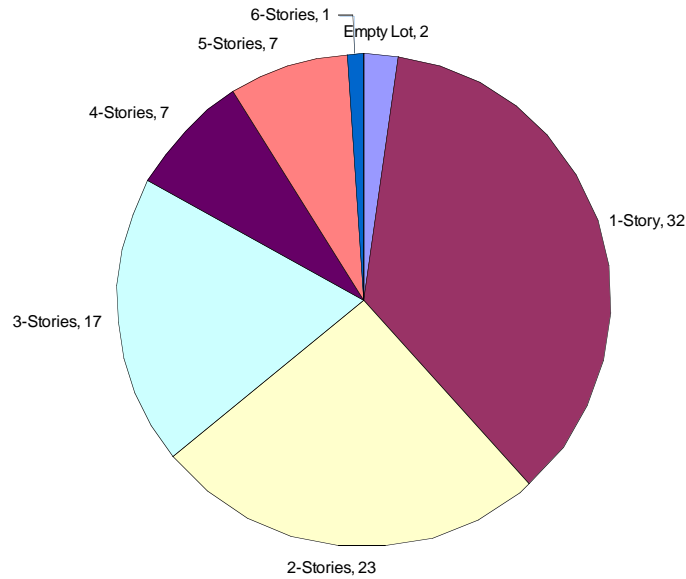
**Also, please note that the sponsor references (and has previously submitted) a bulk compliant set. This design encroaches on the required rear yard setback.**

### **Cumulative impacts of out-of-scale projects in the Polk Street NCD**

It is the practice of developers of large sites to ask for bulk exceptions. These overly large projects compound their effects on the neighborhood character. We ask that you consider the delicate balance of the Polk NCD and the cumulative impact these projects have on the fragile character of this area.

This building is of overwhelming scale to the Polk NCD and to the immediate context of Pacific Avenue. There are few building of this height and bulk in the Polk NCD and all have had a negative visual impact. They overwhelm the surroundings and dominate the street. Architectural treatments have been unsuccessful in mitigating the destructive impact of these out-of-scale structures. The trend of accumulating multiple parcels for large development projects threatens to dismantle the elements that constitute the physical character of the Polk NCD: small scale (frontage and height), mixed use, variety of form and materials, rhythm, proportion, and horizontality. Only 2% of buildings along the Polk Street NCD (measured from California Street to Union) are six stories while 82% of the buildings are between one and four stories, and 64% of the buildings are one to two stories.

**Polk Street NCD  
From California to Broadway**



More specifically, this block of Pacific Avenue is a very small-scale street. On this block most of the buildings are one or two stories tall. The two story historic firehouse anchors the scale of the block. Two adjacent buildings are 5 stories. The proposed mid-block development is 65 feet to the roof with 3'-9" parapets and 16 foot high penthouses. At this height, it exceeds the height of all of the buildings on Pacific Avenue from Van Ness in the Polk Street NCD and the Pacific Avenue NCD.

The negative effect of this large building to urban form is compounded by its mid-block location. Typically, as recommended by our own planning department, corner locations are more preferable for large developments in that they emphasize the ends of the blocks and also have more breathing space for their mass.

Most of the proposed building presents a shear wall on Pacific Avenue. Although the building includes setbacks, with the exception of the 15 foot setback over the garage, they are five feet and very short. This is hardly enough to be significant, which is why the project sponsor is seeking a bulk exception. The building presents a jumpy massing in stark contrast with the rest of the street. The five-story addition to the retained historic garage is out of scale to the existing garage, destroying its character. The fact that this portion of the building is designed to mimic an industrial style does little to mitigate the sense of a big mass squashing a little building.

We suggest that this portion of the building be severely reduced in height or eliminated

The project sponsor has made repeated references to the Van Ness corridor as justification for the scale and form of this project. Van Ness is 100 feet wide and a completely different context from Pacific Avenue. The district has its own planning goals that differ substantially from that of the Polk NCD.

All of the buildings along the North side of Pacific Avenue between Van Ness Avenue and Polk Street are 30 feet or less in height. The project is completely out of balance with the rest of Pacific

Avenue. The two five-story buildings to the East of the project site have already begun to skew the balance of the block. The proposed project would continue that trend and have a significant negative impact to the visual character of the area.

### **Obstruction of Pacific Avenue view corridor.**

The San Francisco General Plan states:

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

*San Francisco has an image and character in its city pattern which depend especially upon views, topography, streets, building form and major landscaping. This pattern gives an organization and sense of purpose to the city, denotes the extent and special nature of districts, and identifies and makes prominent the centers of human activity. The pattern also assists in orientation for travel on foot, by automobile and by public transportation. The city pattern should be recognized, protected and enhanced.*

The General Plan further states:

*Building height can define districts and centers of activity. These advantages can be achieved without blocking or reduction of views from private properties, public areas or major roadways, if a proper plan for building height is followed.*

Pacific Avenue was originally developed as the gateway to Pacific Heights. It was designated as an avenue -- rather than a street -- and it was one of the first links between Pacific Heights, Nob Hill, Montgomery Street and the Embarcadero and the piers.

The proposed 1645 Pacific project will completely occlude the Pacific Avenue view (see attached photos). The project will substantially and adversely degrade a scenic vista.

We suggest that the project be held to a 40 to 45 foot maximum height to preserve the significant view to Nob Hill (see attached photos).

*From the San Francisco General Plan Policy 2.1: "Views from streets can provide a means for orientation and help the observer to perceive the city and its districts more clearly. " and*

*"Blocking, construction or other impairment of pleasing street views of the Bay or Ocean, distant hills, or other parts of the city can destroy an important characteristic of the unique setting and quality of the city."*

### **Loss of mixed use land character (jobs, garages)**

The Polk Street NCD is a mixed-use neighborhood of small-scaled, locally owned retail stores that have traditionally served the Russian Hill and Nob Hill districts as well as the other surrounding neighborhoods.

Included in the mix (on traversal streets such as Jackson and Pacific) are additional small commercial shops and auto-related businesses that once supported the Van Ness Street car showrooms. These small industrial spaces and businesses are rapidly being demolished and replaced with speculative housing projects. The mixed-use character of the neighborhood is cumulatively being altered by this trend, simplifying the once rich variety of uses to only housing and retail. Auto crafts jobs are also being lost, nine of them with this project alone and we are quickly losing any balance between high-end housing and small businesses.

While the individual buildings may not always be strictly historically significant, all of these small contextual industrial buildings contribute to the look, feel, and function of the neighborhood. As such the proposed project may conflict with the City Planning Code Section 101.1, policies 1, 2, and 7:

1. *That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced;*
2. *That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods;*

The Polk NCD is a mixed-use neighborhood that includes a variety of commercial spaces in addition to housing and retail. The disappearance of these spaces and uses is increasing as the development of speculative housing projects displaces them. The proposed project demolishes 27,275 square feet of high-bay commercial space and pushes out the service businesses that occupy them along with the nine jobs. The retail space the new development includes, may replace the jobs, but as a result of this development, the service uses will leave the neighborhood forever and most likely seek more economic space outside the city. This will reduce the diversity of businesses in this historically mixed-use neighborhood. The cumulative impact of this development trend of replacing neighborhood commercial with speculative housing will be the homogenization of our neighborhood and the reduction of neighborhood services. We suggest that this is a highly undesirable outcome especially in light of the increasingly high vacancy rate in residential properties in the city.

The mix of commercial/service uses in the Polk NCD is a distinctive and desirable feature of the neighborhood character. Historically the service garages and similar businesses have supported the automobile showrooms in the Van Ness district. The high bay space also provides the kind of space necessary for builder's suppliers and similar businesses. These spaces are the urban and sensitive versions of the big box suburban stores. The need for both the uses and type of space these high bay spaces provide and the cumulative negative impact of their demolition significantly affects the neighborhood's diversity and services available in the city.

### **Retail Appropriate Commercial Space**

The Polk Street NCD supports small and locally owned businesses. Typically, smaller commercial space is compatible with small businesses and we ask that this type of commercial space be provided on the project site. At the urging of Planning, the developer has added commercial space, that continues the history of this commercial street; however, it's pertinent that the size be appropriate for this corridor as well. Too often, neighbors see large or inadequate commercial space stay vacant for years.

### **Sunlight and neighborhood street life**

In the Polk NCD the streets are the useable open space. We have no parks or formal open public space. The neighborhood is full of cafes and restaurants that take advantage of the sunny streets for outdoor seating. On any clear day you will find people in this neighborhood taking pleasure in the sunlight.

The proposed project will impact the potential outdoor use on Pacific Avenue. An outdoor eating area already exists towards the Polk Street corner and the possibility of café seating as part of the Fire House renovation has been proposed. Reducing the project height would eliminate the shadow impacts of the project to the north side of Pacific, greatly increasing public access to sunlight.

Prop K protects certain public open spaces from shadows due to new development. In our area, we have only one park. Instead, our residents use the streets as our civic public spaces.

The current proposal involves a large 6 story building erected on the south side of a relatively small street – Pacific Avenue. This development will loom over the northern side of the street which is composed of a full block of 2 story commercial.

Despite the proposed building being three times the size of the current structure, it is inconceivable that there are not more severe shadow effects. If built, 1645 will be the largest development – in height and lot size – on the block. When you take into account the cornices and mechanical penthouse, the fact that the storeys are higher (10 to 11 feet) rather than the conventional (9 to 10 feet) height, the proposed project could have impacts (visual, shadow, view obstruction, wind) equivalent to a 7-story building.

The benefits that open space and light has on the pedestrian experience and commercial vitality is widely known and intuitive. While the proposed development includes its own commercial space, there is already a vibrant and active commercial stretch across the street that should be taken into account. The size of the proposed structure speaks for itself. There will be considerable impact neighboring dwelling units, open space, yards, surrounding areas and the general climate around the project.

This is especially important for the future use of the Old Firehouse directly across the street. Recently approved by the Planning Commission, this structure will have outside seating and would be particularly sun sensitive.

In conclusion, we recognize that neighborhoods evolve and we are not opposed to growth and change. We object, however, to projects that are disproportionate to our neighborhood character. The proposed 1645 Pacific Ave project is asking for variances in bulk that we feel are unjustified; they would offer no demonstrable gain to our neighborhood or the quality of the project. We are opposed to the project in its present form and to the granting of any exceptions or entitlements.

Sincerely,

Dawn Trennert

Wylie Adams

Patricia Sonnino

For the Middle Polk Neighborhood Association

Cc: Ron Miguel, Planning Commission President, Christina Olague, Vice-President, Planning Commissioners Michael J. Antonini, Gwyneth Borden, , Kathrin Moore, Hisashi Sugaya, Supervisor David Chui

Attachments: Exhibit 1: View of Nob Hill and Exhibit 2: Pacific Avenue Photos,

## Exhibit 2: Pacific Avenue Photos



Pacific Avenue between Van Ness and Polk, North side of street



Pacific Avenue between Van Ness and Polk, South side of street including 1645 Project

The project is not compatible with the size, character, and mixed-use nature of the Polk Street Neighborhood Commercial District (NCD) area.

## Neighborhood Character: SCALE



**tall and bulky buildings overwhelm the scale of the neighborhood**



**and have a negative impact on character**



## Neighborhood Character: SCALE



large, simple buildings with a more horizontal scale fit in better and have nicer proportions



## Exhibit 1: View of Nob Hill



View of Nob Hill down Pacific Avenue



View down Pacific Avenue showing view occluded by the mass of the proposed 1645 Pacific project.

## Neighborhood Character: VIEWS



lower height would preserve this character defining view



proposed height of 1645 Pacific is out of scale with Pacific Ave. mid-block massing results is unattractive .



north side of Pacific Ave. includes the 2 story historic firehouse and other 2 story commercial buildings and garages

## 1645 Pacific Avenue

Conditional Use Hearing & EIR Certification – October 28, 2010  
Case No. 2007.0519E

**LETTER ON BEHALF OF PROJECT SPONSOR:**

Steven Vettel, Farella Braun & Martel LLP, dated October 20, 2010

**EXHIBIT A:**

1645 Pacific Proposed Project

- Rendering
- Plans
- Elevations
- Landscape Plan

**EXHIBIT B:**

Original Bulk Compliant Design

- Elevation
- Perspective

**EXHIBIT C:**

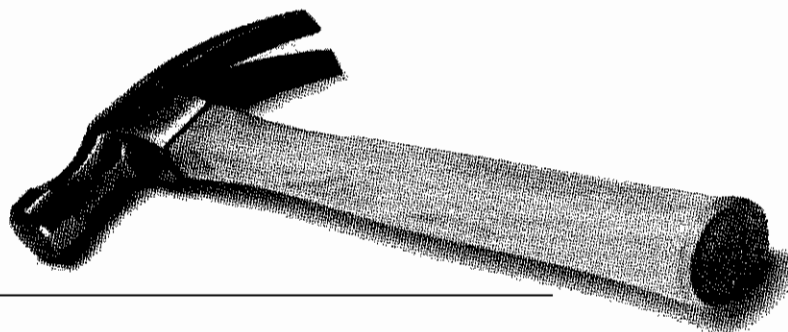
Support Letters

- United Resident and Merchants of Polk (URMP)
- San Francisco Architectural Heritage
- San Francisco Housing Action Coalition
- San Francisco Planning & Urban Research Association (SPUR)
- Additional individual endorsements & signed petition

**EXHIBIT D:**

Site Photos

- 1645-1661 Pacific
- Corner of Van Ness and Pacific, view of project block
- Rooftop of 1625 Pacific, view of properties behind project site
- 1661 Pacific Historic Garage
- Neighboring properties toward Polk Street, 1601 & 1625 Pacific
- Neighboring properties behind project site, 1650 Jackson & 2000 Van Ness





# FARELLA BRAUN + MARTEL LLP

Attorneys At Law

Russ Building / 235 Montgomery Street  
San Francisco / CA 94104

T 415.954.4400 / F 415.954.4480  
www.fbm.com

**STEVEN L. VETTEL**  
svettel@fbm.com  
D 415.954.4902

October 20, 2010

Hon. Ron Miguel, President  
San Francisco Planning Commission  
1650 Mission Street, Suite 400  
San Francisco CA 94103

Re: 1645 Pacific Avenue  
Conditional Use Hearing October 28, 2010  
Case No. 2007.0519EC

Dear President Miguel and Commissioners:

I am writing on behalf of the Nick Podell Company, the project sponsor of the 1645 Pacific Avenue project (the "Project"). The Project is a six-story, 39-unit residential development with ground floor commercial space proposed for a site just east of the corner of Van Ness Avenue and Pacific Avenue (1645-1661 Pacific), within the Polk Street NCD and a 65-A height and bulk district. Calendared before you on October 28, 2010, is certification of the Project's Final EIR and consideration of conditional use authorization needed for development on a lot larger than 10,000 square feet and for a design-driven bulk exception.

### **Project Description**

The Project includes a mix of mainly family-size units, plus 3,410 square feet of ground floor commercial space:

- Three 3-bedroom units;
- Twenty-nine 2-bedroom units
- One 1-bedroom unit;
- Six studios.

Attached as Exhibit A are plans, landscape plans, elevations, sections and renderings of the Project. The intention of Mr. Podell and his design team (BDE Architects, Page & Turnbull and Scientific Art, a local sculptor) is to develop not a typical speculative mid-rise condominium project, but instead a memorable and unique building reminiscent of some of the best early 20<sup>th</sup> century residential buildings in Nob Hill, Russian Hill and the Van Ness corridor. The Pacific Avenue elevation is divided into two distinct elements – the eastern main portion located where the to-be-demolished 1645 Pacific building is located, and a differentiated western portion with an industrial brick façade set back 15 feet behind the preserved 1661 Pacific building. Other



features of the front façade include an asymmetrical series of setbacks to create transitions between the building and its adjacent neighbors, highly articulated retail storefronts, recessed windows, a bold entry, and high quality materials (cast stone, brick and concrete plaster). Most unique perhaps are the one-of-a-kind sculptural elements being created by Scientific Art<sup>1</sup> that will be integrated into and embellish the entry and building cornice and play off of the sidewalk landscaping scheme of agaves and succulents. The final details of the sculpture elements will be developed with input from Planning staff during the architectural design development process, and a condition of approval has been added to the draft motion to require such staff consultation.

### **Required Approvals**

At the outset, it is important to point out that this 39-unit Project is completely Code-compliant, except for the bulk exception discussed below. Dwelling units at a density of up to 79 units and ground floor commercial space are principally permitted uses in the Polk Street NCD; at 65 feet in height, the Project complies with the 65-foot height limit that has been in place in this area for over 35 years<sup>2</sup>; and the Project provides 1:1 parking in a mechanical stacking system, plus two private car share spaces (a minimum of 1:1 parking is required in the Polk Street NCD, with up to 1:5:1 permitted). The Project sponsor is proposing to provide half of the required BMR units on-site and provide the other half through payment of the Affordable Housing in lieu fee to the Mayor's Office of Housing.

In addition, the Final EIR you are being asked to certify concludes that the Project, with implementation of the two recommended mitigation measures (archeological resources and hazardous materials removal) will have no unmitigated environmental impacts, including no impacts in the area of historic resources, public views, transportation, shadows and wind, and land use. The Final EIR concludes the to-be-demolished 1645 Pacific building is not an historic resource, and that although 1661 Pacific is a resource, its character-defining features are being preserved and incorporated into the Project in a manner consistent with the Secretary of the Interior's Standards.

The EIR also concludes that the exception to the A bulk district restrictions will not cause significant impacts. That exception is being driven entirely by the current design of the Project, which was modified in response to neighborhood and Planning Department staff concerns about the initial bulk-compliant design. A rendering of that initial bulk-compliant design is at Exhibit B. Although it met the A district bulk requirements, it did not preserve the 1661 Pacific building or include ground floor retail uses. Once the Planning Department determined that 1661 Pacific is an historic resource and the neighborhood expressed a strong desire for ground floor commercial space, the Project was completely redesigned to preserve 1661 Pacific and include

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<sup>1</sup> Among Scientific Art's more well-known local public sculptures is the giant baseball mitt behind left field at AT&T Park.

<sup>2</sup> The area of Pacific Avenue to the east of Polk Street was downzoned to 40 feet in 2007 when the Pacific Avenue NCD was created, but 1645 Pacific is one block to west of that downzoned area and is instead adjacent to the Van Ness Special Use District and its 80-D height and bulk designation.



commercial space, necessitating a more horizontal articulation to the building, rather than a bulk limit compliant vertical “wedding cake” articulation mandated by the A district.

Planning staff and we agree that the current revised design meets exactly Planning Code Section 271 criteria for a bulk exception, as explained in detail in the draft motion: “achievement of a distinctly better design,” the appearance of bulk in the building is reduced by other means “so as to produce the impression of an aggregate of parts rather than a single building mass,” and a design “compatible with the character and development of the surrounding area.” The Commission should also note that the A bulk district is the most restrictive of all of the City’s bulk district designations and that in recent rezoning efforts creating 65-foot height districts, such as the Eastern Neighborhoods Rezoning, the new districts are 65-X, not 65-A, indicating the City’s appreciation that strict bulk limits should not generally apply to mid-rise in-fill structures.

### **Project Support**

There is significant support for the Project from local and citywide organizations and individuals. Attached as Exhibit C are support letters from the following four organizations and from several individuals (other support letters have been sent directly to the Department):

United Residents and Merchants of Polk (URMP)  
SPUR (San Francisco Planning & Urban Research Association)  
San Francisco Architectural Heritage  
San Francisco Housing Action Coalition

Unfortunately, as you will hear at the October 28 hearing, there is some opposition in the immediate neighborhood to the height of the Project, even though it complies completely with the 65-foot height limit and is comparable in height to other buildings on the subject block, which range from 29 feet to 100 feet in height (see Final EIR, Figure C&R 1A). Van Ness Avenue immediately adjacent to the Project site to the west is in an 80-D height and bulk district, and the rest of the subject block is in the 65-A district.

We believe height is the only significant issue of concern to those neighbors. But we also believe that much of that concern is being driven by residents of 1650 Jackson Street, which is directly behind and south of the Project on the same block. 1650 Jackson is an 80-foot tall condominium project, and some condominium owners on the north side of that building will lose Bay views upon construction of 1645 Pacific. Five of the ten speakers at the Draft EIR hearing opposing the Project live at 1650 Jackson (see Comments & Responses, Appendix 2), and although they attempted to couch their objections in more acceptable planning terms, private view blockage is the only real issue here. Those immediate neighbors have also enlisted the assistance of the Mid-Polk Neighborhood Association.

The Project advances numerous General Plan policies, particularly policies of the Housing Element calling for in-fill mixed-use residential developments in established



neighborhood commercial districts. The Project site is well served by transit and all other amenities needed to support sustainable urban living. We request that the Planning Commission uphold the Department recommendation, apply the General Plan, Planning Code and height map mandates to the Project, and reject objections based almost entirely on private view concerns.

### **Project Modifications**

The Project was first proposed over three years ago. When the Planning Department determined that 1661 Pacific was a potential contributor to the potential Van Ness Auto Row Historic District, his hearing was delayed while an EIR was prepared, even though at the end it was concluded that the Project has no unmitigated significant environmental impacts, including to historic resources. Ironically, shortly before the Final EIR was published, the Van Ness Auto Row Support Structures draft report was released by the Planning Department, finding 1661 Pacific is *not* a contributing resource to the potential district. Nonetheless, the Project design that preserves 1661 Pacific and integrates into the Project has been retained by the Project sponsor.

During the last three years, the Project sponsor met many times with neighbors and the Planning Department, and he made significant modifications to the Project in response to the concerns raised. These modifications include:

1. Concern: No commercial space facing Pacific Avenue  
Response: Four retail storefronts have been added to the Pacific Avenue frontage, resulted in 5-1/2 stories of housing rather than 6 and the loss of approximately 3,500 square feet of residential space.
2. Concern: Above-ground parking  
Response: All parking has been moved to a below-grade garage, with one parking space per unit, two private car share spaces, and plentiful bicycle parking.
3. Concern: Consider preserving the façade of the 1661 Pacific building  
Response: The façade and first 15 feet of 1661 Pacific will be preserved and integrated into the new structure, with a distinctive “industrial” design set back from the preserved façade.
4. Concern: Design was not appropriate  
Response: The building was redesigned in consultation with Page & Turnbull, Preservation Architects. The architecture now features a highly articulated façade, high quality materials, and multiple setbacks. The mass of the building is broken up into two distinct wings: the residential wing and the industrial garage wing. The residential wing façade materials will be cement plaster with cast stone detailing. The industrial wing façade materials will be brick and industrial glazing.



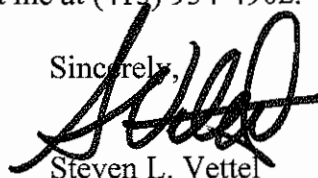


5. Concern: Rear yard does not meet Planning Code requirements  
Response: The Project now proposes a full 32-foot deep Code-compliant rear yard (25% of the lot depth).
  
6. Concern: Building is too dense  
Response: Existing zoning allows up to 79 units as-of-right because of the site's immediate adjacency to the Van Ness Avenue RC-4 zoning. We propose only 39 units.
  
7. Concern: The Project should include on-site affordable units  
Response: The Project now includes three on-site BMR units (8% of the units) and will pay one-half of the applicable in lieu fee. The original proposal was not to include any on-site BMR units, but instead to pay the full in lieu fee.
  
8. Concern: Building is too tall  
Response: The existing height limit is 65 feet, with which the building complies. That height is the minimum necessary to build a 6-story structure with ground-floor retail. The elevator and stair penthouses are as short and compact as the Building Code permits and are invisible for Pacific Avenue or Polk Street, while still providing ADA access to the Code required residential open space on the roof deck.

Building heights in the subject block range from 29 to 100 feet, and the building remains two stories lower than 1650 Jackson immediately behind it.

In light of the responsiveness of this Project sponsor, the Project's consistency with the General Plan and the Planning Code, and the high-quality design proposed, we urge the Commission to approve the 1645 Pacific project on October 28. If you have any concerns or questions prior to the hearing, please contact me at (415) 954-4902.

Sincerely,



Steven L. Vettel

cc: John S. Rahaim  
Kevin Guy  
Nick Podell, Nick Podell Company  
Linsey Perlov, Nick Podell Company  
Jonathan Ennis, BDE Architects

## EXHIBIT A:

### 1645 Pacific Proposed Project

- Rendering
- Plans
- Elevations
- Landscape Plan





# 1 6 4 5 P A C I F I C A V E N U E

S A N F R A N C I S C O , C A



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LINSEY PERLOV

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LADA KOCHEROVSKY

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BKF ENGINEERS  
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TODD ADAIR

**LANDSCAPE ARCHITECT**  
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415.433.4672  
KURT CULVER

**PROJECT TEAM 2**

**PROJECT INFORMATION**  
A0.0 COVER SHEET  
A0.1 PROJECT INFORMATION

**ARCHITECTURAL**  
A2.0 GARAGE PLAN  
A2.1 1ST FLOOR PLAN  
A2.2 2ND FLOOR PLAN  
A2.3 3RD AND 4TH FLOOR PLANS  
A2.4 5TH FLOOR PLAN  
A2.5 6TH FLOOR PLAN  
A2.6 ROOF PLAN

A3.0 NORTH AND EAST ELEVATIONS  
A3.1 SOUTH AND WEST ELEVATIONS  
A3.2 BUILDING SECTION

A9.1 PARKING STACKERS

**SHEET INDEX 1**

ISSUE	DATE
Planning	07.16.2007
Massing Study	02.01.2008
Progress Set	03.14.2008
Progress Set	04.22.2008
Progress Set	05.16.2008
Progress Set	06.25.2008
Planning	03.30.2009
Progress Set	06.15.2010
Progress Set	06.30.2010
Progress Set	07.02.2010
Planning	07.08.2010
Revision	07.21.2010
Revision	08.12.2010
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AERIAL VIEW WITH ADJACENCIES 4

ZONING: POLK STREET NEIGHBORHOOD COMMERCIAL DISTRICT

ZONING PARAMETERS	REQUIREMENT	PROPOSED
<b>HEIGHT AND BULK ZONE: 65-A</b>		
MAXIMUM PLAN DIMENSION: LENGTH	110' MAX.	124'0"
MAXIMUM PLAN DIMENSION: DIAGONAL	125' MAX.	155'10"
HEIGHT ABOVE WHICH MAXIMUM DIMENSIONS APPLY	40'0"	40'0"
*CONDITIONAL USE PERMIT REQUIRED		
<b>LOT AREA</b>	< 9,999 S.F.	15,960 S.F.*
*CONDITIONAL USE PERMIT REQUIRED		
<b>LOT COVERAGE (ABOVE GRADE)</b>	75% MAX.	71%
<b>RESIDENTIAL DENSITY</b>	1/200 S.F. OF LOT AREA = 79 UNITS MAX.	39 UNITS
*BASED ON NEAREST RESIDENTIAL DISTRICT, RC-4		
<b>SETBACKS</b>		
FRONT	0	0
REAR (25% LOT DEPTH)*	31'10"	32'0"
SIDE	0	0
*NOTE: BASEMENT EXEMPT FROM REAR SETBACK REQUIREMENT PER PLANNING CODE		
<b>BUILDING HEIGHT</b>		
# STORIES	N.A.	6
BUILDING HEIGHT	65'0" MAX.	65'0"
<b>PRIVATE OPEN SPACE</b>		
*PRIVATE OPEN SPACE NOT REQUIRED, 6' MIN. DIMENSION AND 60 S.F. MIN. AREA WHERE PROVIDED		
PRIVATE OPEN SPACE MEETING THESE REQUIREMENTS HAS BEEN PROVIDED FOR 6 UNITS:		
UNIT 101		440 S.F.
UNIT 102		360 S.F.
UNIT 103		200 S.F.
UNIT 104		260 S.F.
UNIT 201 (2ND FLOOR)		382 S.F.
UNIT 503 (5TH FLOOR)		215 S.F.
TOTAL PRIVATE OPEN SPACE		1857 S.F.
<b>COMMON OPEN SPACE</b>		
*COMMON OPEN SPACE REQUIRED FOR BALANCE OF UNITS NOT PROVIDED WITH PRIVATE OPEN SPACE		
	80 S.F. / UNIT	
	x 33 UNITS = 2,640 S.F.	
REAR YARD HARDSCAPE (NOT INCLUDING PRIVATE PATIOS)		1235 S.F.
REAR YARD LANDSCAPE		1585 S.F.
TOTAL REAR YARD COMMON OPEN SPACE		2820 S.F.
ROOF DECK HARDSCAPE		890 S.F.
ROOF DECK LANDSCAPE		1065 S.F.
TOTAL ROOF DECK COMMON OPEN SPACE		1955 S.F.
TOTAL COMMON OPEN SPACE		4775 S.F.
<b>PARKING SPACES</b>		
STANDARD	1 PER UNIT MAX.	4
DISABLED ACCESSIBLE		1
CAR SHARE SERVICE*		2
MECHANICALLY ACCESSED		34
TOTAL PARKING SPACES		41
*CAR SHARE SERVICE NOT COUNTED FOR ZONING COMPLIANCE		

PLANNING COMPLIANCE DATA 2

1645 PACIFIC AVENUE  
UNIT AND AREA SUMMARY  
9/2/10

UNIT TYPE	NET AREA	FLOOR						TOTAL UNITS	TOTAL NET AREA / TYPE
		1ST	2ND	3RD	4TH	5TH	6TH		
<b>JR. 1 BEDROOM</b>									
E1	635	1	-	-	-	-	-	1	635
E2	-	-	1	1	1	1	1	5	3,300
TOTAL	660	1	1	1	1	1	1	6	3,935
<b>1 BEDROOM</b>									
D1	975	1	-	-	-	-	-	1	975
TOTAL	1	1	0	0	0	0	0	1	975
<b>2 BEDROOM</b>									
A1	1,659	-	1	-	-	-	-	1	1,659
A2	1,599	-	-	1	1	1	1	4	6,396
B1	1,505	-	1	1	1	1	1	5	7,525
C2	1,490	-	-	-	-	1	-	1	1,490
C3	1,490	-	-	-	-	-	1	1	1,490
D2	1,390	-	1	-	-	-	-	1	1,390
D3	1,390	-	-	1	1	1	-	3	4,170
D4	1,335	-	-	-	-	-	1	1	1,335
F1	1,190	1	-	-	-	-	-	1	1,190
F2	1,215	-	1	1	1	1	1	5	6,075
G1	1,040	1	-	-	-	-	-	1	1,040
G2	1,060	-	1	-	-	-	-	1	1,060
G3	1,060	-	-	1	1	-	-	2	2,120
G4	1,060	-	-	-	-	1	1	2	2,120
TOTAL		2	5	5	5	6	6	29	39,060
<b>3 BEDROOM</b>									
C1	1,710	-	1	1	1	-	-	3	5,130
TOTAL	0	1	1	1	1	0	0	3	5,130
<b>TOTAL UNITS</b>		4	7	7	7	7	7	39	
NET RESIDENTIAL AREA	3,840	9,199	9,139	9,139	8,919	8,864		49,100	
GROSS AREA (D.N.I. DECKS)	13,100							13,100	
GROSS GARAGE AREA	11,332	11,264	11,187	11,198	10,973	10,878		66,832	
TOTAL GROSS BUILDING AREA								79,932	
NET RESIDENTIAL FLOOR EFFICIENCY (EXCLUDING RETAIL AND STORAGE)								73%	
NET BUILDING EFFICIENCY (INCLUDES RETAIL)								78%	
LOBBY	557								
RETAIL	3,198								
STORAGE	2,590								

DWELLING UNIT AND BUILDING AREA STATISTICS 1



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SCALE  
PROJECT NO.  
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SHEET SIZE: 24 x 36  
0618



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**BASEMENT FLOOR PLAN**

SHEET TITLE: \_\_\_\_\_  
SCALE: 1/8"=1'-0"  
PROJECT NO.: \_\_\_\_\_ DRAWN BY: SH  
SHEET SIZE: 24 x 36  
0618

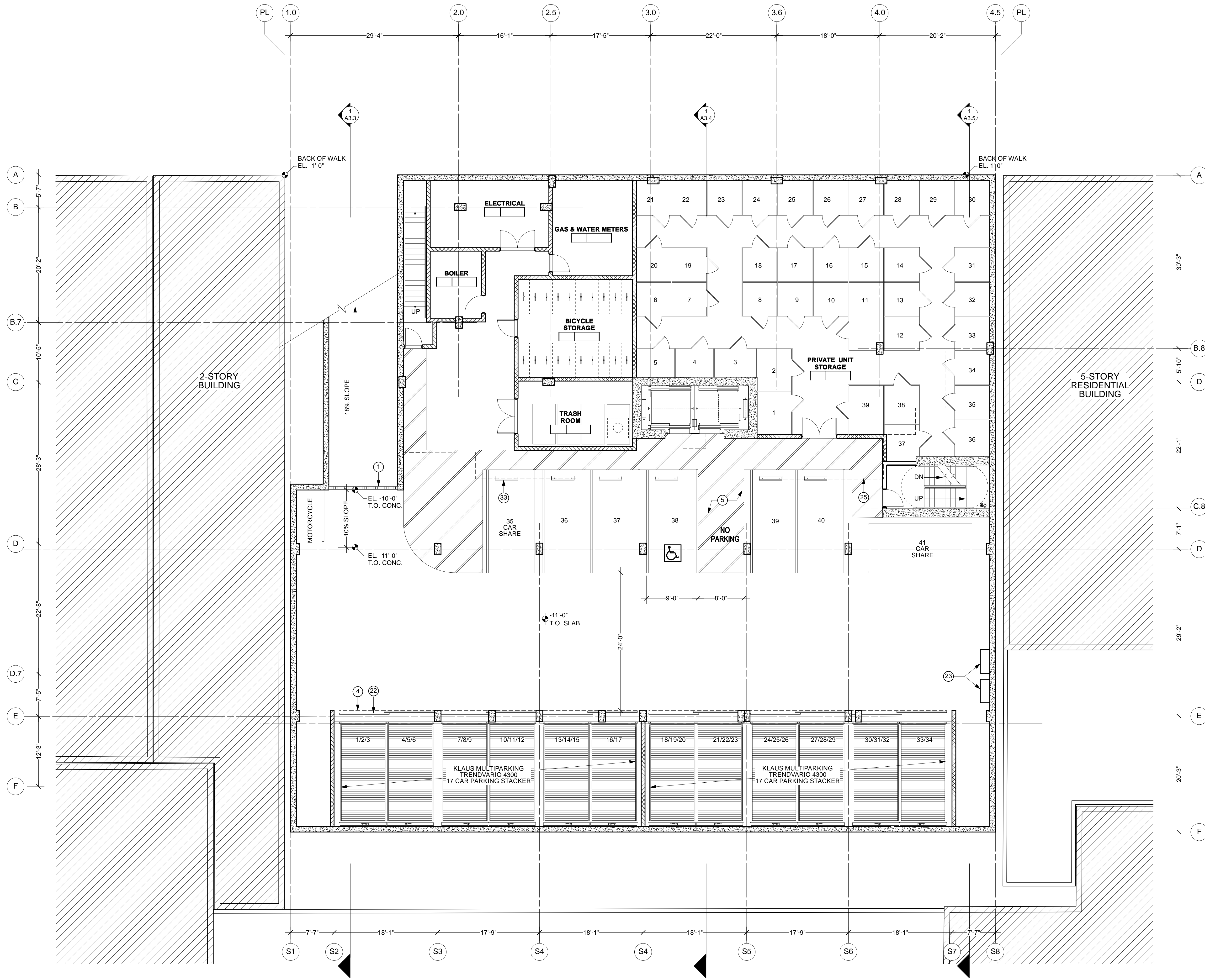
**GENERAL NOTES**

- ALL LANDSCAPING/PLANTING AREAS WILL ALLOW FOR FIRE DEPT. ACCESS.
- FIRE DEPARTMENT ACCESS KEYPAD OR KEYSWITCH @ ALL ENTRANCES & GATES TYP.
- GARAGE & SITE PATHS TO BE ILLUMINATED DURING HOURS OF DARKNESS TO A LEVEL OF 1 FOOT CANDLE MEASURED AT GROUND LEVEL.

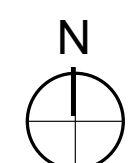
**SHEET NOTES**

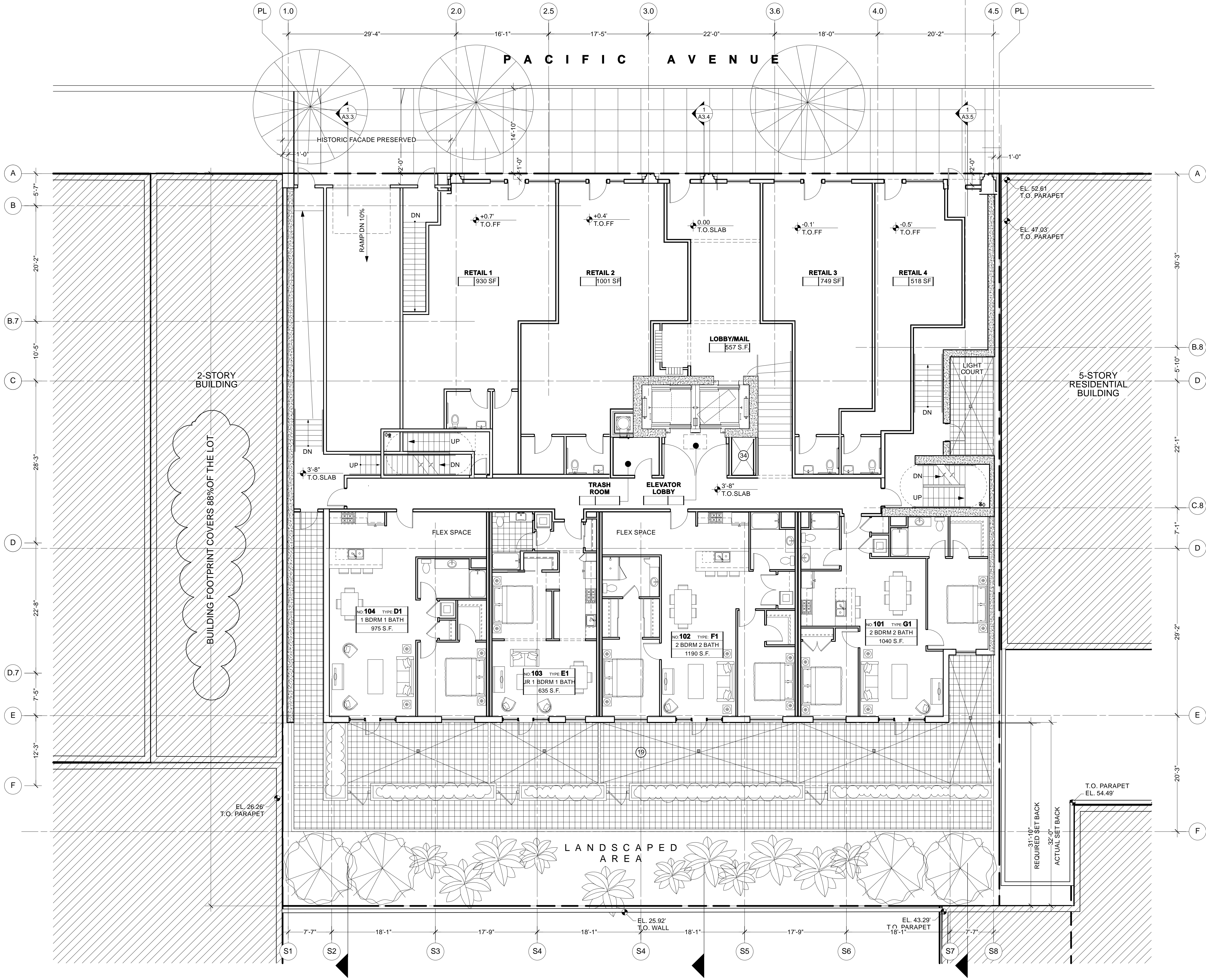
NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET.

- (E) REQUIRED EGRESS WINDOW
- (1) TRENCH DRAIN, S.P.D.
- (2) AREA DRAIN, S.P.D.
- (3) BOLLARD, TYP.
- (4) STRUCTURAL STEEL BEAM S.S.D.
- (5) PAINTED STRIPES
- (6) TRASH CHUTE
- (7) 3 CU. YARD TRASH BIN
- (8) NOT USED
- (9) GARAGE EXHAUST FAN ABOVE
- (10) MAILBOXES
- (11) COMPACT STALL - SURFACE MARKED "SMALL CARS ONLY"
- (12) ROOF OR DECK BELOW
- (13) DECORATIVE WROUGHT IRON FENCE / GATE
- (14) LIMIT OF PODIUM BELOW
- (15) PRIVACY FENCE - WOOD
- (16) TRASH HOLDING/RECYCLING/PICK-UP AREA
- (17) GARAGE EXHAUST SHAFT
- (18) FIRE PUMP / FIRE TANK
- (19) PRIVATE PATIO, TYP.
- (20) MIN. 44" CLEAR ACCESSIBLE EGRESS PATH
- (21) GARAGE ACCESS GATE
- (22) ELECTRICAL SLIDING GATES
- (23) CAR LIFT CONTROLLER
- (24) CHAIN LINK SAFETY FENCE
- (25) OUTLINE OF FLOOR ABOVE
- (26) MIN. 16 S.F. ROOF ACCESS HATCH
- (27) 6" CONC. CURB
- (28) DOOR SECURITY KEYPAD, S.E.D.
- (29) METAL GUARDRAIL
- (30) SUMP, S.P.D.
- (31) COLUMN ABOVE, S.S.D.
- (32) STAND BY GENERATOR
- (33) WHEEL STOP



**BASEMENT FLOOR PLAN 1**  
1/8" = 1'-0"





**GENERAL NOTES**

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**NICK PODELL  
COMPANY**



CONSULTANT

**PAGE & TURNBULL**  
Architecture - Historic Preservation - Urban Planning  
Architects - Planners - Landscape Architects

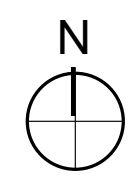
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 SAN FRANCISCO, CA 94109

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**1ST FLOOR PLAN**

SHEET TITLE: \_\_\_\_\_  
 SCALE: 1/8"=1'-0"  
 PROJECT NO.: \_\_\_\_\_ DRAWN BY: SH  
 SHEET SIZE: 24 x 36  
 0618





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**2ND  
FLOOR PLAN**

SHEET TITLE  
SCALE 1/8"=1'-0"  
PROJECT NO. DRAWN BY: SH  
SHEET SIZE: 24 x 36  
0618

**GENERAL NOTES**

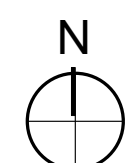
1. ALL LANDSCAPING/PLANTING AREAS WILL ALLOW FOR FIRE DEPT. ACCESS.
2. FIRE DEPARTMENT ACCESS KEYPAD OR KEYSWITCH @ ALL ENTRANCES & GATES TYP.
3. GARAGE & SITE PATHS TO BE ILLUMINATED DURING HOURS OF DARKNESS TO A LEVEL OF 1 FOOT CANDLE MEASURED AT GROUND LEVEL.

**SHEET NOTES**

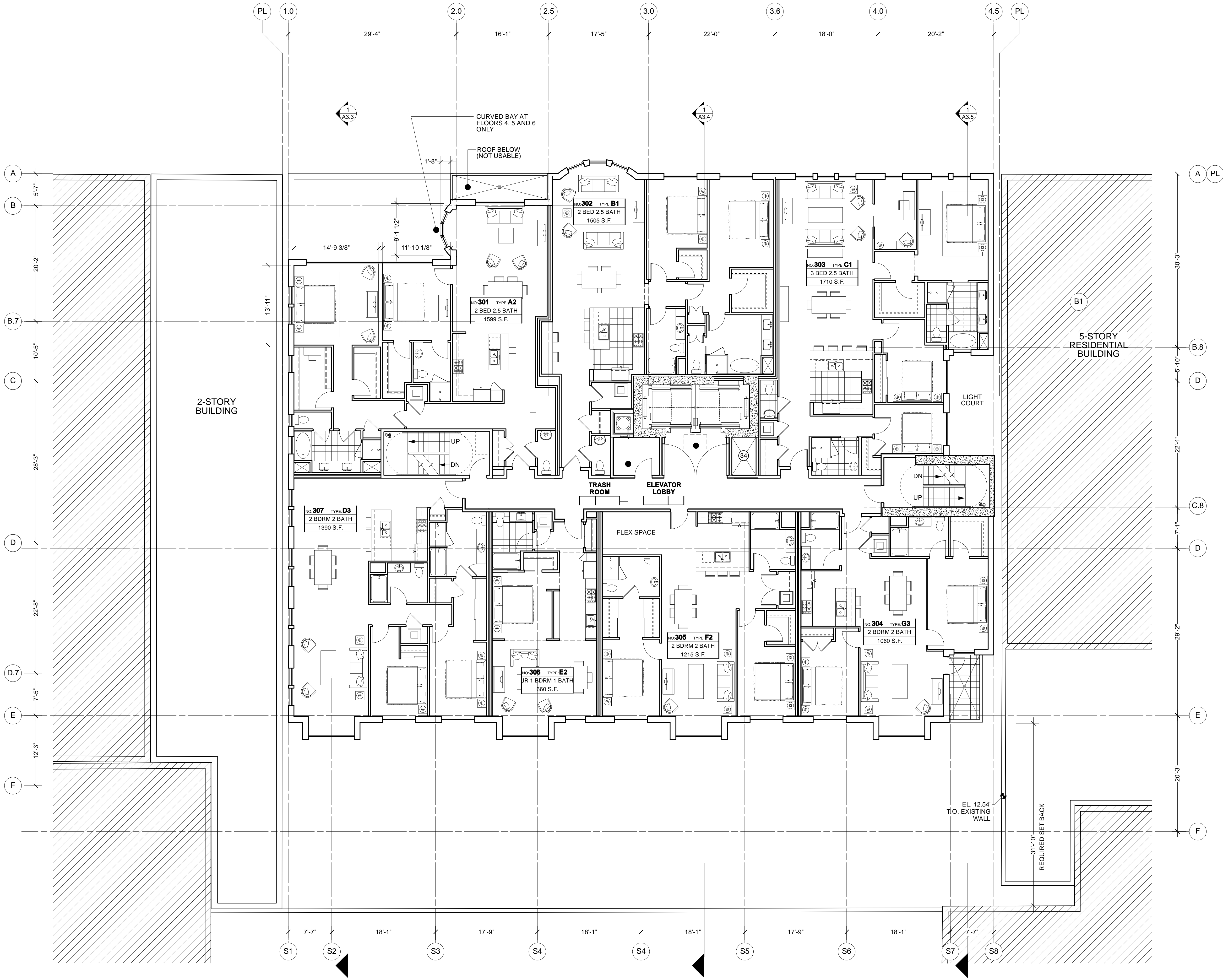
- NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET.
- (E) REQUIRED EGRESS WINDOW
  - (1) TRENCH DRAIN, S.P.D.
  - (2) AREA DRAIN, S.P.D.
  - (3) BOLLARD, TYP.
  - (4) STRUCTURAL STEEL BEAM S.S.D.
  - (5) PAINTED STRIPES
  - (6) TRASH CHUTE
  - (7) 3 CU. YARD TRASH BIN
  - (8) NOT USED
  - (9) GARAGE EXHAUST FAN ABOVE
  - (10) MAILBOXES
  - (11) COMPACT STALL - SURFACE MARKED "SMALL CARS ONLY"
  - (12) ROOF OR DECK BELOW
  - (13) DECORATIVE WROUGHT IRON FENCE / GATE
  - (14) LIMIT OF PODIUM BELOW
  - (15) PRIVACY FENCE - WOOD
  - (16) TRASH HOLDING/RECYCLING/PICK-UP AREA
  - (17) GARAGE EXHAUST SHAFT
  - (18) FIRE PUMP / FIRE TANK
  - (19) PRIVATE PATIO, TYP.
  - (20) MIN. 44" CLEAR ACCESSIBLE EGRESS PATH
  - (21) GARAGE ACCESS GATE
  - (22) ELECTRICAL SLIDING GATES
  - (23) CAR LIFT CONTROLLER
  - (24) CHAIN LINK SAFETY FENCE
  - (25) OUTLINE OF FLOOR ABOVE
  - (26) MIN. 16 S.F. ROOF ACCESS HATCH
  - (27) 6" CONC. CURB
  - (28) DOOR SECURITY KEYPAD, S.E.D.
  - (29) METAL GUARDRAIL
  - (30) SUMP, S.P.D.
  - (31) COLUMN ABOVE, S.S.D.
  - (32) STAND BY GENERATOR
  - (33) WHEEL STOP



**2ND FLOOR PLAN 1**  
1/8" = 1'-0"







**GENERAL NOTES**

1. ALL LANDSCAPING/PLANTING AREAS WILL ALLOW FOR FIRE DEPT. ACCESS.
2. FIRE DEPARTMENT ACCESS KEYPAD OR KEYSWITCH @ ALL ENTRANCES & GATES TYP.
3. GARAGE & SITE PATHS TO BE ILLUMINATED DURING HOURS OF DARKNESS TO A LEVEL OF 1 FOOT CANDLE MEASURED AT GROUND LEVEL.

**SHEET NOTES**

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- (E) REQUIRED EGRESS WINDOW
  - (1) TRENCH DRAIN, S.P.D.
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  - (33) WHEEL STOP

**3RD-4TH FLOOR PLAN 1**  
1/8" = 1'-0"



455 CALIFORNIA ST SUITE 1200  
SAN FRANCISCO CA 94104-1839  
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**NICK PODELL COMPANY**



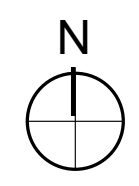
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Architecture - Historic Preservation - Urban Planning

**1645 - 1661 PACIFIC AVENUE**  
SAN FRANCISCO, CA 94109

ISSUE	DATE
Planning	07.16.2007
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**3RD AND 4TH FLOOR PLAN**

SCALE: 1/8"=1'-0"  
PROJECT NO. DRAWN BY: SH  
SHEET SIZE: 24 x 36





**5TH FLOOR PLAN 1**  
1/8" = 1'-0"

**GENERAL NOTES**

1. ALL LANDSCAPING/PLANTING AREAS WILL ALLOW FOR FIRE DEPT. ACCESS.
2. FIRE DEPARTMENT ACCESS KEYPAD OR KEYSWITCH @ ALL ENTRANCES & GATES TYP.
3. GARAGE & SITE PATHS TO BE ILLUMINATED DURING HOURS OF DARKNESS TO A LEVEL OF 1 FOOT CANDLE MEASURED AT GROUND LEVEL.

**SHEET NOTES**

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**5TH FLOOR PLAN**

SHEET TITLE  
SCALE 1/8" = 1'-0"  
PROJECT NO. DRAWN BY SH  
SHEET SIZE: 24 x 36  
0618



**6TH FLOOR PLAN 1**  
1/8" = 1'-0"

**GENERAL NOTES**

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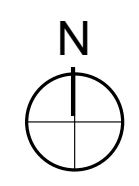
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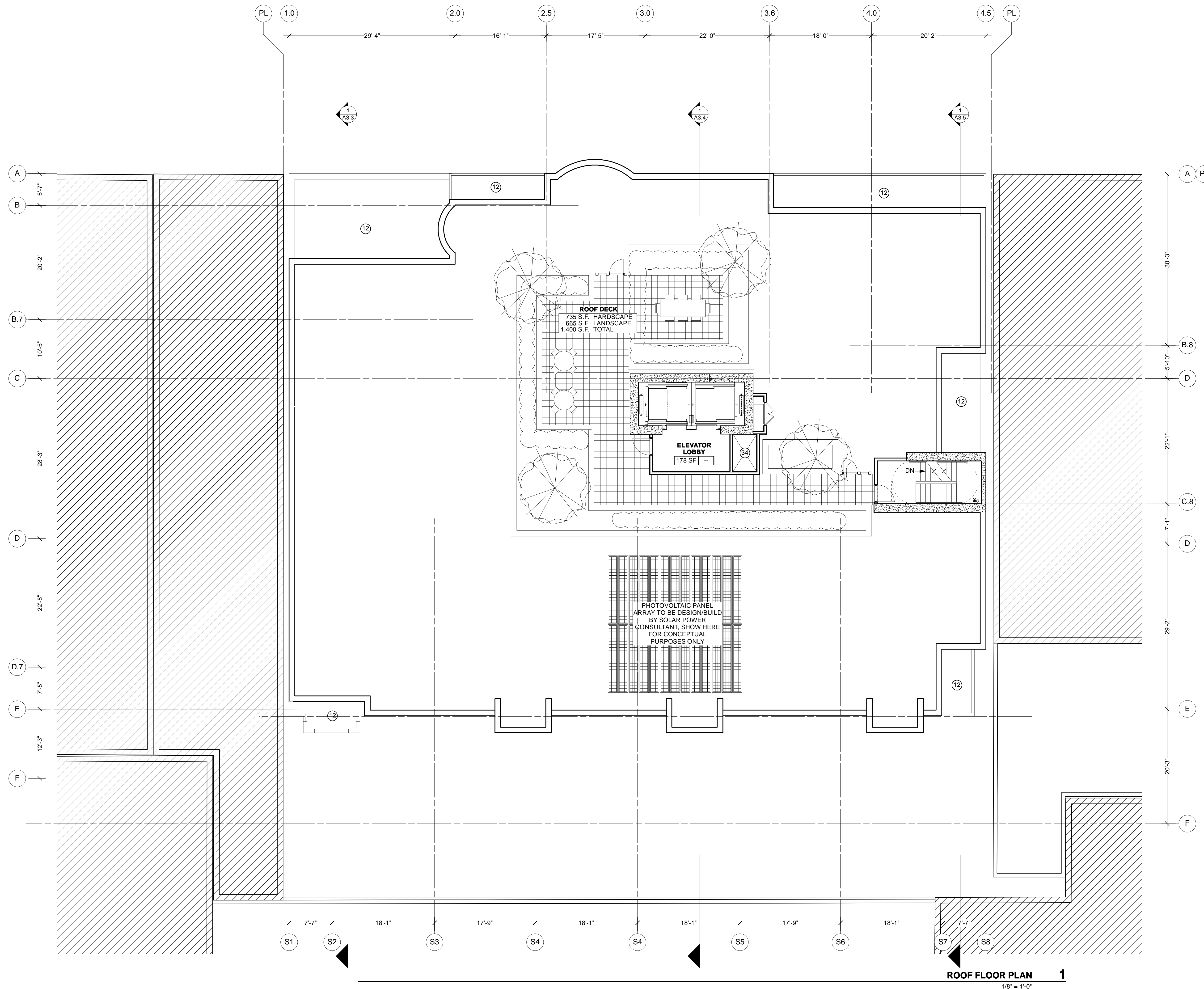
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**6TH FLOOR PLAN**

SCALE: 1/8" = 1'-0"  
PROJECT NO. DRAWN BY: SH  
SHEET SIZE: 24 x 36





**GENERAL NOTES**

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**SHEET NOTES**

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- (33) WHEEL STOP



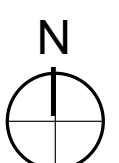
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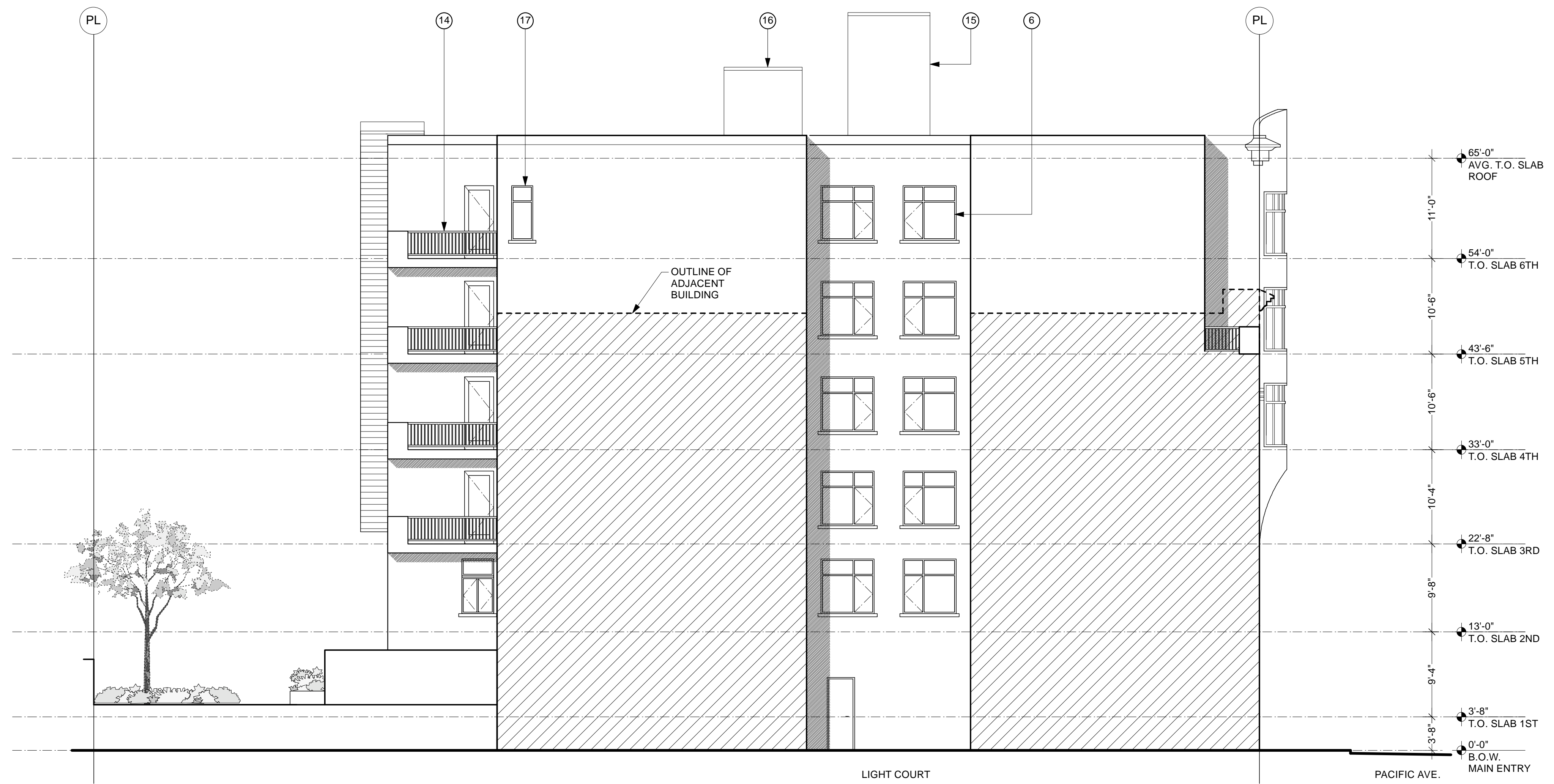
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**ROOF PLAN**

SHEET TITLE  
SCALE 1/8"=1'-0"  
PROJECT NO. DRAWN BY: JIL  
SHEET SIZE: 24 x 36  
0618





**EAST ELEVATION 2**  
1/8" = 1'-0"

- SHEET NOTES**
- NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET
- 1 CEMENT PLASTER - SMOOTH TROWEL FINISH
  - 2 FACE BRICK - FIELD
  - 3 FACE BRICK - DECORATIVE COURSING
  - 4 COMMON BRICK
  - 5 CEMENT FIBER SIDING
  - 6 ALUMINUM CLAD WOOD WINDOW
  - 7 METAL SASH WINDOW 1-HOUR ON SIDE ELEVATION
  - 8 CUSTOM PAINTED WOOD STOREFRONT
  - 9 PAINTED ALUMINUM AND GLASS ROLL-UP GARAGE DOOR
  - 10 PAINTED METAL DOOR
  - 11 SIMULATED STONE
  - 12 SIMULATED STONE CORNICE
  - 13 DECORATIVE CEMENT PLASTER BAND
  - 14 PAINTED METAL RAILING
  - 15 ELEVATOR PENTHOUSE BEYOND
  - 16 STAIR PENTHOUSE BEYOND
  - 17 ALL WINDOWS ON PROPERTY LINE TO HAVE 1-HOUR FIRE RATING



**NORTH (FRONT) ELEVATION 1**  
1/8" = 1'-0"

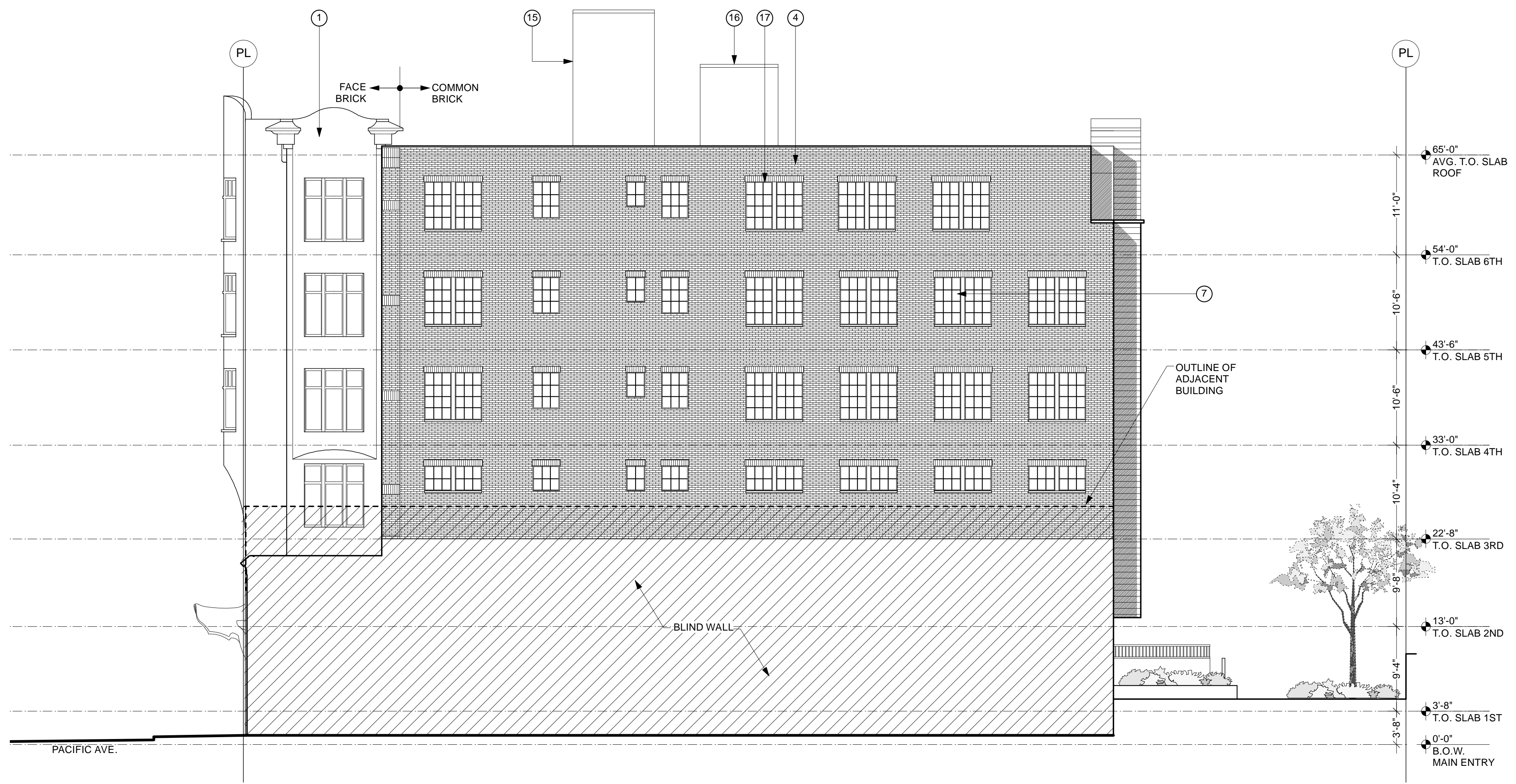


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**NORTH & EAST ELEVATIONS**

SHEET TITLE  
SCALE 1/8"=1'-0"  
PROJECT NO. DRAWN BY JLL  
SHEET SIZE: 24 x 36  
0618



**WEST ELEVATION 2**  
1/8" = 1'-0"



**SOUTH ELEVATION 1**  
1/8" = 1'-0"

- SHEET NOTES**
- NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET
- ① CEMENT PLASTER - SMOOTH TROWEL FINISH
  - ② FACE BRICK - FIELD
  - ③ FACE BRICK - DECORATIVE COURSING
  - ④ COMMON BRICK
  - ⑤ CEMENT FIBER SIDING
  - ⑥ ALUMINUM CLAD WOOD WINDOW
  - ⑦ METAL SASH WINDOW 1-HOUR ON SIDE ELEVATION
  - ⑧ CUSTOM PAINTED WOOD STOREFRONT
  - ⑨ PAINTED ALUMINUM AND GLASS ROLL-UP GARAGE DOOR
  - ⑩ PAINTED METAL DOOR
  - ⑪ SIMULATED STONE
  - ⑫ SIMULATED STONE CORNICE
  - ⑬ DECORATIVE CEMENT PLASTER BAND
  - ⑭ PAINTED METAL RAILING
  - ⑮ ELEVATOR PENTHOUSE BEYOND
  - ⑯ STAIR PENTHOUSE BEYOND
  - ⑰ ALL WINDOWS ON PROPERTY LINE TO HAVE 1-HOUR FIRE RATING



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**SOUTH & WEST ELEVATIONS**

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PROJECT NO.: \_\_\_\_\_ DRAWN BY: GM  
SHEET SIZE: 24 x 36



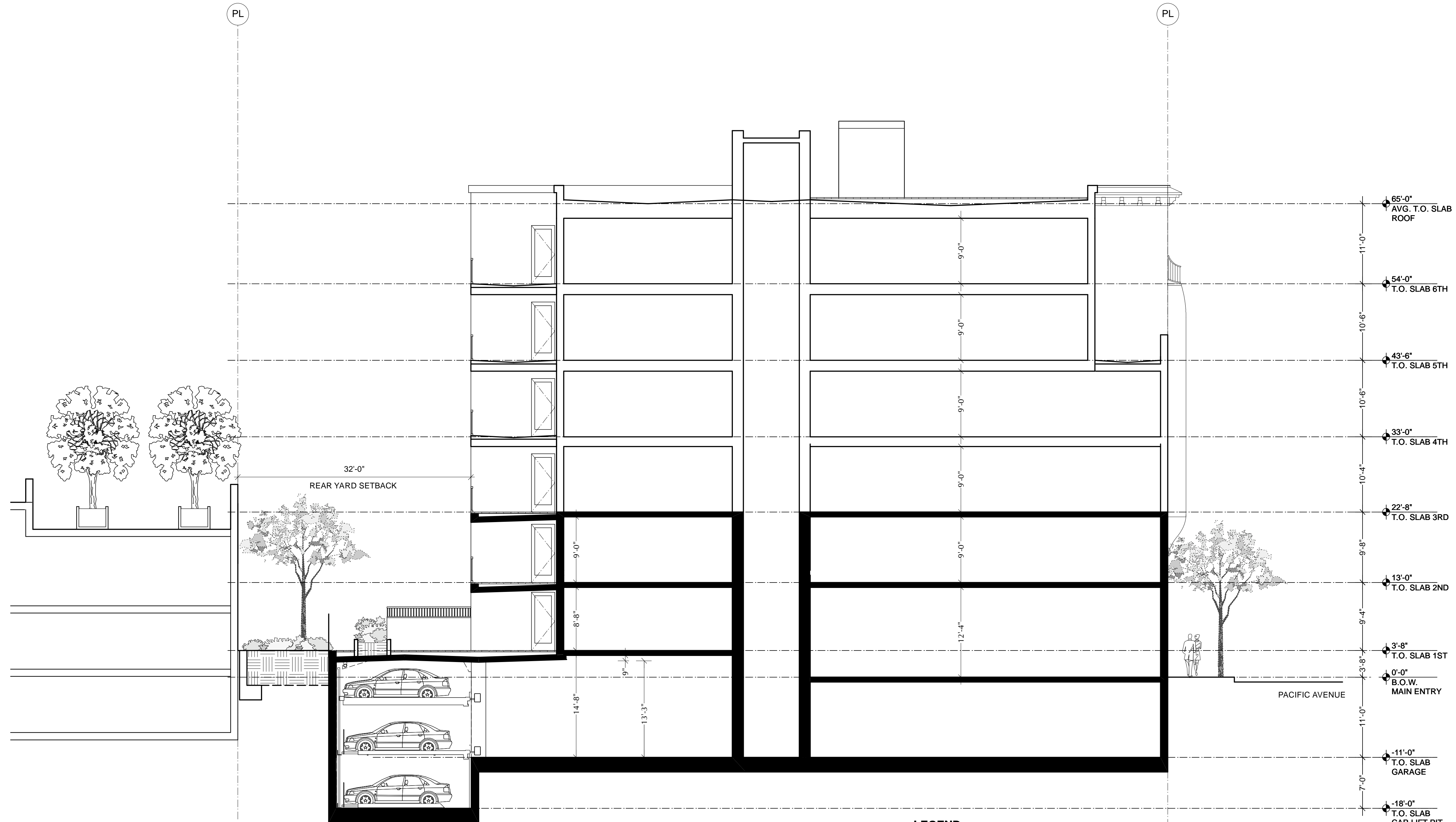
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**BUILDING SECTIONS**

SHEET TITLE  
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SHEET SIZE: 24 x 36  
0618



**LEGEND**

- TYPE IIIA CONSTRUCTION
- TYPE IA CONSTRUCTION

**BUILDING SECTION 1**  
1/8" = 1'-0"



**STANDARD MODEL 4300 - FORMALLY MODEL P310**

**Product Data**  
**TRENDVARIO 4300**  
 Loadable up to 5,720 lbs  
 Single parking spaces can also be supplied to handle heavier loads at a later date.

**NUMBER OF PARKING SPACES:**  
 min. 5 to max. 29 vehicles

**DIMENSIONS:**  
 All space requirements are minimum finished dimensions. Tolerances for space requirements plus 1" minus 0"

TYPE	GT	H	DH*
4300	5'-9"	11'-4"	5'-9"
4300	5'-9"	12'-0"	6'-5"
4300	5'-9"	12'-6"	6'-11"
4300	6'-7"	12'-4"	5'-11"
4300	6'-7"	13'-4"	6'-11"
4300	7'-7"	14'-3"	6'-11"

\* = without car on top

**SUITABLE FOR:**  
 Standard passenger car, station wagon/van. Height and length according to contour.

TYPE	GT	H	UF	GF	LF
4300	5'-9"	11'-4"	4'-11"	5'-7"	4'-11"
4300	5'-9"	12'-0"	4'-11"	6'-3"	4'-11"
4300	5'-9"	12'-6"	4'-11"	6'-9"	4'-11"
4300	6'-7"	12'-4"	5'-9"	5'-9"	5'-9"
4300	6'-7"	13'-4"	5'-9"	6'-9"	5'-9"
4300	7'-7"	14'-4"	6'-9"	6'-9"	6'-9"

**CAR HEIGHT**

TYPE	GT	H	UF	GF	LF
4300	5'-9"	11'-4"	4'-11"	5'-7"	4'-11"
4300	5'-9"	12'-0"	4'-11"	6'-3"	4'-11"
4300	5'-9"	12'-6"	4'-11"	6'-9"	4'-11"
4300	6'-7"	12'-4"	5'-9"	5'-9"	5'-9"
4300	6'-7"	13'-4"	5'-9"	6'-9"	5'-9"
4300	7'-7"	14'-4"	6'-9"	6'-9"	6'-9"

**WIDTH** 6'-3"

**WEIGHT** Max. 4400/5720 LBS  
**WHEELLOAD** Max. 1100/1430 LBS

**STANDARD PASSENGER CAR**

**STANDARD STATION WAGON/VAN/SUV\*\***

Standard passenger cars are vehicles without any sports options such as spoilers, low profile tires etc.  
 \*\* = Make sure to observe the weights and dimensions

**COMPACT TYPE 4300**

**EXCLUSIVE TYPE 4300**

**NOTES**  
 1. If height H is larger, vehicles with the maximum height as applicable for the GF can be parked on the UF, or the extra space can be used for pipes & ducts.  
 2. Standard is 18'-3"; 18'-11" available  
 3. Standard is 4400 lbs; 5720 lbs is available

**KLAUS multiparking**  
**KLAUS MULTIPARKING INC.**  
 3652A CHESTNUT STREET  
 LAUREL CA 94549  
 PHONE 925.284.2092  
 FAX 925.284.3365  
 WEB PARKLIFT.COM

**KLAUS multiparking**

**ALLOWABLE COLUMN SPACING**

Use for preliminary layout. Prior to finalizing design contact Klaus for a job specific layout drawing.

Clear Platform	RB	Max Column Width	B1	B2	B3	B4
230	8'-2-1/2"	8"	16'-5"	24'-7"	16'-9"	24'-11"
240	8'-6-3/8"	16"	17'-1"	25'-7"	17'-5"	25'-11"
250	8'-10-3/8"	24"	17'-9"	26'-7"	18'-1"	26'-11"

The column widths shown are the maximum width's allowed for each model. The columns may be spaced every two or three bays or a combination of every two or every three bays. On the ends of the machine the column is optional if there is a concrete wall present. Otherwise the end columns should be offset so that their edge lines up with the last platforms outside RB dimension line shown above in order to allow better access to the end platforms. Please note that the machine requires an additional 4 inches at each end beyond the RB grid dimensions.

**KLAUS multiparking**

**DESIGN AID FOR WIDTH DIMENSIONS**

CARS PARKED	NUMBER OF BAYS	CLEAR PLATFORM WIDTH		GRID WIDTH		OVERALL WIDTH	
		CM	FT	CM	FT	CM	FT
5	2	230	7'-6-5/8"	250	8'-2-1/2"	520	17'-0-3/4"
8	3	230	7'-6-5/8"	250	8'-2-1/2"	770	25'-3-1/8"
11	4	230	7'-6-5/8"	250	8'-2-1/2"	1020	33'-5-5/8"
14	5	230	7'-6-5/8"	250	8'-2-1/2"	1270	41'-8"
17	6	230	7'-6-5/8"	250	8'-2-1/2"	1520	49'-10-1/2"
20	7	230	7'-6-5/8"	250	8'-2-1/2"	1770	58'-0-7/8"
23	8	230	7'-6-5/8"	250	8'-2-1/2"	2020	66'-3-1/4"
26	9	230	7'-6-5/8"	250	8'-2-1/2"	2270	74'-5-3/4"
29	10	230	7'-6-5/8"	250	8'-2-1/2"	2520	82'-8-1/8"
5	2	240	7'-10-1/2"	260	8'-6-3/8"	540	17'-8-5/8"
8	3	240	7'-10-1/2"	260	8'-6-3/8"	800	26'-3"
11	4	240	7'-10-1/2"	260	8'-6-3/8"	1060	34'-9-1/4"
14	5	240	7'-10-1/2"	260	8'-6-3/8"	1320	43'-3-3/4"
17	6	240	7'-10-1/2"	260	8'-6-3/8"	1580	51'-10-1/8"
20	7	240	7'-10-1/2"	260	8'-6-3/8"	1840	60'-4-1/2"
23	8	240	7'-10-1/2"	260	8'-6-3/8"	2100	68'-10-3/4"
26	9	240	7'-10-1/2"	260	8'-6-3/8"	2360	77'-5-1/8"
29	10	240	7'-10-1/2"	260	8'-6-3/8"	2620	85'-11-1/2"
5	2	250	8'-2-1/2"	270	8'-10-3/8"	560	18'-4-1/2"
8	3	250	8'-2-1/2"	270	8'-10-3/8"	830	27'-2-3/4"
11	4	250	8'-2-1/2"	270	8'-10-3/8"	1100	36'-1-1/8"
14	5	250	8'-2-1/2"	270	8'-10-3/8"	1370	44'-11-3/8"
17	6	250	8'-2-1/2"	270	8'-10-3/8"	1640	53'-9-3/4"
20	7	250	8'-2-1/2"	270	8'-10-3/8"	1910	62'-8"
23	8	250	8'-2-1/2"	270	8'-10-3/8"	2180	71'-6-1/4"
26	9	250	8'-2-1/2"	270	8'-10-3/8"	2450	80'-4-3/4"
29	10	250	8'-2-1/2"	270	8'-10-3/8"	2720	89'-2-7/8"

**APPROACH**

The illustrated maximum approach angles should not be exceeded. Exceeding these slopes will cause maneuvering problems and will restrict car sizes on the parking system.

**LONGITUDINAL FREE SPACE; STANDARD PARKING SPACE NUMBERS; DENOMINATION**

**MOVING DIRECTION**

Upper Floor: Descends to entrance level  
 Ground Floor: Transverse repositioning  
 Lower Floor: Raises to entrance level

For example, to retrieve platform No. 8:  
 Check first that all doors are closed, then select No. 8 on user control.

For driving the vehicle off platform No. 8 the ground floor parking platforms are shifted to the left.  
 The empty space is now below the vehicle which shall be driven off the platform.  
 The vehicle on platform No. 8 can now be driven off the platform.

**GENERAL DESCRIPTION**

The Klaus TrendVario 4300 provides independent access to all cars parked on the system. Each individual parking bay must be accessible from the drive aisle. The drive aisle shall comply with local regulations, but is typically 24' wide. The parking spaces are arranged on three levels. The upper and lower level parking spaces move vertically. The middle parking spaces move horizontally (left and right) to allow upper or lower level cars to come up or down to driveway level and be driven off the platforms. The middle level of the machine includes one less car than the upper and lower level to enable the lower cars to move left and right to create the vacant space.

**TECHNICAL DATA**

**RANGE OF APPLICATION:**  
 This parking system is suitable for self parking by owners, renters, regular employees or anyone that can be trained on the system. The public may not park on this system without a valet.

**ENVIRONMENTAL CONDITIONS:**  
 Environmental conditions for the systems: Temperature range 14° to 104° F. The system must be installed indoors. If lifting or lowering times are specified, they refer to an environmental temperature of 72° F and with system set up directly next to the hydraulic unit. At lower temperatures or with longer hydraulic lines, these times increase.

**DOORS AND CONTROL SYSTEMS:**  
 The machine comes standard with manual doors and 2 keys fobs per parking space. The key fobs are inserted into a user control box centrally placed on the system. Electric doors are available. Infrared control transmitters are available.

**SPACE NUMBERING:**  
 Standard space numbering is left to right with the empty space located in the first bay on the left. The empty space can be moved to another bay or even outside the normal machine if needed. The numbering sequence planned will be shown on the shop drawings and approved by the client.

**SPRINKLER SYSTEM:**  
 The sprinklers may be mounted at the front and rear of each level if needed. See Sprinkler Details Drawing.

**ELECTRICAL REQUIREMENTS AND HYDRAULIC UNIT:**  
 The hydraulic power unit is normally installed against the back wall on a metal bracket with rubber sound insulation. It consists of an electric motor, hydraulic motor and hydraulic oil reservoir in one unit. The hydraulic oil is biodegradable and environmentally friendly. The motor is 3 phase, 208 volt, 4.0 KW. It is possible to use single phase power if needed. The power unit has a pressure gauge and pressure relief valve.

**CONTAMINATION PROTECTION:**  
 The platforms are galvanized and the steel framing members are powder coated. The platforms should be cleaned annually to maximize their life.

**MAINTENANCE:**  
 To maintain safe and reliable operation of the machine, it must be serviced twice per year.

**WARRANTY:**  
 To machine has a complete one year parts and labor warranty. Klaus provides extended warranties.

**SCOPE OF WORK CLARIFICATIONS**

- The pit and surrounding walls, columns and beams to provide support for the machine are provided by the customer.
- All pit drainage is provided by the customer.
- General lighting in the garage is provided by the customer. Klaus will supply lighting within the machine. The lighting will be connected to the machine control box and will be activated when the doors are open.
- Klaus will supply design assistance and will confirm in writing that the proposed machine will fit in the space provided.
- Klaus will prepare shop drawings showing the location of all components.
- The customer must close off the left and right sides of the machine with a wall or fence. The fence must be 8' high and the lower 5 feet must have no openings greater than 1 1/2" inch.
- The customer must provide a 30 amp 3 phase 208V circuit and fused disconnect for each machine and power must be available before installation begins.
- Klaus provides all control wiring and conduit.

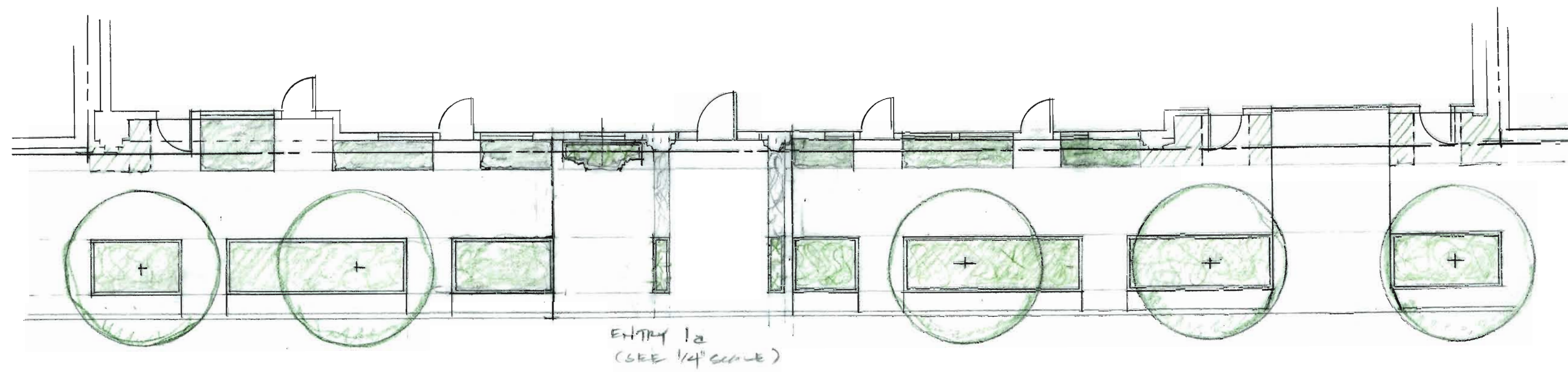
**FUNCTION**

To maintain safe and reliable operation of the machine, it must be serviced twice per year.

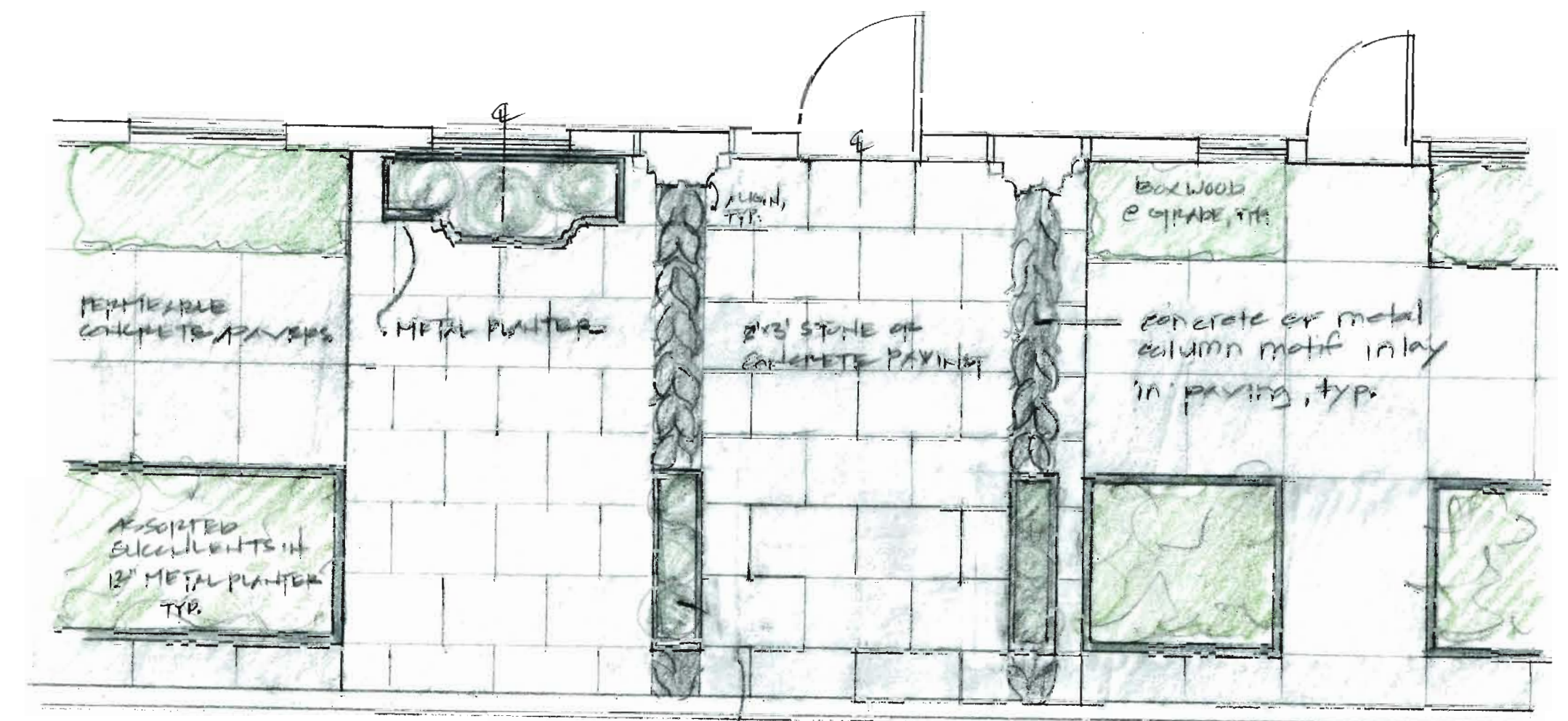


ISSUE	DATE
Planning	07.16.2007
Massing Study	02.01.2008
Progress Set	03.14.2008
Progress Set	04.22.2008
Progress Set	05.16.2008
Progress Set	06.25.2008
Planning	03.30.2009
Progress Set	06.15.2010
Progress Set	06.30.2010
Progress Set	07.02.2010
Planning	07.08.2010
Revision	07.21.2010
Revision	08.12.2010
Revision	09.02.2010
Revision	10.18.2010



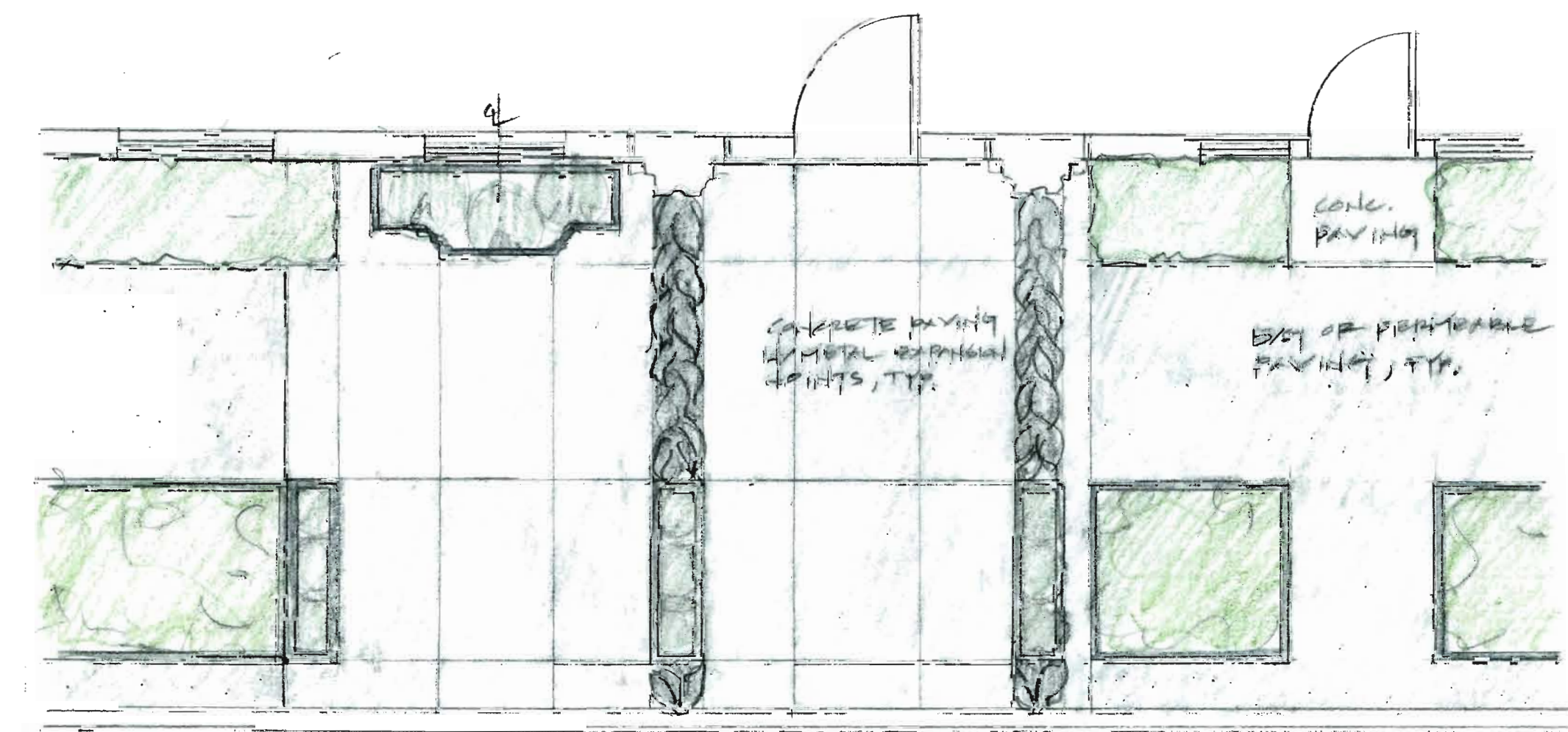


5 TREE REVISED LAYOUT



12\"/>

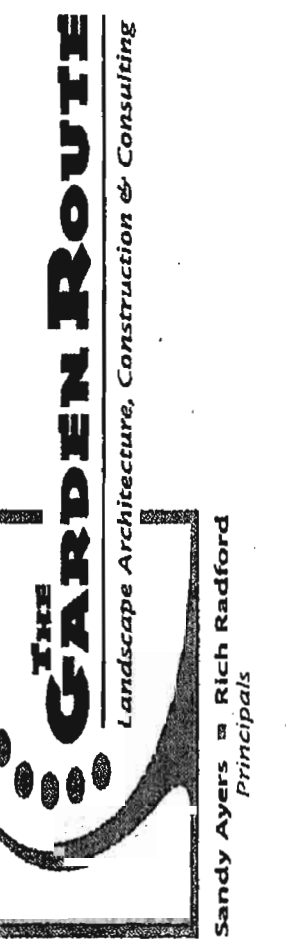
ENTRY 1a  
1/4\"/>



ENTRY 1b  
1/4\"/>



5 TREE REVISED ELEVATION



1645 - 1661 PACIFIC AVENUE  
SAN FRANCISCO  
CA 94109

DRAWN: JH  
DATE: 09.16.10  
NORTH:

REVISIONS:  
09.20.10  
09.21.10

SCALE: 1/8\"/>

TITLE: REVISED SCHEMATICS 5 TREE LAYOUT

SHEET:

## EXHIBIT B:

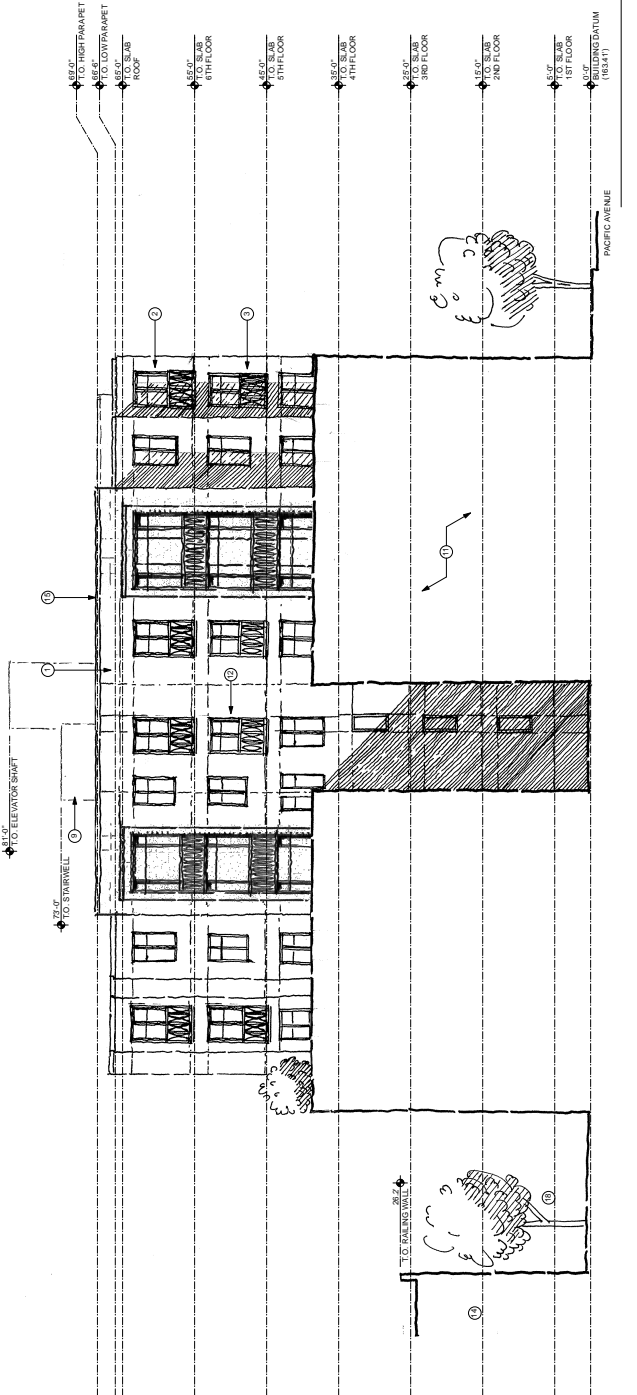
### Original Bulk Compliant Design

- Elevation
- Perspective

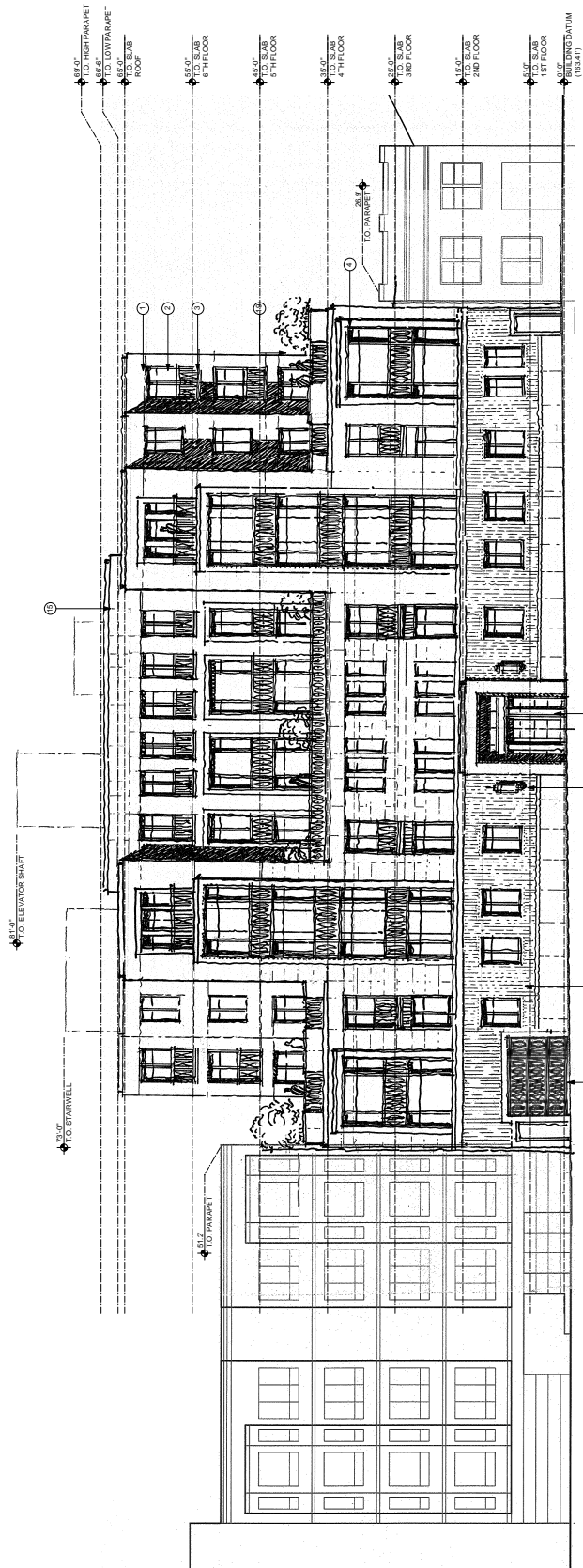


**SHEET NOTES**

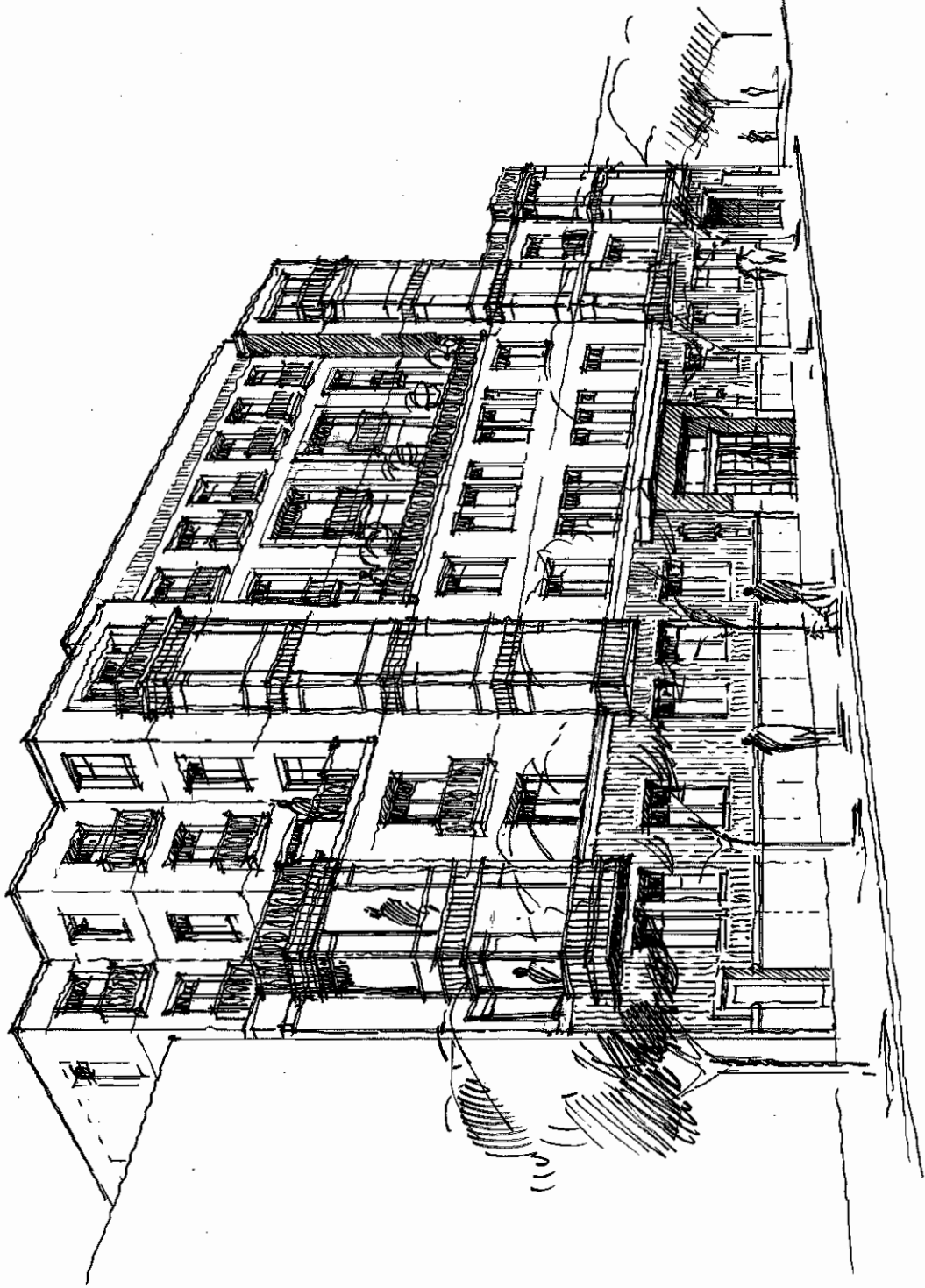
1. PRECAST CONCRETE OR GRC PANELS, TYP.
2. RECESSED ALUMINUM WINDOWS, TYP.
3. DECORATIVE WROUGHT IRON RAILING, TYP.
4. STONE PRECAST OR GRC BASED WINDOW SURROUND
5. ACCESS GATE OR WANTED STEEL GARAGE
6. STONE PRECAST OR GRC PANELS WITH FLUTING OR OTHER RELIEF FEATURE
7. TRADITIONALLY DETAILED, TRADITIONAL WOOD TRIM LIGHT FIXTURE
8. TRADITIONALLY DETAILED, RECESSED ENTRY LIGHT AND SURROUND
9. MECHANICAL PENTHOUSE BEYOND
10. CEMENT PLASTER OR CEMENT FIBER BOARD
11. BLIND PROPERTY LINE WALL, TYP.
12. PROTECTED WINDOW OPENINGS, TYP. WITHIN 20' OF PROPERTY LINE
13. RISER AND ACCESS CORRIDOR
14. ADJACENT BUILDING
15. METAL CORNER, TYP.
16. ELEVATOR PENTHOUSE
17. STAIRPEN HOUSE
18. LANDSCAPED COMMON OPEN SPACE
19. PRIVATE OPEN SPACE



**EAST ELEVATION**  
1  
18'-11 1/2"



**NORTH (FRONT) ELEVATION**  
1  
18'-11 1/2"



**PERSPECTIVE**

**Pacific Avenue Condos** | **1645 Pacific Avenue, San Francisco California**

**A3.00b**

**03.13.2007**

**06001**

**BARARCHITECTS**  
513 Howard Street, San Francisco, CA 94105, T. 415 293 5700, F. 415 293 5701, WWW.BARARCH.COM

## EXHIBIT C:

### Endorsements

- United Resident and Merchants of Polk (URMP)
- San Francisco Architectural Heritage
- San Francisco Housing Action Coalition
- San Francisco Planning & Urban Research Association (SPUR)
- Additional individual endorsements & signed petition

**From:** "U.R.M.P United Residents and Merchants of Polk" <unitedrmp@gmail.com>  
**Subject:** **Say 'yes' to 1645 Pacific**  
**Date:** September 30, 2010 4:06:23 PM PDT  
**To:** kevin.guy@sfgov.org  
**Cc:** B Martin <bmartSF@gmail.com>, Linsey Perlov <linsey@podell.com>

---

Mr. Guy

The members of United Residents and Merchants of Polk (URMP) had an opportunity to meet and discuss the aspects of 1645 Pacific Avenue project with the project sponsor at our monthly meeting today. The members of our group were impressed with the project and the project owner's efforts to beautify and improve our community.

We believe this is a great project for the neighborhood for the reasons as follows.

1. The project sponsor offered an aesthetically pleasing building facade which meets the feel-n-look of the surrounding buildings.
2. Not a single resident will be displaced. The existing garage building will be converted into 39 condominiums.
3. More residents will be added to the community and therefore more dollars will be circulating on Polk merchant corridor.
4. New jobs will be created. Additional permit fees will be collected. We believe that San Francisco communities are tired of politics which unreasonably delayed and derailed multiple other projects in San Francisco over the last few years. San Franciscans are already paying a price for that. Say 'no' to San Francisco budget deficit and social programs reductions.
5. Increase in a tax basis. More property taxes will be collected thus contributing to the city bottom line and schools.

U.R.M.P. is a neighborhood group consisting of approximately 30 residents and members. U.R.M.P. is the fully registered and licensed community group in San Francisco.  
Say 'yes' to 1645 Pacific avenue project.

Should you have any question, please reply to this email.

Sincerely,

Vlad Abramov  
Vice-President of U.R.M.P.  
415-786-2119



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ARCHITECTURAL  
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Zander Sivyer

Christopher VerPlanck

David P. Wessel

Jack A. Gold  
*Executive Director*

January 20, 2010

Nick Podell  
Nick Podell Company  
121 N. San Mateo Drive  
San Mateo, CA 94401

Dear Mr. Podell:

Thank you for your January 5, 2010 presentation to the Heritage Issues Committee regarding 1645 Pacific. It was a pleasure meeting you, and we appreciate you taking the time to review the project with us.

The committee concurs with Planning Department staff findings, dated September 26, 2009, regarding the following points: We agree that 1661 Pacific is a historic resource, and that 1645 is not. We do not believe that the proposed project will have a significant adverse impact upon the subject building or the proposed Van Ness Auto Row District.

It is our opinion that the project successfully preserves the use of 1661 Pacific for an automotive use (an entrance to the parking garage), and by doing so meets the Secretary of Interiors Standard 1: *"a property shall be used for its historic purpose."* We do urge the project sponsor to continue to ensure that the rear addition to 1661 Pacific does not present a false sense of historicism, and is clearly differentiated as new, as per Standard 9: *"[...] new work shall be differentiated from the old."* As the project develops, we also encourage you to adhere to your current plans for quality façade materials, such as terra cotta and cast stone.

Thank you again for involving Heritage in your project review, and we wish you success as it moves forward.

Sincerely,

Jack A. Gold  
Executive Director  
/ab



995 Market Street  
Suite 1525  
San Francisco, CA 94103  
415 541 9001 tel  
415 431 2468 fax  
info@sfhac.org  
www.sfhac.org

December 2, 2009

Mr. Nick Podell  
121 N. San Mateo Dr.  
San Mateo, CA 94401

Re: Proposed project on 1645 Pacific Avenue

Dear Mr. Podell:

The San Francisco Housing Action Coalition (SFHAC) appreciates your presentation at our Endorsements Committee and is pleased to inform you of our endorsement of your proposed mixed-use residential development at 1645 Pacific Avenue. Our Endorsement Committee believes the project has strong merit and will contribute to SFHAC's goals of increasing the supply of well-designed, appropriately located housing that meets the needs of present and future San Franciscans.

The proposed project meets our endorsement criteria in the following ways:

Land Use:

The proposed combined residential and retail project is an appropriate use of the site given the surrounding context. The project's location and size are consistent with many of the established buildings in the neighborhood and with prevailing zoning limits.

Density:

The proposed project contains 48 residential units in a mixed-use building. This proposed project would also provide 3,625 square feet of ground floor neighborhood-serving retail. We strongly support the density of both uses at this site and feel that it will contribute to the vitality of the local neighborhood.

Affordability:

The project will meet the City's statutory requirement for affordable housing by paying the *in lieu* fee to the Mayor's Office of Housing for the production of new affordable units. We also note that your site design and unit size provide a commendable measure of "affordability by design".



Transit Orientation and Parking

You propose 1:1 parking, which is the maximum allowed under SFHAC guidelines under normal circumstances. The site will have approximately 48 residential parking spaces, storage for approximately 26 bicycles and spaces for car share.

Urban Design:

The architectural design, style and scale are a significant improvement on the character of the existing site and are in keeping with the better elements within the surrounding neighborhood. The SFHAC supports your goal to protect the pedestrian realm with an active ground floor use.

Preservation:

We note that you have retained the historic front and side walls of the nearly 100-year-old auto oriented storage/repair building on your site and appropriately used it as the portal to your garage. We endorse this imaginative use of the existing on-site historic fabric.

Greening and Energy Efficiency:

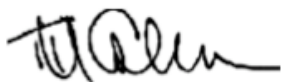
The SFHAC is especially supportive that the proposed project is seeking LEED Gold certification. Please keep us informed as to your success in this endeavor.

Community Input:

The SFHAC is supportive of your coordinated outreach and information efforts in the area and encourages you to continue this important dialogue with neighborhood residents and community organizations.

Thank you for submitting the 1645 Pacific Avenue project to the SFHAC Endorsements Committee. We are pleased to fully endorse your excellent project. It meets our guidelines in an exemplary fashion. Please let us know how we may be of assistance.

Sincerely,



Tim Colen  
Executive Director



SAN FRANCISCO  
PLANNING + URBAN RESEARCH  
ASSOCIATION

654 Mission Street  
San Francisco, California  
94105

415.781.8726 t  
415.781.7291 f

[www.spur.org](http://www.spur.org)

October 20, 2010

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V. Fei Tsen  
Jeff Tumlin  
Steve Vettel  
Debra Walker  
Brooks Walker, III  
Cynthia Wilusz-Lovell

Nick Podell  
Nick Podell Company  
1201 Howard Avenue, Suite 201  
Burlingame, CA 94010

Re: Proposed Development at 1645 Pacific Avenue

Dear Mr. Podell:

On behalf of the members of the SPUR Project Review Committee, we would like to thank you for bringing the proposed development at 1645 Pacific Avenue to our group for a second review and consideration at our October 2010 meeting. This project was originally reviewed by SPUR in December 2007.

The mission of the SPUR Project Review Committee is to consider projects that are of citywide importance and to evaluate them according to criteria related to land use, public realm interface, building design and environmental effects. In all cases, we are seeking a combination of excellent planning and design solutions that will ensure the positive contribution of each project to a safe, visually appealing, and vibrant urban setting for the people who live and work in San Francisco.

After reviewing and discussing the 1645 Pacific Avenue project, we provide the following comments for your information and action.

### Land Use

The project proposes mixed-use development of 1645 and 1661 Pacific Avenue located mid-block on Pacific between Polk Street and Van Ness Avenue in a transit-rich neighborhood. The development provides 39 for-sale residential units with approximately 3,200 square feet of neighborhood-serving retail. The residential units are a mix of studio, one- and three-bedroom units, with 28 two-bedroom units. The proposed 65ft height of the building is in conformance with the 65A Height and Bulk Zoning.

In recognition of what was thought to be a contributing ancillary structure to the Van Ness Auto District at the 1661 Pacific address, the building design is broken up into two distinct forms: the main residential building and the industrial style addition. The garage entrance makes use of the former automotive repair facility, thereby preserving the historic façade. Parking is provided at one space per unit for residents, plus one car share space, six motorcycle spaces and 20 secured bicycle parking spaces.

The site is well served by public transportation on Van Ness, Polk, Jackson and Lombard. For a project with such good access to public transportation, the committee encourages the developer to reduce parking as much as is feasible given buyer and neighborhood constraints. However, we are pleased with the decision to move all parking below-grade. We would also encourage the sponsor to consider inclusion of additional car share spaces.

The committee is very supportive of the mixed-used nature and proposed residential density at this location. We are impressed by the project sponsor's strenuous efforts to respond to the community, the San Francisco Planning Department and SPUR in redesigning the original 2007 plans. We also understand that the project sponsor has completed a full EIR for this development in order to respond to community concerns. The owner has striven to accommodate all reasonable objections to the project while maintaining allowable height limits and the now optional requirement of incorporating a nominally historic element. The committee feels strongly that these efforts demonstrate a true commitment to established urban policy and should be recognized accordingly. In particular, we commend meeting 50% of the inclusionary housing requirement on site.

### **Public Realm Interface and the Promotion of a Pedestrian-Oriented Environment**

The committee appreciates the enthusiasm with which the project sponsor has approached the design of the ground floor. We believe the inclusion of small retail spaces are an appropriate addition that may serve to broaden the lively pedestrian activity currently focused on Polk Street. The preliminary plans to include trees, turf block, and planters, as well as the unique sculptural elements on the facade, are promising developments in line with SPUR's emphasis on excellent urban design. We encourage the project sponsor to continue the thoughtful design of what has the potential to be a very vibrant urban streetscape.

### **Building & Landscape Design**

Given the adjacency to the Van Ness corridor and the proximity of the 90+ foot building on Jackson, we agree that the building is appropriately scaled for this location. We applaud the sponsor's redesign incorporating the historic facade with an industrial form in keeping with the Van Ness Auto District. Though the site itself is no longer considered an historical resource, we believe that the mixture of the industrial and residential form and surface design responds contextually to the neighborhood.

Though the committee in general preferred the articulation of the rear facade as shown in the 2007 design, we understand the project sponsor's concern for the neighbors' objections to modifying the 25% rear setback line. Again, we commend the project sponsor's commitment to working with the neighbors and the City to find mutual ground by maintaining the setback and rescinding the request for a rear yard variance.

In addressing both the historic resource and the rear setback issues of the 2007 design, as well as requests for ground-floor retail and below grade parking, the redesigned development now requires a bulk variance. In light of the substantial efforts made by the project sponsor on behalf of the community and the Planning Department, the committee believes the variance is reasonable and should be granted.

The committee approves the direction of the proposed landscape design and the integration of the delightful sculptural elements into the building façade. The introduction of trees, planters and decorative lighting will attract pedestrians and set a desirable precedent for development on the side streets between Van Ness Avenue and Polk Street. We are also interested in the evolving plans for a private roof deck and rear garden.

### **Environmental Effects**

SPUR believes it is essential for projects to build environmental sustainability into their design and function. We understand that the project sponsor intends to comply with all Planning Department requirements for new development and that, though they will not be seeking LEED Certification, the sustainability goals are comparable to a LEED Gold certification.

We encourage the project sponsor to maintain their commitment to sustainable design and applaud the decision to conduct a full EIR on this relatively small project.

### **Conclusion**

The SPUR Project Review Committee finds the proposed project at 1645 Pacific Avenue to be an appropriate use of the site. The increased density in the residential development will enliven and enhance this transit-rich neighborhood. We are also encouraged by the project team's genuine commitment to building a demonstrably sustainable project.

We thank you for committing your time and resources to the presentation at SPUR, appreciate the fact that you have presented your proposal to us at an early stage in its development so that you may take our recommendations into consideration. We will follow further refinements of this project with great interest and invite you to keep us informed on its progress.

Please do not hesitate to contact us for questions/clarifications.

Sincerely,



Charmaine Curtis    Mary Beth Sanders    Reuben Schwartz  
SPUR Project Review Committee Co-Chairs

cc: SPUR Board of Directors

**From:** Mike Holmes <info@velvetdavinci.com>  
**Subject:** **Support for 1645 Pacific Ave. Project**  
**Date:** October 19, 2010 2:03:36 PM PDT  
**To:** Kevin.Guy@sfgov.org  
**Cc:** Velvet da Vinci <info@velvetdavinci.com>

---

Dear Mr. Guy,

I wish to express my support for the certification of the EIR and approval of the Conditional Use Permit for the project at 1645 Pacific. Please convey my endorsement of this project to the Planning Dept. I own a business around the corner on Polk Street (and am a member of the Polk Street Merchants' Assoc.) and welcome the additional street level retail and housing that the project will provide. I have seen the plans and am in support of the project. 1645 Pacific is exactly the kind of higher density housing that the City and the neighborhood deserve. It will help support the improving retail strip along Polk and Pacific and fits naturally with the housing along the Van Ness corridor. My business started in Hayes Valley 19 years ago and we were instrumental in the resurrection of that underused retail strip and feel that the Polk business district will benefit greatly by this project.

Thank you for your attention.

Mike Holmes  
Velvet da Vinci  
2015 Polk St. (at Pacific)  
SF CA 94109  
415-441-0109

**From:** Margaret Berman <margbb@gmail.com>  
**Subject:** **Endorsement of 1645 Pacific Avenue ondo Project**  
**Date:** October 12, 2010 2:17:32 PM PDT  
**To:** Kevin.Guy@sfgov.org  
**Cc:** pacificproject@podell.com

---

Kevin-

I live at 1625 Pacific Avenue #104 and I support the proposed condo project next door.

-Margaret Berman  
Resident

Kevin Guy  
San Francisco Planning Department  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

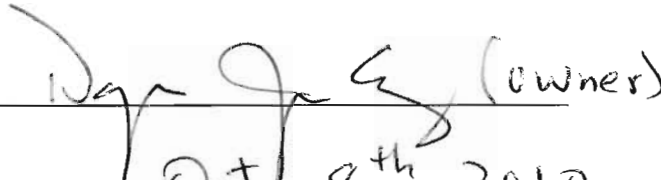
RE: ENDORSEMENT OF PROPOSED DEVELOPMENT AT 1645 PACIFIC AVENUE

Dear Mr. Guy:

I understand that the proposed project at 1645 Pacific Avenue is scheduled to go before the Planning Commission on October 28, 2010, for certification of the Environmental Impact Report and approval of the Conditional Use Permit for a development on a lot larger than 10,000 square feet and a bulk exception for the building mass above 40 feet. I understand that the redevelopment of this property will preserve the façade of a historic garage and replace the current structures with thirty-nine condominiums, subterranean parking and ground floor retail.

I have reviewed the proposed development at 1645 Pacific Avenue and I am in support of the project. Please convey my endorsement to the Planning Commission.

Sincerely,

  
Date: Oct 8<sup>th</sup>, 2010

Address: 1650 Polk St.  
S.F. 94109

Wayne JOE ENG  
114 BIG APPLE DISCOUNT CTR  
50199 1650 POLK ST.  
SACTO SAN FRANCISCO, CA 94109

I believe this project will bring value to  
our neighborhood.

Letter of Support for 1645 Pacific Avenue  
Proposed New Construction

I have had the opportunity to review the plans and renderings for the proposed mixed-use project at 1645 Pacific and I support the project.

Jim Manges Jim Manges 936 Leavenworth St SF 94109  
NAME SIGNATURE ADDRESS

[Signature] SARI SABELLA 601 O'FARRELL St.  
NAME SIGNATURE ADDRESS

[Signature] CHARLES CODY 1837 Polk St SF 94109  
NAME SIGNATURE ADDRESS

Brett vanderElze [Signature] 1340 Washington St.  
NAME SIGNATURE ADDRESS

Michelle Homme [Signature] 2354 Polk St. 94109  
NAME SIGNATURE ADDRESS

Edgar Hernandez [Signature] 1580 Pacific Ave. 94109  
NAME SIGNATURE ADDRESS

Eric Crisp [Signature] 1580 Pacific Ave 94109  
NAME SIGNATURE ADDRESS

Love Srich Love Srich 22541 Polk St. 94109  
NAME SIGNATURE ADDRESS



Letter of Support for 1645 Pacific Avenue  
Proposed New Construction

I have had the opportunity to review the plans and renderings for the proposed mixed-use project at 1645 Pacific and I support the project.

WENHUI

NAME



SIGNATURE

2240 Polk ST

ADDRESS

Jessica Grant 

NAME

SIGNATURE

2340 Polk

ADDRESS

ANDREW LAS

NAME



SIGNATURE

912 EAT. ST.

ADDRESS

JOSEPH KAZMI

NAME



SIGNATURE

2223 POLK ST.

ADDRESS

Jessica McElhattan

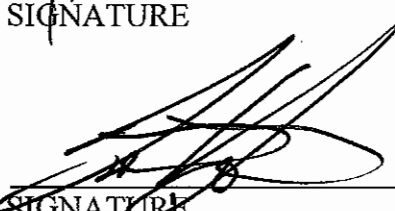
NAME



SIGNATURE

~~1000~~ 1242 Francisco St.

ADDRESS

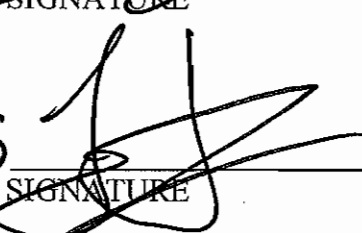
Trent Lathrop 

NAME

SIGNATURE

1128 VALLEJO ST

ADDRESS

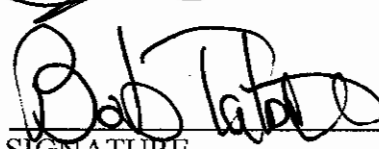
Tom Jones 

NAME

SIGNATURE

1575 Filbert St.

ADDRESS

Bob Lalbot 

NAME

SIGNATURE

1438 Greenwich

ADDRESS

## Letter of Support for 1645 Pacific Avenue Proposed New Construction

I have had the opportunity to review the plans and renderings for the proposed mixed-use project at 1645 Pacific and I support the project.

Aaron Goldberg [Signature] 1724 Washington  
 NAME SIGNATURE ADDRESS

DOUGLAS COLEMAN [Signature] 1813 Polk St.  
SE. CA 94109  
 NAME SIGNATURE ADDRESS

[Signature] [Signature] 1754 Polk St  
94109  
 NAME SIGNATURE ADDRESS

FRANK COPPENS [Signature] 1750 Polk St 94109  
 NAME SIGNATURE ADDRESS

LESLIE GONZALEZ [Signature] 1624 Washington  
 NAME SIGNATURE ADDRESS

Elsa Tren [Signature] 1808 Polk St.  
 NAME SIGNATURE ADDRESS

\_\_\_\_\_  
 NAME SIGNATURE ADDRESS

\_\_\_\_\_  
 NAME SIGNATURE ADDRESS

## EXHIBIT D:

### Site Photos

- 1645-1661 Pacific
- Corner Of Van Ness & Pacific, View Of Project Block
- Rooftop Of 1625 Pacific, View Of Properties Behind Project Site
- 1661 Pacific Historic Garage
- Neighboring Properties Toward Polk Street, 1601 & 1625 Pacific
- Neighboring Properties Behind Project Site, 1650 Jackson & 2000 Van Ness



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• COMPUTER DIAGNOSTICS  
• FRONT END - ENGINE  
• TRANSMISSION REPAIRS  
FOREIGN & DOMESTIC

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Van Ness

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BAY BRIDGE



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• TRANSMISSION REPAIRS  
FOREIGN & DOMESTIC

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