



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use

HEARING DATE: NOVEMBER 4, 2010

Date: October 28, 2010
Case No.: 2010.0583C
Project Address: 3575 GEARY BOULEVARD
Zoning: NC-3 (Moderate-Scale Neighborhood Commercial) District
80-A Height and Bulk District
Block/Lot: 1084/010 & 011 (formerly Block 1083, Lot 2 and Block 1084, Lot 4)
Project Sponsor: Institute on Aging
c/o Steven L. Vettel
Farella Braun + Martel LLP
235 Montgomery Street
San Francisco, CA 94104
Staff Contact: Mary Woods – (415) 558-6315
mary.woods@sfgov.org
Recommendation: **Approval with Conditions**

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The project sponsor proposes to modify Condition Number D(3) of Motion No. 17219 (copy attached), as amended by the Board of Supervisors on May 23, 2006 in its Motion No. M06-55 (copy attached), by removing the 28 valet parking requirement except during business hours when large meetings/conferences for more than 50 total attendees are scheduled, and instead provide the 67 parking spaces at other times. The original condition requires that an additional 28 parking spaces be provided, above the 67 parking spaces, for a total of 95 parking spaces.

The project's original Condition Number D(3) reads as follows:

"The Project Sponsor shall provide no less than 95 off-street parking spaces, which may be independent or valet, at the project sponsor's option. At any time after two years after the occupancy of the project, the Project Sponsor may have a parking demand study prepared, and if it demonstrates that the excess parking above 67 spaces is not being utilized, the Zoning Administrator may reduce the amount of parking after a public hearing at the Planning Commission. Such report shall be made available to The Jordan Park Improvement Association (JPIA) and The Francisco Heights Civic Association (FHCA) for comment to the Zoning Administrator before Zoning Administrator's determination. An appeal of the Zoning Administrator's determination may be filed with the Board of Appeals."

The project sponsor requests that Condition D(3) be modified to read as follows:

“The Project Sponsor shall provide no less than 65 independently accessible and two tandem off-street parking spaces, except that during times when the Project Sponsor is hosting conferences or meetings for more than 50 total off-site attendees in the conference facilities during regular business hours (Monday to Friday (except holidays), 8:00 a.m. to 6:00 p.m.). The Project Sponsor shall increase the capacity of the garage to no less than 95 off-street parking spaces through a valet operation and make the extra parking spaces available to conference or meeting attendees.”

SITE DESCRIPTION AND PRESENT USE

The project is located on the south side of Geary Boulevard, mid-block between Arguello Boulevard and Stanyan Street, near the terminus of Palm Avenue in the Richmond District. The Project Site occupies Lots 010 and 011 in Assessor’s Block 1084 (formerly Block 1083, Lot 2 and Block 1084, Lot 4), an area of approximately 45,920 square feet (approximately 246 feet wide by 200 feet deep). The site is currently under construction and nearing completion for a six-story mixed-use project that would include 120 affordable senior dwelling units, 30 supportive housing units for seniors with special needs, approximately 67 independently accessible off-street, below-grade parking spaces, and office, meeting, and senior health services space. The senior health services facility would be operated by the IOA and the affordable senior housing would be managed by BRIDGE Housing. The proposal included approximately 122,140 square feet of residential uses, approximately 37,210 square feet of parking and loading uses, including a porte-cochere for senior drop-off and pick-up by van, and approximately 13,430 square feet of open space, and approximately 55,450 square feet of IOA program space.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The project site is located on Geary Boulevard in the Richmond District. Geary Boulevard is characterized by medium- to high-density retail, commercial, institutional, and multi-family residential uses. Arguello Boulevard, to the west of the Project Site, also has a residential mixed-use character. The Project Site is located in an urbanized area that reflects the character of the Geary Boulevard commercial corridor, with a mixture of building types and architectural styles, as well as vacant and underutilized parcels, on- and off-street parking, major arterial streets and residential streets. Buildings in the Project vicinity are generally one to three stories tall, and are generally built out to the sidewalk. Current non-residential uses in the immediate vicinity include a gas station, office and retail buildings, commercial buildings such as Office Max, an existing IOA adult day health care center located across from the Project Site, a bank, and a school. The Project would also be developed near existing single-family and multi-family residential uses on Almaden Court, Loraine Court, and Arguello Boulevard, located south of and directly adjacent to the Project Site.

ENVIRONMENTAL REVIEW

The current proposal to modify Condition D(3) to eliminate the valet parking requirement except during times when large meetings/conferences are scheduled, and instead provide the 67 parking spaces at other times has been reviewed by the Department and found to have been adequately analyzed in the Final Environmental Impact Report (FEIR) for the original project. On September 22, 2010, a “Note to File” was issued by the Environmental Review Officer stating that no further environmental review is required prior to the Planning Commission considering the current proposal.

The FEIR for the original project was certified by the Commission on April 6, 2006, and such certification was affirmed by the Board of Supervisors on May 23, 2006 (Case No. 2003.0410E). The FEIR analyzed the project as proposed by the Project Sponsor, including a 67-space parking garage, and did not analyze a valet operation to increase the capacity of the garage to 95 spaces. The FEIR determined that the daytime parking demand for the project would be for 56 parking spaces and evening demand would be for 30 spaces (plus 77 additional spaces when the IOA holds after-hours meetings, seminars or training sessions about twice a month). The FEIR concluded that the 67 parking spaces proposed would be adequate to meet both daytime and evening demand, except during after-hours meetings, seminars and training sessions, but that on-street parking in the vicinity was adequate to meet that occasional evening and weekend demand that could not be accommodated within the 67-space parking garage.

The FEIR did not discuss or analyze the parking configuration imposed by Condition D(3) to increase the garage's parking capacity to 95 spaces through a valet operation. That condition was added to the Project following certification of the FEIR.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	October 15, 2010	October 15, 2010	20 days
Posted Notice	20 days	October 15, 2010	October 15, 2010	20 days
Mailed Notice	10 days	October 13, 2010	October 13, 2010	22 days

PUBLIC COMMENT

- Department staff contacted the two neighborhood organizations (the Francisco Heights Civic Association/FHCA and the Jordan Park Improvement Association/JPIA) involved in the original approval of the Project. Concerns raised include the removal of the additional 28 valet parking spaces, and the lack of parking in the neighborhood and additional traffic impacts. The Department has not received any other correspondences in support of or opposition to the proposed Project.

ISSUES AND OTHER CONSIDERATIONS

- The General Plan encourages efforts to promote public transit and other alternative transportation modes through the "Transit-First" Policy. The Project Site is well-served by numerous MUNI lines and bicycle routes. This will in turn further promote the goal under the City's Charter of "reducing the carbon emissions from San Francisco's transit sector.
- The proposed modification to Condition D(3) will not change the use or the design of the original project. Since the project's approval in April, 2006, the Commission has adopted new zoning controls that reduce parking requirements in various districts, such as the Market and Octavia Area in 2007, and the Eastern Neighborhoods in 2009, indicating a direction in policy that discourages the accommodation of private automobiles while encouraging public transit use.

- The approved project provides 150 affordable housing units for very low income senior citizens. It also provides service, program, office and meeting space for IOA to continue and enhance its long-time service to seniors in the Richmond neighborhood. The project sponsor states that the money saved from the valet services will enable IOA to provide greater services to senior citizens.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant a Conditional Use Authorization to allow a modification to Condition No. D(3) of Motion No. 17219, as amended by the Board of Supervisors on May 23, 2006 in its Motion No. M06-55, in an NC-3 District.

BASIS FOR RECOMMENDATION

The Department believes that this project is necessary and/or desirable for the following reasons:

- Adequate valet parking accommodations will be provided in the garage during large meetings or conferences for more than 50 attendees.
- The money saved from the valet services would allow IOA to continue and enhance its long-time service to seniors in the Richmond neighborhood.
- The project site is well-served by public transit lines. Metered and non-metered parking spaces are provided on the streets in the surrounding neighborhood.
- The project provides 150 affordable housing units for very low income senior citizens.

RECOMMENDATION: Approval with Conditions
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Attachment Checklist

- | | |
|---|---|
| <input checked="" type="checkbox"/> Executive Summary | <input checked="" type="checkbox"/> Project sponsor's submittal
Cover Letter; Existing Site Photos; Excerpts from the Final Environmental Impact Report, and
Drawings: <u>Existing Conditions</u> |
| <input checked="" type="checkbox"/> Draft Motion | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Environmental Determination | Drawings: <u>Proposed Project</u> |
| <input checked="" type="checkbox"/> Parcel Map | <input type="checkbox"/> Check for legibility |
| <input type="checkbox"/> Height & Bulk Map | <input checked="" type="checkbox"/> Planning Commission Motion No. 17219 |
| <input checked="" type="checkbox"/> Sanborn Map | <input checked="" type="checkbox"/> Board of Supervisors Motion No. M06-55 |
| <input checked="" type="checkbox"/> Aerial photo | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Zoning District Map | |
| <input type="checkbox"/> Existing Site Photo | |
| <input type="checkbox"/> Proposed Site Photos | |

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



Planner's Initials

mw/g:documents\ca\3575 GEARY BLVD - exesum 2010



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

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

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Suite 400
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Planning Commission Draft Motion

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mary.woods@sfgov.org

ADOPTING FINDINGS RELATING TO A CONDITIONAL USE AUTHORIZATION PURSUANT TO SECTIONS 174 AND 303 OF THE PLANNING CODE TO MODIFY CONDITION NUMBER D(3) PREVIOUSLY IMPOSED IN MOTION NUMBER 17219 FOR CASE NUMBER 2003.0410CEK! APPROVED ON APRIL 6, 2006, AND MODIFIED BY THE BOARD OF SUPERVISORS ON MAY 23, 2006 IN ITS MOTION NUMBER M06-55, WHICH APPROVED THE DEMOLITION OF THE EXISTING THEATRE STRUCTURE AND THE CONSTRUCTION OF A MIXED-USE PROJECT, IN AN NC-3 (MODERATE-SCALE NEIGHBORHOOD COMMERCIAL) DISTRICT AND 80-A HEIGHT AND BULK DISTRICT.

PREAMBLE

On July 15, 2010, Institute on Aging (IOA), represented by Steven L. Vettel (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for Conditional Use Authorization under Planning Code Sections 174 and 303 to modify a Condition of Approval (#D(3)) as previously imposed under Planning Commission Motion No. 17219 relating to a Conditional Use authorization for Case No. 2003.0410CEK! approved on April 6, 2006, and modified by the Board of Supervisors on May 23, 2006 in its Motion No. M06-55, in an NC-3 (Moderate-Scale Neighborhood Commercial) District and an 80-A Height and Bulk District.

On November 4, 2010, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2010.0583C.

The current proposal to modify Condition D(3) to eliminate the valet parking requirement except during times when large meetings/conferences are scheduled, and provide the 67 parking spaces at other times has been reviewed by the Department and found to have been adequately analyzed in the Final Environmental Impact Report (FEIR) for the original project. On September 22, 2010, a "Note to File" was issued by the Environmental Review Officer stating that no further environmental review is required prior to the Planning Commission considering the current proposal.

The FEIR for the original project was certified by the Commission on April 6, 2006, and such certification was affirmed by the Board of Supervisors on May 23, 2006 (Case No. 2003.0410E). The FEIR analyzed the project as proposed by the Project Sponsor, including a 67-space parking garage, and did not analyze a valet operation to increase the capacity of the garage to 95 spaces. The FEIR determined that the daytime parking demand for the project would be for 56 parking spaces and evening demand would be for 30 spaces (plus 77 additional spaces when the IOA holds after-hours meetings, seminars or training sessions about twice a month). The FEIR concluded that the 67 parking spaces proposed would be adequate to meet both daytime and evening demand, except during after-hours meetings, seminars and training sessions, but that on-street parking in the vicinity was adequate to meet that occasional evening and weekend demand that could not be accommodated within the 67-space parking garage.

The FEIR did not discuss or analyze the parking configuration imposed by Condition D(3) to increase the garage's parking capacity to 95 spaces through a valet operation. That condition was added to the Project following certification of the FEIR.

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

MOVED, that the Commission hereby authorizes the Conditional Use requested in Application No. 2010.0583C, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The project is located on the south side of Geary Boulevard, mid-block between Arguello Boulevard and Stanyan Street, near the terminus of Palm Avenue in the Richmond District. The Project Site occupies Lots 010 and 011 in Assessor's Block 1084 (formerly Block 1083, Lot 2 and Block 1084, Lot 4), an area of approximately 45,920 square feet

(approximately 246 feet wide by 200 feet deep). The site is currently under construction and nearing completion for a six-story mixed-use project that would include 120 affordable senior dwelling units, 30 supportive housing units for seniors with special needs, approximately 67 independently accessible off-street, below-grade parking spaces, and office, meeting, and senior health services space. The senior health services facility would be operated by the IOA and the affordable senior housing would be managed by Bridge Housing. The proposal included approximately 122,140 square feet of residential uses, approximately 37,210 square feet of parking and loading uses, including a porte-cochere for senior drop-off and pick-up by van, and approximately 13,430 square feet of open space, and approximately 55,450 square feet of IOA program space.

3. **Surrounding Properties and Neighborhood.** The project site is located on Geary Boulevard in the Richmond District. Geary Boulevard is characterized by medium- to high-density retail, commercial, institutional, and multi-family residential uses. Arguello Boulevard, to the west of the Project Site, also has a residential mixed-use character. The Project Site is located in an urbanized area that reflects the character of the Geary Boulevard commercial corridor, with a mixture of building types and architectural styles, as well as vacant and underutilized parcels, on- and off-street parking, major arterial streets and residential streets. Buildings in the Project vicinity are generally one to three stories tall, and are generally built out to the sidewalk. Current non-residential uses in the immediate vicinity include a gas station, office and retail buildings, commercial buildings such as Office Max, an existing IOA adult day health care center located across from the Project Site, a bank, and a school. The Project would also be developed near existing single-family and multi-family residential uses on Almaden Court, Loraine Court, and Arguello Boulevard, located south of and directly adjacent to the Project Site.
4. **Project Description.** The proposal is to modify Condition No. D(3) of Motion No. 17219, as amended by the Board of Supervisors on May 23, 2006 in its Motion No. M06-55, by removing the 28 valet parking requirement except during times when large meetings/conferences for more than 50 total attendees are scheduled, and instead provide the 67 parking spaces at other times. The original condition requires that an additional 28 parking spaces be provided, above the 67 parking spaces, for a total of 95 parking spaces.

The Project's original Condition Number D(3) reads as follows:

"The Project Sponsor shall provide no less than 95 off-street parking spaces, which may be independent or valet, at the project sponsor's option. At any time after two years after the occupancy of the project, the Project Sponsor may have a parking demand study prepared, and if it demonstrates that the excess parking above 67 spaces is not being utilized, the Zoning Administrator may reduce the amount of parking after a public hearing at the Planning Commission. Such report shall be made available to The Jordan Park Improvement Association (JPIA) and The Francisco Heights Civic Association (FHCA) for comment to the Zoning Administrator before Zoning Administrator's determination. An appeal of the Zoning Administrator's determination may be filed with the Board of Appeals."

The Project Sponsor requests that Condition D(3) be modified to read as follows:

“The Project Sponsor shall provide no less than 65 independently accessible and two tandem off-street parking spaces, except that during times when the Project Sponsor is hosting conferences or meetings for more than 50 total off-site attendees in the conference facilities during regular business hours (Monday to Friday (except holidays), 8:00 a.m. to 6:00 p.m.). The Project Sponsor shall increase the capacity of the garage to no less than 95 off-street parking spaces through a valet operation and make the extra parking spaces available to conference or meeting attendees.”

5. **Public Comment.** Department staff contacted the two neighborhood organizations (the Francisco Heights Civic Association/FHCA and the Jordan Park Improvement Association/JPIA) involved in the original approval of the Project. Concerns raised include the removal of the additional 28 valet parking spaces, and the lack of parking in the neighborhood and additional traffic impacts. The Department has not received any other correspondences in support of or opposition to the proposed Project.
6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:
 - A. **Modification of Conditions.** Planning Code Section 303(e) allows modifications or amendments to conditions of approval of a previously authorized project upon the approval of an amended conditional use authorization by the Commission pursuant to the provisions of Section 303 of the Planning Code.
 - B. **Parking.** Planning Code Section 151 requires one parking space for every dwelling unit; but, for dwellings specifically designed for and occupied by seniors, only 1/5 of that number of spaces is required. Further, Section 151 requires one space per 500 occupied square feet of office space when the proposed amount of office space is greater than 5,000 square feet.

With regard to the parking requirement for the 150 senior dwelling units, 30 spaces would be required. For the IOA's 55,450 gross square feet of senior health services program uses, 108 spaces are required. Therefore, a total of 138 off-street parking spaces are required under the Planning Code. The Project will provide 65 independently accessible and two tandem parking spaces (including 61 compact and regular spaces, and six handicapped accessible spaces) for a total of 67 spaces in a one-level underground parking garage.

In the original motion approving a Planned Unit Development, the Commission reduced the number of required parking spaces from 138 to 67, based on the unique features of the IOA program that differentiates it from typical office uses (IOA clients arrive by a van service, not private automobiles), and added a condition of approval to require that the 67 parking spaces be augmented with a valet operation to bring the total number of vehicles that could be accommodated in the garage to 95 vehicles for at least two years, after which the Zoning Administrator was authorized to reduce the number to not less than 67 spaces if parking demand did not warrant more than that number of spaces.

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

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

The original approved Project is currently under construction and nearing completion. The Project is a six-story building that provides 150 affordable housing units for very low income senior citizens. It also provides service, program, office and meeting space for IOA to continue and enhance its long-time service to seniors in the Richmond community. IOA provides mental and physical health, financial, and social services to senior citizens. The money saved from the valet services will enable IOA to provide greater services to senior citizens.

The Project was constructed after the Board of Supervisors rejected an appeal of the Final EIR for the conditional use authorization on May 23, 2006. The Project was found to be compatible with the design, density and use of the neighborhood.

The proposed modification to Condition D(3) will not change the use or the design of the original Project. Since the Project's approval in April, 2006, the Commission has adopted new zoning controls that reduce parking requirements in various districts, such as the Market and Octavia Area in 2007, and the Eastern Neighborhoods in 2009, indicating a direction in policy that discourages the accommodation of private automobiles while encouraging public transit use.

- B. The proposed project will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity. There are no features of the project that could be detrimental to the health, safety or convenience of those residing or working the area, in that:

- i. Nature of proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

The proposed modification to Condition D(3) will not change the use or the design of the original Project.

- ii. The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;

The Final EIR concluded that the Project would create a demand of 56 spaces (4 short-term and 52 long-term) during the midday and 30 spaces (long-term) in the evenings, while providing 67 parking spaces. While the IOA may generate an additional demand of 40 parking spaces during weekend or after-hours conferences, this demand could easily be met with on-street parking

because there are typically 144 on-street spaces available in the evenings, according to the Final EIR.

The proposal would support the City's efforts to promote public transit and other alternative transportation modes through the "Transit-First" Policy. The Project Site is well-served by numerous MUNI lines, including the 1, 2, 31, 33 and 38, of which are within two blocks of the Project. Bicycle Routes 20 and 65 are also within two blocks. This will in turn further promote the goal under the City's Charter of "reducing the carbon emissions from San Francisco's transit sector."

Given the changing nature of the Geary corridor proposed by the City's Transportation Authority, known as the "Geary Corridor Bus Rapid Transit Study", pedestrian and bus stop improvements are being analyzed to improve transit services, such as faster and more reliable transit service, dedicated lanes for bus lines, and electronic information displays.

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

The proposal will not alter the existing Project's emissions with regard to noise, glare, dust and odor.

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

The proposal will not alter the existing Project's landscaping, screening, open spaces, loading areas, service areas, lighting or signs. However, the proposal would decrease the number of parking spaces available at the Site from 95 to 67 spaces.

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

The proposed amended condition would promote the following objectives and policies of the General Plan as detailed below.

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

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 1:

MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT, AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER

PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

Policy 1.3:

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

OBJECTIVE 2:

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

Policy 2.2:

Reduce pollution, noise and energy consumption.

OBJECTIVE 3:

MAINTAIN AND ENHANCE SAN FRANCISCO'S POSITION AS A REGIONAL DESTINATION WITHOUT INDUCING A GREATER VOLUME OF THROUGH AUTOMOBILE TRAFFIC.

OBJECTIVE 11:

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

OBJECTIVE 16:

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

Policy 16.5:

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

AIR QUALITY ELEMENT

Objective

OBJECTIVE 2:

REDUCE MOBILE SOURCES OF AIR POLLUTION THROUGH IMPLEMENTATION OF THE TRANSPORTATION ELEMENT OF THE GENERAL PLAN.

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

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

The proposal would not change the use of the approved Project.

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

The proposal would not change the existing housing and neighborhood character.

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

No housing is removed under the proposal.

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

The proposal would encourage the use of public transportation instead of private automobiles.

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

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

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

G. That landmarks and historic buildings be preserved.

The proposal would have no effect on any landmark or historic building.

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

The proposal would have no negative impact on existing parks and open spaces.

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

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Application No. 2010.0583C** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans filed with the Application as received on February 28, 2006 and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on November 4, 2010.

Linda D. Avery
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: November 4, 2010

Exhibit A

Conditions of Approval

1. This authorization is for a Conditional Use Authorization under Planning Code Section Sections 174 and 303 to modify a Condition of Approval (#D(3)) as previously imposed under Planning Commission Motion No. 17219 relating to a Conditional Use authorization for Case No. 2003.0410CEK! approved on April 6, 2006, and modified by the Board of Supervisors on May 23, 2006 in its Motion No. M06-55, in an NC-3 (Moderate-Scale Neighborhood Commercial) District and an 80-A Height and Bulk District., in general conformance with plans filed with the Application as received on February 28, 2006 and stamped "EXHIBIT B" included in the docket for Case No. 2010.0583C, reviewed and approved by the Commission on November 4, 2010.
2. The Conditions of Approval contained in this Exhibit A shall NOT supersede any previous Conditions of Approval, except Condition Number D(3), imposed under previous Planning Commission Motion No. 17219, and modified by the Board of Supervisors on May 23, 2006 in its Motion No. M06-55. Condition Number D(3) is hereby modified to read as follows:

"The Project Sponsor shall provide no less than 65 independently accessible and two tandem off-street parking spaces, except that during times when the Project Sponsor is hosting conferences or meetings for more than 50 total off-site attendees in the conference facilities during regular business hours (Monday to Friday (except holidays), 8:00 a.m. to 6:00 p.m.). The Project Sponsor shall increase the capacity of the garage to no less than 95 off-street parking spaces through a valet operation and make the extra parking spaces available to conference or meeting attendees."
3. 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 Planning Code Section 176.
4. Should monitoring of the Conditions of Approval contained in Exhibit A of this Motion be required, the Project Sponsor or successors shall pay fees as established in Planning Code Section 351(e)(1).
5. The authorization and right vested by virtue of this action shall be deemed void and canceled if, within 3 years of the date of this Motion, a site permit or building permit for the Project has not been secured by Project Sponsor. 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.
6. The Zoning Administrator shall approve and order the recordation of a notice in the Official Records with the Office 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, the Zoning Administrator shall affirm in writing the extent to which the conditions of this Motion have been satisfied.

mwl/g.documents\cu\3575 GEARY BLVD - draftmotion 2010



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: September 22, 2010
TO: Note to File for Case No. 2003.0410E
FROM: Bill Wycko, Environmental Review Officer
RE: Proposed Elimination of Valet Parking for 3575 Geary Project

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Approved Project: The 3575 Geary Boulevard project was approved by the Planning Commission on April 6, 2006, for approximately 55,450 square feet of senior health services and office space, 150 senior dwelling units, and 67 parking spaces. The Planning Commission added a condition of approval to require that the 67 parking spaces be augmented with a valet operation to bring the total number of vehicles that could be accommodated in the garage to 95 vehicles for at least two years, after which the Zoning Administrator was authorized to reduce the number to not less than 67 spaces if parking demand did not warrant more than that number of spaces. Condition of Approval No. D.3 in Planning Commission Motion No. 17219 reads as follows:

The Project Sponsor shall provide no less than 95 off-street parking spaces, which may be independent or valet, at the project sponsor's option. At any time after two years after the occupancy of the project, the Project Sponsor may have a parking demand study prepared, and if it demonstrates that the excess parking above 67 spaces is not being utilized, the Zoning Administrator may reduce the amount of parking *[after a public hearing at the Planning Commission]*.¹ Such report shall be made available to the Jordan Park Improvement Association (JPIA) and the Francisco Heights Association (FHA) for comment to the Zoning Administrator before the Zoning Administrator's determination.

¹ On May 23, 2006, the Board of Supervisors affirmed the Planning Commission's Motion No. 17219, but amended it to insert the words "after a public hearing at the Planning Commission" at the end of the second sentence of Condition D.3.

The 3575 Geary project is nearing completion. The project garage was constructed consistent with the project approval with 67 parking spaces that can accommodate 95 vehicles with valet operations.

Proposed Action: The project sponsor is seeking a modification of the Condition D.3 to eliminate the valet parking requirement and instead require only the 67 parking spaces that can accommodate 67 vehicles without valet operations.

Prior Environmental Review: A Final Environmental Impact Report (FEIR) for the project was certified by the Planning Commission on April 6, 2006, and such certification was affirmed by the Board of Supervisors on May 23, 2006 (Case No. 2003.0410E). The FEIR analyzed the project as proposed by the project sponsor, including a 67-space parking garage, and did not analyze a valet operation to increase the capacity of the garage to 95 spaces. The Final EIR determined that the daytime parking demand for the project would be for 56 parking spaces and evening demand would be for 30 spaces (plus 77 additional spaces when the IOA holds after-hours meetings, seminars or training sessions about twice a month). The FEIR concluded that the 67 parking spaces proposed would be adequate to meet both daytime and evening demand, except during after-hours meetings, seminars and training sessions, but that on-street parking in the vicinity was adequate to meet that occasional evening and weekend demand that could not be accommodated within the 67-space parking garage (FEIR, pages III.D.22-24; C&R-78 to 82).

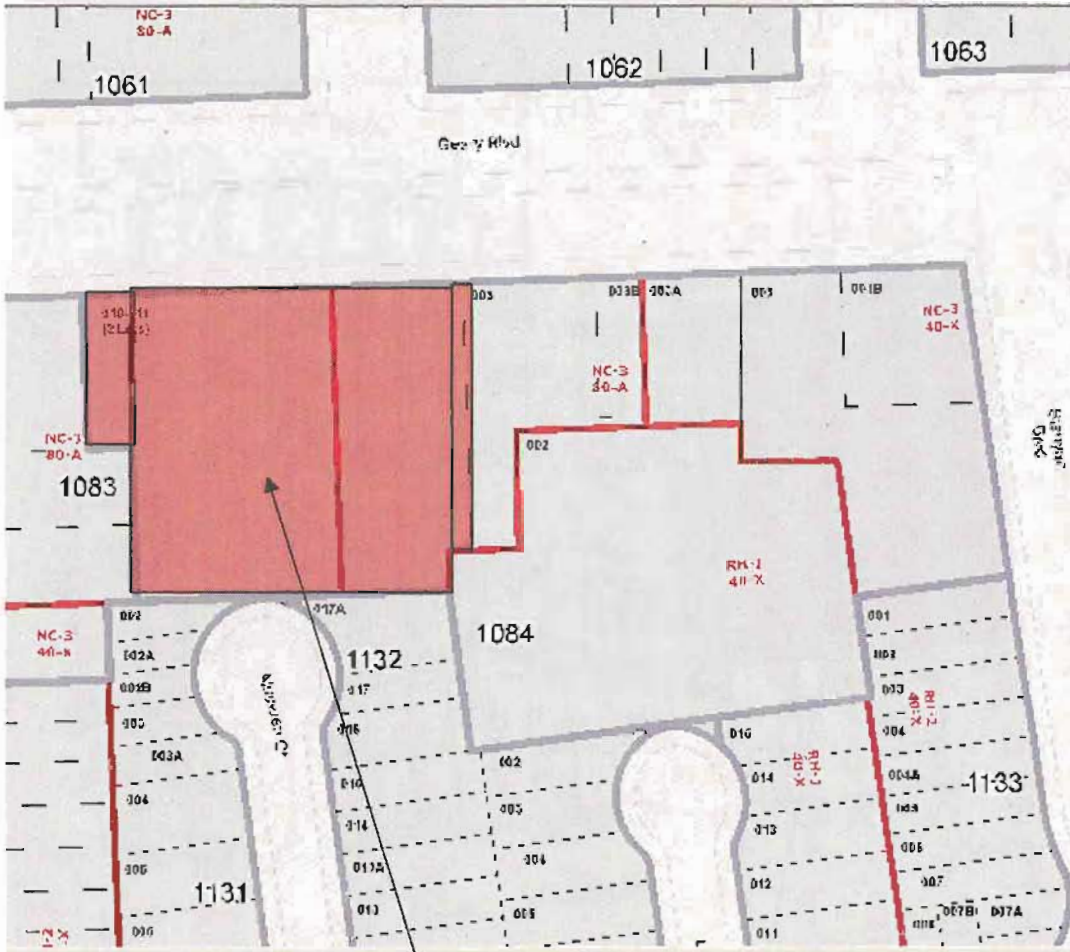
Conclusion: Accordingly, the current proposal by the project sponsor to modify Condition D.3 to eliminate the valet parking requirement and instead provide 67 parking spaces without valet operations has been adequately analyzed in the Final EIR, and no further environmental review is required prior to the Planning Commission considering the proposal.

Zoning / Parcel Map

GEARY BOULEVARD

ARGUELLO BOULEVARD

STANYAN STREET



SUBJECT PROPERTY

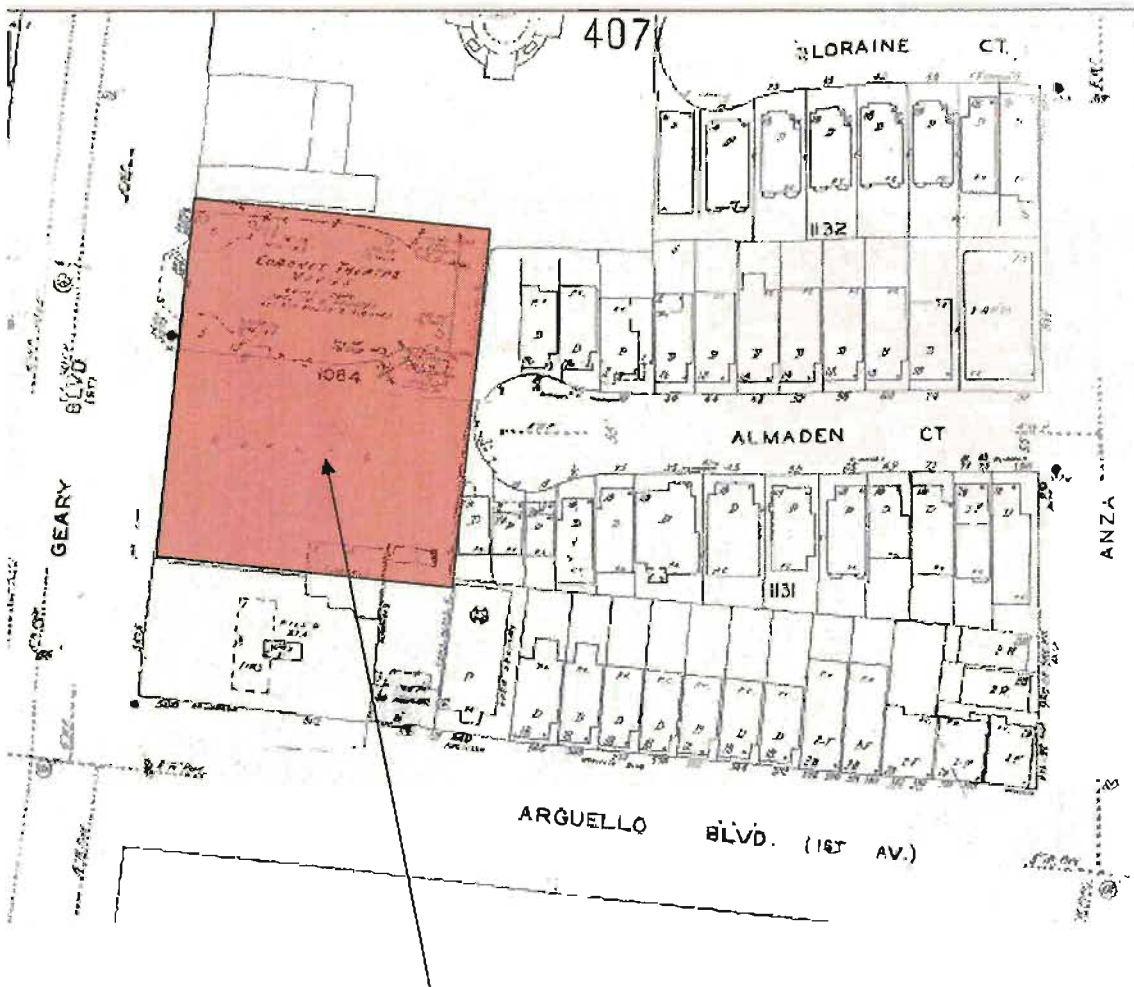


Conditional Use Hearing
Case Number 2010.0583C
3575 Geary Boulevard

Sanborn Map*

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

STANYAN STREET



SUBJECT PROPERTY



Conditional Use Hearing
Case Number 2010.0583C
3575 Geary Boulevard

Aerial Photo

GEARY BOULEVARD

ARGUELLO BOULEVARD

STANYAN STREET



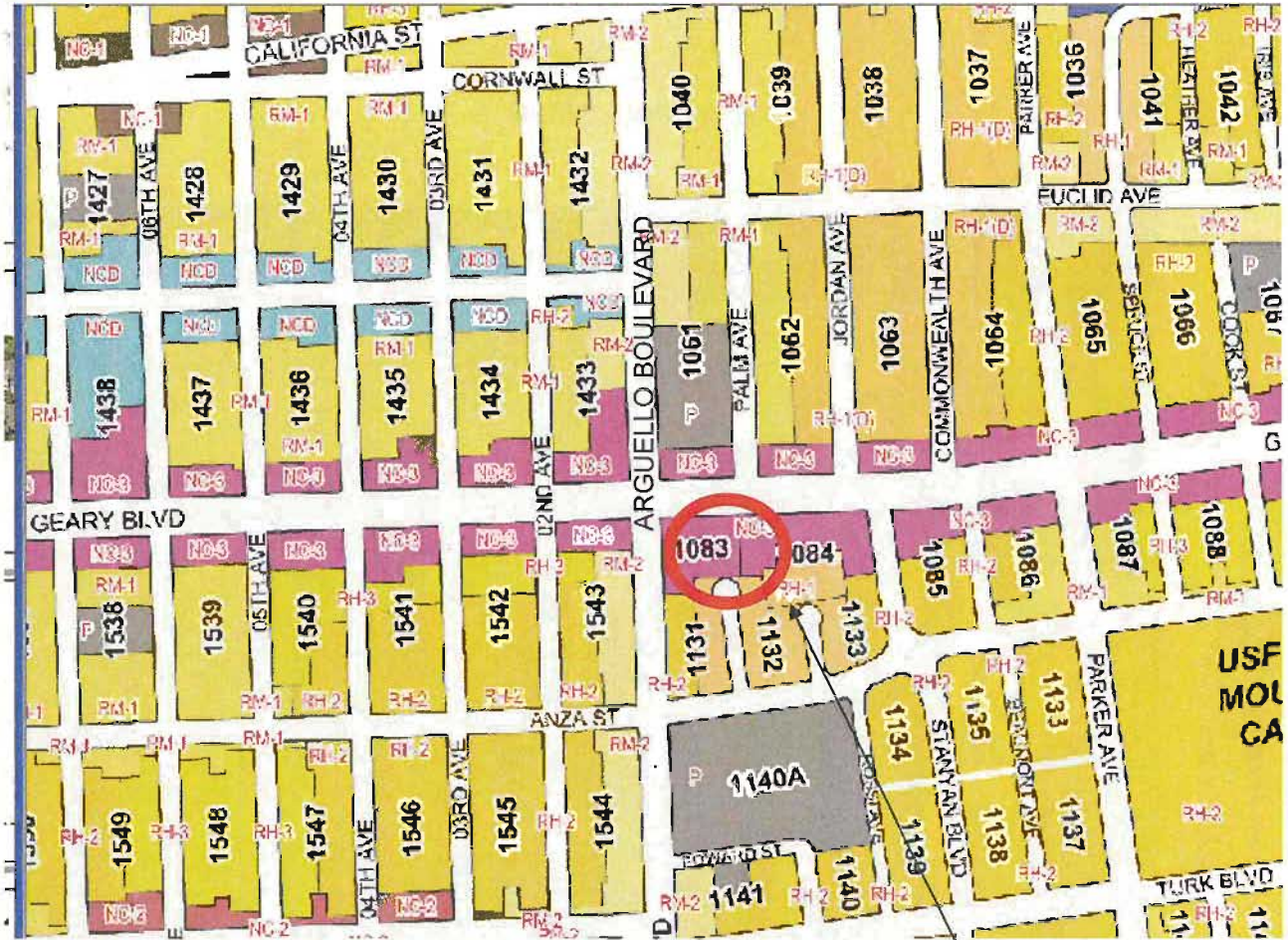
ANZA STREET

SUBJECT PROPERTY



Conditional Use Hearing
Case Number 2010.0583C
3575 Geary Boulevard

Zoning Map



PROJECT SITE

ZONING USE DISTRICTS

RESIDENTIAL, HOUSE DISTRICTS

RH-1(D)	RH-1	RH-1(S)	RH-2	RH-3
---------	------	---------	------	------

RESIDENTIAL, MIXED (APARTMENTS & HOUSES) DISTRICTS

RM-1	RM-2	RM-3	RM-4
------	------	------	------

NEIGHBORHOOD COMMERCIAL DISTRICTS

NC-1	NC-2	NC-3	NCD	NC-S
------	------	------	-----	------

SOUTH OF MARKET MIXED USE DISTRICTS

SPD	RED	RSD	SLR	SLI	SSO
-----	-----	-----	-----	-----	-----

COMMERCIAL DISTRICTS

C-2	C-3-S	C-3-G	C-3-R	C-3-O	C-3-O(SD)
-----	-------	-------	-------	-------	-----------

INDUSTRIAL DISTRICTS

C-M	M-1	M-2
-----	-----	-----

CHINATOWN MIXED USE DISTRICTS

CRNC	CVR	CCB
------	-----	-----

RESIDENTIAL-COMMERCIAL DISTRICTS

RC-3	RC-4
------	------

REDEVELOPMENT AGENCY DISTRICTS

MB-RA	HP-RA
-------	-------

DOWNTOWN RESIDENTIAL DISTRICTS

RH-DTR	TB-DTR
--------	--------

MISSION BAY DISTRICTS

MB-OS	MB-O
-------	------

PUBLIC DISTRICT

P



Conditional Use Hearing
Case Number 2010.0583C
3575 Geary Boulevard



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 27, 2010

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

Re: 3575 Geary Boulevard
IOA Senior Center and BRIDGE Housing affordable senior units
Conditional Use Modification Hearing November 4, 2010
Case No. 2010.0583C

Dear President Miguel and Commissioners:

The 3537 Geary project (the "Project") is a nearly completed mixed-use development comprising 150 low-income senior units to be owned and operated by BRIDGE Housing Corporation and approximately 55,000 square feet of senior service space to be owned and operated by the Institute on Aging ("IOA"). The Project is a six-story Mediterranean style building on Geary Boulevard just east of Arguello Boulevard. IOA's senior services space is on the lower two floors (with a 100-person capacity meeting facility in the basement) and the senior units are on the upper floors. The basement also includes a 67-space parking garage. Enclosed as Exhibit A are photographs of the Project and relevant floor plans.

The Final Environmental Impact Review ("EIR") certified by the Commission in 2006 concluded that the Project would create a demand for 56 parking during the midday and a demand for 30 spaces in the evenings. Attached as Exhibit B are relevant pages of the *3575 Geary Final EIR* discussing parking supply and demand. To more than accommodate that demand, the Project's underground garage has been built to provides a total of 67 parking spaces (30 residential spaces and 37 IOA spaces), in excess of both daytime and evening demand.

The EIR further noted that although the IOA might generate an additional demand of about 40 parking spaces during occasional weekend or after-hours conferences, this demand would easily be met with on-street parking because there are typically about 144 on-street spaces available in the evenings in the Project vicinity now that the 1,300-seat Coronet Theater (which formerly was located on the Project site) has been demolished to make way for the Project.

Thus, the 67 spaces currently available at the Project are more than the Project requires. Furthermore, the Project as it stands will provide IOA more than three times the number of



parking spaces IOA uses at its current location across the street from the Project site in leased space. This current location will close when the Project is completed in the next few months and IOA relocates into the new building.

Nonetheless, at the last minute during the April 6, 2006 Planning Commission hearing, a former Planning Commission stated he simply did not believe the Final EIR analysis and required that the parking supply be increased substantially. Upon his motion, Condition of Approval No. D.3 was added to the Project approval to increase the minimum parking requirement from 67 spaces to 95 spaces (24 hours a day, 7 days a week), despite the EIR's conclusion that 67 spaces is in excess of Project demand during both daytime and evening hours. The Commission did give the IOA the opportunity to seek removal of this excess parking condition but not until two years after completion of the project and not until a new parking study is prepared and another Commission hearing conducted.

Condition D.3 now reads as follows:

The Project Sponsor shall provide no less than 95 off-street parking spaces, which may be independent or valet, at the project sponsor's option. At any time after two years after the occupancy of the project, the Project Sponsor may have a parking demand study prepared, and if it demonstrates that the excess parking above 67 spaces is not being utilized, the Zoning Administrator may reduce the amount of parking after a public hearing at the Planning Commission. Such report shall be made available to the Jordan Park Improvement Association (JPIA) and the Francisco Heights Association (FHA) for comment to the Zoning Administrator before the Zoning Administrator's determination. An appeal of the Zoning Administrator's determination may be filed with the Board of Appeals.

Imposition of this Condition D.3 preceded the voters' enactment in 2007 of Proposition A, which inserted the Transit First Policy into the City's Charter.

Since the basement garage can only hold 67 parking spaces without valet operations, IOA can meet this condition for 28 additional parking spaces only by hiring expensive, full-time parking attendants to valet park the entire garage 24 hours a day, 7 days a week. This endeavor will cost IOA at least \$144,000 per year, which would force IOA to reduce its senior services to pay the expense. Although Condition No. D.3 does permit IOA to seek relief from the additional parking condition after two years of operations, IOA is now asking the Planning Commission to reconsider its decision and proposes that the parking requirement be set now at 67 spaces, the number analyzed in the EIR and the number actually built in the Project.

IOA has notified all of its neighbors of this proposal and has met with representatives of the two adjoining neighborhood associations, the Jordan Park Improvement Association and the Francisco Heights Association. Both groups indicated that their primary concern is potential parking overflow occurring during conferences the IOA would host in the Project's conference



facility, especially during business hours. To address that concern, rather than seeking an outright elimination of the valet parking condition, IOA is willing to provide valet parking to increase the capacity of the garage from 67 spaces to 95 spaces when it hosts large meetings during regular business hours. Accordingly, we are requesting that Condition of Approval D.3 be modified by the Commission to read as follows:

The Project Sponsor shall provide no less than 65 independently accessible and 2 tandem off-street parking spaces, except that during times when the Project Sponsor is hosting conferences or meetings for more than 50 total off-site attendees in the conference facility during regular business hours (Monday to Friday (except holidays), 8:00 a.m. to 6:00 p.m.), the Project Sponsor shall increase the capacity of the garage to no less than 95 off-street parking spaces through a valet operation and make the extra parking spaces available to conference or meeting attendees.

We believe this condition will fulfill IOA's objective to not burden its non-profit service budget with an unnecessary valet parking expense, while assuring neighbors that during times when parking demand may exceed the normal demand set forth in the EIR, valet operations will be instituted to increase the garage's capacity to 95 spaces. We do not believe valet operations are needed for off-hours conferences, when the IOA's 37 staff parking spaces will be empty and available to conference attendees and when there is ample on-street parking in the area.

In light of the City's Transit First Policy, this Commission's current policy of reducing vehicular traffic by restricting parking supply, the Final EIR's conclusion that 67 parking spaces is in excess of demand (except when conferences are held), and the substantial cost burden 24/7 valet parking would impose on the IOA, we request that the Commission modify Condition of Approval D.3 as described above.

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
Mary Woods
David Werdegar, M.D., Institute on Aging
Ken Donnelly, Institute on Aging
Donald Lusty, BRIDGE Housing Corporation

Exhibit A



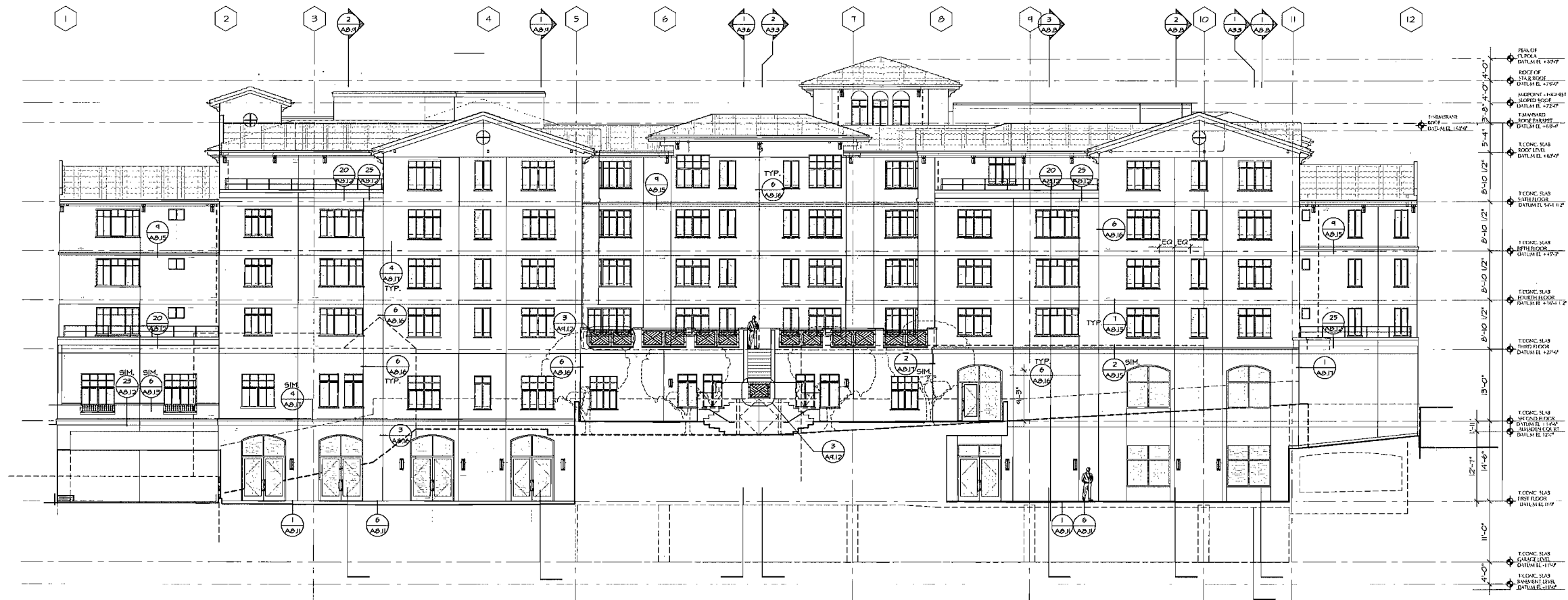
3575 Geary - View from Geary near Jordan



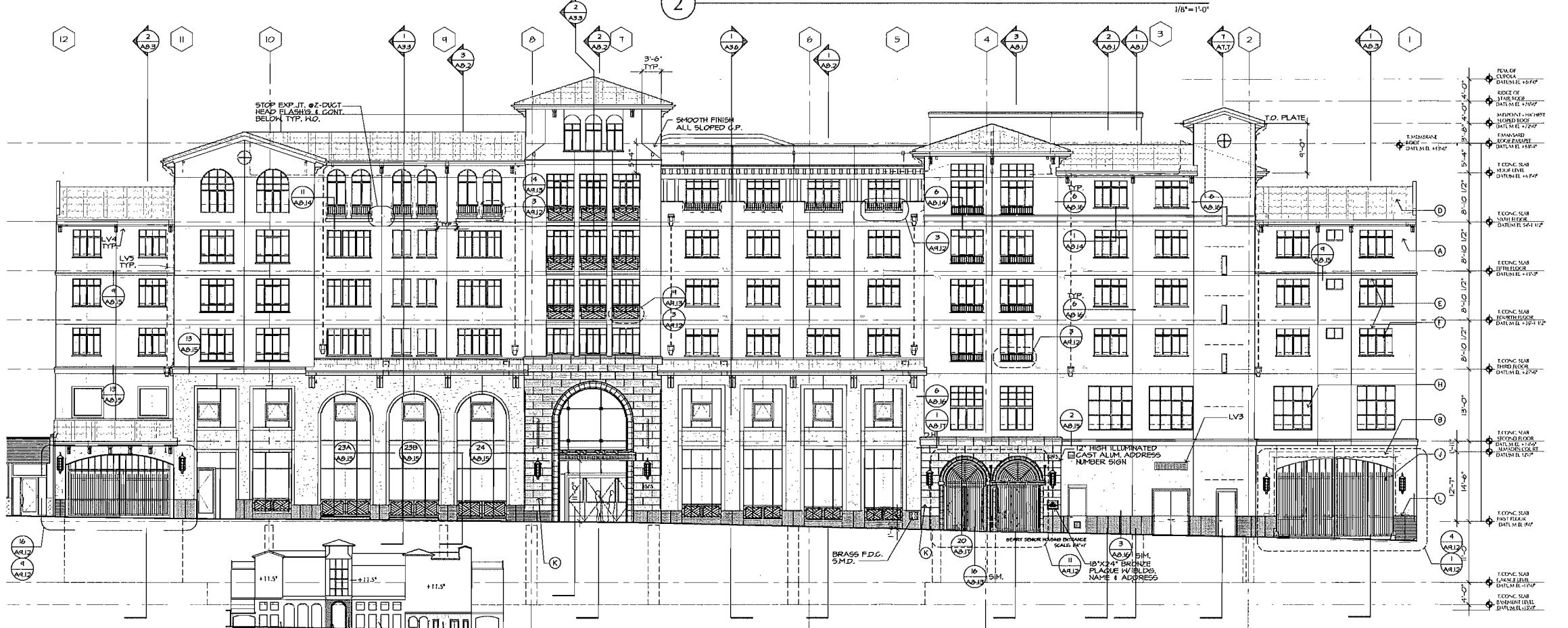
3575 Geary - View from Geary & Palm



3575 Geary - View from Almaden Court



2 SOUTH (ALMADEN COURT) ELEVATION



1 NORTH (GEARY BOULEVARD) ELEVATION

MATERIALS AND COLORS

(1) EXTERIOR WALLS - UPPER BODY	# 406 EXTERIOR BRICK - PRECASTILE SMOOTH TEXTURE
(2) EXTERIOR WALLS - LOWER BODY	# 381 ANTIQUARY BROWN - LIMESTONE TEXTURE
(3) EXTERIOR WALLS - BASE	# 142 SPECTRUM BROWN - PRECASTILE TEXTURE
(4) ROOF	ROOFER'S #1 1/2" BARCELONA VBI CALIFORNIA ANTIQUARY BLEND OT
(5) WINDOW - SASH	BLENDED - SLICK W/VALUT
(6) WINDOW - RECESSED PAN	BLENDED - TORCHÉ W/RE
(7) GLAZING - COMMERCIAL WINDOWS	CLEAR INSULATED LOW-E GLAZING
(8) GLAZING - RESIDENTIAL CLEAR GLASS	CLEAR GLASS
(9) TRANSOM/COVER BEAMS	SLIGHT CONC. TO MATCH ADJACENT EXTERIOR PLASTER
(10) FINISHES, FASINGS AND CORNICES	PAINTED BRONZE
(11) ENTRANCES, ENTRY LOBBIES STREET WALLS	STONE VENEER OF IRONDALE GRANITE FINISH SERRA 24 1/2" X 16" X 12" WITH DARKLY GROUTED JOINTS
(12) STREET BASE (S. GEARY - RETURN OF EAST & WEST ELEVATIONS)	STONE VENEER OF IRONDALE GRANITE FINISH SERRA 24 1/2" X 16" X 12" WITH DARKLY GROUTED JOINTS
(13) 12" HIGH ILLUMINATED	CAST ALUM. ADDRESS NUMBER SIGN
(14) 12" HIGH ILLUMINATED	CAST ALUM. ADDRESS NUMBER SIGN
(15) 12" HIGH ILLUMINATED	CAST ALUM. ADDRESS NUMBER SIGN
(16) 12" HIGH ILLUMINATED	CAST ALUM. ADDRESS NUMBER SIGN

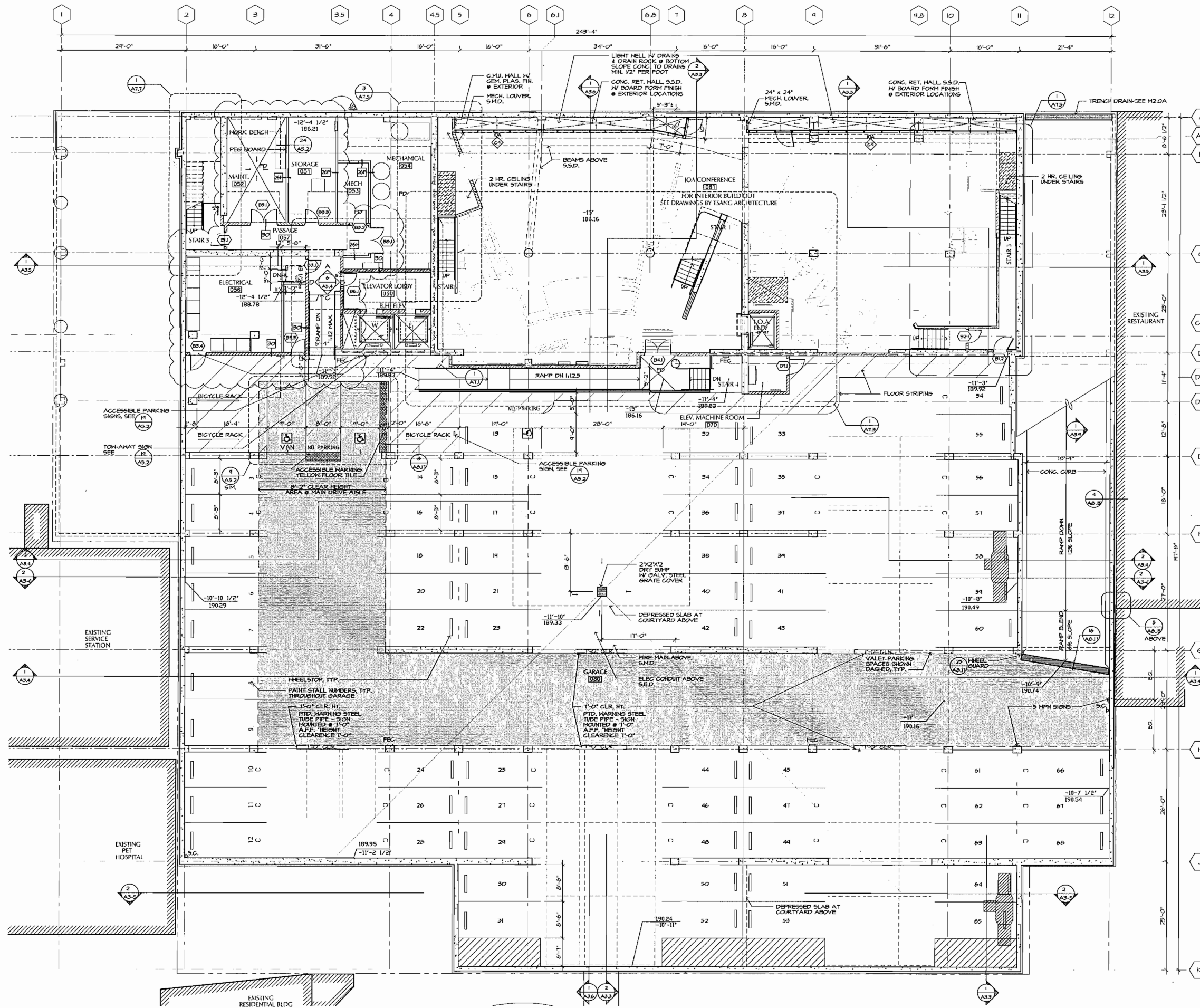
BUILDING ELEVATIONS

COURSE OF CONSTRUCTION
7 JULY 2010 PROGRESS PLOT

JOB NO: 06-115
SCALE:
DATE: 8 AUG 08
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REVISIONS:

ADDENDUM	25 JAN 08
ADDENDUM No. 2	15 APR 08
PERMIT RESUBMITTAL	05 JUN 08
ADDENDUM No. 5	08 AUG 08
CONSTRUCTION ISSUE	08 AUG 08

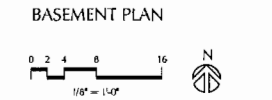


FLOOR PLAN LEGEND

- 1 HR. EXTERIOR WALL OR 1 HR. INTERIOR PARTITION SEE 6/A9.1, 26 OR 31/A9.2
- 1 HR. OCC. SEP. WALL SEE 26 OR 31/A9.2
- 1 HR. CORRIDOR WALL SEE 26 OR 31/A9.2
- 2 HR. SHAFT WALL SEE 36/A9.2
- 2 HR. OCC. SEP. WALL SEE 26A & B/A9.2
- 4 HR. PROPERTY LINE WALL SEE 8/A9.1
- VAN ACCESSIBLE DRIVE AISLE 8'-2" CLEAR HEIGHT
- 4 HR. CMU OR CONC. WALL ALIGN FACE OF FINISH KEY

UNIT TYPE

- ROOM NAME
- ROOM NUMBER
- ACCESSIBILITY STD.
- WINDOW TYPE - SEE A9.6
- WINDOW TYPE - SEE A9.7
- RAILING TYPE - SEE A9.12
- DOOR TYPE - SEE A9.4

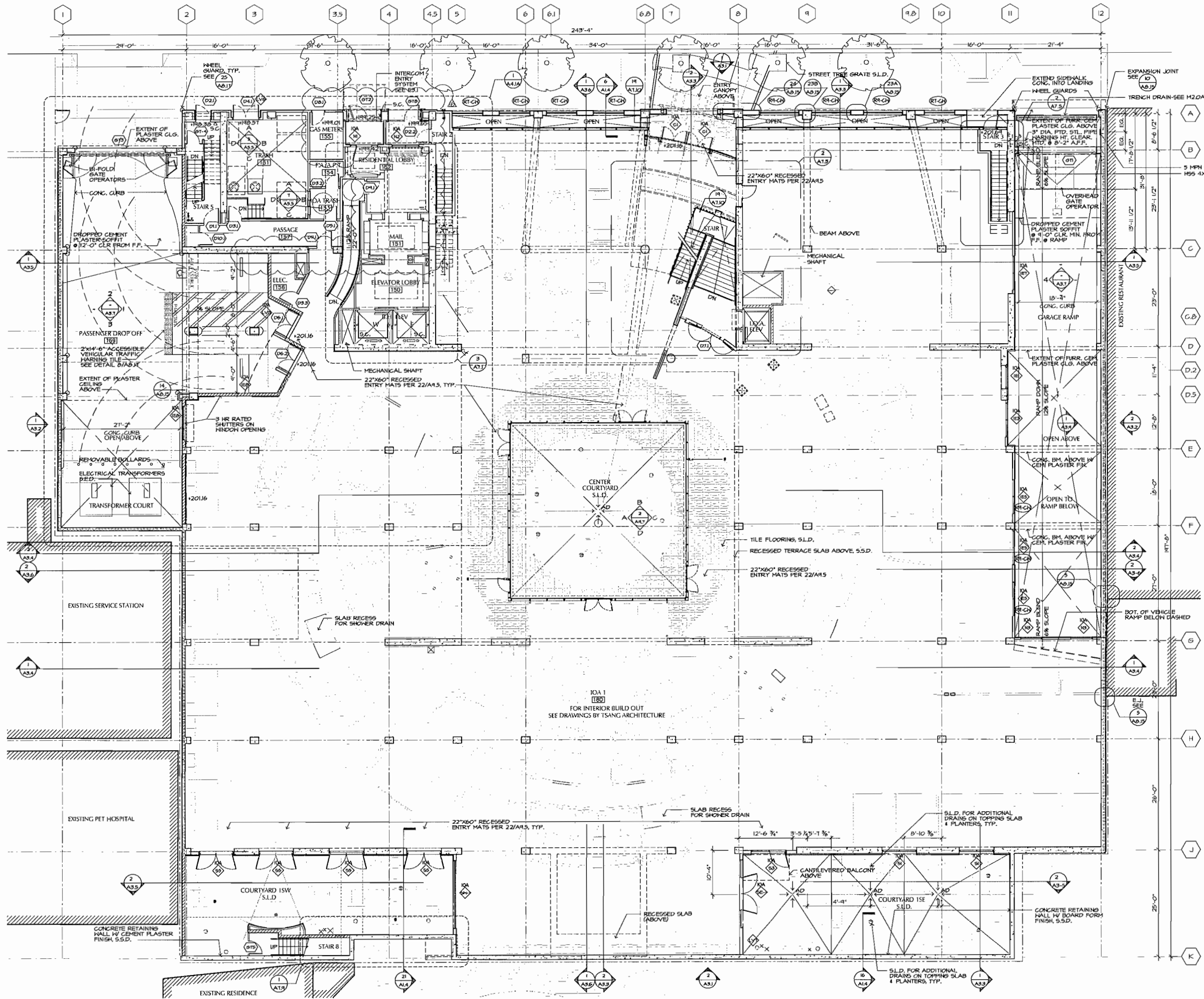


COURSE OF CONSTRUCTION
7 JULY 2010 PROGRESS PLOT

JOB NO: 06-115
SCALE: 1/8" = 1'-0"
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BULLETIN No. 12.2	26 JAN 09



FLOOR PLAN LEGEND

- 1 HR. EXTERIOR WALL OR 1 HR. INTERIOR PARTITION SEE 6/A9.1, 29 OR 31/A9.2
- 1 HR. OCC. SEP. WALL SEE 26 OR 31/A9.2
- 1 HR. CORRIDOR WALL SEE 26 OR 31/A9.2
- 2 HR. SHAFT WALL SEE 36/A9.2
- 2 HR. OCC. SEP. WALL SEE 26A & 31/A9.2
- 4 HR. PROPERTY LINE WALL SEE 8+9/A9.1
- SOFFITED AREA - DWB SOFFIT REFERENCE FINISH SCHEDULE SHEET A0.1 FOR SOFFIT HT. 7'-6" IN CORRIDORS (U.O.N.)
- 4 HR. CMU OR CONC. WALL ALIGN FACE OF FINISH KEY

UNIT TYPE

- ROOM NAME
- ROOM NUMBER
- ACCESSIBILITY STD.
- WINDOW TYPE - SEE A9.6
- WINDOW TYPE - SEE A9.7
- RAILING TYPE - SEE A9.12
- DOOR TYPE - SEE A9.4

1ST FLOOR PLAN

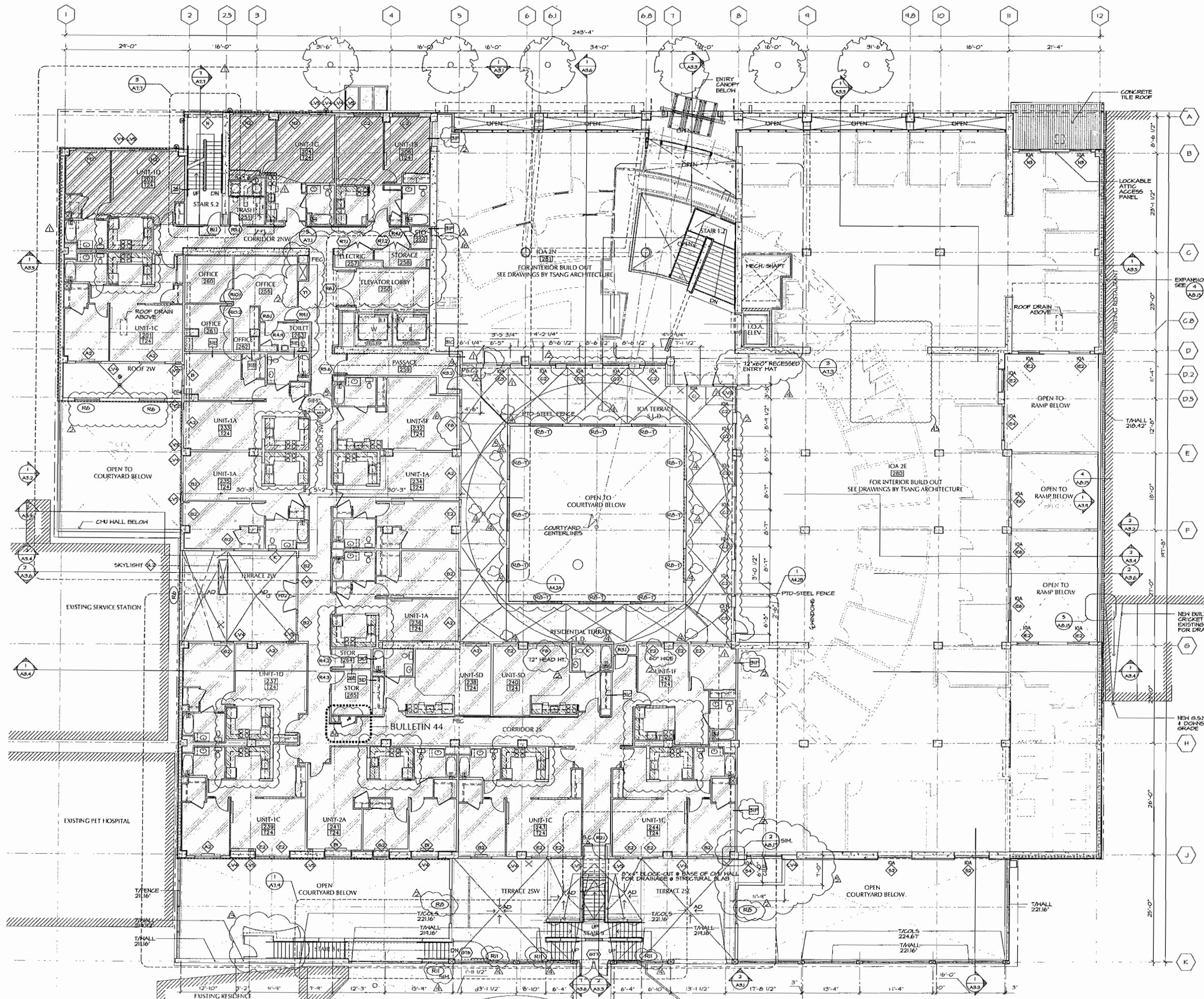
0 2 4 8 16 N
1/8" = 1'-0"

COURSE OF CONSTRUCTION
7 JULY 2010 PROGRESS PLOT

JOB NO: 06-115
SCALE: 1/8"=1'-0"
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PERMIT RESUBMITTAL	05 JUN 08
ADDENDUM No. 3	08 AUG 08
CONSTRUCTION ISSUE	08 AUG 08
BULLETIN No. 12.2	26 JAN 09



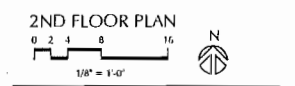
GEARY BOULEVARD SENIOR CENTER & SENIOR HOUSING
3575 GEARY BLVD, SAN FRANCISCO, CA 94118-3212

FLOOR PLAN LEGEND

- 1 HR. EXTERIOR WALL OR 1 HR. INTERIOR PARTITION SEE 6/A9.1, 26 OR 31/A9.2
- 1 HR. OCC. SEP. WALL SEE 26 OR 31/A9.2
- 1 HR. CORRIDOR WALL SEE 26 OR 31/A9.2
- 2 HR. SHAFI WALL SEE 36/A9.2
- 2 HR. OCC. SEP. WALL SEE 26A & B/A9.2
- 4 HR. PROPERTY LINE WALL SEE 31/A9.1
- 10'-0" RAISED GRB CEILING AT GEARY BLVD. UNITS, ALL OTHER CLGS. AT 9'-0" TYP. U.D.N.
- KITCHEN SOFFIT @ 8" A.F.F.
- 4 HR. CMU OR CONC. WALL ALIGN FACE OF FINISH KEY

UNIT TYPE

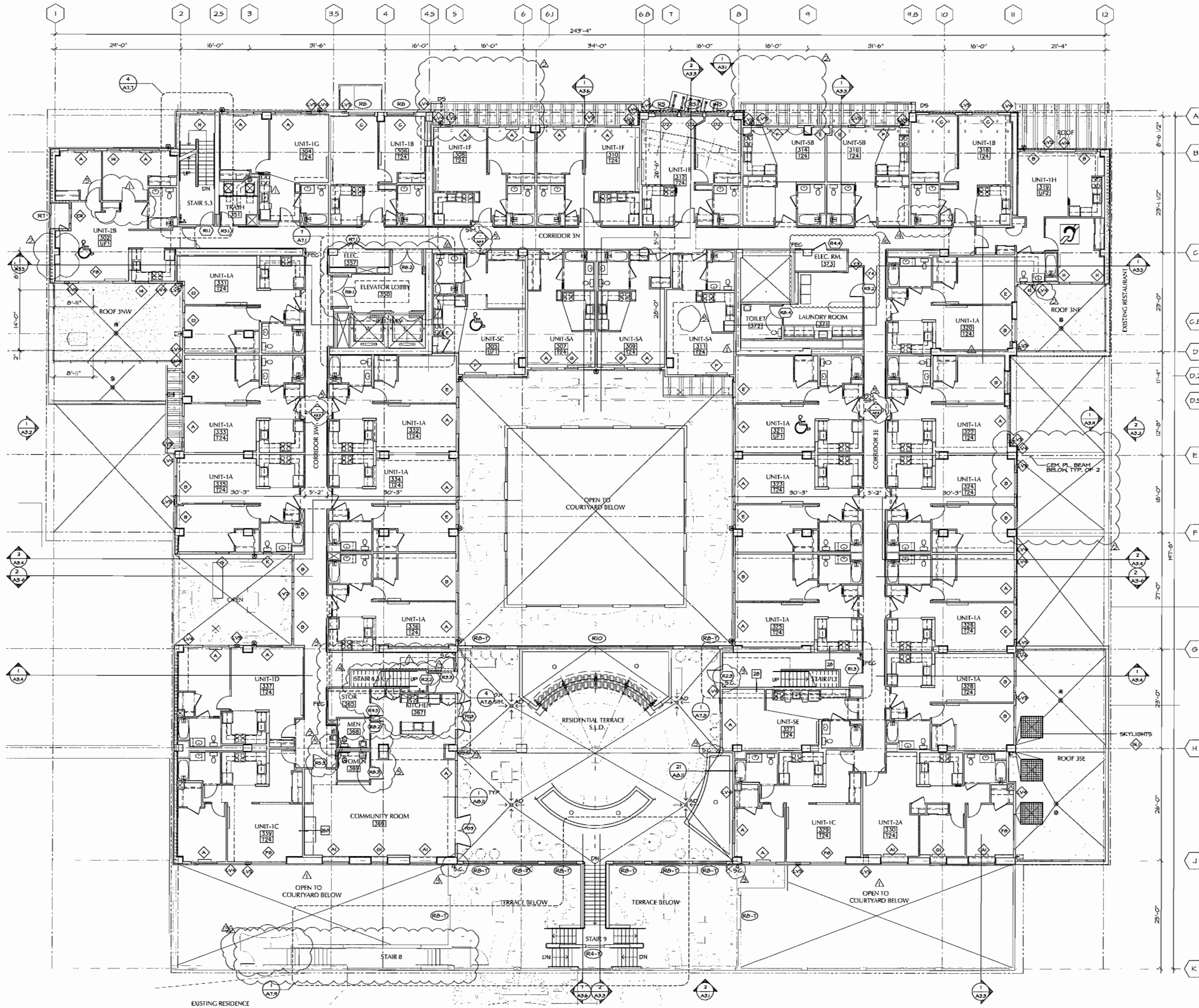
- ROOM NAME
- ROOM NUMBER
- ACCESSIBILITY STD.
- WINDOW TYPE - SEE A9.6
- RAILING TYPE - SEE A9.7
- DOOR TYPE - SEE A9.4



COURSE OF CONSTRUCTION
07 APRIL 10 PROGRESS PLOT

REVISIONS:

ADDENDUM	25 JAN 08
ADDENDUM No. 2	15 APR 08
PERMIT RESUBMITTAL	05 JAN 08
ADDENDUM No. 5	08 AUG 08
CONSTRUCTION ISSUE	08 AUG 08
BULLETIN No. 9	07 NOV 08
BULLETIN No. 12.2	26 JAN 09
BULLETIN No. 44	08 OCT 09



FLOOR PLAN LEGEND

- 1 HR. EXTERIOR WALL OR 1 HR. INTERIOR PARTITION SEE 6/A9.1, 26 OR 31/A9.2
- 1 HR. OCC. SEP. WALL SEE 26 OR 31/A9.2
- 1 HR. CORRIDOR WALL SEE 26 OR 31/A9.2
- 2 HR. SHAFT WALL SEE 36/A9.2
- 2 HR. OCC. SEP. WALL SEE 26A & B/A9.2
- 4 HR. PROPERTY LINE WALL SEE 8A9/A9.3
- SOFFITED AREA - CWB SOFFIT REFERENCE FINISH SCHEDULE SHEET A6.1 FOR SOFFIT HT. 7'-8" IN CORRIDOR (U.D.N.)
- 4 HR. CMU OR CONC. WALL ALIGN FACE OF FINISH KEY

UNIT TYPE

- ROOM NAME
- ROOM NUMBER
- ACCESSIBILITY STD.
- WINDOW TYPE - SEE A9.6
- WINDOW TYPE - SEE A9.7
- RAILING TYPE - SEE A9.12
- DOOR TYPE - SEE A9.4

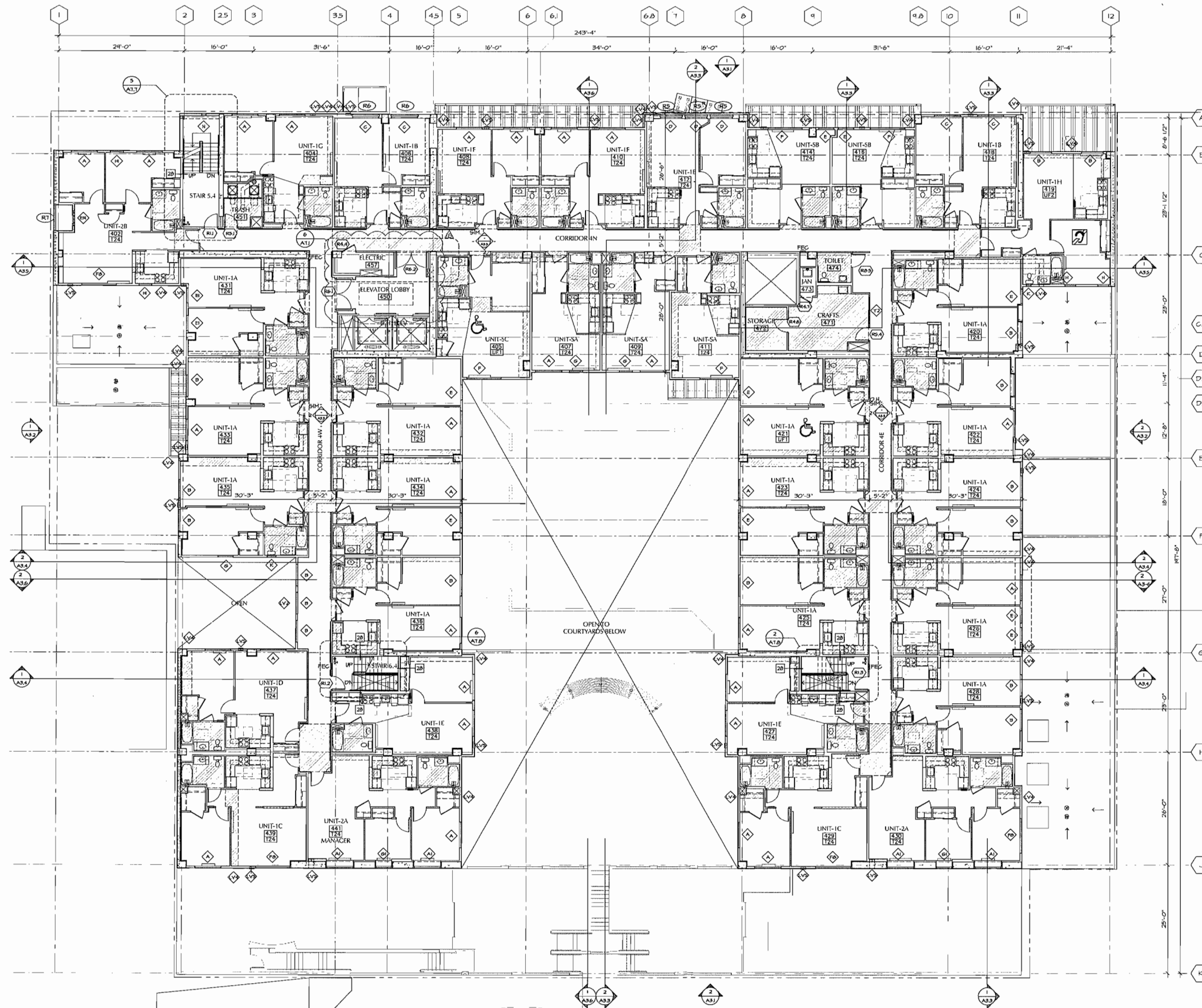


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7 JULY 2010 PROGRESS PLOT

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BULLETIN No. 9	07 NOV 08
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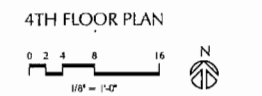


FLOOR PLAN LEGEND

- 1 HR. EXTERIOR WALL OR 1 HR. INTERIOR PARTITION SEE 6/A9.1, 26 OR 31/A9.2
- 1 HR. OCC. SEP. WALL SEE 26 OR 31/A9.2
- 1 HR. CORRIDOR WALL SEE 26 OR 31/A9.2
- 2 HR. SHAFT WALL SEE 36/A9.2
- 2 HR. OCC. SEP. WALL SEE 26A & B/A9.2
- 4 HR. PROPERTY LINE WALL SEE 8-9/A9.1
- SOFFITED AREA - GWB SOFFIT REFERENCE FINISH SCHEDULE SHEET A6.1 FOR SOFFIT HT. 7'-0" IN CORRIDORS (U.O.N.)
- 4 HR. CMU OR CONC. WALL ALIGN FACE OF FINISH KEY

UNIT TYPE

- ROOM NAME
- ROOM NUMBER
- ACCESSIBILITY STD.
- WINDOW TYPE - SEE A9.6
- WINDOW TYPE - SEE A9.7
- RAILING TYPE - SEE A9.12
- DOOR TYPE - SEE A9.4

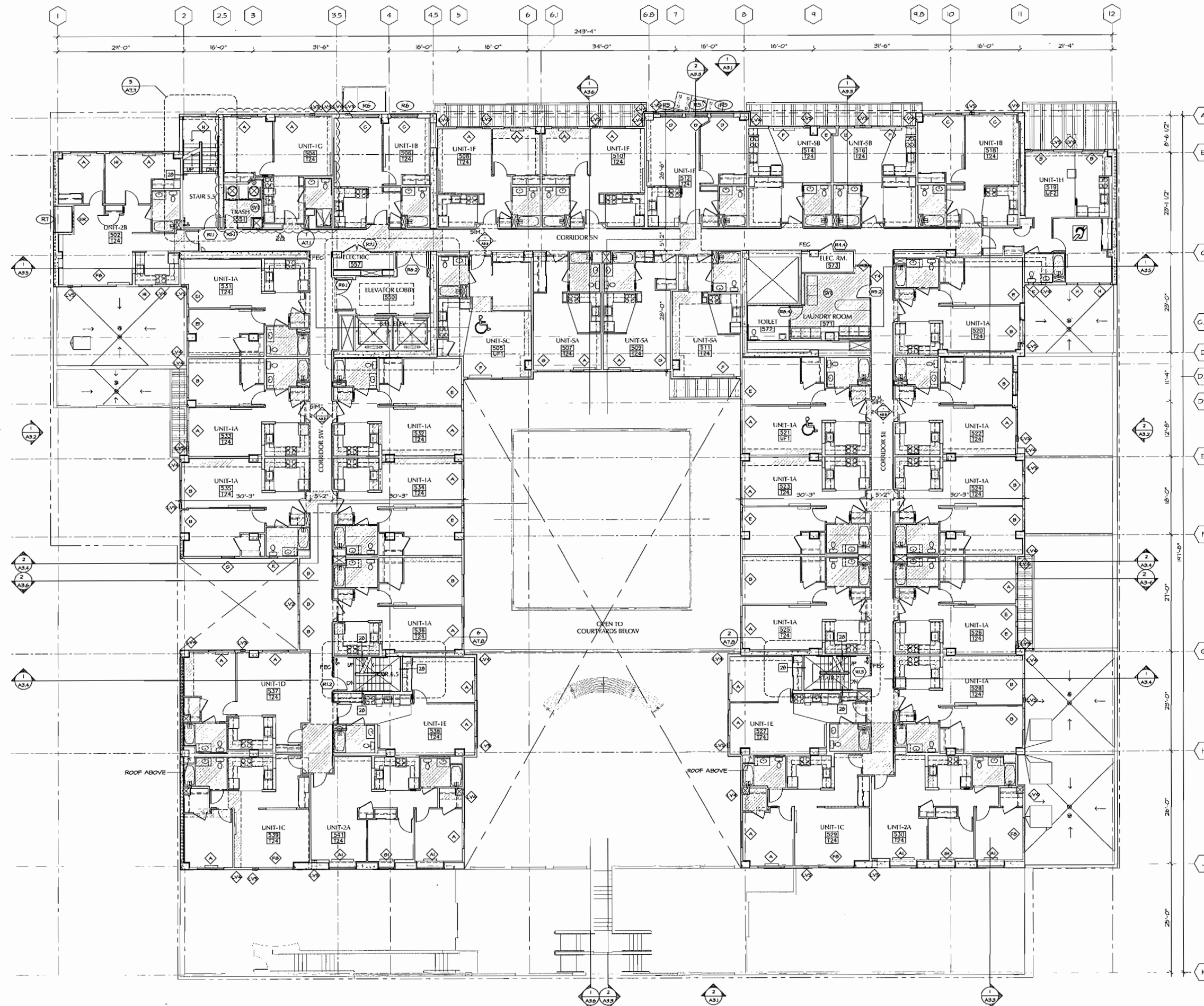


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7 JULY 2010 PROGRESS PLOT

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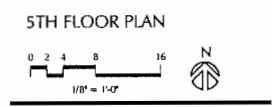
GEARY BOULEVARD SENIOR CENTER & SENIOR HOUSING
3575 GEARY BLVD. SAN FRANCISCO, CA 94118-3212

FLOOR PLAN LEGEND

- 1 HR. EXTERIOR WALL OR 1 HR. INTERIOR PARTITION SEE 6/A9.1, 26 OR 31/A9.2
- 1 HR. OCC. SEP. WALL SEE 26 OR 31/A9.2
- 1 HR. CORRIDOR WALL SEE 26 OR 31/A9.2
- 2 HR. SHAFT WALL SEE 36/A9.2
- 2 HR. OCC. SEP. WALL SEE 26A & B/A9.2
- 4 HR. PROPERTY LINE WALL SEE 8+9/A9.1
- SOFFITED AREA - GWB SOFFIT REFERENCE FINISH SCHEDULE SHEET AB.1 FOR SOFFIT HT. 7'-6" IN CORRIDORS (U.O.N.)
- 4 HR. CMU OR CONC. WALL ALIGN FACE OF FINISH KEY

UNIT TYPE

- ← ROOM NAME
- ← ROOM NUMBER
- ← ACCESSIBILITY STD.
- ◇ WINDOW TYPE - SEE A9.6
- ◇ WINDOW TYPE - SEE A9.7
- ◇ RAILING TYPE - SEE A9.12
- ◇ DOOR TYPE - SEE A9.4

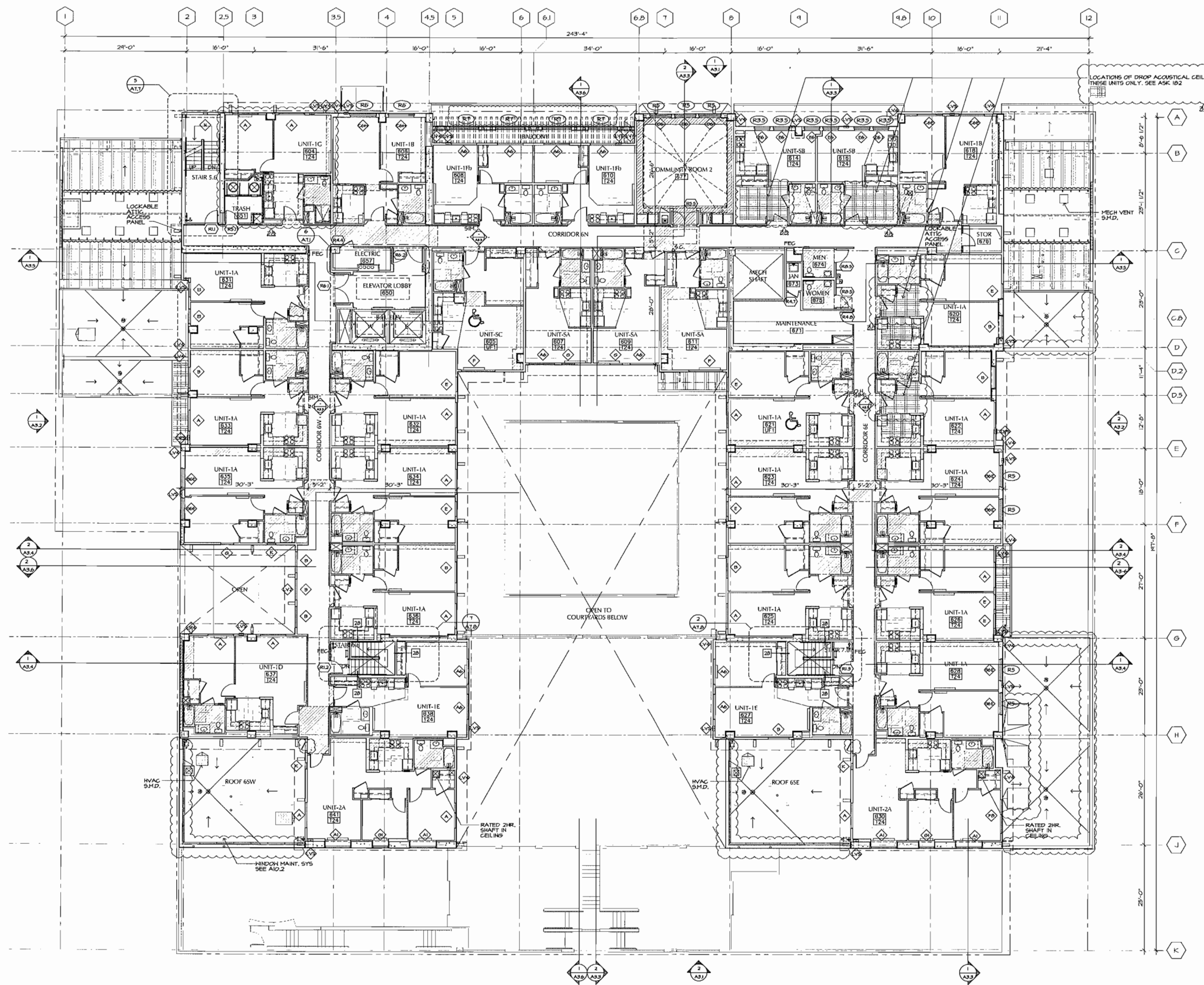


COURSE OF CONSTRUCTION
7 JULY 2010 PROGRESS PLOT

JOB NO: 06-115
SCALE: 1/8"=1'-0"
DATE: 6 AUG 08
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REVISIONS:

ADDENDUM	25 JAN 08
ADDENDUM No. 2	15 APR 08
PERMIT RESUBMITTAL	05 JAN 09
ADDENDUM No. 5	08 AUG 08
CONSTRUCTION ISSUE	08 AUG 08
BULLETIN No. 291.2	XX-XX-XXXX



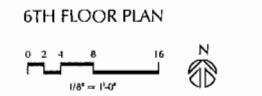
LOCATIONS OF DROP ACOUSTICAL CEILING THESE UNITS ONLY. SEE ASK 182

FLOOR PLAN LEGEND

- 1 HR. EXTERIOR WALL OR 1 HR. INTERIOR PARTITION SEE 6/A9.1, 26 OR 31/A9.2
- 1 HR. OCC. SEP. WALL SEE 26 OR 31/A9.2
- 1 HR. CORRIDOR WALL SEE 26 OR 31/A9.2
- 2 HR. SHAFT WALL SEE 36/A9.2
- 2 HR. OCC. SEP. WALL SEE 26A & B/A9.2
- 4 HR. PROPERTY LINE WALL SEE 8/A9.1
- SOFFITED AREA - GWB SOFFIT REFERENCE FINISH SCHEDULE SHEET A9.1 FOR SOFFIT HT. 7'-0" IN CORRIDORS (U.O.N.)
- 4 HR. CMU OR CONC. WALL ALIGN FACE OF FINISH KEY

UNIT TYPE

- ← ROOM NAME
- ← ROOM NUMBER
- ← ACCESSIBILITY STD.
- ◇ WINDOW TYPE - SEE A9.6
- ◇ WINDOW TYPE - SEE A9.7
- ◇ RAILING TYPE - SEE A9.12
- ◇ DOOR TYPE - SEE A9.4



COURSE OF CONSTRUCTION
7 JULY 2010 PROGRESS PLOT

JOB NO: 06-115
SCALE: 1/8" = 1'-0"
DATE: 8 AUG 08
COPYRIGHT: 2010 TWM

REVISIONS:

▲ ADDENDUM	25 JAN 08
▲ ADDENDUM No. 2	15 APR 08
▲ PERMIT RESUBMITTAL	05 JUN 08
▲ ADDENDUM No. 5	08 AUG 08
▲ CONSTRUCTION ISSUE	08 AUG 08
▲ BULLETIN No. 29.2	xx-xx-xxxx
▲ BULLETIN No. 46	15 OCT 08

Exhibit B

FINAL ENVIRONMENTAL IMPACT REPORT

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT

San Francisco Planning Department

Case No. 2003.0410E

State Clearinghouse No. 2004102008

Draft EIR Publication Date: June 25, 2005

Draft EIR Public Hearing Date: July 21, 2005

Draft EIR Public Comment Period: June 25, 2005 to August 8, 2005

Final EIR Certification Date: April 6, 2006

■ ■ ■

● *Indicates material that is new or has been revised since publication of the Draft EIR*

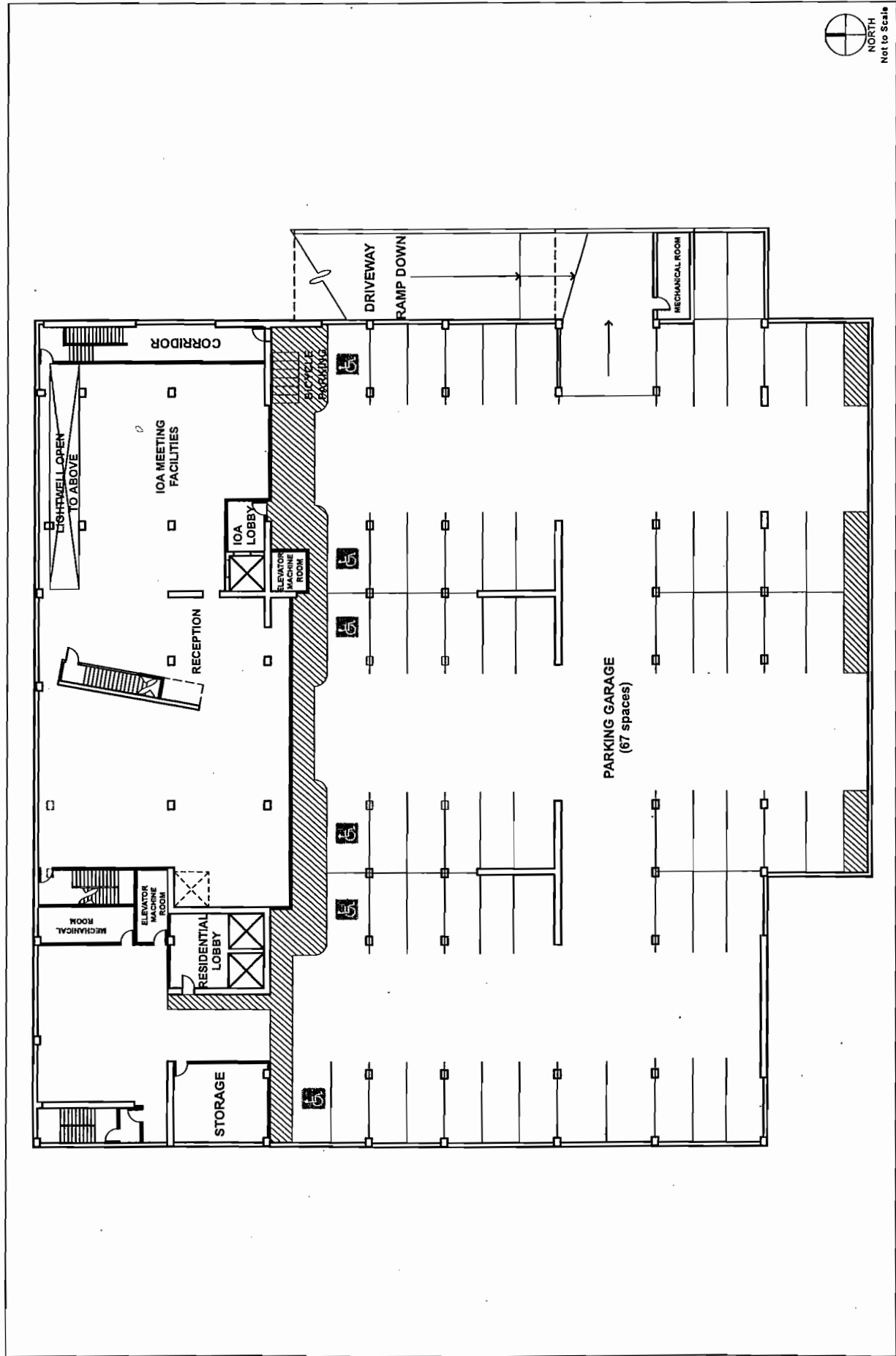
TABLE 1
PROJECT DESCRIPTION

Floor Area by Use	Total
Senior Housing Units	122,143 gsf
IOA Senior Health Services and Office Space	55,457 gsf
Total Floor Area Use (Residential and IOA)	177,600 gsf
Other Area Use	
Parking & Porte Cochere Space (including loading area)	37,211 gsf
TOTAL	214,811 gsf
Total Courtyard & Terraces	13,433 gsf
Project Characteristics	
BRIDGE Affordable Senior Housing Units	120
Studios	11
One-bedroom units	102
Two-bedroom units	7
IOA Supportive Housing Units for Seniors with Special Needs (all Studios)	30
Parking Spaces	67
Loading Spaces ¹	2
Height ²	72 feet
Number of Stories	6
Number of Parking Levels	1

Source: BRIDGE Housing Corporation, July 2004.

Notes:

1. Van-sized loading spaces in the porte cochere would be used for loading of residents and visitors to the IOA senior health services facilities and for service deliveries.
2. The height of the building is 72 feet at Geary Boulevard measured from the midpoint of the highest sloping roof. Due to the slope of the project site, the existing grade at Almaden Court is approximately 12.5 feet higher than at Geary Boulevard, and thus, the highest point of the building at Geary Boulevard is 59.5 feet above the Almaden Court curb level (See Figure 9).



SOURCE: BAR Architects, 2004

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
 FIGURE 3: GARAGE FLOOR PLAN

facilities. As currently defined, the proposed project would meet the *Planning Code* requirements for bicycle parking, showers and lockers.

The proposed project would result in a general increase in the number of vehicles in the vicinity of the proposed project. However, this increase would not, in itself, be substantial enough to affect bicycle travel in the area. In addition, there would be an increase in passenger and freight loading and unloading activity at the driveways of the proposed project garage and porte-cochere, which may result in more automobile and bicycle conflicts. These driveways, however, would not access onto a designated Citywide Bicycle Route.

PARKING IMPACTS

The proposed project would provide 65 independently accessible and two tandem parking spaces (includes 61 compact and regular spaces, and six handicapped accessible spaces) for a total of 67 spaces in a one level underground parking garage. Designated parking spaces would be provided for resident use only. Approximately 25 parking spaces would be provided for resident use only.

The *Planning Code* would require the proposed project to provide a total of 138 off-street parking spaces, including 24 spaces for senior residential use and six spaces for supportive housing units for seniors with special needs, plus 108 spaces for the senior health services. As the proposed project would provide a total of 67 parking spaces, the residential portion of the development would comply with the parking requirement (30 spaces). The project would seek a modification of the parking requirement for IOA's offices and other program space (37 spaces supplied versus 108 spaces required) based on the fact that the *Planning Code* does not take this specialized health service use demand into account. The *Planning Code* would also require the proposed project to provide two handicap-accessible parking spaces based on the 67 spaces which the proposed project would provide. The proposed project would provide six handicap accessible spaces, and therefore would meet the *Planning Code* requirements.

The proposed project would generate a total parking demand for 56 spaces (4 short-term and 52 long-term) during the midday and 30 spaces (long-term) in the evenings when no

conference meetings are held. The project would provide 67 spaces and would meet this parking demand.

The removal of the existing parking lot with 93 spaces on the site as part of the proposed project would displace 68 vehicles during the weekday midday (81 occupied spaces, less 13 occupied by IOA employees who would use project parking). As shown in Table 5, p. III.D-12, there are sufficient on-street parking spaces in the area to accommodate a demand of about 110 spaces. The addition of these vehicles to the existing on-street parking demand would increase parking occupancy from 77 percent to 87 percent. However, virtually all of these 110 spaces are two-hour limit spaces in residential parking permit areas and would therefore not be usable by all of the displaced off-street parkers. Thus, any of these 68 vehicles that now park at the site for more than two hours would not be accommodated and would have to find other off-street parking outside the study area or resort to alternative modes of travel.

Based on its existing practices, it is estimated that the IOA would hold weekday evening and weekend meetings, seminars, or training about four times per month, which would generate a demand of 77 additional parking spaces after business hours or on weekends. The project sponsors have made no commitments to limit use of the meeting space to four times monthly, so it is possible more frequent use of these facilities by IOA, Bridge or others may occur. On those occasions, the proposed project would generate parking demand of approximately 107 spaces (evening/weekend meeting space demand of 77 spaces plus 30 spaces for a total of 107 spaces), 40 of which could not be accommodated on-site (project parking garage could accommodate 67 of the 107 spaces). It should be noted that some or all of the 40 additional vehicles could park on the street where there are sufficient spaces available (145 spaces in the early evening and 144 spaces in the evening) within the study area. Parking on weekends and weekday evenings would not be affected by Residential Parking Permit restrictions on nearby

streets.⁷ (Although considered during early planning for the proposed project, valet parking is not proposed under the project.)⁸

The proposed project would generate five inbound and 33 outbound vehicle-trips during the weekday PM peak hour, for a total of 38 vehicle trips assumed to access the proposed parking garage. The garage driveway would be on Geary Boulevard at the eastern end of the site. Vehicles would enter through a gate approximately 22 feet south of the curb, with a 20-foot-wide entry to allow vehicles two-way traffic. At the western end of the site the porte-cochere would be accessed by the 20-foot-wide driveway. The driveway at the western end would only be accessible to shuttle vans and small service vehicles (see Figure 2, p. II-5).

Both the garage and porte-cochere driveways would include signage, striping, and markers to indicate right-turn-out exit only and prohibit outbound left-turn movements onto Geary Boulevard. In addition, the project would extend the existing landscaped median on Geary Boulevard approximately six feet to the west, towards Palm Avenue, which would further reduce the possibility of illegal left-turns by vehicles exiting the garage.

The 38 vehicle trips during the PM peak hour would represent approximately one inbound vehicle every 12 minutes and one outbound vehicle every two minutes. The garage operation would be able to process about 3.5 vehicles per minute in either direction, plus stack two cars outside of traffic flow, and it is anticipated that the inbound or outbound vehicles would not cause any substantial queuing on Geary Boulevard, would not adversely affect pedestrian conditions at the sidewalk crossing, and would not interfere with loading operations.

LOADING IMPACTS

Freight delivery and service vehicle demand was estimated based on the methodology and truck generation rates presented in the *SF Guidelines*. It is anticipated that most of the delivery/service/passenger vehicles that would be generated by this portion of the proposed project would consist of small trucks, vans, and ambulances.

⁷ While not quantified, it should be noted that future parking conditions with the project would reflect the removal of parking demand from the 1,350-seat Coronet Theater, primarily on weekends and evenings.

IX. Comments and Responses
Transportation

They say that they have 110 employees. If the project goes forward as is, maybe in ten years who's going to say if they're going to have 150 employees? Then they say -- the IOA, BRIDGE -- say that most of their employees take public transportation. Has there been a study submitted by them with respect to that? I don't think so. Are the residents -- there are going to be at least 130 senior residents -- are they going to be allowed to get annual parking permits from the city? I'm sure that if they had additional parking, people would pay to use the spot. This morning I took my dog for a walk, and the adjacent lot, which now has 93 spaces -- there were 58 vehicles there. Well, if the project goes forward, I don't understand where these vehicles are supposed to magically go to. In regards to air quality, if people can't find a place to park, then they're going to be driving around the neighborhood or they're going to be blocking people's driveways, and I've had to call numerous times to have people towed. And it's very frustrating when you have to wait half an hour, 45 minutes for Parking Control to get there, and the person just comes at the last minute and they drive off, and you're late for your appointment or whatever it may be. (*Tom Ross, TR20.2*)

Also, I have a concern -- I don't think that adequate thought has been given to kind of the realities of the project. For example, the BevMo people got an exception because they said they would never double-park loading trucks on -- I guess it's Stanyan Street. They do that and that happens, and it causes tremendous problems in terms of safety for other cars and for pedestrians. So I would just hope that more thought and just a little more thoroughness goes into the planning of the kind of the daily life of this project: The people who will be living there, visiting there, trying to use the transportation that the elderly on Geary -- I use the buses on Geary. They're crowded as it is. So I think we have to kind of give a little more consideration to the realities of this project. Thank you. (*Janet Goodson, TR22.2*)

I just wanted to address concerns around parking. I think the parking there is not really realistic given that you're going to have so much in supportive services and staff coming there; in addition to staff, also visitors. And there's not really a place -- I don't think there's been adequate provision to anticipate the intensity of the need for parking is going to be. (*Commissioner Alexander, TR28.1*)

Response

Parking demand for the proposed project was determined based on methodology presented in the *SF Guidelines* and on analysis of IOA's actual staffing levels and employee and client transportation patterns. Parking demand consists of both long-term demand (typically, for employees and residents at a project site) and short-term demand (typically, for visitors or clients). Per the *SF Guidelines*, long-term parking demand for senior housing was estimated at one space for every five units/beds, upon which a midday or evening peak demand percentage is applied. Long-term parking demand for health service uses was estimated by applying the average mode split and the vehicle occupancy from the trip generation estimation with the number of employees for each of the proposed land uses. Short-term parking for each health

IX. Comments and Responses
Transportation

service use was estimated based on the total daily visitor trips and average turnover rate. The parking demand rates and methodology is also described in the *Final Transportation Study* and parking demand calculations for the proposed project are provided in Appendix H of the *Final Transportation Study*. In summary, the project would generate a relatively small parking demand because of the specific nature of the project - senior housing - which typically has a low parking demand, combined with adult day-care services where the majority of the visitors arrive and depart by van.

The project would meet its own parking demand on-site, except during times when the IOA meeting space is used, typically on weekends and weekday evenings. As stated on pp. III.D-22 and 23 of the DEIR, the proposed project would generate demand for approximately 56 spaces during the midday and 30 spaces in the evenings. The project would provide 67 spaces and therefore would meet this parking demand.

In addition, the proposed project would eliminate 95 off-street parking spaces at the existing Coronet parking lot; approximately 81 of the 93 parking spaces in the Coronet parking lot are occupied by long-term parkers during the weekday (DEIR p. III.D-23). As also stated on p. III.D-23, although there is available on-street parking supply in the vicinity of the proposed project (110 spaces) that could accommodate this displaced parking demand, all on-street spaces are in Residential Parking Permit areas with a two-hour maximum limit and would therefore not be available for use by the users of the displaced long-term parking at the Coronet Theater lot.

However, of the 81 long-term parking users at the Coronet parking lot, 13 are IOA employees and would be accommodated in the project garage, leaving 68 existing long-term parkers that would not be accommodated by the project. These 68 spaces are currently being leased by California Pacific Medical Center (CPMC) for long-term use by employees of their hospital campus at California Street and Cherry Street about two blocks north of the project site. The existing parking lot is not used for CPMC patient or visitor parking. Since publication of the DEIR, CPMC has reached an agreement with Daja Inc., manager of the Geary Mall Garage at 5200 Geary Boulevard (above Blockbuster Video) to lease 70 parking spaces to replace the 68 long-term employee spaces that would be displaced by the project. CPMC will also provide a

shuttle service, running every 15 minutes, for employees that park at the Geary Mall Garage (about 15 blocks west of the project site) to the CPMC campus at California Street.³ The Geary Mall Garage has 128 parking spaces available and approximately 10 percent reported occupancy during the daytime on weekdays. Thus, based on this current reported occupancy rate (or higher occupancy), the Geary Mall Garage would be able to accommodate use of 70 of the 128 spaces by CPMC, leaving 58 spaces for use by weekday employees and visitors of the Geary Mall. The garage occupancy increases to between 50 to 75 percent during the weekday evenings and on weekends when the spaces would not be used by CPMC.⁴ These long-term spaces at the Geary Mall garage would therefore accommodate the 68 displaced vehicles from the existing Coronet Theater parking lot during the weekday midday. However, it is possible that some CPMC staff who used the long-term parking at the Coronet site would not use the Geary Mall Garage and would seek parking closer to CPMC. Some of these employees might use Residential Permit parking spaces, and risk citations, or otherwise park illegally. The extent of this effect cannot be estimated, but, because of various parking restrictions, it is expected to be limited.

If on-street spaces were used by short-term parkers during the PM peak-hour (the project's short-term parking demand would be accommodated within the project garage), drivers would typically park in spaces as close as possible to their destination. On blocks with 100 percent on-street parking occupancy, drivers would use the nearest available space at an adjacent block. The blocks to the west of Arguello Boulevard are typically greater than 97 percent occupied. Blocks closer to the proposed project are around 73 percent occupied (see *Final Transportation Study* for on-street parking conditions by block). Therefore short-term parking demand would be accommodated by the off-street project garage as well as available spaces near the project site.

³ Letter to Ken Donnelly, IOA from Rigo Hurtado, Enterprise Manager, CPMC, November 2, 2005. This information is available for public review by appointment at the Planning Department, 1660 Mission Street, Fifth Floor.

⁴ Electronic mail communication to EIP Associates from Richard Fehr, Regional Vice President, Daja Inc., December 13, 2005. This information is available for public review by appointment at the Planning Department, 1660 Mission Street, Fifth Floor.

IX. Comments and Responses
Transportation

As stated on p. III.D-23 of the DEIR, "Based on its existing practices, it is estimated that the IOA would hold weekday evening and weekend meetings, seminars or training sessions about four times a month..." As such, the evening and weekend meetings, seminars or training sessions which are currently held at existing IOA facilities would occur during the same evening and weekend time periods under the proposed project. IOA's weekday evening and weekend meetings, seminars or training would generate a demand of 77 additional parking spaces after business hours or on weekends. With a demand of 30 spaces for the residential portion of the development, the total parking demand during the weekday evening/weekend would be 107 spaces. Approximately 40 spaces would not be accommodated on-site (the project parking garage could accommodate 67 of the 107 spaces). The 40 additional vehicles could park on street where there are sufficient spaces available (observations found about 145 spaces available in the early evening period [5:00 to 7:00 p.m.] and 144 spaces during the evening period [7:00 to 8:30 p.m.]) within the study area. In addition, parking on weekends and weekday evenings would not be affected by Residential Parking Permit restrictions on nearby streets.

As such, the transportation analysis accounts for potential secondary effects, such as vehicles circling and looking for a parking space in areas of limited parking supply. Further, as stated on p. III.D-14 of the DEIR, "...assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is available. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the propose project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably address potential secondary effects." As stated on p. III.D-14 of the DEIR:

"In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel e.g., transit service, taxies, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities,

shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy."

No queuing on Geary Boulevard of vehicles entering the garage is anticipated. As stated on DEIR p. III.D-24, with the proposed project, the projected 38 PM peak-hour vehicle trips (5 inbound and 33 outbound) would represent approximately one inbound vehicle every 12 minutes and one outbound vehicle every two minutes. The garage operation would allow for approximately 3.5 vehicles per minute either way, plus stacking of two cars outside of traffic flow. Therefore, it is anticipated that with the proposed project, inbound or outbound vehicles would not cause any substantial queuing on Geary Boulevard by vehicles waiting to enter the garage.

With regard to air quality and wind concerns, please refer to responses to comments below on the Initial Study, DEIR, Appendix A, on pp. C&R-152 to C&R-153 and C&R-163 to C&R-164.

Comment TR1.2

On the issue of parking, I want to highlight a study conducted by the Nonprofit Housing Association of Northern California that showed that households with all members age 62 and above own 30 percent fewer cars than households with no seniors. If the senior housing development is near quality transit options, then the need for parking is further reduced. Thank you. I'd like to submit letters on behalf of the Housing Action Coalition. (*Daniel Colen, TR1.2*)

Response

The comment is noted. The comment concerns information regarding household ownership of cars and does not address the adequacy of the DEIR; therefore no further response is required.

Loading

Comments 9.5, 15.30, 15.34, 25.6, 32.8, 41.1, TR6.4, TR20.3

It also fails to address the potential for disruption of MUNI due to congestion from vans bringing people to and from the IOA. (*Mark Fighera, 9.5, TR6.4*)

PLANNING COMMISSION

**Case No. 2003.0410CEK1
3575 Geary Boulevard
Assessor's Block/Lot: 1083/2 &
1084/4
Motion No. 17219
Page 1 of 39**

Subject to:(select if applicable)

- Inclusionary Housing
- Childcare Requirement
- Park Fund
- Art Fund
- Public Open Space Fund
- First Source Hiring Program
- Jobs-Housing Linkage Program
- Transit Impact Development Fee
- Other:_____

SAN FRANCISCO

PLANNING COMMISSION

MOTION NO. 17219

ADOPTING FINDINGS RELATING TO THE APPROVAL OF A CONDITIONAL USE AUTHORIZATION UNDER PLANNING CODE SECTIONS 121.1 AND 712.11 TO ALLOW LOT SIZE IN EXCESS OF 9,999 SQUARE FEET, SECTIONS 121.2 AND 712.21 TO ALLOW NON-RESIDENTIAL USE SIZE IN EXCESS OF 5,999 SQUARE FEET, SECTION 271 TO ALLOW EXCEPTION FROM THE "A" BULK CONTROLS IN AN 80-A HEIGHT AND BULK DISTRICT, AND SECTIONS 303 AND 304 TO ALLOW A PLANNED UNIT DEVELOPMENT THAT WOULD INCLUDE MODIFICATIONS TO THE REAR YARD REQUIREMENT (PLANNING CODE SECTION 134), THE OPEN SPACE REQUIREMENT FOR SENIOR DWELLING UNITS (PLANNING CODE SECTION 135(d)(3)), THE DWELLING UNIT EXPOSURE REQUIREMENT (PLANNING CODE SECTION 140), AND THE OFF-STREET PARKING AND LOADING REQUIREMENTS (PLANNING CODE SECTIONS 151 AND 152), IN AN NC-3 (MODERATE-SCALE NEIGHBORHOOD COMMERCIAL) DISTRICT, AND AN 80-A HEIGHT AND BULK DISTRICT.

Preamble

On May 20, 2003, Isaac Henderson, on behalf of BRIDGE Housing Corporation and the Institute on Aging ("IOA"), (hereinafter "Project Sponsor") made an application (hereinafter "Application"), revised on September 23, 2004, for Conditional Use and Planned Unit Development authorization on the property at **3575 Geary Boulevard, Lot 2 in Assessor's Block 1083 and Lot 4 in Assessor's Block 1084** (hereinafter "Property") to allow for the construction, on an approximately 45,920 square-foot lot, of a new six-story, approximately 230,000 square-foot, approximately 72-foot tall structure to house a senior health services

facility, offices, meeting space, 30 supportive housing units for seniors with special needs operated by IOA, and 120 affordable senior independent-living dwelling units to be managed by BRIDGE Housing Corporation. The Project will also include 67 below-grade parking spaces (approximately 37,200 gross square feet) and approximately 13,430 square feet of open space in an NC-3 District and an 80-A Height and Bulk District, in general conformity with Plans filed with the Application and labeled "EXHIBIT B" (hereinafter "Project"). The Project would include the demolition of the vacant Coronet Theater building, and its 93-space surface parking lot.

On **April 6, 2006**, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on **Conditional Use Application No. 2003.0410C**. Conditional Use authorization is required for development of a lot in excess of 9,999 square feet within an NC-3 District under Planning Code Sections 121.1 and 712.11, for development of a non-residential use in excess of 5,999 square feet under Planning Code Sections 121.2 and 712.21, for an exception to the "A" bulk controls in an 80-A Height and Bulk District under Planning Code Section 271, and for the development of a Planned Unit Development under Planning Code Sections 303 and 304, including modifications to the rear yard requirement (Planning Code Section 134), the open space requirement for senior dwelling units (Planning Code Section 135(d)(3)), the 25-foot unit exposure requirement (Planning Code Section 140), and the off-street parking and loading requirements (Planning Code Sections 151 and 152).

The proposed Conditional Use application was determined by the San Francisco Planning Department (hereinafter "Department") to require an Environmental Impact Report (hereinafter "EIR"). The EIR was prepared, circulated for public review and comment, and, by **Motion No. 17218**, certified by the Commission as complying with the California Environmental Quality Act (Cal Pub. Res. Code Section 21000 et seq., hereinafter "CEQA").

Findings

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

1. The above recitals are accurate and also constitute findings of this Commission.
2. Project Site

The Project Site is at 3575 Geary Boulevard, south side of Geary Boulevard mid-block between Arguello Boulevard and Stanyan Street, near the terminus of Palm Avenue in the Richmond District. The Project Site occupies Lot 2 of Assessor's Block 1083, and Lot 4 of Assessor's Block 1084, an area of approximately 45,920 square feet (approximately 246 feet wide by 200 feet deep). The site is currently occupied by the now-closed Coronet Theater, a single-screen, 1,350-seat, 33,000 square-foot movie

theater, and a surface parking lot with 93 spaces. The theater has been closed since March, 2005. Due to a 12-foot grade difference on the Project Site, the site slopes uphill from Geary to Almaden Court, which will result in the building having a south elevation (Almaden Court) that is one story lower than the site's north elevation (Geary Boulevard).

3. Surrounding Development

The Project Site is located on Geary Boulevard in the Richmond District. Geary Boulevard is characterized by medium- to high-density retail, commercial, institutional, and multi-family residential uses. Arguello Boulevard, to the west of the Project Site, also has a residential mixed-use character. The Project Site is located in an urbanized area that reflects the character of the Geary Boulevard commercial corridor, with a mixture of building types and architectural styles, as well as vacant and underutilized parcels, on- and off-street parking, major arterial streets and residential streets. Buildings in the Project vicinity are generally one to three stories tall, and are generally built out to the sidewalk. Current non-residential uses in the immediate vicinity include a gas station, office and retail buildings, commercial buildings such as Office Max, an existing IOA adult day health care center located across from the Project Site, a bank, and a school. The Project would also be developed near existing single-family and multi-family residential uses on Almaden Court, Loraine Court, and Arguello Boulevard, located south of and directly adjacent to the Project Site.

4. Proposal

The Project as proposed would demolish the existing 33,000 gross square-foot, 1,350-seat single-screen Coronet Theater, which is no longer in use, and remove its 93-space surface parking lot to construct a new six-story senior health services facility, supportive housing units for seniors with special needs, and affordable housing units for independent seniors. The Project would consolidate IOA senior health services from the existing IOA leased facilities at 3600, 3626, and 3330 Geary Boulevard. Specifically, the Project would develop a senior health services facility and 30 supportive housing units for seniors with special needs, to be operated by IOA, and an additional 120 affordable dwelling units for independent seniors to be built and managed by BRIDGE.

As proposed, the Project would be a six-story building, designed in a Mediterranean style incorporating stucco and tile façade materials and sloping tile roofs. The building would be approximately 72 feet in height at Geary Boulevard and 59 feet in height at Almaden Court, and would be shaped like a "U", providing open space in a central courtyard. The Project would include approximately 122,140 gross square feet of residential uses, approximately 55,450 gross square feet of IOA program space uses (including offices, senior health services, and meeting rooms), and approximately 37,200

gross square feet of parking and loading uses, including a porte-cochere for senior drop-off and pick-up by van. Approximately 13,430 gross square feet of open space, provided in courtyards and terraces, would also be provided. Approximately 67 parking spaces would be located in a below-grade parking garage. Project demolition and construction would occur over a 24-month period.

5. Neighborhood/Community Response

Department staff has received 38 letters in support of the Project, including letters from the Planning Association for the Richmond, the San Francisco Housing Action Coalition, SPUR, the Older Women's League, San Francisco Tomorrow, the Richmond District YMCA, the Tenderloin Neighborhood Development Corporation, Elder Care Alliance, Transportation for a Livable City, Openhouse (formerly Rainbow Adult Community Housing), San Francisco Interfaith Council, Clement Street Merchants Association, and the Greater Geary Boulevard Merchants Association, as well as some neighborhood residents, and a petition containing 302 signatures in support of the Project.

Department staff has received 15 letters in opposition to the Project, including letters from the Jordan Park Improvement Association and the Francisco Heights Civic Association. Concerns raised include the scale, bulk, and visual and neighborhood impacts of the proposed Project, as well as parking and traffic impacts. Staff has met with several residents of Almaden Court who live directly behind the proposed project and are also concerned about the height, bulk and parking arrangement for the proposed building. The residents believe that the new building will overshadow their small single-family homes, and that the proposed parking count of 67 spaces would not be sufficient to accommodate the senior services and programs provided by the IOA, as well as parking for staff of the IOA and BRIDGE Housing Corporation.

6. Use District – Conditional Use Required

The project site is located in an NC-3 (Moderate-Scale Neighborhood Commercial) Use District, which is typically intended to offer a wide variety of comparison and specialty goods and services to a population greater than the immediate neighborhood, additionally providing convenience goods and services to the surrounding neighborhoods. NC-3 Districts are linear districts located along heavily trafficked thoroughfares which also serve as major transit routes (in this case, Geary Boulevard). The Planning Code allows residential, office, medical, and institutional uses in NC-3 Zoning Districts.

Conditional Use authorization is required for the following:

- a) Planning Code Section 304 permits the Commission to authorize, as a

Conditional Use, a Planned Unit Development (PUD), for any development lot area exceeding one-half of an acre. The Project Site is approximately 45,920 square feet, which exceeds one-half of an acre.

- b) To allow for a development lot size exceeding the 9,999 square feet limitation per Planning Code Section 712.11; the existing lot area is approximately 45,920 square feet. The proposed Project would maintain the existing lot size.
- c. To allow the use size for a non-residential use to exceed the 5,999 square feet limitation per Planning Code Section 712.21; the proposed non-residential use size is approximately 55,450 square feet.

7. **80-A Height and Bulk District – Conditional Use Required**

The Project Site is located in an 80-A Height and Bulk District. The Project as proposed complies with the 80-foot height limit. Under Planning Code Section 270(a), an "A" bulk control requires maximum plan dimensions of structures above 40 feet to be 110 feet in the longest horizontal dimension and 125 feet in the longest diagonal dimension. Conditional Use authorization is required for an exception to the "A" bulk controls in an 80-A Height and Bulk District under Planning Code Section 271 because above 40 feet, the proposed Project would be one U-shaped structure, 245 feet in its longest horizontal dimension and 281 feet in its longest diagonal dimension.

8. **Planned Unit Development – Conditional Use Required**

As a Planned Unit Development, which is permitted with Conditional Use authorization under Planning Code Section 304 on sites in excess of one-half acre in size, modifications to the Code requirements for off-street parking and loading, rear yard configuration, open space for senior dwelling units, and exposure are required.

The Planning Code allows such modifications on sites of considerable size, which are developed as integrated units and designed to produce an environment of stable and desirable character, which benefits the occupants, the neighborhood, and City as a whole.

PUD authorization is required for the following:

- a) Planning Code Section 151 typically requires one parking space for every dwelling unit, but for dwellings specifically designed for and occupied by seniors, only 1/5 of that number of spaces is required. Therefore, this Project, containing 150 senior dwelling units, would require 30 spaces. Further, Section 151 requires one space per 500 occupied square feet of office space when the

proposed amount of office space is greater than 5,000 square feet. Thus, IOA's 55,450 gross square feet of senior health services program uses would require 108 spaces. Therefore, a total of 138 off-street parking spaces are required under the Planning Code. The Project will provide 65 independently accessible and two tandem parking spaces (including 61 compact and regular spaces, and six handicapped accessible spaces) for a total of 67 spaces in a one-level underground parking garage. 30 designated parking spaces will be for resident use only. Thus, though the residential parking requirements are met, only 37 spaces (which the EIR has determined will typically satisfy weekday demand) remain for use by IOA office and program space, and hence PUD authorization is required for the off-street parking requirements for IOA office and program space.

- b) Planning Code Section 152 requires one off-street loading space for a Project this size, but for which the Project instead proposes two van-sized loading spaces, to be styled as a "porte-cochere," allowing for senior drop-off and pick-up by van, and serving freight loading purposes for smaller trucks and vans.
- c) Planning Code Section 134 establishes a basic 25 percent rear yard within an NC-3 District at the lowest story containing a dwelling unit, and at each succeeding story of the building. An exception to this requirement is sought because portions of floors two through six would extend into the 25 percent required rear yard, although other portions would be set back more than the required 25 percent.
- d) Planning Code Section 135(d)(3) requires approximately 7,980 square feet of common open space for the 150 senior dwelling units. The Project proposes approximately 4,200 square feet of open space on floors three through six, with an additional 8,300 square feet on floors one and two. Although the total common open space provided by the Project would exceed the Code requirement, the distribution of the open space between the IOA and BRIDGE owned portions of the building would not be in compliance.
- e) Planning Code Section 140 requires that each dwelling unit in any use district face directly on an open area, such as a public street or courtyard, at least 25 feet in width. Modification is required to the 25-foot unit exposure requirement for 20 dwelling units facing a 21-foot, 9-inch side yard on the east side of the proposed Project.

9. Planning Code Compliance

The Commission finds that the Project meets the provisions of the Planning Code in the following manner:

- a. Use. The proposed residential and institutional uses are principally permitted uses in an NC-3 District. As noted above, development of a lot in excess of 9,999 square feet, and a non-residential use in excess of 5,999 square feet, requires Conditional Use authorization in an NC-3 District.
- b. Density. Planning Code Section 207.4, which sets forth density restrictions for dwelling units in Neighborhood Commercial districts, states that one dwelling unit is allowed for each 600 square feet of lot area. With PUD approval under Planning Code Section 304(d)(4), the density may be increased to the next higher zoning category less one unit (1:400 - 1). Further, Section 207.4(b) states that density for dwellings specifically designed for and occupied by senior citizens may be at a ratio twice that typically permitted. Thus, for the subject Site (approximately 45,920 square feet) up to 154 (77x2) dwelling units would be permitted without PUD approval, and 230 (115x2) would be permitted with PUD approval. The Project proposes 150 dwelling units: 120 affordable senior housing units and 30 supportive housing units for seniors with special needs, and thus complies with the requirements of these Code sections.
- c. Floor Area Ratio (FAR). Planning Code Section 124 limits the building square footage to 3.6 square feet of building area for every 1 square feet of lot area, or approximately 165,312 square feet of building area for the subject site. However, in NC Districts, the FAR limits do not apply to dwellings or to other residential uses, nor do they apply to nonaccessory off-street parking per Planning Code Section 124(b). The proposal includes approximately 122,140 gross square feet of residential uses, approximately 37,210 gross square feet of parking and loading uses, including a porte-cochere for senior drop-off and pick-up by van, and approximately 13,430 square feet of open space, but approximately 55,450 gross square feet of IOA program space. Therefore, the Project complies with this requirement.
- d. Front Setback. There is no front setback requirement for buildings in NC-3 Districts.
- e. Rear Yard. Planning Code Section 134(a)(1) requires a rear yard equal to 25-percent of the lot depth be provided opposite the site's frontage. Further, Section 134(a)(1)(C) requires that in NC-3 Districts, rear yards must be provided at the lowest story containing a dwelling unit, and at each succeeding story of the building. For the subject Site, a required rear yard configured at the opposite end of its frontage would need to be approximately 11,480 square feet. The proposal

includes approximately 13,430 gross square feet of open space on terraces and courtyards, however, portions of floors two through six (dwelling unit floors) would extend into the 25-percent required rear yard area, while other portions will be set back more than the required 25-percent. Thus, though more than 25-percent of the lot will be yard area, it will not be in a single rear yard configuration. Therefore, this Conditional Use/PUD authorization includes a modification to the rear yard requirement so that the open space can be provided in the center of the "U" instead of in one continuous space at the opposite end of the Site's frontage.

- f. Open Space. Planning Code Section 135 typically requires 80 square feet of usable open space be provided for every dwelling unit, when provided as private open space, in NC-3 Districts. The open space requirement must be multiplied by 1.33 when provided as common. For the proposed 150-unit Project, approximately 15,960 square feet of common usable open space would be required. However, Section 135(d)(3) notes that for dwellings specifically designed for and occupied by senior citizens, the minimum amount of usable open space is 1/2 the amount typically required, or approximately 7,980 square feet. The Project includes approximately 4,200 square feet of open space on floors three through six, with an additional 8,300 square feet on floors one and two. Although the total common open space provided by the Project will exceed the Code requirement, the distribution of the open space between the IOA- and the BRIDGE-owned portions of the building would not be in compliance with the Code requirements. Specifically, approximately 1,590 square feet of common useable open space is required under Section 135 to serve the 30 supportive housing units that will be operated by IOA on floors one and two, but the surplus that will be provided on these floors will not serve the common open space requirement for the 120 senior housing units operated by BRIDGE on floors three through six. Therefore, PUD authorization is required.
- g. Exposure. Planning Code Section 140 requires that all dwelling units face a public street or side yard at least 25 feet in width, a required rear yard, or an open area of 25 feet in width. Though most units will meet this requirement, PUD authorization is required for 20 dwelling units which will face a 21-foot, 9-inch side yard on the east side of the project.
- h. Height. Planning Code Section 260 requires that all structures be no taller than the height proscribed in the subject height and bulk district. The proposed Project is located in an 80-A height and bulk district, with an 80-foot height limit. The building would be approximately 72 feet in height at Geary Boulevard and 59 feet in height at Almaden Court, and thus complies with the height limit.

- i. Bulk. Planning Code Section 270 limits the bulk of buildings and structures, and assigns maximum plan dimensions. The proposed Project is located in an 80-A height and bulk district, with an "A" bulk control, which requires maximum plan dimensions of a structure above 40 feet to be 110 feet in the longest horizontal dimension and 125 feet in the longest diagonal dimension. The Site is large enough that it could accommodate three "towers" rising above a 40-foot base, meeting the bulk maxima. However, above 40 feet, the proposed Project would instead be one U-shaped structure 245 feet in its longest horizontal dimension and 281 feet in its longest diagonal dimension. Planning Code Section 271 allows for exception to the "A" bulk controls in districts other than C-3 if the building achieves "a distinctly better design, in both a public and private sense, than would be possible with strict adherence to the bulk limits," or if the building is one of "widespread public service benefits and significance to the community at large, where compelling functional requirements of the specific building" require an exception. Here, the bulk limit compliant scheme structured as three towers over a podium would not effectively break up the mass of the rear façade, facing onto residential Almaden Court, as well as the current design. Additionally, the three-tower design would have been constructed to the 80-foot height limit, compared to the current design, which will be 72 feet in height at Geary Boulevard and 59 feet in height at the rear facing Almaden Court. Exception to the bulk controls will provide widespread public service benefits and significance to the community: it will allow IOA to combine all of its senior health services functions into one building, making those significant public benefit services more accessible to frail elderly, and it will also contribute 150 new units of much-needed senior housing to the City, 120 of which will be permanently affordable. Because both of these special exceptions are present, this Conditional Use/PUD authorization includes an exception to the bulk measurement to allow construction of a single U-shaped building instead of one with three separate towers.
- j. Parking. Planning Code Section 151 typically requires one parking space for every dwelling unit, but for dwellings specifically designed for and occupied by seniors, only 1/5 of that number of spaces is required. Therefore, this Project, containing 150 senior dwelling units, would require 30 spaces. Further, Section 151 requires one space per 500 occupied square feet of office space when the proposed amount of office space is greater than 5,000 square feet. Thus, IOA's approximately 53,870 occupied square feet of senior health services program uses would require 108 spaces. Therefore, a total of 138 off-street parking spaces are required under the Planning Code. The Project will provide 65 independently accessible and two tandem parking spaces (including 61 compact and regular spaces, and six handicapped accessible spaces) for a total of 67 spaces in a one-level underground parking garage. 30 designated parking

spaces will be for resident use only. Thus, though the residential parking requirements are met, only 37 spaces remain for use by IOA office and program space, and hence PUD authorization is required for the off-street parking requirements for IOA office and program space.

- k. Loading. Planning Code Section 152 requires one off-street loading space for residential projects that have between 100,001 and 200,000 square feet of floor area. The Project proposes two van-sized loading spaces instead of the one truck loading space, to be styled as a "porte-cochere." This will effectively create an off-street client loading area, where vans will drop off seniors, eliminating the need for loading and unloading in the white zone at the street entrance. These loading spaces will also serve freight loading purposes for smaller trucks and vans. Thus, an exception to the loading requirement is included in this PUD authorization as permitted under Planning Code Section 304.
- l. Street Trees. Planning Code Section 143 requires street trees to be installed by a developer constructing a new building in an NC-3 District at the rate of one tree for each 20 feet of frontage of the property along each street. The Project will provide such trees as required.
- m. Shadow. Planning Code Section 295 generally does not permit new buildings over 40-feet in height to cast new shadows on a property owned and operated by the Recreation and Park Commission. A shadow fan analysis concluded that the Project would not create any new shade on any Department of Recreation and Park properties protected under Planning Code Section 295.

10. Conditional Use Findings

Under the provisions of Planning Code Section 303, the Commission may authorize a Conditional Use after finding that the proposed use will provide a development that is necessary or desirable for and compatible with the neighborhood or the community, that such use 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, and that such use will not adversely affect the General Plan. The Project is found to be consistent with the criteria of Section 303 of the Code in that:

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

The proposed Project is necessary and desirable for the community because it

fills multiple needs in the City of San Francisco. The Project will augment the City's supply of affordable housing by 120 units, enabling seniors at extremely low and very-low incomes to remain in this increasingly expensive community. The IOA has been a longtime member of the Richmond community and has provided valuable senior services to the Richmond community and the City. By consolidating three of its current sites into the proposed building, the IOA will be able to provide efficiency for staff, increase its services, and serve more seniors who are in need of such services.

The proposed Project is compatible with the neighborhood at this size and intensity and in this location. The Project is located on Geary Boulevard, a major west-east transit and commercial corridor linking the Richmond District and Downtown. The Project Site is within an NC-3 zoning district with an 80-foot height limit. With its height of less than 80 feet, density, and multiple uses, the proposed Project is compatible with the district.

The design of the proposed Project reflects the residential component of the neighborhood, particularly at the rear of the building where it faces Almaden Court, a residential cul-de-sac. With the benefit of a twelve-foot grade difference and multiple step-downs, the building height is 59 feet to the highest gable on the Almaden Court side, with approximately half the façade stepping down to 47 feet. Further, the Almaden Court elevation steps down from five-stories to four-stories. Unlike the Geary Boulevard façade, the façades facing Almaden are broken into two approximately 67-foot wide elements with stepped tops, appropriate to a residential scale. These elements are over 25 feet away from the nearest house on Almaden Court, and due to the courtyard, the principal wing of the building is over 140 feet from Almaden Court.

Landscaping and lighting are among details that will be designed with neighborhood input on safety, privacy, and aesthetics.

Located on the site of the existing, but closed Coronet Theater, the proposed Project will be situated in a flagship location for quality development in the Richmond district, and will support and enrich both the neighborhood and the City.

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

size, shape and arrangement of structures;

The proposed Project will not be detrimental to the neighborhood with regard to the nature of the site or structure. The Project is located along a major transit and commercial corridor with a mid-rise height limit. With respect to size and shape, the Project's proposed maximum height of 72 feet on Geary Boulevard and 59 feet facing Almaden Court is within that allowed by the 80-A height/bulk district.

The design of the proposed Project facing Geary Boulevard takes into account the scale and width of the street, while the design of the Project facing the residential Almaden Court cul-de-sac considers the very different scale of the single-family homes located there. In an effort to reduce the impact to residents on Almaden Court, the bulk of the building is concentrated at the front, where the building rises to six stories. The building is shaped like a "U" with the two smaller wings at the rear of the building, thus reducing the visible mass at Almaden Court. This design was chosen over one addressed in the EIR that would have included a single 25 percent rear yard but that would have been structured as three towers over a podium, and thus would not effectively break up the mass of the rear façade as well as the current design.

With the benefit of a 12-foot grade difference from Geary to Almaden Court and multiple step-downs, the building height is only 59 feet to the highest gable on the Almaden Court side, with approximately half the façade stepping down to 47 feet. The Almaden Court elevation steps down from five stories to four stories. Unlike the Geary façade, the façades facing Almaden Court are broken into two approximately 67-foot wide elements with stepped tops, appropriate to a residential scale. These elements are over 25 feet away from the nearest house on Almaden Court, and due to the courtyard, the principal wing of the building is over 140 feet from Almaden Court. Attractively landscaped courtyards within the open area of the "U" will face onto Almaden Court.

The Project as proposed will have no significant or detrimental shadow or wind impacts. Specifically, the EIR discussed the shadow fan analysis, which found that the Project would not create any new shade on any protected Department of Recreation and Park properties, nor would it produce shading not commonly expected or experienced in urban areas such as the Project Site. The Project will not generate any new shadowing that could affect the potential viability of existing solar panels.

The Project will include the demolition of the existing, vacant Coronet Theater. The EIR examined historic architectural resources in the area, as well as the information presented in the Final Cultural Resources Report (prepared by Carey & Company, dated August 3, 2004), and found that the Coronet Theater is not an historic resource, nor is it designated as a San Francisco landmark. Thus, its demolition will not constitute a significant impact, and will not be detrimental to those residing and working in the area.

- ii. The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;

The proposed Project will not be detrimental to the neighborhood with regard to pedestrian or vehicular traffic. The Project will be easily accessible to pedestrians and persons with disabilities. Entrances to IOA's service facilities, BRIDGE's independent housing, and IOA's supportive units face directly onto Geary Boulevard, with the exception of a secure off-street client loading area located on the west side of the development. All other entrances to and exit from the Project, both for vehicles and pedestrians, will be located on Geary Boulevard. However, there will also be a pedestrian-only emergency exit onto Almaden Court.

Although one off-street loading space is required by the Planning Code, the Project proposes two van-sized loading spaces instead. This will be styled as a "porte-cochere," and will effectively create a client loading area, enabling the vans to drop off seniors without parking in front of the development or blocking traffic. The loading spaces will also accommodate small delivery vehicles. According to the EIR, the proposed Project will generate a freight loading demand of less than one space during the average hour and peak-loading hour. This demand would be accommodated by the two proposed spaces. If necessary, larger trucks could be accommodated in the existing on-street passenger zone on Geary Boulevard.

The proposed Project will provide parking for residents, employees, and visitors in an underground parking garage accessed from Geary Boulevard, at the eastern end of the site and away from the van loading area. The Project proposes 65 independently accessible and two tandem parking spaces, for a total of 67 spaces in a one level underground parking garage. According to the EIR, this number of parking spaces exceeds the anticipated demand for this type of project: the Project

would generate a total parking demand for 56 spaces (4 short-term, and 52 long-term) during the mid-day and 30 spaces (long-term) in the evenings when no conference meetings are held.

IOA will occasionally hold weekday evening and weekend meetings, seminars, or trainings, which would generate a demand of up to 77 additional parking spaces after business hours or on weekends. On these occasions, the Project would generate a total parking demand of approximately 107 spaces (77 plus 30 spaces), 40 of which could not be accommodated on-site (67 could be accommodated in the garage). According to the EIR, some or all of those 40 additional vehicles could park on the street where there are sufficient spaces available (145 in the early evening, 144 in the evening) within the study area. It must also be noted that when the Coronet Theater was in use, it had only 93 spaces for its 1,350 seats. Thus, the overflow parking demand when the Theater was open and in use would have been much greater than it would be under the proposed Project.

The residential portion of the development will comply with the required parking ratio of one parking space to five units. Historically, the significantly lower-than-typical rates of car ownership and usage at BRIDGE Housing projects for independent seniors conforms to this policy. The Project requires an exception to the parking requirement for IOA's offices and other program space. However, the proposed number of parking spaces provided for IOA staff exceeds the amount of parking that it currently provides in the neighborhood. Further, a parking survey done of IOA employees and discussed in the EIR indicates that 28 employees currently drive to work, and the Site plans to provide at least 37 parking spaces for employees, as well as bicycle parking. Seniors participating in IOA's day programs will arrive and depart by van service, not private vehicles. The education space will offer programs to off-site users only during weekends and evenings when IOA employees will not be using on-site parking.

In addition to parking, the proposed Project is well served by public transit on Geary Boulevard as it is located immediately on the 38, 38L, and 38BX Muni bus lines, and within two blocks of the 1, 1BX, 2, 4, 31, 31BX, and 33 bus lines. The need for a car will be significantly less than typical in this development because residents and employees will be able to take advantage of its transit-friendly location.

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

The Project would be constructed to all current Building Codes, including all protections against noise, glare, dust and odors. During construction, mitigation measures are required that will minimize emissions of dust and odors. The Project would not include highly reflective surfaces, and thus would not result in significant additional glare. The proposed development is primarily residential, with some spaces designed for office and senior services use. Therefore, the completed development will not create any noxious or offensive emissions, and the entire development, including the garage space, will be mechanically ventilated. Lighting will be typical of urban residential structures and will be designed to avoid glare to adjoining properties.

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

The proposed Project will be designed to take into consideration such issues as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs.

Landscaping at all terraces and courtyards, visible to the exterior and throughout the Project, will be professionally installed and maintained in a safe, attractive, and appealing manner. There will be a number of outdoor courtyards and terraces at all levels of the development for use by the residents, clients, staff, and guests.

Parking is below-grade, and is therefore not visible with the exception of a single entrance/exit. Client-loading will be restricted to the off-street "porte-cochere" on the western side of the building, which will enable seniors to unload at a safe location, keep vans off of Geary Boulevard, keep the public sidewalk free of obstruction, and limit the disruption of traffic along Geary Boulevard.

Lighting will be designed appropriately for both users and neighbors, valuing both safety and privacy.

Attractive and clear signage will be mounted at appropriate locations.

11. Section 121.1 - Lot Size Findings

In addition to the criteria of Section 303(c) of this Code, the Planning Commission has considered the extent to which the following criteria are met for a project site exceeding 9,999 square feet in an NC-3 zoning district:

- a. The mass and façade of the proposed structure are compatible with the existing scale of the district.

The proposed Project is compatible with the existing scale of the district. The Project is located on Geary Boulevard, a major six-lane transit and commercial corridor. The site is zoned for projects up to 80 feet in height, while the proposed Project will be approximately 72 feet on the Geary Boulevard side, and 59 feet facing Almaden Court. The design of the proposed Project facing Geary Boulevard takes into account the scale of Geary Boulevard, while the design facing Almaden Court, the residential cul-de-sac, considers the very different scale of the existing single-family homes located on the block. In an effort to reduce the impact to the residents on Almaden Court, the bulk of the building is concentrated at the front, where the building rises to six stories. The building is shaped like a "U" with the two smaller wings at the rear of the building, reducing the visible mass at Almaden Court. With the benefit of a 12-foot grade difference and multiple step-downs, the building height is 59 feet to the highest gable on the Almaden Court side, with approximately half the façade stepping down to 47 feet. Further, the Almaden Court elevation steps down from five stories to four stories. While the façade along Geary Boulevard is appropriately over 200 feet wide, the façades facing Almaden Court are broken into two approximately 67-foot wide elements with stepped tops, appropriate to a residential scale. These elements are over 25 feet away from the nearest house on Almaden Court, and due to the courtyard, the principal wing of the building is over 140 feet from Almaden Court. This Project design is superior to one described in the EIR which would have been comprised of three separate towers over a 40-foot base, with an overall maximum height of 80 feet, and a single rear yard. Attractively landscaped courtyards will face onto Almaden Court.

- b. The façade of the proposed structure is compatible with design features of adjacent facades that contribute to the positive visual quality of the district.

The façade of the proposed Project will contribute to the positive visual quality of the district, which does not possess a prevailing architectural style. The façade design is articulated both vertically and horizontally, and the tower element that highlights the entry way will be aligned with Palm Drive and will step forward to create a strong visual element from both Palm Drive and as one walks east and

west along Geary Boulevard. The façade will be designed in a Mediterranean style, incorporating stucco and tile façade materials, and sloping tile roofs. The façade will include a central cupola and strategically placed recessed windows to provide shade and depth, arranged in a repetitive grid-intended pattern. Canopies and arched recesses will also be provided along the street level. Two gated driveways will provide access from Geary Boulevard into the porte-cochere and garage.

The design of the Project also takes into account the residential component of the neighborhood, particularly at the rear of the building where it faces Almaden Court, a residential cul-de-sac. With the benefit of a 12-foot grade difference between Geary Boulevard and Almaden Court and multiple step-downs, the building height is approximately 59 feet to the highest gable on the Almaden Court side, with approximately half the façade stepping down to 47 feet. Further, the Almaden Court elevation steps down from five-stories to four-stories. Unlike the Geary façade, the façades facing Almaden Court are broken into two approximately 67-foot wide elements with stepped tops, appropriate to a residential scale. These elements are over 25 feet away from the nearest house on Almaden Court, and due to the courtyard, the principal wing of the building is over 140 feet from Almaden Court. This southern façade will also be stucco and tile with individual, strategically placed recessed windows arranged in a repetitive grid pattern. Unlike the Geary Boulevard façade, the southern façade will incorporate multiple setbacks, with the taller elements further from Almaden Court. The east and west wings will cradle a podium-level courtyard on a one-story base.

12. Section 121.2 - Use Size Findings

In addition to the criteria of Section 303(c) of this Code, the Commission has considered the extent to which the following criteria are met for a non-residential use exceeding 5,999 square feet (the IOA offices and program space):

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

IOA will consolidate and expand three of its existing sites that are currently located in the neighborhood into the new Project. Allowing the larger use of the proposed Project will not be likely to foreclose the location of other needed neighborhood-serving uses in the area. Several existing storefronts on Geary Boulevard in the Project vicinity are vacant, and existing nearby IOA space that is currently being leased will be vacated upon relocation into the new structure.

The housing units will bring approximately 319 new residents, and their visitors, to the neighborhood, and they will utilize and enhance the economic vitality of the existing Geary Boulevard retail uses. In addition, IOA services will bring both employees and the users of its services to the neighborhood.

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

The proposed use of this Project will serve both the Richmond neighborhood and the City of San Francisco senior population by enhancing and expanding IOA's services, and allowing IOA to locate its varying functions in one central location. IOA purchased this site with a vision to consolidate its services into one location and combine them with housing to create a central senior community development.

The nature of the IOA use requires a larger size in order to function because its programs are currently located in various leased facilities along Geary Boulevard, at 3600, 3626, and 3330 Geary Boulevard. The proposed co-location of IOA's multiple functions will eliminate the need for IOA to continue leasing space in other buildings, and allow it to consolidate its programs in a central service and office facility, enabling it to provide its services more efficiently. Specifically, the new, central headquarters facility will provide space specifically designed for its service functions; will reduce inter-facility travel, which is hard both on staff and seniors; will limit overlapping staff functions and equipment needs; and will eliminate the dependency and financial risk associated with leases with third party property owners.

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

The proposed building has been designed in discrete elements to respect the scale of development in the district. Separate entrances will be provided for the BRIDGE housing component, the IOA supportive housing component, and the IOA office and program space. The scale of development along the Geary Boulevard façade is commercial in scale. The façade of the proposed building has been designed in such a way that it is broken into some smaller elements for visual interest. The façade will include both vertical and horizontal articulation. The rear of the building has been designed to respect the residential street and houses located there. At the back, the building is broken into two wings with a central courtyard, reducing the visual bulk for the residents. The wings also step back at the upper levels, reducing the visible height from Almaden Court.

In acting upon the application for a conditional use to permit the bulk limits to be exceeded under this section, the City Planning Commission has considered the following standards and criteria in addition to those stated in Section 303(c) of this Code:

- (1) 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:
 - (A) Major variations in the planes of wall surfaces, in either depth or direction, that significantly alter the mass;

The appearance of bulk in the proposed building has been reduced through major variations in the planes of wall surfaces on all sides of the building. The upper floors of the building partially step back from the rear property line to reduce the visual mass of the building. In addition, the building's mass at the rear has been broken into the two wings of a "U"-shaped building, further reducing the visible mass of the building. This project design is superior to one described in the EIR which would have been composed of three separate towers over a 40-foot base, with an overall maximum height of 80 feet, and a single rear yard. Site constraints in the form of the jagged property lines on the eastern and western sides of the property also alter the structure with wall variations that alter the appearance of the building mass.

At the Geary Boulevard façade, both vertical and horizontal variations in the wall surface planes exist primarily as a result of design decisions made to reduce the apparent mass of the building. The tower element, topped by an unoccupied cupola, highlights the main entry at Palm Avenue and is brought forward from the majority of the building. This tower is taller than the remainder of the facade, while the wings over the garage entry and porte-cochere are pulled back from the property line at the street and step down one story.

- (B) Significant differences in the heights of various portions of the building, structure or development that divide the mass into distinct elements;

The appearance of bulk in the proposed building has been reduced through significant differences in the heights of various portions of the building. The urban side of the building facing onto Geary Boulevard is the tallest part of the building. The roofline at Geary Boulevard

incorporates minor variations in the parapet height in order to divide the mass into distinct elements. The roofline steps down as it nears the area adjacent to the residential area, softening the edge of the building and reducing the building's mass.

- (C) Differences in materials, colors or scales of the facades that produce separate major elements;

The appearance of bulk in the proposed building has been reduced through choosing different materials, colors, and scales for the façades of the building. Though specific colors have not yet been chosen, the major elements of the building will incorporate either tone-on-tone, or colors from ivory to sandy pastel, in order to break the building into multiple forms. Different groupings of windows, groupings of balconies, and different window types will assist in producing the appearance of separate elements.

Specifically, the Geary Boulevard façade would be a Mediterranean style building, incorporating stucco and tile façade materials and sloping tile roofs, with a central cupola, and strategically placed recessed windows to provide shade and depth, arranged in a repetitive grid-intended pattern. Canopies and arched recesses would also be provided along the street level.

The southern façade would also be stucco and tile with individual, strategically placed recessed windows arranged in a repetitive grid pattern, but would also incorporate multiple setbacks, with taller elements further from Almaden Court.

- (D) Compensation for those portions of the building, structure or development that may exceed the bulk limits by corresponding reduction of other portions below the maximum bulk permitted; and

The building reaches a maximum height of 72 feet along Geary Boulevard, less than the 80-foot height limit. The appearance of bulk in the proposed building has been reduced through a further reduction in the building height at the rear of the building. Due in part to the 12-foot grade difference and multiple step-downs, the building height is approximately 59 feet to the highest gable on the Almaden Court side, with approximately half the façade stepping down to 47 feet in an effort to reduce the bulk of the building as viewed from Almaden Court. Further, the Almaden Court elevation steps down from five stories to four stories.

The façades facing Almaden Court are broken into two approximately 67-foot wide elements with stepped tops. These elements are over 25 feet away from the nearest house on Almaden Court.

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

The proposed development has only one structure, but the appearance of bulk in the proposed building has been reduced through the 64-foot wide, 116-foot deep courtyard that lies between the two wings of the "U"-shaped building.

- (2) 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:

- (A) A silhouette harmonious with natural land-forms and building patterns, including the patterns produced by height limits;

The proposed building is significantly less than the maximum height allowed within the 80-foot height district. The proposed building is compatible with the character and development of Geary Boulevard, a major transit and commercial corridor. Roosevelt Middle School across the street is of a similar scale. The silhouette of the building steps down at the rear as it approaches the residential cul-de-sac, to harmonize with the single-family homes on Almaden Court. The building also utilizes the 12-foot grade difference between Almaden and Geary, as an entire floor of the proposed Project lies below the Almaden Court grade and is not visible.

- (B) 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 proposed building is located along a major transit and commercial corridor with a mid-rise height limit. The Project's proposed maximum height of 72 feet on Geary Boulevard and 59 feet facing Almaden Court is within the 80-foot height limit allowed in the district. The Project incorporates a sensitive transition to the single-family homes at the rear of the building, with a stepped down roofline and lower courtyards facing the cul-de-sac.

- (C) Use of materials, colors and scales either similar to or harmonizing with those of nearby development; and

The proposed building is compatible with the character and development of the surrounding area through use of materials, colors, and scales already used in the area. The neighborhood does not possess a prevailing architectural style. The proposed structure would be a Mediterranean style building, incorporating stucco and tile façade materials and sloping tile roofs, with a central cupola, and strategically placed recessed windows to provide shade and depth, arranged in a repetitive grid-intended pattern. Canopies and arched recesses would also be provided along the street level.

- (D) Preservation or enhancement of the pedestrian environment by maintenance of pleasant scale and visual interest.

The proposed building is compatible with the character and development of the surrounding area through preservation and enhancement of the pedestrian environment. Large, storefront-type windows and a commercial look, including canopies and arched recesses at the ground level, tie the building into the surrounding retail businesses. Multiple entries for the various uses of the building will enhance pedestrian flow in and out and in front the building, maintaining a pedestrian-scaled "life on the street." The aforementioned canopies and attention to entry details will also create visual interest at the pedestrian level.

14. Section 304(d) - Planned Unit Development Findings

Planning Code Section 304(d) establishes criteria and limitations for the authorization of PUD's over and above those applicable to Conditional Uses in general and contained in Section 303(c) and elsewhere in the Code. PUD's must:

- a. Affirmatively promote applicable objectives and policies of the Master Plan;

The Commission finds that the Project does affirmatively promote the applicable objectives and policies of the General Plan as outlined below in item 15.

- b. Provide off street parking adequate for the occupancy proposed;

Off-street parking provided will be more than adequate for the occupancy proposed. The proposed development will provide parking for residents,

employees, and visitors in a below-grade parking garage. The Project proposes 65 independently accessible and two tandem parking spaces, for a total of 67 spaces in a one level underground parking garage. According to the EIR, this number of parking spaces exceeds the anticipated demand for this type of project: the Project would generate a total parking demand for 56 spaces (4 short-term, and 52 long-term) during the mid-day and 30 spaces (long-term) in the evenings when no conference meetings are held.

IOA will occasionally hold weekday evening and weekend meetings, seminars, or trainings, which would generate a demand of 77 additional parking spaces after business hours or on weekends. On these occasions, the Project would generate a total parking demand of approximately 107 spaces (77 plus 30 spaces), 40 of which could not be accommodated on-site (67 could be accommodated in the garage). According to the EIR, some or all of those 40 additional vehicles could park on the street where there are sufficient spaces available (145 in the early evening, 144 in the evening) within the immediate area. It should be noted that when the Coronet Theater was in use, it had only 93 spaces for its 1,350 seats. Thus, the overflow parking demand when the Theater was open and in use would have been much greater than it will be under the proposed Project.

The residential portion of the development will comply with the required parking ratio of one parking space to five units. Historically, the significantly lower than typical rates of car ownership and usage at BRIDGE Housing projects for independent seniors coincides with this reduced requirement. The proposed number of parking spaces provided for IOA staff exceeds the amount of parking that it currently provides in the neighborhood. The EIR addresses a parking survey done of IOA employees indicating that 28 employees currently drive to work, which is far below the 37 spaces that the Project will provide for employees. As noted above, and in the EIR, the conference center will offer programs to off-site users only during weekends and evenings when IOA employees will not be using on-site parking. In addition, the proposed Project is well-served by public transit, as it is located on Geary Boulevard, which runs the 38, 38L, and 38BX Muni bus lines, and within two blocks of the 1, 1BX, 2, 4, 31, 31BX, and 33 bus lines. The need for a car will be significantly less than typical in this development because residents and employees will be able to take advantage of its transit-friendly location.

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

A total of approximately 13,433 square feet of open space will be provided in eight separate courtyards and terraces on floors one, two, three, and six. A total of 7,980 square feet is required by the Planning Code for 150 senior dwelling units. Accordingly, open space usable by the occupants is at least equal to the open space required by the Planning Code. No public open space is required by the Planning Code.

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

No exception to the dwelling unit density limit for the NC-3 zoning district is sought. Planning Code Section 207.4, which sets forth density restrictions for dwelling units in Neighborhood Commercial Districts, states that one dwelling unit is typically allowed for each 600 square feet of lot area. Further, Section 207.4(b) states that density for dwellings specifically designed for and occupied by senior citizens may be at a ratio twice that typically permitted. Thus, for the subject Site (approximately 45,920 square feet) up to 154 (77x2) dwelling units would be permitted. The Project proposes 150 senior dwelling units (120 of which will be affordable) and thus complies with the requirements of these code sections.

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

This finding does not apply to this Project.

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

Planning Code Section 260 requires that all structures be no taller than the height proscribed in the subject height and bulk district. The proposed Project is located in an 80-A height and bulk district, with an 80-foot height limit. The Project will be approximately 72 feet tall, and thus no exception to the 80-foot height limit is sought.

- j. In NC Districts, be limited in gross floor area to that allowed under the Floor Area Ratio limit permitted for the district in Section 124 and Article 7 of this Code; and

Planning Code Section 124 limits the building square footage to 3.6 square feet of building area for every 1 square feet of lot area, or approximately 165,312 square feet of building area for the subject Site. However, in NC Districts, the FAR limits do not apply to dwellings, nor do they apply to nonaccessory off-street parking per Section 124(b). The proposal includes approximately 122,143 gross square feet of residential uses, and approximately 55,457 gross square feet of IOA program space, and therefore complies with this requirement. Thus, no exception to the non-residential 3.6:1 FAR limit is sought.

- k. In NC Districts, not violate the use limitations by story set forth in Article 7 of this Code.

No exception to the use limitations by story for the NC-3 District is sought. Large institutional uses, dwelling units and supportive housing are permitted on all floors in this District.

15. General Plan Conformity

The Project meets the criteria in Section 303(c)(3) and 304(d) by complying with applicable provisions of the Planning Code as established in the Findings and affirmatively promoting the objectives and policies of the General Plan. The Project would implement the following policies of the Housing Element, the Commerce and Industry Element, the Urban Design Element, the Recreation and Open Space Element, and the Transportation Element:

Housing Element

Housing Supply

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.

The proposed Project would result in the construction of 150 units of senior housing, 120 of which would be permanently affordable housing units dedicated to seniors with extremely-low and very-low incomes.

- 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. Set allowable densities in established residential areas at levels which will promote compatibility with prevailing neighborhood scale and character where there is neighborhood support.

The Project will increase the City's housing stock by 150 senior housing units, 120 of which will be affordable units, to be located in the Richmond District to take advantage of the District's location close to employment and transit service, while incorporating pedestrian-friendly streetscaping, senior health services, and IOA office space. The Project will contribute to the mixed-use nature of the Richmond district and Geary Boulevard, and will provide the allowable residential density while remaining consistent with neighborhood character of the Geary Boulevard corridor.

- Policy 1.4 - Locate infill housing on appropriate sites in established neighborhoods.

The proposed Project would result in the construction of infill dwelling units on a vacant yet well-served lot, consistent with the established pattern of development in the Richmond neighborhood.

- Objective 4 - Support affordable housing production by increasing site availability and capacity, Policy 4.2 - Include affordable units in larger housing projects.

By providing 150 new dwelling units, 120 of which will be affordable senior housing units, the project satisfies this objective and policy.

- Objective 5 - Increase the effectiveness and efficiency of the city's affordable housing production system, Policy 5.2 - Support efforts of for-profit and non-profit organizations and other community-based groups and expand their capacity to produce and manage permanently affordable housing.

The IOA and BRIDGE Housing Corporation are two non-profit, community-based San Francisco organizations. The IOA offers a comprehensive array of services for seniors in the Bay Area with a focus on promoting safety and independence for older adults who wish to live at home. BRIDGE Housing creates high-quality, affordable homes for working families and seniors, with over 11,000 homes in California. This

Project, which combines the efforts of these groups and will result in 120 affordable senior housing units, expands their respective capacities to produce and manage permanently affordable housing.

Objective 8 - Ensure equal access to housing opportunities.

Policy 8.6 - Increase the availability of units suitable for users with supportive housing needs.

The Project would result in the creation of 30 supportive housing units for frail seniors with special needs.

Objective 11 - In increasing the supply of housing, pursue place making and neighborhood building principles and practices to continue San Francisco's desirable urban fabric and enhance livability in all neighborhoods.

Policy 11.1 - Use new housing development as a means to enhance neighborhood vitality and diversity.

By providing 150 new dwelling units, as well as office and senior health services program space, the Project will contribute to more diversity and 24-hour neighborhood vitality.

Policy 11.4 - Avoid or minimize disruption caused by expansion of institutions, large-scale uses and auto-oriented development into residential areas.

Although this mixed-use development will contain some institutional uses, it faces onto Geary Boulevard, a busy commercial and transit corridor. Additionally, the Project use, though institutional, will not be auto-oriented. Further, the Project use, though institutional, will not be auto-oriented. Further, the Project would not include highly reflective surfaces, thus would not result in significant additional glare. The completed development will not create any noxious or offensive emissions, and the entire development, including the garage space, will be mechanically ventilated. Lighting will be typical of urban residential structures and will be designed to avoid glare to adjoining properties.

Policy 11.8 - Strongly encourage housing project sponsors to take full advantage of allowable building densities in their housing developments while remaining consistent with neighborhood character.

For the subject Site (approximately 45,920 square feet) up to 154 dwelling units are permitted without PUD approval. The Project proposes

150 dwelling units, 120 of which will be affordable senior dwelling units, and 30 of which will be supportive housing units for seniors with special needs.

Policy 11.9 - Set allowable densities and parking standards in residential areas at levels that promote the City's overall housing objectives while respecting neighborhood scale and character.

The off-street parking provided would be more than adequate for the occupancy proposed, and will allow for the development of this Project, which furthers the City's overall housing objectives. The proposed development will provide 67 parking spaces for residents, employees, and visitors in a below-grade parking garage, in excess of the anticipated demand for this type of project that was examined in the EIR. Specifically, the Project would generate a total parking demand for 56 spaces (4 short-term, and 52 long-term) during the midday and 30 spaces (long-term) in the evenings when no conference meetings are held. Though a total of 138 off-street parking spaces are required under the Planning Code, the Project will provide 65 independently accessible and two tandem parking spaces, far exceeding both residential, employee, and guest parking demand at a project of this type and location.

Commerce and Industry Element

Neighborhood Commerce

Objective 6 - Maintain and strengthen viable neighborhood commercial areas easily accessible to City Residents.

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.

The proposed Project will create a mixed-use Project in this mixed-use neighborhood. Further, it will contribute to the City's affordable housing supply, while at the same time providing a much needed senior services facility. The Project will not displace any existing housing in the area.

Urban Design Element

Major New Development

Objective 3 - Moderation of major new development to complement the City pattern, the resources to be conserved, and the neighborhood environment.

Policy 3.1 - Promote harmony in the visual relationships and transitions between new and older buildings

Policy 3.2 - Avoid extreme contrast in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance

The proposed Project's Mediterranean-inspired design reflects a common style in the larger neighborhood, yet maintains an informal quality that further softens its effects on Geary Boulevard. The Project has also been designed in a manner that bridges the smaller-scale residential character of Almaden Court with the scale and character of Geary Boulevard.

Recreation and Open Space Element

Neighborhoods

Objective 4 - Provide opportunities for recreation and the enjoyment of open space in every San Francisco neighborhood

Policy 4.5 - Require private usable outdoor open space in new residential development.

The proposed Project will provide a total of approximately 13,433 square feet of open space, including approximately 4,228 square feet of open space on floors three through six, with an additional 8,326 square feet on floors one and two. Thus, the total common open space provided by the Project will exceed the Code requirement.

Transportation Element

Pedestrian

Objective 24 - Improve the ambience of the pedestrian environment.

The Project proposes to relocate the southern half of the east pedestrian crosswalk across Geary Boulevard at Palm Avenue approximately six feet to the west, thus creating an offset pedestrian crossing, and proposes to extend the existing landscaped median on Geary Boulevard. These improvements will create a safe refuge area for pedestrians walking at

slower speeds, who are unable to cross the street during a single traffic cycle, and will generally increase pedestrian safety and visibility. Further, the Project will provide for pedestrian level landscaping, and individual street-level entrances, thus improving the pedestrian environment.

Citywide Parking

Objective 34 - Relate the amount of parking in residential areas and neighborhood commercial districts to the capacity of the city's street system and land use patterns.

Policy 34.1 - Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.

Policy 34.3 - Permit minimal or reduced off-street parking supply for new buildings in residential and commercial areas adjacent to transit centers and along transit preferential streets

The proposed Project would generate a total parking demand for 56 spaces (4 short-term and 52 long-term) during the midday and 30 spaces (long-term) in the evenings when no conference meetings are held. Further, independent seniors residing at BRIDGE projects tend to have lower-than-average vehicle ownership and use. The Project would provide 67 spaces, and would therefore meet the parking demand, without over-parking the site and thus drawing unnecessary automobile traffic or unnecessarily utilizing surface area. IOA will occasionally hold weekday evening and weekend meetings, seminars, or trainings, which would generate a demand of 77 additional parking spaces after business hours or on weekends. On these occasions, the project would generate a total parking demand of approximately 107 spaces (77 plus 30 spaces), 40 of which could not be accommodated on-site (67 could be accommodated in the garage). According to the EIR, some or all of those 40 additional vehicles could park on the street where there are sufficient spaces available (145 in the early evening, 144 in the evening) within the study area. Thus, the Objective and Policies set forth above will be met.

Planning Code Section 101.1 establishes Eight Priority Planning Policies and requires review of permits for consistency with said policies. The Project complies 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 enhanced.

The subject Property is currently vacant, and because of market conditions and trends, it is unlikely to re-open as a 1,350-seat, single-screen movie theatre, so no neighborhood-serving retail uses will be displaced. The proposed development would bring approximately 319 new residents into the neighborhood. The Project would have no adverse effect on neighborhood-serving retail uses or opportunities for employment in ownership of such business, and in fact would enhance the economic viability of many of the existing retail uses in the area by providing additional resident/customers.

- 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 contribute an additional 150 senior units to the City's supply of housing, 120 of which will be permanently affordable. No housing currently exists on the Project Site. The Mediterranean-inspired design of the project reflects a style that is common in the larger neighborhood, but includes an informal quality that will further soften the effect of the building on Geary Boulevard. The Project has been designed in a manner that bridges the smaller-scale residential character of Almaden Court, with the scale and character of Geary Boulevard, a major transit and commercial corridor.

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

The Project will enhance the City's affordable housing stock by adding 120 units of affordable housing for independent seniors to the City's supply. The housing for independent seniors, restricted to very-low and extremely-low income households, will range from studio to two-bedroom units, with one-bedrooms composing a majority of the units.

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

The Project will not result in commuter traffic impeding Muni transit service or overburdening the streets or neighborhood parking. The proposed development

will provide parking for residents, employees, and visitors in a below-grade parking garage, and the amount of parking will exceed the anticipated demand for this type of project. Vans bringing services and seniors to the site will enter into a secure, off-street loading area located on the west side of the project site. This "porte-cochere" area will enable the vans to drop off seniors in a safe place without parking in front of the development or blocking traffic. The EIR noted that the level of service at the intersections analyzed in the traffic study would remain the same with or without this project. Further, the proposed Project is well-served by public transit, as it is located on Geary Boulevard which runs the 38, 38L, and 38BX Muni bus lines, and within two blocks of the 1, 1BX, 2, 4, 31, 31BX, and 33 bus lines. The need for a car will be significantly less than typical in this development because residents and employees will be able to take advantage of its transit-friendly location. Historically, senior residents of BRIDGE Housing properties have significantly lower-than-typical rates of car ownership and usage. The parking ratio for the housing portion of the Project is typical for this type of development and meets the Code requirements. The proposed number of parking spaces that will be provided for IOA staff exceeds the amount of parking that is currently provided in the neighborhood, and a parking survey done of IOA employees indicates that, while only 28 employees currently drive to work, the Project will provide 37 spaces for employees.

- 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 existing Coronet Theater building is currently vacant. Accordingly, the Project will not adversely affect the industrial or service sectors or future opportunities for resident employment or ownership in these areas.

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

The new building will be constructed in full compliance with current seismic requirements. Thus, the Project will achieve the greatest possible preparedness against injury and loss of life in an earthquake.

- g. That landmarks and historic buildings be preserved.

The Project site is not located within an historic district. The Coronet Theater structure, which currently exists on the site, is not a designated San Francisco landmark, nor is it listed on any other local, state, or federal list of significant

historic resources. The EIR determined that the Theater building was not an historic resource.

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

The proposed Project will not impact public parks or open space, or their access to sunlight and vistas. The Project will provide approximately 13,433 square feet of common exterior terraces and courtyards within the project for the building's residents, clients, staff, and guests.

- 17. 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.

- 18. First Source Hiring Program

The Project is subject to the requirements of the First Source Hiring Program (Chapter 83 of the Administrative Code) for commercial establishments in excess of 25,000 square feet and residential developments in excess of ten units. The Project Sponsor will comply with the requirements of this Program. Prior to the issuance of any Building Permit or a First Addendum to a Site Permit, the Project Sponsor will have an approved First Source Hiring Construction Program from the First Source Hiring Administrator, which will be evidenced in writing. Prior to the issuance of the First Certificate of Occupancy, the Project Sponsor will have an approved First Source Hiring Occupancy Program from the First Source Hiring Administrator, evidenced in writing.

- 19. California Environmental Quality Act (CEQA) Findings Regarding Alternatives and Overriding Considerations

CEQA mandates that an EIR evaluate a reasonable range of alternatives to the Project or the Project location that generally reduce or avoid potentially significant impacts of the Project. CEQA requires that every EIR evaluate a "No Project" alternative. Alternatives provide a basis of comparison to the Project in terms of beneficial, significant, and unavoidable impacts. This comparative analysis is used to consider reasonable feasible options for minimizing environmental consequences of a Project. Even though the EIR concluded that the Project as proposed will have no significant unmitigated environmental impacts, the 3575 Geary Boulevard Senior Health Services Facility and Senior Housing Project EIR analyzed three alternatives and two variants, including a No Project alternative, a No-Demolition Alternative, a Reduced Height Alternative, a Reduced Height Alternative Variant, and a Forty-Foot Alternative Variant. These

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alternatives and variants are addressed, and found to be infeasible, in the CEQA Findings attached hereto as EXHIBIT C, which are incorporated herein by reference as though fully set forth.

20. The Commission hereby finds, based on substantial evidence in the whole record of these proceedings, that approval of the Conditional Use authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the EIR, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Application No. 2003.0410C** subject to the following conditions attached hereto as EXHIBIT A and subject to the Mitigation Measures set forth in EXHIBIT D, both of 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. 17219. The effective date of this Motion shall be the date of this Motion if not appealed (After the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission on **April 6, 2006**.

Linda D. Avery
Commission Secretary

AYES: Commissioners Alexander, Antonini, Bradford Bell, Hughes, S Lee, W. Lee and Olague

NOES: None

ABSENT: None

ADOPTED: April 6, 2006

EXHIBIT A

CONDITIONS OF APPROVAL

GENERAL CONDITIONS:

A. The Approved Project

- (1) This approval is for a Conditional Use authorization to allow a Planned Unit Development pursuant to Sections 712, 271, 303 and 304 for the construction of a mixed-use Project that would include 120 affordable senior dwelling units, 30 supportive housing units for seniors with special needs, approximately 67 off-street, below-grade parking spaces, and office, meeting, and senior health services space. The Project approved by this Motion is in general conformity with the plans dated August 1, 2005 on file with the Department in the docket for **Case No. 2003.0410CEK!** (labeled EXHIBIT B), reviewed and approved by the **Commission on April 6, 2006.**
- (2) Building area and massing authorized herein is limited to that described on the plans labeled EXHIBIT B, dated August 1, 2005. The Project Sponsor shall advise the Planning Department staff of any changes or modifications to the Project, which would result in any deviation from the plans, as approved in this Motion, dated August 1, 2005 (labeled EXHIBIT B).

B. First Source Hiring Program

- (1) 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. Prior to the issuance of the first site or building permit for the project, the Project Sponsor shall have a First Source Hiring Occupancy Program approved by the First Source Hiring Administrator, and evidenced in writing.

C. Inclusionary Housing/Affordable Units

- (1) 120 of the proposed 150 dwelling units will be provided as affordable units to households earning 60 percent of median income or less, and therefore the Project complies with the Inclusionary Housing requirements of Planning Code Sections 315 through 315.9.

D. Transportation, Parking and Circulation

- (1) In order to minimize the possibility that more than two shuttle vans are stationed at the Project Site at any given time, and to minimize potential traffic impacts and MUNI operations associated with these vehicles during the morning or afternoon periods, the Project Sponsor or its designated transportation contractor shall comply with the following improvement measures:
 - a. Establish morning drop-off and afternoon pick-up periods of sufficient length to accommodate these activities at the project site: 10 minutes for every two vans in the morning and 20 minutes for every two vans in the afternoon;
 - b. Prohibit the designated contractor from having vans arrive at the site prior to the start of drop-off or pick-up activities at the center;
 - c. Enforce the drop-off and pick-up minimum two-van headways: 10 minutes in the morning and 20 minutes in the afternoon;
 - d. IOA or its van operator (Medsam, or any other contracted van operator) shall have a transportation manager on site at 3575 Geary Boulevard. The transportation manager shall be in communications with each driver and escort by use of a two-way radio. The transportation manager will regulate the unloading and loading schedules for each van. All IOA vans or vans operated by Medsam (or any other contracted van operator) shall be GPS (global positioning system) equipped so that the transportation manager will be able to monitor and locate each van before it arrives at the Project Site. The use of the radio communication and GPS tracking systems is intended to ensure that no more than two vans are loading or unloading at the Project Site at any one time. Medsam is also seeking to secure a nearby staging area for its vans. IOA, Medsam, or any future contracted van operator, shall make good faith efforts to secure a nearby staging area for its vans
 - e. Ensure that all vans either return to their base of operations or that the designated contractor perform other services for clients unrelated to IOA after IOA transportation services are provided; and
 - f. Require that freight deliveries be scheduled outside the passenger drop-off and pick-up periods (8:30 to 10:30 AM and 2:00 to 3:30 PM).

- (2) The Project Sponsor shall apply to the Department of Public Works and pay the costs to relocate the southern half of the east pedestrian crosswalk across Geary Boulevard at Palm Avenue approximately six feet to the west, so the Project driveway would not be in the existing crosswalk. The Project Sponsor shall pay the costs of extending the existing landscaped median on Geary Boulevard six feet to the west, toward Palm Avenue, and for the painting of new 100-foot long double yellow crosswalk markers.
- (3) The Project Sponsor shall provide no less than 95 off-street parking spaces, which may be independent or valet, at the project sponsor's option. At any time after two years after the occupancy of the project, the Project Sponsor may have a parking demand study prepared, and if it demonstrates that the excess parking above 67 spaces is not being utilized, the Zoning Administrator may reduce the amount of parking. Such report shall be made available to The Jordan Park Improvement Association (JPIA) and The Francisco Heights Association (FHA) for comment to the Zoning Administrator before Zoning Administrator's determination. An appeal of the Zoning Administrator's determination may be filed with the Board of Appeals.

E. Biological Resources

- (1) **Nesting Birds:** In order to determine the possibility that active bird nests are present in the landscaping area to be potentially removed with implementation of the proposed project, the project owner and its designated wildlife biologist shall comply with the following improvement measure:

The removal of trees, shrubs, or weedy vegetation should avoid the February 1 through August 31 bird nesting period to the extent possible. If no vegetation or tree removal is proposed during the nesting period, no surveys are required. If it is not feasible to avoid the nesting period, a survey for nesting birds should be conducted by a qualified wildlife biologist no earlier than 14 days prior to the removal of trees, shrubs, grassland vegetation, buildings or other construction activity. Survey results shall be valid for 21 days following the survey. The area surveyed should include all construction areas as well as areas within 150 feet outside the boundaries of the areas to be cleared or as otherwise determined by the wildlife biologist in consultation with the City. In the event that an active nest is discovered in the areas to be cleared, or in other habitats within 150 feet of construction boundaries, clearing and construction should be postponed within 150 feet of the nest (unless otherwise determined by a wildlife biologist in consultation with the City) for at least two weeks or until a wildlife biologist has determined that the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts.

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F. Mitigation Monitoring Program

- (1) The Project shall comply with all mitigation measures set forth in the Final EIR and outlined in the Mitigation Monitoring and Reporting Program, attached as EXHIBIT D and fully incorporated herein to these Conditions of Approval.

G. Lighting

- (1) All Project lighting shall be directed onto the Project Site and immediately surrounding sidewalk area only.

H. Signage

- (1) All Project signage shall be consistent with the controls of Article 6 of the Planning Code and shall be reviewed and approved by the Planning Department.

I. Landscaping

- (1) A landscape plan shall be prepared by a licensed architect or landscape architect and submitted to the Planning Department for review and approval prior to the approval of any building permit applications.

J. Performance

- (1) Trash receptacles and dumpsters shall not be stored on public property or in Project common open space, and they shall be screened from public view.
- (2) Mechanical equipment and appurtenances shall be enclosed in such a manner that (a) the enclosure is designed as a logical extension of the building form and an integral part of overall building design and (b) its cladding and detailing is comparable in quality to the rest of the building. Any such enclosures may have openings necessary for proper ventilation of equipment.
- (3) The Project Sponsor shall obtain a Building or Site Permit for the proposed Project within three (3) years from the date of this Conditional Use authorization or the approval by the San Francisco Board of Supervisors, and construction shall thereafter be pursued diligently to completion or the said authorization/approval shall be deemed null and void.
- (4) This authorization may be extended at the discretion of the Zoning Administrator only where the failure to issue a building or site permit to construct the Project is delayed by a City agency or a state agency, or by legal challenges.

PLANNING COMMISSION

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Assessor's Block/Lot: 1083/2 &
1084/4
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- (5) The Project Sponsor shall appoint a community liaison officer to deal with issues of concern to neighbors related to the operation of this project. The name and telephone number of the community liaison shall be reported to the Zoning Administrator.
- (6) Should implementation of this Project result in complaints from neighborhood residents and/or businesses, which are not resolved by the Project Sponsor and are subsequently reported to the Zoning Administrator and found to be in violation of the Planning Code and/or specific conditions of approval as set forth in this Exhibit A of this Motion, the Zoning Administrator shall report such complaints to the City Planning Commission, which may thereafter hold a public hearing on the matter in accordance with the hearing notification and conduct procedures set forth in Section 174, 306.3 and 306.4 of the Code to consider revocation of this Conditional Use Authorization.
- (7) Should the monitoring of Conditions of Approval contained in Exhibit A of this Motion be required, the Project Sponsor or successors shall pay fees as established in Planning Code Section 351(e)(1).
- (8) Failure to comply with any of the Conditions of Approval shall constitute a violation of the Planning Code or any other provisions of the Planning Code may be subject to abatement procedures and fines of up to five-hundred dollars (\$500.00) a day in accordance with Planning Code Section 176.
- (9) Prior to the issuance of a Building or Site Permit, the Zoning Administrator shall approve and order the recordation of a notice in the Official Records with the Office 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, the Zoning Administrator shall affirm in writing the extent to which the conditions of this Motion have been satisfied.

1 [Zoning Appeal – 3575 Geary Boulevard.]
2

3 **Motion disapproving decision of the Planning Commission by its Motion No. 17219,**
4 **which approved Conditional Use Application 2003.0410CEK! on property located at**
5 **3575 Geary Boulevard, and approving the issuance of Conditional Use Application**
6 **2003.0410CEK! on property located at 3575 Geary Boulevard, subject to all of the**
7 **conditions imposed by the Planning Commission, and further subject to additional**
8 **conditions and amendments to conditions imposed by the Board of Supervisors on**
9 **May 23, 2006.**

10
11 **MOVED,** That the decision of the Planning Commission by its Motion No. 17219, dated
12 April 6, 2006, approving Conditional Use Application No. 2003.0410CEK!, subject to certain
13 conditions, for a lot size in excess of 9,999 square feet, Sections 121.2 and 712.21 to allow
14 non-residential use size in excess of 5,999 square feet, Section 271 to allow exception from
15 the "A" Bulk Controls in an 80-A Height and Bulk District, and Sections 303 and 304 to allow a
16 Planned Unit Development that would include modifications to the rear yard requirement
17 (Planning Code Section 134), the Open space requirement for senior dwelling units (Planning
18 Code Section 135(d)(3)), the dwelling unit exposure requirement (Planning Code Section
19 140), and the off-street parking and loading requirements (Planning Code Section 151 and
20 152).

21 The site is currently occupied by the now closed single-screen Coronet Theater in an
22 NC-3 (Moderate-scale Neighborhood Commercial) District, and an 80-A Height and Bulk
23 District, located at 3575 Geary Boulevard; Lot 2 in Assessor's Block 1083, and Lot 4 in
24 Assessor's Block 1084.

25 **FURTHER MOVED,** That the Board of Supervisors hereby approves the issuance of

1 Conditional Use Application 2003.0410CEK1, on property located at 3575 Geary Boulevard,
2 subject to all of the conditions imposed by the Planning Commission in its Motion No. 17219,
3 dated April 6, 2006, and further subject to the additional conditions and amendments to
4 conditions imposed by the Board of Supervisors on May 23, 2006, those additional conditions
5 and amendments being:

6 1. Condition D(1)d is amended by adding after "staging area for its vans," the
7 following: "and avoid temporary or double parking of vans on neighborhood streets."

8 2. Condition D(3) is amended by adding after "may reduce the amount of parking,"
9 the following "after a public hearing at the Planning Commission."

10 3. A new condition D(4) is added to read as follows: "IOA shall participate in the
11 Commuter Check Program or a similar program to make transit passes readily available to its
12 employees."

13 4. A new condition D(5) is added to read as follows: "Use of the basement level
14 meeting facilities shall be restricted to on-site employees and clients of the facility except on
15 weekdays after 6:00 PM and on weekends when employee parking spaces are vacant and
16 provided for use by meeting attendees."

17 5. Condition G(1) is amended to add "through use of directional lighting fixtures."
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