



SAN FRANCISCO PLANNING DEPARTMENT

Memo to the Planning Commission

HEARING DATE: MARCH 24, 2016

Continued from the March 10, 2016 Hearing

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Date: March 24, 2016
Case No.: **2013.0431CV**
Project Address: **750-754 14th Street**
Zoning: RTO (Residential, Transit Oriented)
40-X Height and Bulk District
Block/Lot: 3537/025
Project Sponsor: Heidi Liebes
Liebes Architects
2 Shaw Alley – 4th Floor
San Francisco, CA, 94105
Staff Contact: Elizabeth Jonckheer – (415) 575-8728
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Recommendation: **Approve with Conditions**

BACKGROUND

On March 10, 2016, the Planning Commission continued the proposed project at 750-754 14th Street (Case No. 2013.0431CV), which included a request for a Conditional Use Authorization under Planning Code Section 207.6 for an exception to the dwelling unit mix requirement, and Planning Code Section 209.4 to allow increased residential density beyond what it is principally permitted, as well as requests for Variances from Planning Code Section 134 (Rear Yard), 135, (Open Space) and Exposure (140) from the Zoning Administrator.

The Planning Commission continued these items to the public hearing of March 24, 2016, and requested that the project sponsor revise the project to address the Market and Octavia Area Plan and Planning Code Section 207.6 regarding the mix of unit sizes, specifically to include additional two bedroom units, thereby reducing the total number of units proposed. The Commission also requested that the project sponsor and Planning staff evaluate the air and light to the new units.

CURRENT PROPOSAL

The project sponsor has changed the scope of the project to include the addition of four new units on the basement and ground floor levels of the existing ten unit building, which also contains a church. This reduces the original proposal by three units. Of the four units proposed, two units are two-bedroom units. While this addition makes the project more compliant with the Market and Octavia Area Plan and Planning Code Section 207.6, Subsection 207.6(c)(1) states, that in the RTO District:

[N]o less than 40 percent of the total number of dwelling units on site shall contain at least two

Bedrooms...While existing dwelling units in buildings which do not comply with this Subsection need not be expanded to meet this requirement, all new dwelling units shall provide at least two bedrooms when less than 40 percent of the total number of dwelling units contain less than two bedrooms.

The two bedroom units proposed equal 50 percent of the new units. Six two bedroom units would be required in order to meet 40 percent of the total dwelling units on site. Only three units on site – one existing and two new units -- would be two bedroom units under the revised proposal. The project sponsor does not propose to modify existing occupied units. Therefore, to meet the requirement of Code Section 207.6(c)(1), all of the new units proposed would need to be two bedroom units. As not all proposed units are two bedrooms, the project would still require a conditional use authorization to modify the unit mix.

The project sponsor has provided photographs (attached) and an included interior perspective view to demonstrate how light will enter the proposed units so that the Commission can better review this issue. Units #1 and #2 provide for several windows along the Belcher Street façade that provide for natural light for the bedroom spaces and basement living room/kitchen levels. The Unit #3 studio has two rectangular casement windows and two arched windows on the front façade facing the street. The Unit #4 one bedroom provides for light at the rear elevation as this lower level façade contains mostly windows and doors that provide direct access to the rear yard open space.

Unit #	Type of Unit	Location	# of Windows / Location	Square Footage
Unit 1	2 bedroom	Basement & First Floor	5 @ First Floor on street 3 @ Basement on street	1,054 square feet
Unit 2	2 bedroom	Basement & First Floor	6 @ First Floor on street 3 @ Basement on street	1,177 square feet
Unit 3	Studio (Pastor's Unit)	First Floor	4 @ First Floor on street	453 square feet
Unit 4	1 bedroom (Rear Yard Unit)	Basement	4 windows/2 glass doors to the rear yard	937 square feet

PROJECT DESCRIPTION

The project sponsor proposes to add four dwelling units at the basement and first floor levels of an existing ten-unit building that also houses the Golden City Church. No changes to the building envelope or building entryway are proposed. Interior alterations include layout modifications to non-historic portions of the Golden City Church and church-related spaces to accommodate the additional residential units and 16 bicycle parking spaces on the basement level. No changes are proposed to interior spaces or the existing dwelling units (one two-bedroom, four one-bedroom and five studio units) on the second and third-floor levels. Exterior alterations include removal of the existing rear garage, window replacements along the 14th Street, Belcher Street, and the rear elevations, and repair of the staircase in the rear yard. When complete, the three-story over basement, 38-foot-tall, 12,924-square-foot building mixed-use building would have 14 residential units.

The subject building was assigned a California Historic Resource Status Code of 5S3 and was previously identified as a historic resource in the Market and Octavia Historic Resource Survey. The building appears to be eligible for listing in the California Register of Historical Resources as an individual resource under Criterion 1 (Event: settlement of the Scandinavian community in San Francisco) and Criterion 3 (Architecture: Gothic Revival and integrated residences and church) and as a contributor to the Duboce Triangle Historic District. The historic resource evaluations provided by the project sponsor found that in order for the project to be categorical exempt from environmental review under the California Environmental Quality Act (CEQA) and to conform to the Secretary of the Interior's *Standards for Rehabilitation*, the Gothic Revival exterior, the first floor Chapel spaces and clerestory windows must be retained.

VARIANCE

The project includes a request for Variances pursuant to Planning Code Sections 305, for the Rear Yard (Planning Code Section 134) to allow for new set of exterior exit steps from the ground floor to the basement and a ten foot fire wall (at the rear property line) in the required rear yard, and Exposure (Planning Code Section 140) for proposed ground floor Unit #4 where the existing chapel stage overhang extends three feet eight inches feet above the dwelling unit windows into a required rear yard area less than 25 feet in depth. With the reduction in the number of units the Project no longer necessitates a variance from open space requirements. The minimum amount of usable open space required for the Project total of four new units, if provided as common open space, is 532 square feet. The Project provides approximately 540 square feet of common open space.

REQUIRED COMMISSION ACTION

In order for the Project to proceed, the Commission must grant Conditional Use Authorization for an exception to the dwelling unit mix requirement, pursuant to Planning Code Section 207.6, and to allow increased density beyond what is principally permitted in the RTO (Residential, Transit Oriented) pursuant to Planning Code Section 209.4.

BASIS FOR RECOMMENDATION

- The project is consistent with Objective 2.2, Policies 2.2.2 and 2.2.5 of the Market Octavia Plan to encourage construction of residential infill throughout the plan area by:
 - Ensuring that a mix of unit sizes is built in new development and is maintained in existing housing stock, and
 - Encouraging construction of residential infill throughout the area by encouraging additional units in existing buildings.
- Overall the units proposed provide for adequate natural light.
- The proposed units would be constructed in existing underutilized spaces. No work to existing units is proposed, and current tenants will not be displaced.
- The addition of four units will contribute to greater density and add housing units without affecting neighborhood character or the historic character of the building.

- The project meets the goals of the Residential Transit-Oriented (RTO) District by adding density without adding additional parking.
- The addition of the four proposed units will not contribute to additional vehicle traffic. The project also promotes multi-modal transit by adding bicycle parking near high-traffic bicycle corridors.
- The project meets applicable requirements of the Planning Code.
- The project is desirable for, and compatible with the surrounding neighborhood.

RECOMMENDATION: Approve with Conditions

Attachments:

Revised Draft Motion

Public Comment received to date

March 10, 2016 packet and attachments

Revised reduced-sized plan set



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 checked="" type="checkbox"/> Child Care Requirement (Sec. 414) |
| <input type="checkbox"/> Downtown Park Fee (Sec. 412) | <input checked="" type="checkbox"/> Other (Market Octavia Community Improvements Fee) |

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Planning Commission Draft Motion

HEARING DATE: MARCH 24, 2016

Date: March 17, 2016
Case No.: **2013.0431CV**
Project Address: **750-754 14th Street**
Zoning: RTO (Residential, Transit Oriented)
40-X Height and Bulk District
Block/Lot: 3537/025
Project Sponsor: Heidi Liebes
Liebes Architects
2 Shaw Alley – 4th Floor
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ADOPTING FINDINGS RELATING TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 303, 207.6 AND 209.4 FOR AN EXCEPTION TO THE DWELLING UNIT MIX REQUIREMENT, AND TO ALLOW INCREASED RESIDENTIAL DENSITY BEYOND WHAT IS PRINCIPALLY PERMITTED, IN ORDER TO ACCOMMODATE FOUR ADDITIONAL RESIDENTIAL UNITS WITHIN AN EXISTING BUILDING CONTAINING CHURCH SPACE AND TEN RESIDENTIAL UNITS IN THE RTO (RESIDENTIAL, TRANSIT ORIENTED) ZONING DISTRICT AND A 40-X HEIGHT AND BULK DISTRICT.

PREAMBLE

On June 28, 2013, Heidi Liebes (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for Conditional Use Authorization under Planning Code Section 207.6 for an exception to the dwelling unit mix requirement, and under Planning Code Section 209.4 to allow increased residential density beyond what it is principally permitted, in order to accommodate seven additional residential units within an existing building containing church space and ten residential units in the RTO (Residential, Transit Oriented) Zoning District and a 40-X Height and Bulk District.

On March 10, 2016, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Case No. 2013.0431CV. The Commission required that the project sponsor revise the project to address Market and Octavia Area Plan

Objective 2.2, Policy 2.2.2 and Planning Code Section 207.6 regarding the mix of unit sizes. The Commission also requested that the project sponsor and Planning staff evaluate the air and light to the new units and requested to continue the item to a regularly scheduled hearing on March 24, 2016. On March 15, 2016, the Project Sponsor revised the project and reduced the number of units proposed to four, including one studio, one one-bedroom unit and two two-bedroom units.

This Project is exempt from the California Environmental Quality Act ("CEQA") as a Class 32 categorical exemption.

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 approves the Conditional Use requested in Application No. 2013.0431CV, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The Project site is an approximately 5,000 square foot lot, located at the northwest corner of 14th and Belcher Streets, Block 3537, Lot 025. Built in 1923, the existing structure on the site is a three-story-over basement, 38-foot tall, approximately 13,386 square foot building with approximately 8,353 square feet of church space on the basement and ground floor levels, ten residential units (including one two-bedroom, four one-bedroom and five studio units) on the second and third floor levels. One parking space is a detached garage at the rear of the property. The subject property is located within the Residential Transit-Oriented District ("RTO") and the 40-X Height and Bulk District, as well as within the Market and Octavia Plan Area. The subject building was assigned a California Historic Resource Status Code of 5S3 and was previously identified as a historic resource in the Market and Octavia Historic Resource Survey. The building appears to be eligible for listing in the California Register of Historical Resources as an individual resource under Criterion 1 (Event: settlement of the Scandinavian community in San Francisco) and Criterion 3 (Architecture: Gothic Revival and integrated residences and church) and as a contributor to the Duboce Triangle Historic District.
3. **Surrounding Properties and Neighborhood.** The Project is located within the Market and Octavia Plan Area, approximately 300 feet northwest of Market Street. The surrounding development primarily consists of multi-unit residential buildings, with some incidental ground floor commercial uses scattered throughout adjacent interior blocks and a greater concentration of commercial uses along 14th Street as it approaches the Market Street corridor. Adjacent

buildings range in date with the majority constructed between 1900 and 1920. The project site is well served by MUNI. The 37-Corbett line runs along 14th Street in front of the project, and the project is within one block of the 22-Fillmore and K-Owl, L-Owl, M-Owl and T-Owl bus lines, as well as the L-Taraval and N-Judah light rail lines. The project site is within two blocks of Bicycle Routes 47, 50, 345 and 350. The neighborhood also has access to open space, specifically Duboce Park. The RTO Zoning District is intended to recognize, protect, conserve, and enhance areas characterized by a mixture of houses and apartment buildings, covering a range of densities and building forms. The surrounding zoning districts are primarily RTO, Upper Market Neighborhood Commercial Transit (NCT), Moderate Scale Neighborhood Commercial Transit District (NCT-3) and moderate scale Residential districts.

4. **Project Description.** The proposed project involves interior and exterior alterations to the existing building, however no changes to the building envelope or building entryway are proposed as part of the project. Interior alterations include layout modifications to the Golden City Church and church-related spaces to accommodate four additional residential units on the basement and ground-floor levels and 16 bicycle parking spaces on the basement level. No changes are proposed to interior spaces on the second and third-floor levels. Exterior alterations include removal of the existing rear garage that currently accommodates one parking space, window replacements along the 14th Street, Belcher Street, and the rear elevations, and repair of the staircase in the rear yard. When complete, the building would have 2,477 square feet of church space on the ground-floor level and 14 residential units on the basement through third-floor levels. The mixed-use building would be a three story-over-basement, 38-foot-tall, 12,924-square-foot building with 16 bicycle parking spaces.
5. **Public Comment.** The Planning Department has received two emails in opposition to the proposed project. One email indicated concern for the use of the new apartments as short-term rentals based on their square footage. The other email expressed concern as to the loss of first floor space potentially utilized by the church.

Because the neighborhood had not reviewed the proposal since mid-2013, the Project Sponsor held an additional outreach meeting at the site on February 9, 2016. Three residential tenants, one church tenant and one adjacent neighbor attended the meeting. The adjacent neighbor was pleased that the project did not include an exterior addition. The residential tenants were concerned about the new location of the trash room and requested that it remain in the current location at the rear of the building. On February 19th, existing tenant John Muller sent an email to the Planning Department stating similar concerns regarding the trash location. The owner is amenable to retaining the trash bins in the current location and five trash bins will remain on the first floor. One residential tenant was concerned about security at the back of the property. Currently there is a rolling driveway gate on Belcher Street. The Project will replace this rolling driveway gate with a fence and security gate that has panic hardware for exiting and mailboxes for new units. One residential tenant asked if there would be bike racks in the bicycle room and it was clarified that nine racks are to be included in the bicycle room. All residential tenants had questions about construction.

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. **Rear Yard Requirement in the RTO District.** Planning Code Section 134 requires a rear yard equal to the depth of the rear building wall of the one adjacent building, but under no circumstances less than a depth of 25 percent of the total lot depth, or less than 15 feet, whichever is greater.

The Subject Property has a rear yard requirement of 20 feet 5 inches based on the depth of the rear building wall of the one adjacent building. Currently one parking space is housed in a detached garage at the rear of the property in the required rear yard. The Project proposes to remove the garage structure to provide partially for open space and rear yard area for the building. A new set of exterior exit steps from the ground floor to the basement would extend into the rear yard and a ten foot fire wall would be required at the rear property line requiring the approval of a rear yard variance that will be heard by the Zoning Administrator.

- B. **Usable Open Space.** Planning Code Section 135 requires a minimum of 100 square feet of Usable Open Space per unit if such space is private, and each square foot of private open space may be substituted with 1.33 square foot of common open space. Planning Code Section 135(g)(1) states that any space credited as common usable open space shall be at least 15 feet in every horizontal dimension and shall have a minimum area of 300 square feet. The obstructions listed in Planning Code Section 136 for usable open space are permitted in the open space.

There is an existing deficit of usable open space for the existing units. The minimum amount of usable open space required for the Project total of four new units, if provided as common open space, is 532 square feet. The Project provides approximately 540 square feet of common open space. Providing common open space for the four additional units would not exacerbate the existing nonconforming open space deficit.

- C. **Exposure.** Planning Code Section 140 requires that at least one room with a minimum floor area of 120 square feet face directly onto a public street or alley at least 20 feet in width, a side yard at least 25 feet in width, an unobstructed open area at least 25 in every horizontal dimension, or a Code complying rear yard.

Ground floor Unit #4 is situated where the existing chapel stage overhang extends three feet eight inches above the dwelling unit windows into a required rear yard area less than 25 feet in depth. This dwelling unit does not face a Code Complying rear yard (partially obstructed by the existing rear exit stairs and chapel stage overhang) or an unobstructed open area at least 25 in every horizontal dimension, and therefore require the approval of a variance that will be heard by the Zoning Administrator.

- D. **Bicycle Parking.** Planning Code Section 155.2 states that the addition of a new dwelling unit triggers the requirement for bicycle parking. One Class 1 space is required for every dwelling unit.

The project sponsor would provide 16 bicycle spaces at the basement level of the property. The provision of 5 new bicycle spaces satisfies the bicycle parking requirement in Planning Code Section 155.2.

- E. **Off-Street Parking:** The Planning Code does not require off-street parking for any use in the RTO Zoning District.

The Project will not provide any off-street parking, consistent with the goals of the Market and Octavia Plan, and instead will provide 16 Code-compliant bicycle parking spaces incentivizing Project residents to walk, bike, or use readily-available public transit options. The Project removes the existing garage on the property in order to provide rear yard opens space for the dwelling units.

- F. **Market and Octavia Community Improvements Fund.** The Market and Octavia Community Improvements Impact Fee is applicable to any development project in the Market and Octavia Program Area which results in the addition of at least one new residential unit.

The Project is subject to the Market and Octavia Community Improvements Impact Fee which shall be paid prior to the issuance of the building permit.

- G. **Residential Child Care Fee.** Pursuant to Section 414, the Residential Child Care in-lieu fee is required for residential development projects in the Market and Octavia Plan Area. The net addition of gross floor area subject to the fee shall be determined based on drawings submitted with the Building Permit Application.

The Project is subject to the Residential Child Care Impact Fee which shall be paid prior to the issuance of the building permit.

- H. **Dwelling Unit Mix.** Section 207.6(c)(1) of the Planning Code requires that no less than 40 percent of the total number of proposed dwelling units shall contain at least two bedrooms. While existing dwelling units in buildings which do not comply with this Code Section need not be expanded to meet this requirement, all new dwelling units shall provide at least two bedrooms when less than 40 percent of the total number of dwelling units contain less than two bedrooms. This requirement can be modified through the conditional use process.

Additional Conditional Use Criteria. Under Planning Code Section 207.6, in addition to the criteria of Section 303(c) of the Planning Code (discussed below), the Planning Commission shall consider the extent to which the following criteria are met:

- (A) The project demonstrates a need or mission to serve unique populations, or

- (B) The project site or existing building(s), if any, feature physical constraints that make it unreasonable to fulfill these requirements.

1. The project demonstrates a need or mission to serve unique populations.

The Project includes a Pastor's unit and serves the church population. The Project Sponsor has indicated that the Pastor's unit would be rented with the chapel space and therefore would always be tied to the church.

2. The project site or existing building(s), if any, feature physical constraints that make it unreasonable to fulfill these requirements.

Less than 40 percent of the total number of dwelling units on site, existing and proposed, are two bedrooms. The project does not provide for all the new units proposed to be two bedroom units. However, the Project provides for two new two bedroom units. This equals 40 percent of the new units proposed. The design of more than two functional two bedroom dwelling units within the building is infeasible given requirements for maintaining the historic resource in a manner that would retain the character-defining features of the building's exterior architecture as well as the historic interior worship space. The Project requires that the Chapel space be retained, with only a secondary Prayer Room to be altered for use as a pastor's dwelling; publicly visible exterior building alterations be limited to select window replacement at the basement and ground floor levels to meet acoustical and residential egress requirements; no changes be made to the second and third floors of the building; the project preserve the exterior appearance of the building (save for new egress windows at the basement level and non-visible changes in the rear) and preserve the interior chapel in its entirety. Due to the physical constraints applicable to the Project, and the constricted nature of necessary internal exiting and strict demands for ADA compliant accessibility within the units, the other units cannot create two bedroom spaces. Granting Conditional Use Authorization would recognize the hardship caused by constraints of the Project site, and would not create a precedent for other projects.

- I. **Dwelling Unit Density.** One dwelling unit is principally permitted in the RTO Zoning District for every 600 square feet of lot size. A Conditional Use authorization is required to for unit density above this amount. The Planning Code does not quantify the maximum number of dwelling units that can be approved via Conditional Use authorization in the RTO Zoning District. Instead, density is limited not by lot area but rather by the applicable requirements and limitations set forth in the Planning Code that include but are not limited to, height, bulk, setbacks, open space, exposure and unit mix as well as applicable design guidelines, elements and area plans of the General Plan and design review by the Planning Department.

The subject lot is 5,000 square feet in area, which would principally permit eight units. The Project sponsor is seeking Conditional Use Authorization to add four dwelling units to the existing ten-unit building for a total of 14 units, requiring conditional use authorization for unit density above the principally permitted amount. The proposed additional units meet applicable provisions of the Market

and Octavia Area Plan, the Residential Design Guidelines, and the development standards of the RTO zoning district.

With Conditional Use authorization, for purposes of calculation, a Dwelling Unit in the RTO district containing no more than 500 square feet of net floor area and consisting of not more than one habitable room in addition to a kitchen and a bathroom is counted as equal to three-quarters of a Dwelling Unit. Of the proposed units, two have less than 500 square feet of living space and have only one habitable room. Of the existing units (on floors 2 and 3 only), #4, #7, #8, #9, and #10 are one room and with less than 500 square feet of living space. These are existing units that are not being altered. Using this three-quarters method calculation -- existing units on site equal 8.75 and proposed units equal 4.5, for a total 13.25 units.

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

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

The project is desirable because it increases the density in a district intended for higher residential densities, without expanding the building envelope, and is therefore compatible with the neighborhood and community in terms of use and scale. The surrounding neighborhood includes a variety of densities that range from single-family homes and flats to multi-unit buildings. The Project has no off-street parking, encouraging future residents to walk, bike or use the amply available public transit. The Project provides for an adequate dwelling unit mix. The net increase of four dwelling units are necessary and desirable as they add to the City's supply of housing stock with minimal adverse impacts on the surrounding neighborhood.

- B. The use or feature as proposed will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injurious to property, improvements, or potential development in the vicinity, with respect to aspects including, but not limited to the following:
- i. The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of structures.

The size, shape and arrangement of the building will not be altered as part the Project. The proposed work will not affect the building envelope. The height of the existing building will remain the same; exterior alterations will not alter the existing appearance or character of the project vicinity, would be compatible with the immediate context of adjacent buildings, and would not result in any significant light and air impacts to the surrounding properties. The minor

exterior alterations proposed are consistent with the block face and compatible with the dense mixed residential neighborhood character.

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

The Planning Code does not require off-street parking for any use in the RTO Zoning District. No off-street parking is proposed, consistent with the goals of the Market and Octavia Plan. Therefore, traffic conditions will remain substantially unaltered by the Project. The Project will also maintain the existing sidewalk, thereby not affecting the movement of pedestrians and vehicles. The Project Site is located within an urban context, where convenience goods and services are available within walking distance. The Project will not affect public transit or overburden the existing supply of parking in the neighborhood. This area is well serviced by transit including MUNI's 37-Corbett, 22-Fillmore and K-Owl, L-Owl, M-Owl and T-Owl bus lines, as well as the L-Taraval and N-Judah light rail lines.

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

The proposed uses are dwelling units, which do not typically emit noxious or offensive emissions such as noise, glare, dust or odor. The majority of the construction will be interior work, with some exterior alterations. Any temporary increase in noise will be limited in duration, and the Project Sponsor will fully comply with San Francisco's Noise Ordinance, which prohibits excessive noise levels from construction activity and limits permitted working hours.

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

The Project will remove the rear garage and driveway; these areas will now provide open space. The Project will provide the required amount of off-street Class 1 bicycle parking spaces. The Project will replace the existing rolling driveway gate on Belcher Street with a fence and security gate that has panic hardware for exiting and mailboxes for new units. Any additional tree planting will be coordinated with the Department of Public Works.

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

The Project complies with all relevant requirements and standards of the Planning Code, other than Sections 134 and 140, and is consistent with the Objectives and Policies of the General Plan as detailed below. The Project Sponsor is seeking a variance from the rear yard (Section 134) and exposure (Section 140) requirements of the Planning Code, which will be heard separately by the Zoning Administrator. With the reduction in the number of units the Project no longer necessitates a variance

from open space requirements. The minimum amount of usable open space required for the Project total of four new units, if provided as common open space, is 532 square feet. The Project provides approximately 540 square feet of common open space.

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

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 2:

RETAIN EXISTING HOUSING UNITS, AND PROMOTE SAFETY AND MAINTENANCE STANDARDS, WITHOUT JEOPARDIZING AFFORDABILITY.

Policy 2.4:

Promote improvements and continued maintenance to existing units to ensure long term habitation and safety.

Adding density within the existing housing stock maintains older units, which are generally less expensive and more accessible than newly constructed units. The addition of the proposed units would not displace any tenants. The RTO Zoning District eliminates residential density maximums, upon approval of a Conditional Use. The increased residential density proposed is consistent with this policy and the intent of the RTO Zoning District.

OBJECTIVE 4:

FOSTER A HOUSING STOCK THAT MEETS THE NEEDS OF ALL RESIDENTS ACROSS LIFECYCLES.

Policy 4.4:

Encourage sufficient and suitable rental housing opportunities, emphasizing permanently affordable rental units wherever possible.

The proposed project will add four units to an existing ten-unit building, providing additional rental housing opportunities to city residents.

Policy 4.6:

Encourage an equitable distribution of growth according to infrastructure and site capacity.

The project is located within the Residential Transit-Oriented District, which is intended to enhance areas characterized by a range of densities which are well-served by transit and small-scale neighborhood-serving retail. The subject property is located within close proximity to Market Street, an area rich in public transportation and retail shopping opportunities.

OBJECTIVE 5

ENSURE THAT ALL RESIDENTS HAVE EQUAL ACCESS TO AVAILABLE UNITS.

Policy 5.4

Provide a range of unit types for all segments of need, and work to move residents between unit types as their needs change.

This Project satisfies these policies. These policies recognize that housing should be designed for those moving up and down the housing ladder. The Project would meet this demand.

OBJECTIVE 11:

SUPPORT AND RESPECT THE DIVERSE AND DISTINCT CHARACTER OF SAN FRANCISCO'S NEIGHBORHOODS.

Policy 11.3

Ensure growth is accommodated without substantially and adversely impacting existing residential neighborhood character.

The project proposes to increase density without modification to the building envelope would have little to no impact on existing residential neighborhood character.

Policy 11.5

Ensure densities in established residential areas promote compatibility with prevailing neighborhood character.

The project would increase density by adding four units within an existing ten-unit building without modifying the building envelope. Minor exterior modifications to the building would be at the basement level and would be minimally visible from the public right of way. The proposed density is compatible with surrounding development in the immediate vicinity and within the RTO Zoning District, which places an emphasis on increased density.

Policy 11.7:

Respect San Francisco's historic fabric, by preserving landmark buildings and ensuring consistency with historic districts.

The subject building was assigned a California Historic Resource Status Code of 5S3 and was previously identified as a historic resource in the Market and Octavia Historic Resource Survey. The building appears to be eligible for listing in the California Register of Historical Resources as an individual resource under Criterion 1 (Event: settlement of the Scandinavian community in San Francisco) and Criterion 3 (Architecture: Gothic Revival and integrated residences and church) and as a contributor to the Duboce Triangle Historic District. A Historic Resource Evaluation was conducted to ensure that the proposed scope of work is consistent with the Secretary of the Interior's standards.

OBJECTIVE 12:

BALANCE HOUSING GROWTH WITH ADEQUATE INFRASTRUCTURE THAT SERVES THE CITY'S GROWING POPULATION

Policy 12.1:

Encourage new housing that relies on transit use and environmentally sustainable patterns of movement.

The proposed project is located in a transit oriented zoning district and is well served by public transportation, including MUNI's 37-Corbett, 22-Fillmore and K-Owl, L-Owl, M-Owl and T-Owl bus lines, as well as the L-Taraval and N-Judah light rail lines.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 24:

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 24.2:

Maintain and expand the planting of street trees and the infrastructure to support them.

There are five existing trees directly in front of the subject property. Tree planting will be coordinated with the Department of Public Works.

OBJECTIVE 28:

PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

Policy 28.1:

Provide secure bicycle parking in new governmental, commercial, and residential developments.

The Project includes 16 Class 1 bicycle parking spaces in secure, convenient locations, exceeding Planning Code requirements.

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 34.3:

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.

Policy 34.5:

Minimize the construction of new curb cuts in areas where on-street parking is in short supply and locate them in a manner such that they retain or minimally diminish the number of existing on-street parking spaces.

The Project proposes no off-street parking, encouraging a pedestrian and bicyclist life-style and does not propose any new curb cuts, maintaining the number of existing on-street parking spaces.

MARKET AND OCTAVIA AREA PLAN

Objectives and Policies

LAND USE AND URBAN FORM

OBJECTIVE 1.1

CREATE A LAND USE PLAN THAT EMBRACES THE MARKET AND OCTAVIA NEIGHBORHOOD'S POTENTIAL AS A MIXED-USE URBAN NEIGHBORHOOD.

Policy 1.1.2

Concentrate more intense uses and activities in those areas best served by transit and most accessible on foot.

The Project will increase the density of the existing residential property and provide four additional units that are located less within 300 feet from Market Street, the City's primary transit corridor.

OBJECTIVE 1.2:

ENCOURAGE URBAN FORM THAT REINFORCES THE PLAN AREA'S UNIQUE PLACE IN THE CITY'S LARGER URBAN FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.

Policy 1.2:

Maximize housing opportunities and encourage high-quality commercial spaces on the ground floor.

The proposed project will maximize housing opportunities by providing additional dwelling units in an existing building without the need to physically expand the structure. The Project will utilize the building's existing footprint to increase the Property's residential density in a manner that is compatible with the immediate context of the dense mixed residential neighborhood character and would not result in any significant light and air impacts to the surrounding properties.

HOUSING

OBJECTIVE 2.2

ENCOURAGE THE CONSTRUCTION OF RESIDENTIAL INFILL THROUGHOUT THE PLAN AREA.

Policy 2.2.1

Eliminate housing density maximums close to transit and services.

The RTO Zoning District eliminates residential density maximums, upon approval of a Conditional Use. The increased residential density proposed is consistent with this policy and the intent of the RTO Zoning District. As encouraged in Policy 2.2.2., the new development seeks flexibility to accommodate studio and units.

Policy 2.2.2

Ensure a mix of unit sizes is built in new development and is maintained in existing housing stock.

The project satisfies this policy. Of the four units proposed, two units are two bedroom units. A one bedroom and a studio unit are also proposed.

Policy 2.2.3:

Eliminate residential parking requirements and introduce a maximum parking cap.

The RTO Zoning District eliminates residential parking requirements and introduces a maximum parking cap. Removal of the existing parking space is consistent with this policy and the intent of the RTO Zoning District.

Policy 2.2.5:

Encourage additional units in existing buildings.

The Project will add four new dwelling units to the City's housing stock within an existing building.

8. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project does comply with said policies in that:
 - A. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.

The Project would not adversely impact neighborhood-serving retail uses because it includes the addition of four new dwelling units to an existing building within an established residential neighborhood that will allow for new customers of neighborhood-serving retail uses.
 - B. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

The proposed project, the addition of four dwelling units within an existing ten unit building, is compatible with existing character of the neighborhood.

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

The city's supply of affordable housing will not be adversely affected by the proposal to add four market rate rental units to an existing multi-unit building.

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

The subject property is well-served by transit, including MUNI's 37-Corbett, 22-Fillmore and K-Owl, L-Owl, M-Owl and T-Owl bus lines, as well as the L-Taraval and N-Judah light rail lines. The proposal does not include new off-street parking for 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 Project would not displace any industrial or service sectors, nor will City resident employment be negatively impacted.

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

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

- G. That landmarks and historic buildings be preserved.

The subject building was assigned a California Historic Resource Status Code of 5S3 and was previously identified as a historic resource in the Market and Octavia Historic Resource Survey. The building appears to be eligible for listing in the California Register of Historical Resources as an individual resource under Criterion 1 (Event: settlement of the Scandinavian community in San Francisco) and Criterion 3 (Architecture: Gothic Revival and integrated residences and church) and as a contributor to the Duboce Triangle Historic District. A Historic Resource Evaluation was conducted to ensure that the proposed scope of work is consistent with the Secretary of the Interior's standards. In order for the project to be categorical exempt from environmental review under the California Environmental Quality Act (CEQA) and to conform to the Secretary of the Interior's Standards for Rehabilitation, the Gothic Revival exterior, the first floor Chapel spaces and clerestory windows must be retained.

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

The Project will not affect the City's parks or open space or their access to sunlight and vistas.

9. 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.
10. 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 Authorization No. 2013.0431CV** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated March 15, 2016, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

Protest of Fee or Exaction: You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the project, the Planning Commission's adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator's Variance Decision Letter constitutes the approval or conditional approval of the development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on March 24, 2016.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: March 24, 2016

EXHIBIT A

AUTHORIZATION

This authorization is for a Conditional Use Authorization under Planning Code Section 207.6 for an exception to the dwelling unit mix, and under Planning Code Section 209.4 to allow increased residential density beyond what it is principally permitted, in order to accommodate four additional residential units within an existing building containing church space and ten residential units within the RTO (Residential, Transit Oriented) Zoning District and a 40-X Height and Bulk District; in general conformance with plans, dated March 14, 2016, and stamped "EXHIBIT B" included in the docket for Case No. 2013.0431CV and subject to conditions of approval reviewed and approved by the Commission on March 24, 2016 under Motion No. XXXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on March 24, 2016 under Motion No. XXXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

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

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

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

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

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

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

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

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

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

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

DESIGN – COMPLIANCE AT PLAN STAGE

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

For information about compliance, contact the Case Planner, Planning Department at 415-575-8728, www.sf-planning.org

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

For information about compliance, contact the Case Planner, Planning Department at 415-575-8728, www.sf-planning.org

8. **Streetscape Plan.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall continue to work with Planning Department staff, in consultation with other City agencies, to refine the design and programming of the Streetscape Plan so that the plan generally meets the standards of the Better Streets Plan and all applicable City standards. The Project Sponsor shall complete final design of all required street improvements, including procurement of relevant City permits, prior to issuance of first architectural addenda, and shall complete construction of all required street improvements prior to issuance of first temporary certificate of occupancy.

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

9. **Noise.** Plans submitted with the building permit application for the approved project shall incorporate acoustical insulation and other sound proofing measures to control noise.

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

10. **Street Trees.** Pursuant to Planning Code Section 138.1 (formerly 143), the Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the building permit application indicating that street trees, at a ratio of one street tree of an approved species for every 20 feet of street frontage along public or private streets bounding the Project, with any remaining fraction of 10 feet or more of frontage requiring an extra tree, shall be provided. The street trees shall be evenly spaced along the street frontage except where proposed driveways or other street obstructions do not permit. The exact location, size and species of tree shall be as approved by the Department of Public Works (DPW). In any case in which DPW cannot grant approval for installation of a tree in the public right-of-way, on the basis of inadequate sidewalk width, interference with utilities or other reasons regarding the public welfare, and where

installation of such tree on the lot itself is also impractical, the requirements of this Section 428 may be modified or waived by the Zoning Administrator to the extent necessary.

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

11. **Additional Project Authorization.** The Project Sponsor must obtain a Variance from the Zoning Administrator from Planning Code Sections 305, 134 (required rear yard) and 140 (dwelling unit exposure) and satisfy all the condition thereof. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

PARKING AND TRAFFIC

12. **Bicycle Parking.** Pursuant to Planning Code Sections 155.1, 155.4, and 155.5, the Project shall provide no fewer than **five** Class 1 bicycle parking spaces as required by Planning Code Sections 155.1 and 155.5.

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

13. **Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.

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

PROVISIONS

14. **Childcare Requirements for Office and Hotel Development Projects.** Pursuant to Section 414, the Project Sponsor shall pay the in-lieu fee as required for residential development projects in the Market and Octavia Plan Area. The net addition of gross floor area subject to the fee shall be determined based on drawings submitted with the Building Permit Application.

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

15. **Market and Octavia Community Improvements Fund.** Pursuant to Planning Code Section 421, the Project Sponsor shall comply with the Market Octavia Community Improvements Fund provisions through payment of an Impact Fee in full to the Treasurer, or the execution of a Waiver Agreement, or an In-Kind agreement approved as described per Planning Code Section 421 (formerly 326) prior to the issuance by Department of Building Inspection of the construction document for the development project.

For information about compliance, contact the Case Planner, Planning Department at 415-575-8728, www.sf-planning.org

MONITORING AFTER ENTITLEMENT

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

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

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

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

OPERATION

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

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

19. **Sidewalk Maintenance.** The Project Sponsor shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Streets and Sidewalk Maintenance Standards.

For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, <http://sfdpw.org>

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

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

PUBLIC COMMENT

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Gordon-Jonckheer, Elizabeth (CPC)

From: Ionin, Jonas (CPC)
Sent: Thursday, March 10, 2016 10:24 AM
To: Gerber, Patricia (CPC)
Cc: Gordon-Jonckheer, Elizabeth (CPC)
Subject: FW: Items 14a-b. Planning case no. 2013.0431CV 750-754 14th St

Jonas P. Ionin,
Director of Commission Affairs

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309 | Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org



From: mari eliza [<mailto:mari.eliza@sbcglobal.net>]
Sent: Thursday, March 10, 2016 1:21 AM
To: Rodney Fong
Cc: cwu.planning@gmail.com; Wordweaver21@aol.com; richhillissf@yahoo.com; Johnson, Christine (CPC); mooreurban@aol.com; Richards, Dennis (CPC); Ionin, Jonas (CPC)
Subject: Items 14a-b. Planning case no. 2013.0431CV 750-754 14th St

March 10, 2016

Commissioners:

re: Items 14a-b. Planning case no. [2013.0431CV 750-754 14th St.](#) - northwest corner of 14th and Belcher Streets, Lot 025 in Assessor's Block 3537 - CU and Variances

Please continue this item and send it back for revisions.

The conditional use request for more tiny units should be denied. Regardless of which area plan this project resides in, and regardless of the density requirements or allowances, this project includes too many small units that appear to be more suited to short-term rentals than full time living.

This neighborhood is one of the most dense and disrupted in the city and the citizens are balking at more density. We understand the Duboce Triangle Neighborhood Association has gone on the record to request a slow down in development and are opposing three new projects. This seems like a good place to take a pause.

The developer is requesting variances for rear yard reduction and common space reduction in what appears to be, an attempt to squeeze a tiny unit into the back of the basement floor. This tiny unit, more appropriate for short-term rentals than a full-time residence, appears to be accessible by a single rear yard stairway. The rear yard access is similar to the one the Commission recently rejected in Jordan Park. If a rear yard entry is objectionable in Jordan Park it should also be objectionable in Duboce Triangle.

The recent public uproar over the Affordable Housing Bonus Program has awakened the public to the importance of watching this department with a much closer eye and they are increasing pressure of the District Supervisors to support their demands.

As we move closer to June elections, these projects will gain more exposure and any lack of respect for the voters may color the outcome of the elections.

Sincerely,

Mari Eliza

Gordon-Jonckheer, Elizabeth (CPC)

From: Johnny D <asleepinsf@gmail.com>
Sent: Sunday, March 06, 2016 9:12 PM
To: Gordon-Jonckheer, Elizabeth (CPC)
Subject: Proposed Plan and Environmental Review 750-754 14th St

Dear Planning Department and Planning Commission,

I would like to express my concerns regarding the proposed project at 750-754 14th Street.

This plan will remove three of the four rooms on the first floor of the building that are currently used and occupied by the Golden City Church. The description of the space in the environmental review and proposed plans disregard the current use of the church space and misrepresent the historical significance of the entire space instead of only the sanctuary/chapel. As stated in the executive summary "

1. (1) as part of the proposed project, the Chapel space and clerestory windows would be retained, with only a secondary Prayer Room to be altered for use as a pastor's dwelling, "

There are two other historical church rooms not mentioned which are a current multi purpose hall and classroom/office that are to be demolished if the space is approved for residential units. Additionally, the current and historical function of the space allowed the folding doors on the side and rear of the chapel to open into the multipurpose room and the prayer room. The proposed plan is to seal the chapel and permanently remove these functional doors that currently enlarge and transform the usable church/chapel space. There is also rationalization in the documents that it is ok to remove the prayer room and convert it to a residential space that may or not be occupied by a pastor. This historical pastor's 2 bedrooms unit is on the 2nd floor and is not occupied by the current pastor nor do they live in the building. Calling it the pastors residential unit is misleading since it will most likely be a market rate rental unit and the only remaining preserved space is the chapel.

I also oppose that the current stated usable church space is being reduced from "... approximately 8,353 square feet of church space on the basement and ground floor levels, " The final church chapel will be substantially smaller than the current first floor space at 1421 square feet, since only 17% of of the historic church space is being preserved.

I also oppose the condition use request to skirt the "Dwelling Unit Mix. Section 207.6 of the Planning Code requires that no less than 40 percent of the total number of proposed dwelling units shall contain at least two bedrooms..." Two 2-bedroom units will not be built if the conditional use is approved.

Thank you for your considerations.

Gordon-Jonckheer, Elizabeth (CPC)

From: john muller <johnsise1970@gmail.com>
Sent: Wednesday, February 17, 2016 11:11 PM
To: Gordon-Jonckheer, Elizabeth (CPC)
Subject: 750 apt. 9 14th st sf. ca. 94114

Thank You Elizabeth for returning My telephone message to You this afternoon so quickly. Ive been a tenant in this building over 20 years. I'm concerned that the trash shoot will be removed with the renovation of the building. With having the trash shoot just outside Our back door makes living here easier for Me. I have COPD and get very winded when I go up or down the staircase . Carrying trash throughout the building doesn't seem very sanitary ether, accidents do happen and things drip at times. Any information You could forward to Me would be appreciated. Also Do I have to make a formal request to the court concerning keeping the trash shoot ? Thank You for Your time and help with this matter. Sincerely John Muller 415 252 8391.

**MARCH 10, 2016
PACKET**

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SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use

HEARING DATE: MARCH 10, 2016

Date: March 3, 2016
Case No.: **2013.0431CV**
Project Address: **750-754 14th Street**
Zoning: RTO (Residential, Transit Oriented)
40-X Height and Bulk District
Block/Lot: 3537/025
Project Sponsor: Heidi Liebes
Liebes Architects
2 Shaw Alley – 4th Floor
San Francisco, CA, 94105
Staff Contact: Elizabeth Jonckheer – (415) 575-8728
elizabeth.gordon-jonckheer@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The proposed project involves interior and exterior alterations to the existing building that contains 10 dwelling units and the Golden City Church. Interior alterations include layout modifications to the church and church-related spaces to accommodate seven additional residential units on the basement and ground-floor levels and 16 bicycle parking spaces on the basement level. No changes are proposed to interior spaces on the second and third-floor levels. Exterior alterations include removal of the existing rear garage that currently accommodates one parking space, window replacements along the 14th Street, Belcher Street, and the rear elevations, and replacement of the staircase in the rear yard. No changes to the building envelope or building entryway are proposed as part of the project. When complete, the building would have 2,477 square feet of church space on the ground-floor level and 17 residential units on the basement through third-floor levels. The mixed-use building would be a three story-over-basement, 38-foot-tall, 13,290-square-foot building.

SITE DESCRIPTION AND PRESENT USE

The project site is an approximately 5,000 square foot lot, located at the northwest corner of 14th and Belcher Streets, Block 3537, Lot 025. Built in 1923, the existing structure on the site is a three-story-over-basement, 38-foot tall, approximately 13,836 square foot building with approximately 8,353 square feet of church space on the basement and ground floor levels, 10 residential units (including one two-bedroom, four one-bedroom and five studio units) on the second and third floor levels. One parking space is housed in a detached garage at the rear of the property. The parcel is located within the Market and Octavia Plan Area.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The project site is located in the Duboce Triangle neighborhood. The Project is located within the Market and Octavia Plan Area, approximately 300 feet northwest of Market Street. The surrounding development primarily consists of multi-unit residential buildings, with some incidental ground floor commercial uses scattered throughout adjacent interior blocks and a greater concentration of commercial uses along 14th Street as it approaches the Market Street corridor. Buildings range in date with the majority constructed between 1900 and 1920. The project site is well served by MUNI. The 37-Corbett line runs along 14th Street in front of the project, and the project is within one block of the 22-Fillmore and K-Owl, L-Owl, M-Owl and T-Owl bus lines, as well as the L-Taraval and N-Judah light rail lines. The project site is within two blocks of Bicycle Routes 47, 50, 345 and 350. The neighborhood also has access to open space, specifically Duboce Park. The RTO Zoning District is intended to recognize, protect, conserve, and enhance areas characterized by a mixture of houses and apartment buildings, covering a range of densities and building forms. The surrounding zoning districts are primarily RTO, Upper Market Neighborhood Commercial Transit (NCT), Moderate Scale Neighborhood Commercial Transit District (NCT-3) and moderate scale Residential districts.

ENVIRONMENTAL REVIEW

The Project is exempt from the California Environmental Quality Act ("CEQA") as a Class 32 categorical exemption.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	February 19, 2016	February 17, 2016	22 days
Posted Notice	20 days	February 19, 2016	February 9, 2016	30 days
Mailed Notice	20 days	February 19, 2016	February 19, 2016	20 days

The proposal requires a Section 311-neighborhood notification, which was conducted in conjunction with the conditional use authorization process.

PUBLIC COMMENT

Because the neighborhood had not reviewed the proposal since 2013, the Project Sponsor held an additional outreach meeting at the site on February 9, 2016. Three residential tenants, one church tenant and one adjacent neighbor attended the meeting. The next door neighbor was pleased that the project did not include an exterior addition. The residential tenants were concerned about the new location of the trash area and requested that it remain in the current location at the rear of the building. The owner was amenable to this – five trash/recycling bins will remain in the existing location on the first floor. Two more bins are proposed in the basement new storage area. On February 19th, existing tenant John Muller sent an email to the Planning Department stating similar concerns regarding the trash location (see attached.) At the meeting on February 9, 2016, one residential tenant was concerned about security at the back of the property. Currently there is a rolling driveway gate on Belcher Street elevation. The project will replace this rolling driveway gate with a fence and security gate that has panic hardware for exiting

and mailboxes for the new units. One residential tenant asked if there would be bike racks in the bike room. It was clarified that nine racks are to be included in the bike room. All residential tenants had questions about construction.

ISSUES AND OTHER CONSIDERATIONS

- **Density.** Planning Code Section 209.4 principally permits one dwelling unit per 600 sq. ft. of lot area, or eight total dwelling units for this Property. A Conditional Use authorization is required for unit density above this amount. The Planning Code does not quantify the maximum number of dwelling units that can be approved via Conditional Use authorization in the RTO Zoning District. Instead, density is limited not by lot area but rather by the applicable requirements and limitations set forth in the Planning Code that include but are not limited to, height, bulk, setbacks, open space, exposure and unit mix as well as applicable design guidelines, elements and area plans of the General Plan and design review by the Planning Department. The project proposes to add seven dwelling units to the existing ten-unit building for a total of 17 units, requiring conditional use authorization for unit density above the principally permitted amount.

Planning Code Section 209.4 (8) notes that with Conditional Use authorization, for purposes of calculation, a Dwelling Unit in the RTO district containing no more than 500 square feet of net floor area and consisting of not more than one habitable room in addition to a kitchen and a bathroom is counted as equal to three-quarters of a Dwelling Unit. Of the proposed units, #1, #2, #4, #6, and #7 all have less than 500 square feet of living space and have only one habitable room. Of the existing units (on floors 2 and 3 only), #4, #7, #8, #9, and #10 are one room and with less than 500 square feet of living space. These are existing units that are not being altered. Using this three-quarters method calculation -- existing units on site equal 8.75 and proposed units equal 5.75, for a total 14.5 units.

- **Dwelling Unit Mix.** Pursuant to Section 207.6 of the Planning Code, no less than 40 percent of the total number of proposed dwelling units shall contain at least two bedrooms or no less than 30 percent of the total number of proposed dwelling units shall contain at least three bedrooms. While existing dwelling units in buildings which do not comply with this Code Section need not be expanded to meet this requirement, all new dwelling units shall provide at least two bedrooms when less than 40 percent of the total number of dwelling units contain less than two bedrooms.

There is only one existing two-bedroom unit in the building -- existing unit #2. All other existing units are either one room or one-bedroom. None of the units proposed as part of the project contain two bedrooms or greater. Nine units proposed are one room units; new unit #3 is a one-bedroom unit. All new units proposed would be rentals, which combined with their smaller sizes provide the community more affordable and flexible housing options. Therefore, the Project Sponsor has requested a modification of the 40 percent requirement, pursuant to Planning Code Section 207.6.

Note: Although ten units exist on site, this project is not subject to inclusionary housing requirements as the current undertaking comprises a proposal of only seven units. Per Planning

Code Section 415, affordable housing is required where an individual project (or phased project) is to be undertaken where the total undertaking proposed comprises a project with ten or more units.

- **Market and Octavia Area Plan.** Although the project veers from the Planning Code, in that less than 40 percent of all units will contain two-bedroom units, the Market and Octavia Area Plan (Objective 2.2, Policy 2.2.5) encourages construction of residential infill throughout the area by encouraging additional units in existing buildings.
- **Off-Street Parking.** The Planning Code does not require off-street parking for any use in the RTO Zoning District. No off-street parking is proposed, consistent with the Planning Code and the goals of the Market and Octavia Plan. This area is well serviced by transit as noted above.
- **Historical Resources.** The subject building was assigned a California Historic Resource Status Code of 5S3 and was previously identified as a historic resource in the Market and Octavia Historic Resource Survey. As described in the attached Preservation Team Review Form dated May 22, 2015, the building appears to be eligible for listing in the California Register of Historical Resources as an individual resource under Criterion 1 (Event: settlement of the Scandinavian community in San Francisco) and Criterion 3 (Architecture: Gothic Revival and integrated residences and church) and as a contributor to the Duboce Triangle Historic District. The building was designed by architect Wilson J Whythe in 1923 in the Gothic Revival Style, and was commissioned by the First Norwegian Danish Methodist Episcopal Church to serve the Duboce Triangle neighborhood's Scandinavian population. The primary character-defining features of the building include its Gothic Revival exterior, the first floor Chapel space and clerestory windows, as well as its integration of residential living spaces with a Chapel and worship space in the same building.

The Planning Department's Preservation staff reviewed the proposed project and the historic resource evaluations provided by the project sponsor, and required the following: (1) as part of the proposed project, the Chapel space and clerestory windows would be retained, with only a secondary Prayer Room to be altered for use as a pastor's dwelling, (2) publicly visible exterior building alterations would be limited to select window replacement at the basement and ground floor levels to meet acoustical and residential egress requirements, (3) new windows would be all-wood to match the historic windows in material, muntin configuration and profiles, (4) existing stucco cladding would be preserved, patched to match as needed, and repainted, (5) no changes would be made to the second and third floors of the building, (6) the project would preserve the exterior appearance of the building (save for new egress windows at the basement level and non-visible changes in the rear) and, (7) preserve the interior chapel in its entirety. The project therefore would retain the character-defining features of the building's exterior architecture as well as the historic interior worship space.

- **Variances.** The project includes a request for Variances pursuant to Planning Code Sections 305, for the Rear Yard (Planning Code Section 134) to allow for a rear exterior stairway in the required rear yard, Open Space (Planning Code Section 135) to provide for approximately 590 square feet of common usable open space where 931 square feet is required, and Exposure (Planning Code

Section 140) for proposed ground floor units #5 and #6 where the existing chapel stage overhang extends 5 feet above the dwelling unit windows into a required rear yard area less than 25 feet in depth.

- **Development Impact Fees.** The Project will be subject to the following development impact fees, which are estimated as follows:

FEE TYPE	PLANNING CODE SECTION/FEE	AMOUNT
Market & Octavia Community Improvement Fund (4,931 gsf new residential converted from non-residential use)	421 (@\$5.60/sf non-res to res)	\$27,613.60
Residential Child Care Impact Fee (4,931 gsf new residential)	414 (@\$0.87/Market & Octavia Area Plan)	\$4,289.97

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant Conditional Use authorizations for an exception to the dwelling unit mix requirement, and to allow increased residential density beyond what it is principally permitted in the RTO (Residential, Transit Oriented) Zoning District, pursuant to Planning Code Sections, 207.6 209.4 and 303.

BASIS FOR RECOMMENDATION

- The project is consistent with Objective 2.2, Policy 2.2.5 of the Market-Octavia Plan to encourage construction of residential infill throughout the area by encouraging additional units in existing buildings.
- The proposed units would be constructed in existing underutilized space. No work to existing units is proposed, and current tenants will not be displaced.
- The addition of seven dwelling units will contribute to greater density and add housing units without affecting neighborhood character or the historic character of the building.
- The project meets the goals of the Residential Transit-Oriented District by adding density without adding additional parking. The addition of seven proposed units will not contribute to additional vehicle traffic. The project also promotes multi-modal transit by adding bicycle parking near high-traffic bicycle corridors.
- The project meets all applicable requirements of the Planning Code.
- The project is desirable for, and compatible with the surrounding neighborhood.

RECOMMENDATION: Approval with Conditions
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Attachments:

Draft Motion
CEQA Environmental Determination
Block Book Map
Sanborn Map

Executive Summary
March 3, 2015

CASE NO. 2013.0431CV
750-754 14th Street

Aerial Photographs
Zoning District Map
Site Photographs
Reduced Plans
Correspondence Regarding Project

Attachment Checklist

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

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

EGJ
Planner's Initials

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SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

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

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Planning Commission Draft Motion

HEARING DATE: MARCH 10, 2016

Date: March 3, 2016
Case No.: **2013.0431CV**
Project Address: **750-754 14th Street**
Zoning: RTO (Residential, Transit Oriented)
40-X Height and Bulk District
Block/Lot: 3537/025
Project Sponsor: Heidi Liebes
Liebes Architects
2 Shaw Alley – 4th Floor
San Francisco, CA, 94105
Staff Contact: Elizabeth Jonckheer – (415) 575-8728
elizabeth.gordon-jonckheer@sfgov.org

ADOPTING FINDINGS RELATING TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 303, 207.6 AND 209.4 FOR AN EXCEPTION TO THE DWELLING UNIT MIX REQUIREMENT, AND TO ALLOW INCREASED RESIDENTIAL DENSITY BEYOND WHAT IS PRINCIPALLY PERMITTED, IN ORDER TO ACCOMMODATE SEVEN ADDITIONAL RESIDENTIAL UNITS WITHIN AN EXISTING BUILDING CONTAINING CHURCH SPACE AND TEN RESIDENTIAL UNITS IN THE RTO (RESIDENTIAL, TRANSIT ORIENTED) ZONING DISTRICT AND A 40-X HEIGHT AND BULK DISTRICT.

PREAMBLE

On June 28, 2013, Heidi Liebes (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for Conditional Use Authorization under Planning Code Section 207.6 for an exception to the dwelling unit mix requirement, and Planning Code Section 209.4 to allow increased residential density beyond what is principally permitted, in order to accommodate seven additional residential units within an existing building containing church space and ten residential units in the RTO (Residential, Transit Oriented) Zoning District and a 40-X Height and Bulk District.

On March 10, 2016, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Case No. 2013.0431CV.

This Project is exempt from the California Environmental Quality Act ("CEQA") as a Class 32 categorical exemption.

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 approves the Conditional Use requested in Application No. 2013.0431CV, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The Project site is an approximately 5,000 square foot lot, located at the northwest corner of 14th and Belcher Streets, Block 3537, Lot 025. Built in 1923, the existing structure on the site is a three-story-over basement, 38-foot tall, approximately 13,386 square foot building with approximately 8,353 square feet of church space on the basement and ground floor levels, 10 residential units (including one two-bedroom, four one-bedroom and five studio units) on the second and third floor levels. One parking space and one loading space are housed in a detached garage at the rear of the property. The subject property is located within the Residential Transit-Oriented District ("RTO") and the 40-X Height and Bulk District, as well as within the Market and Octavia Plan Area. The subject building was assigned a California Historic Resource Status Code of 5S3 and was previously identified as a historic resource in the Market and Octavia Historic Resource Survey. The building appears to be eligible for listing in the California Register of Historical Resources as an individual resource under Criterion 1 (Event: settlement of the Scandinavian community in San Francisco) and Criterion 3 (Architecture: Gothic Revival and integrated residences and church) and as a contributor to the Duboce Triangle Historic District.
3. **Surrounding Properties and Neighborhood.** The Project is located within the Market and Octavia Plan Area, approximately 300 feet northwest of Market Street. The surrounding development primarily consists of multi-unit residential buildings, with some incidental ground floor commercial uses scattered throughout adjacent interior blocks and a greater concentration of commercial uses along 14th Street as it approaches the Market Street corridor. Adjacent buildings range in date with the majority constructed between 1900 and 1920. The project site is well served by MUNI. The 37-Corbett line runs along 14th Street in front of the project, and the

project is within one block of the 22-Fillmore and K-Owl, L-Owl, M-Owl and T-Owl bus lines, as well as the L-Taraval and N-Judah light rail lines. The project site is within two blocks of Bicycle Routes 47, 50, 345 and 350. The neighborhood also has access to open space, specifically Duboce Park. The RTO Zoning District is intended to recognize, protect, conserve, and enhance areas characterized by a mixture of houses and apartment buildings, covering a range of densities and building forms. The surrounding zoning districts are primarily RTO, Upper Market Neighborhood Commercial Transit (NCT), Moderate Scale Neighborhood Commercial Transit District (NCT-3) and moderate scale Residential districts.

4. **Project Description.** The proposed project involves interior and exterior alterations to the existing building, however no changes to the building envelope or building entryway are proposed as part of the project. Interior alterations include layout modifications to the Golden City Church and church-related spaces to accommodate seven additional residential units on the basement and ground-floor levels and 16 bicycle parking spaces on the basement level. No changes are proposed to interior spaces on the second and third-floor levels. Exterior alterations include removal of the existing rear garage that currently accommodates one parking space, window replacements along the 14th Street, Belcher Street, and the rear elevations, and replacement of the staircase in the rear yard. When complete, the building would have 2,477 square feet of church space on the ground-floor level and 17 residential units on the basement through third-floor levels. The mixed-use building would be a three story-over-basement, 38-foot-tall, 12,924-square-foot building with 16 bicycle parking spaces.
5. **Public Comment.** Because the neighborhood had not reviewed the proposal since 2013, the Project Sponsor held an additional outreach meeting at the site on February 9, 2016. Three residential tenants, one church tenant and one adjacent neighbor attended the meeting. The next door neighbor was pleased that the project did not include an exterior addition. The residential tenants were concerned about the new location of the trash area and requested that it remain in the current location at the rear of the building. On February 19th, existing tenant John Muller sent an email to the Planning Department stating similar concerns regarding the trash location. The owner was amenable to this – five trash/recycling bins will remain in the existing location on the first floor. Two more bins are proposed in the basement new storage area. One residential tenant was concerned about security at the back of the property. Currently there is a rolling driveway gate on Belcher Street elevation. The Project will replace this rolling driveway gate with a fence and security gate that has panic hardware for exiting and mailboxes for the new units. One residential tenant asked if there would be bike racks in the bike room. It was clarified that nine racks are to be included in the bike room. All residential tenants had questions about construction.
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. **Rear Yard Requirement in the RTO District.** Planning Code Section 134 requires a rear yard equal to the depth of the rear building wall of the one adjacent building, but under no

circumstances less than a depth of 25 percent of the total lot depth, or less than 15 feet, whichever is greater.

The Subject Property has a rear yard requirement of 20 feet 5 inches based on the depth of the rear building wall of the one adjacent building. Currently one parking space and one loading space are housed in a detached garage at the rear of the property in the required rear yard. The Project proposes to remove the garage structure to provide partially for open space and rear yard area for the building. A new exterior exit stairway would replace the existing stairway at the rear of the property extending entirely to the rear property line requiring the approval of a rear yard variance that will be heard by the Zoning Administrator.

- B. **Usable Open Space.** Planning Code Section 135 requires a minimum of 100 square feet of Usable Open Space per unit if such space is private, and each square foot of private open space may be substituted with 1.33 square foot of common open space. Planning Code Section 135(g)(1) states that any space credited as common usable open space shall be at least 15 feet in every horizontal dimension and shall have a minimum area of 300 square feet. The obstructions listed in Planning Code Section 136 for usable open space are permitted in the open space.

There is an existing deficit of usable open space for the existing units. The minimum amount of usable open space required for the Project total of seven new units, if provided as common open space, is 931 square feet. The Project provides approximately 590 square feet of common open. Providing common open space for the seven additional units would not exacerbate the existing nonconforming open space deficit, however, the additional new open space proposed does not meet the criteria of Planning Code Section 135 and therefore requires the approval of a variance that will be heard by the Zoning Administrator.

- C. **Exposure.** Planning Code Section 140 requires that at least one room with a minimum floor area of 120 square feet face directly onto a public street or alley at least 20 feet in width, a side yard at least 25 feet in width, an unobstructed open area at least 25 in every horizontal dimension, or a Code complying rear yard.

Both proposed ground floor units #5 and #6 are situated where the existing chapel stage overhang extends 5 feet above the dwelling unit windows into a required rear yard area less than 25 feet in depth. These dwelling units do not face a Code Complying rear yard (partially obstructed by the rear exit stairs and chapel stage overhang) or an unobstructed open area at least 25 in every horizontal dimension, and therefore require the approval of a variance that will be heard by the Zoning Administrator.

- D. **Bicycle Parking.** Planning Code Section 155.2 states that the addition of a new dwelling unit triggers the requirement for bicycle parking. One Class 1 space is required for every dwelling unit.

The project sponsor would provide 16 bicycle spaces at the basement level of the property. The provision of 7 new bicycle spaces satisfies the bicycle parking requirement in Planning Code Section 155.2.

- E. **Off-Street Parking:** The Planning Code does not require off-street parking for any use in the RTO Zoning District.

The Project will not provide any off-street parking, consistent with the goals of the Market and Octavia Plan, and instead will provide 16 Code-compliant bicycle parking spaces incentivizing Project residents to walk, bike, or use readily-available public transit options. The Project removes the existing garage on the property in order to provide rear yard opens space for the dwelling units.

- F. **Market and Octavia Community Improvements Fund.** The Market and Octavia Community Improvements Impact Fee is applicable to any development project in the Market and Octavia Program Area which results in the addition of at least one new residential unit.

The Project is subject to the Market and Octavia Community Improvements Impact Fee which shall be paid prior to the issuance of the building permit.

- G. **Dwelling Unit Mix.** Section 207.6 of the Planning Code requires that no less than 40 percent of the total number of proposed dwelling units shall contain at least two bedrooms or no less than 30 percent of the total number of proposed dwelling units shall contain at least three bedrooms. While existing dwelling units in buildings which do not comply with this Code Section need not be expanded to meet this requirement, all new dwelling units shall provide at least two bedrooms when less than 40 percent of the total number of dwelling units contain less than two bedrooms. This requirement can be modified through the conditional use process.

Additional Conditional Use Criteria. Under Planning Code Section 207.6, in addition to the criteria of Section 303(c) of the Planning Code (discussed below), the Planning Commission shall consider the extent to which the following criteria are met:

- (A) The project demonstrates a need or mission to serve unique populations, or
- (B) The project site or existing building(s), if any, feature physical constraints that make it unreasonable to fulfill these requirements.

1. The project demonstrates a need or mission to serve unique populations.

The Project Sponsor is requesting a minor modification of the 40 percent requirement. Although the Project veers from the Planning Code, in that less than 40 percent of all units will contain two-bedroom units, the Market and Octavia Area Plan (Objective 2.2, Policy 2.2.5) encourages construction of residential infill throughout the area by encouraging additional units in existing buildings. All units proposed as part of the Project are one room units and would be rentals, which combined with their smaller sizes provide the community more affordable and flexible housing options.

One aspect of San Francisco's current housing shortage is a lack of supply and high demand for housing for singles or couples without children in rental studios. The Planning Department's San Francisco Socio-Economic Profile ACS 2005-2009 document states that approximately 66% of housing units in the Project area are renter-occupied. The San Francisco Association of Realtors website shows that in the Duboce Triangle area 72.3% of the households in the area are non-family households. The Project serves the population of this neighborhood. It provides a significant number of studios on a site where providing two-bedroom units with proves difficult, allowing for housing for singles or couples without children.

2. The project site or existing building(s), if any, feature physical constraints that make it unreasonable to fulfill these requirements.

The design of functional two-bedroom dwelling units within the building is infeasible given requirements for maintaining the historic resource in a manner that would retain the character-defining features of the building's exterior architecture as well as the historic interior worship space. The Project requires that: the Chapel space be retained, with only a secondary Prayer Room to be altered for use as a pastor's dwelling; publicly visible exterior building alterations be limited to select window replacement at the basement and ground floor levels to meet acoustical and residential egress requirements; no changes be made to the second and third floors of the building; the project preserve the exterior appearance of the building (save for new egress windows at the basement level and non-visible changes in the rear) and preserve the interior chapel in its entirety.

Due to the physical constraints applicable to the Project, other developments at other locations are better suited for family-sized units where developing larger units with more than one bedroom are feasible. Moreover, due to the constricted nature of necessary internal exiting and strict demands for ADA compliant accessibility within the units, bedroom and livings spaces cannot produce furnishable spaces. On the ground floor there is only a narrow area of space around the historic chapel that cannot accommodate two-bedroom units. Additionally, Building Code Section 1029 states that emergency escape and rescue windows are required in sleeping rooms on the first four floors of residential buildings. In order for the basement units to comply with this code, the lower units need to exit directly to the exterior yard. This does allow space for new Unit #3 as a one-bedroom unit (two levels with a bedroom on the ground floor to include the required escape window and the living room in the basement). Granting Conditional Use Authorization would recognize the hardship caused by constraints of the Project site, and would not create a precedent for other projects.

- H. **Dwelling Unit Density.** One dwelling unit is principally permitted in the RTO Zoning District for every 600 square feet of lot size. A Conditional Use authorization is required for unit density above this amount. The Planning Code does not quantify the maximum number of dwelling units that can be approved via Conditional Use authorization in the RTO Zoning District. Instead, density is limited not by lot area but rather by the applicable requirements and limitations set forth in the Planning Code that include but are not limited to, height, bulk, setbacks, open space, exposure and unit mix as well as applicable design guidelines, elements and area plans of the General Plan and design review by the Planning Department.

The subject lot is 5,000 square feet in area, which would principally permit eight units. The Project sponsor is seeking Conditional Use Authorization to add seven dwelling units to the existing ten-unit building for a total of 17 units, requiring conditional use authorization for unit density above the principally permitted amount. The proposed additional units meet applicable provisions of the Market and Octavia Area Plan, the Residential Design Guidelines, and the development standards of the RTO zoning district.

Planning Code Section 209.4 (8) notes that with Conditional Use authorization, for purposes of calculation, a Dwelling Unit in the RTO district containing no more than 500 square feet of net floor area and consisting of not more than one habitable room in addition to a kitchen and a bathroom is counted as equal to three-quarters of a Dwelling Unit. Of the proposed units, #1, #2, #4, #6, and #7 all have less than 500 square feet of living space and have only one habitable room. Of the existing units (on floors 2 and 3 only), #4, #7, #8, #9, and #10 are one room and with less than 500 square feet of living space. These are existing units that are not being altered. Using this three-quarters method calculation -- existing units on site equal 8.75 and proposed units equal 5.75, for a total 14.5 units.

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

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

The project is desirable because it increases the density in a district intended for higher residential densities, without expanding the building envelope, and is therefore compatible with the neighborhood and community in terms of use and scale. The surrounding neighborhood includes a variety of densities that range from single-family homes and flats to multi-unit buildings. The Project has no off-street parking, encouraging future residents to walk, bike or use the amply available public transit. The Project provides studios units on a site where providing two-bedroom units proves difficult, and will assist in alleviating the City's housing shortage for numerous individuals and smaller households. The net increase of seven dwelling units are necessary and desirable as they add to the City's supply of housing stock with minimal adverse impacts on the surrounding neighborhood.

- B. The use or feature as proposed will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injurious to property, improvements, or potential development in the vicinity, with respect to aspects including, but not limited to the following:
- i. The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of structures.

The size, shape and arrangement of the building will not be altered as part the Project. The proposed work will not affect the building envelope. The height of the existing building will remain the same; exterior alterations will not alter the existing appearance or character of the project vicinity, would be compatible with the immediate context of adjacent buildings, and would not result in any significant light and air impacts to the surrounding properties. The minor exterior alterations proposed are consistent with the block face and compatible with the dense mixed residential neighborhood character.

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

The Planning Code does not require off-street parking for any use in the RTO Zoning District. No off-street parking is proposed, consistent with the goals of the Market and Octavia Plan. Therefore, traffic conditions will remain substantially unaltered by the Project. The Project will also maintain the existing sidewalk, thereby not affecting the movement of pedestrians and vehicles. The Project Site is located within an urban context, where convenience goods and services are available within walking distance. The Project will not affect public transit or overburden the existing supply of parking in the neighborhood. This area is well serviced by transit including MUNI's 37-Corbett, 22-Fillmore and K-Owl, L-Owl, M-Owl and T-Owl bus lines, as well as the L-Taraval and N-Judah light rail lines.

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

The proposed uses are dwelling units, which do not typically emit noxious or offensive emissions such as noise, glare, dust or odor. The majority of the construction will be interior work, with some exterior alterations. Any temporary increase in noise will be limited in duration, and the Project Sponsor will fully comply with San Francisco's Noise Ordinance, which prohibits excessive noise levels from construction activity and limits permitted working hours.

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

The Project will remove the rear garage and driveway; these areas will now provide open space. The Project will provide the required amount of off-street Class 1 bicycle parking spaces. Currently there is a rolling driveway gate on Belcher Street elevation. The Project will replace this rolling driveway gate with a fence and security gate that has panic hardware for exiting and mailboxes for the new units. Any additional tree planting will be coordinated with the Department of Public Works.

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

The Project complies with all relevant requirements and standards of the Planning Code, other than Sections 134, 135 and 140, and is consistent with the Objectives and Policies of the General Plan as detailed below. The Project Sponsor is seeking a variance from the rear yard (Section 134), open space (Section 135) and exposure (Section 140) requirements of the Planning Code, which will be heard separately by the Zoning Administrator.

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

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 2:

RETAIN EXISTING HOUSING UNITS, AND PROMOTE SAFETY AND MAINTENANCE STANDARDS, WITHOUT JEOPARDIZING AFFORDABILITY.

Policy 2.4:

Promote improvements and continued maintenance to existing units to ensure long term habitation and safety.

Adding density within the existing housing stock maintains older units, which are generally less expensive and more accessible than newly constructed units. The addition of the proposed units would not displace any tenants, as they would be constructed at the basement and ground-floor levels.

OBJECTIVE 4:

FOSTER A HOUSING STOCK THAT MEETS THE NEEDS OF ALL RESIDENTS ACROSS LIFECYCLES.

Policy 4.4:

Encourage sufficient and suitable rental housing opportunities, emphasizing permanently affordable rental units wherever possible.

The proposed project will add seven units to an existing ten-unit building, providing additional rental housing opportunities to city residents.

Policy 4.6:

Encourage an equitable distribution of growth according to infrastructure and site capacity.

The project is located within the Residential Transit-Oriented District, which is intended to enhance areas characterized by a range of densities which are well-served by transit and small-scale neighborhood-serving retail. The subject property is located within close proximity to Market Street, an area rich in public transportation and retail shopping opportunities.

OBJECTIVE 5:

ENSURE THAT ALL RESIDENTS HAVE EQUAL ACCESS TO AVAILABLE UNITS.

Policy 5.4:

Provide a range of unit types for all segments of need, and work to move residents between unit types as their needs change.

This Project satisfies these policies. As demonstrated above, there is a large demand for studios with respect to rental opportunities for individuals and couples. These policies recognize that housing should be designed for those moving up and down the housing ladder. The Project would meet this demand.

OBJECTIVE 11:

SUPPORT AND RESPECT THE DIVERSE AND DISTINCT CHARACTER OF SAN FRANCISCO'S NEIGHBORHOODS.

Policy 11.3:

Ensure growth is accommodated without substantially and adversely impacting existing residential neighborhood character.

The project proposes to increase density without modification to the building envelope would have little to no impact on existing residential neighborhood character.

Policy 11.5:

Ensure densities in established residential areas promote compatibility with prevailing neighborhood character.

The project would increase density by adding seven units within an existing ten-unit building without modifying the building envelope. Minor exterior modifications to the building would be at the basement level and would be minimally visible from the public right of way. The proposed density is compatible with surrounding development in the immediate vicinity and within the RTO Zoning District, which places an emphasis on increased density.

Policy 11.7:

Respect San Francisco's historic fabric, by preserving landmark buildings and ensuring consistency with historic districts.

The subject building was assigned a California Historic Resource Status Code of 5S3 and was previously identified as a historic resource in the Market and Octavia Historic Resource Survey. The building appears to be eligible for listing in the California Register of Historical Resources as an individual resource under Criterion 1 (Event: settlement of the Scandinavian community in San Francisco) and Criterion 3 (Architecture: Gothic Revival and integrated residences and church) and as a contributor to the Duboce Triangle Historic District. A Historic Resource Evaluation was conducted to ensure that the proposed scope of work is consistent with the Secretary of the Interior's standards.

OBJECTIVE 12:

BALANCE HOUSING GROWTH WITH ADEQUATE INFRASTRUCTURE THAT SERVES THE CITY'S GROWING POPULATION

Policy 12.1:

Encourage new housing that relies on transit use and environmentally sustainable patterns of movement.

The proposed project is located in a transit oriented zoning district and is well served by public transportation, including MUNI's 37-Corbett, 22-Fillmore and K-Owl, L-Owl, M-Owl and T-Owl bus lines, as well as the L-Taraval and N-Judah light rail lines.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 24:

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 24.2:

Maintain and expand the planting of street trees and the infrastructure to support them.

There are five existing trees directly in front of the subject property. Tree planting will be coordinated with the Department of Public Works.

OBJECTIVE 28:

PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

Policy 28.1:

Provide secure bicycle parking in new governmental, commercial, and residential developments.

The Project includes 16 Class 1 bicycle parking spaces in secure, convenient locations, exceeding Planning Code requirements.

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 34.3:

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.

Policy 34.5:

Minimize the construction of new curb cuts in areas where on-street parking is in short supply and locate them in a manner such that they retain or minimally diminish the number of existing on-street parking spaces.

The Project proposes no off-street parking, encouraging a pedestrian and bicyclist life-style and does not propose any new curb cuts, maintaining the number of existing on-street parking spaces.

MARKET AND OCTAVIA AREA PLAN

Objectives and Policies

LAND USE AND URBAN FORM

OBJECTIVE 1.1:

CREATE A LAND USE PLAN THAT EMBRACES THE MARKET AND OCTAVIA NEIGHBORHOOD'S POTENTIAL AS A MIXED-USE URBAN NEIGHBORHOOD.

Policy 1.1.2:

Concentrate more intense uses and activities in those areas best served by transit and most accessible on foot.

The Project will increase the density of the existing residential property and provide seven additional units that are located less within 300 feet from Market Street, the City's primary transit corridor.

OBJECTIVE 1.2:

ENCOURAGE URBAN FORM THAT REINFORCES THE PLAN AREA'S UNIQUE PLACE IN THE CITY'S LARGER URBAN FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.

Policy 1.2:

Maximize housing opportunities and encourage high-quality commercial spaces on the ground floor.

The proposed project will maximize housing opportunities by providing additional dwelling units in an existing building without the need to physically expand the structure. The Project will utilize the building's existing footprint to increase the Property's residential density in a manner that is compatible with the immediate context of the dense mixed residential neighborhood character and would not result in any significant light and air impacts to the surrounding properties.

HOUSING

OBJECTIVE 2.2:

ENCOURAGE THE CONSTRUCTION OF RESIDENTIAL INFILL THROUGHOUT THE PLAN AREA.

Policy 2.2.1:

Eliminate housing density maximums close to transit and services.

The RTO Zoning District eliminates residential density maximums, upon approval of a Conditional Use. The increased residential density proposed is consistent with this policy and the intent of the RTO Zoning District. As encouraged in Policy 2.2.5., the new development seeks flexibility to accommodate studio and units.

Policy 2.2.3:

Eliminate residential parking requirements and introduce a maximum parking cap.

The RTO Zoning District eliminates residential parking requirements and introduces a maximum parking cap. Removal of the existing parking space is consistent with this policy and the intent of the RTO Zoning District.

Policy 2.2.5:

Encourage additional units in existing buildings.

The Project will add seven new dwelling units to the City's housing stock within an existing building.

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

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

The Project would not adversely impact neighborhood-serving retail uses because it includes the addition of seven new dwelling units to an existing building within an established residential neighborhood that will allow for new customers of neighborhood-serving retail uses.

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

The proposed project, the addition of seven dwelling units within an existing ten-unit building, is compatible with existing character of the neighborhood.

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

The city's supply of affordable housing will not be adversely affected by the proposal to add seven market rate rental units to an existing multi-unit building.

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

The subject property is well-served by transit, including MUNI's 37-Corbett, 22-Fillmore and K-Owl, L-Owl, M-Owl and T-Owl bus lines, as well as the L-Taraval and N-Judah light rail lines. The proposal does not include new off-street parking for 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 Project would not displace any industrial or service sectors, nor will City resident employment be negatively impacted.

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

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

- G. That landmarks and historic buildings be preserved.

The subject building was assigned a California Historic Resource Status Code of 5S3 and was previously identified as a historic resource in the Market and Octavia Historic Resource Survey. The building appears to be eligible for listing in the California Register of Historical Resources as an individual resource under Criterion 1 (Event: settlement of the Scandinavian community in San Francisco) and Criterion 3 (Architecture: Gothic Revival and integrated residences and church) and as a contributor to the Duboce Triangle Historic District. A Historic Resource Evaluation was conducted to ensure that the proposed scope of work is consistent with the Secretary of the Interior's standards.

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

The Project will not affect the City's parks or open space or their access to sunlight and vistas.

9. 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.

10. 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 Authorization No. 2013.0431CV** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated February 24, 2016 and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

Protest of Fee or Exaction: You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the project, the Planning Commission's adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator's Variance Decision Letter constitutes the approval or conditional approval of the development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on March 10, 2016.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: March 10, 2016

EXHIBIT A

AUTHORIZATION

This authorization is for a Conditional Use Authorization under Planning Code Section 207.6 for an exception to the dwelling unit mix requirement, and Planning Code Section 209.4 to allow increased residential density beyond what it is principally permitted, in order to accommodate seven additional residential units within an existing building containing church space and ten residential units within the RTO (Residential, Transit Oriented) Zoning District and a 40-X Height and Bulk District; in general conformance with plans, dated February 24, 2016 and stamped "EXHIBIT B" included in the docket for Case No. 2013.0431CV and subject to conditions of approval reviewed and approved by the Commission on March 10, 2016 under Motion No. XXXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on March 10, 2016 under Motion No. XXXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

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

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

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

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

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

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

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

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

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

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

DESIGN – COMPLIANCE AT PLAN STAGE

6. **Final Materials.** The Project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
7. **Garbage, Composting and Recycling Storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the architectural addenda. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.
For information about compliance, contact the Case Planner, Planning Department at 415-575-8728, www.sf-planning.org
8. **Streetscape Plan.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall continue to work with Planning Department staff, in consultation with other City agencies, to refine the design and programming of the Streetscape Plan so that the plan generally meets the standards of the Better Streets Plan and all applicable City standards. The Project Sponsor shall complete final design of all required street improvements, including procurement of relevant City permits, prior to issuance of first architectural addenda, and shall complete construction of all required street improvements prior to issuance of first temporary certificate of occupancy.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
9. **Noise.** Plans submitted with the building permit application for the approved project shall incorporate acoustical insulation and other sound proofing measures to control noise.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
10. **Street Trees.** Pursuant to Planning Code Section 138.1 (formerly 143), the Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the building permit application indicating that street trees, at a ratio of one street tree of an approved species for every 20 feet of street frontage along public or private streets bounding the Project, with any remaining fraction of 10 feet or more of frontage requiring an extra tree, shall be provided. The street trees shall be evenly spaced along the street frontage except where proposed driveways or other street obstructions do not permit. The exact location, size and species of tree shall be as approved by the Department of Public Works (DPW). In any case in which DPW cannot grant approval for installation of a tree in the public right-of-way, on the basis of inadequate sidewalk width, interference with utilities or other reasons regarding the public welfare, and where

installation of such tree on the lot itself is also impractical, the requirements of this Section 428 may be modified or waived by the Zoning Administrator to the extent necessary.

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

11. **Additional Project Authorization.** The Project Sponsor must obtain a Variance from the Zoning Administrator from Planning Code Section Sections 305, 134 (required rear yard), 135 (usable open space) and 140 (dwelling unit exposure) and satisfy all the condition thereof. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

PARKING AND TRAFFIC

12. **Bicycle Parking.** Pursuant to Planning Code Sections 155.1, 155.4, and 155.5, the Project shall provide no fewer than **seven** Class 1 bicycle parking spaces as required by Planning Code Sections 155.1 and 155.5.

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

13. **Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.

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

PROVISIONS

14. **Childcare Requirements for Office and Hotel Development Projects.** Pursuant to Section 414, the Project Sponsor shall pay the in-lieu fee as required for residential development projects in the Market and Octavia Plan Area. The net addition of gross floor area subject to the fee shall be determined based on drawings submitted with the Building Permit Application.

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

15. **Market and Octavia Community Improvements Fund.** Pursuant to Planning Code Section 421, the Project Sponsor shall comply with the Market Octavia Community Improvements Fund provisions through payment of an Impact Fee in full to the Treasurer, or the execution of a Waiver Agreement, or an In-Kind agreement approved as described per Planning Code Section 421 (formerly 326) prior to the issuance by Department of Building Inspection of the construction document for the development project.

For information about compliance, contact the Case Planner, Planning Department at 415-575-8728, www.sf-planning.org

MONITORING AFTER ENTITLEMENT

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

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

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

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

OPERATION

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

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

19. **Sidewalk Maintenance.** The Project Sponsor shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Streets and Sidewalk Maintenance Standards.

For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, <http://sfdpw.org>

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

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

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EXHIBITS

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SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Exemption from Environmental Review

Case No.: 2013.0431E
Project Title: 750-754 – 14th Street
Zoning: RTO (Residential Transit Oriented) Zoning District
40-X Height and Bulk District
Block/Lot: 3537/025
Lot Size: Approximately 5,000 square feet
Project Sponsor: Heidi Liebes – (415) 812-5124
Liebes.Heidi@gmail.com
Staff Contact: Justin Horner – (415) 575-9023
Justin.Horner@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION:

750-754 – 14th Street (Assessor's Block 3537, Lot 025) is located at the southeast corner of the block bounded by Duboce Avenue to the north, 14th Street to the south, Belcher Street to the east, and Sanchez Street to the west in San Francisco's Duboce Triangle neighborhood. Built in 1923 (92 years in age), the existing structure is a three-story-over-basement 38-foot-tall, approximately 14,208-square-foot building
[continued on next page]

EXEMPT STATUS:

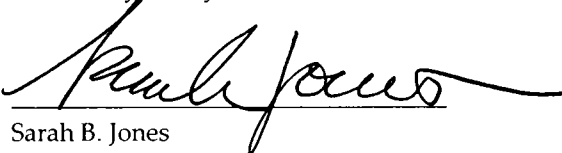
Categorical Exemption, Class 32 [California Environmental Quality Act (CEQA) Guidelines Section 15332.

REMARKS:

See next page.

DETERMINATION:

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


Sarah B. Jones
Environmental Review Officer

June 24, 2015
Date

cc: Heidi Liebes, Project Sponsor
Justin Horner, Environmental Planner
Eiliesh Tuffy, Preservation Planner
Sup. Scott Wiener, Dist. 8 (via Clerk of the Board)

Distribution List
Historic Preservation Distribution List
Virna Byrd, M.D.F.

PROJECT DESCRIPTION (continued):

with approximately 8,353 square feet of church space on the basement and ground-floor levels, 10 residential units on the second and third-floor levels, one parking space, and one loading space.

The proposed project involves interior and exterior alterations to the existing building. Interior alterations include layout modifications to the church and church-related spaces to accommodate seven additional residential units on the basement and ground-floor levels and 16 bicycle parking spaces on the basement level. No changes are proposed to interior spaces on the second and third-floor levels. Exterior alterations include removal of the existing rear garage that currently accommodates one parking space and one loading space, window replacements along the 14th Street, Belcher Street, and rear elevations, and replacement of the staircase in the rear yard. No changes to the building envelope or building entryway are proposed as part of this project. The project would also require minor excavation and grading related to the removal of a rear garage and driveway.

When complete, the building would have 2,477 square feet of church space on the ground-floor level and 17 residential units on the basement through third-floor levels. The mixed-use building would be a three-story-over-basement, 38-foot-tall, 12,924-square-foot building with 16 bicycle parking spaces. The project site is located in a RTO (Residential Transit Oriented) zoning district and a 40-X height and bulk district.

PROJECT APPROVALS:

The proposed project is subject to Section 311 of the Planning Code. If discretionary review before the Planning Commission is requested, the discretionary review hearing is the Approval Action for the project. If no discretionary review is requested, the issuance of a building permit by the Department of Building Inspection (DBI) is the Approval Action. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

REMARKS:

California Environmental Quality Act (CEQA) State Guidelines Section 15332, or Class 32, provides an exemption from environmental review for in-fill development projects, which meet the following conditions:

- a) *The project is consistent with applicable general plan designations and policies as well as with applicable zoning designations.*

The San Francisco General Plan, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The proposed project would not obviously or substantially conflict with any such policy, and would be consistent with the San Francisco General Plan and with applicable zoning designations. The project site is located within the RTO (Residential Transit Oriented) Zoning District where

residential uses are principally permitted. No changes are proposed to the building envelope and thus would be consistent with the existing 40-foot height and bulk limit. The proposed project would be consistent with all other applicable policies and standards associated with the project site's existing General Plan and zoning designations.

- b) *The development occurs within city limits on a site of less than five acres surrounded by urban uses.*

The 5,000-square-foot (approximately 0.11 acre) project site is located within a fully developed area of San Francisco. The surrounding area consists of residential and commercial uses. Thus, the proposed project would be properly characterized as an infill development surrounded by urban uses on a site of less than five acres. .

- c) *The project site has no habitat for endangered, rare or threatened species.*

The 5,000-square-foot project site is located within a densely developed urban area and currently contains a building, side driveway, and a rear parking lot. The project site does not have habitat value for endangered, rare, or threatened species.

- d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*

Traffic. The project site is located on the corner of 14th and Belcher Streets, on the block bounded by 14th Street to the south, Duboce Avenue to the north, Belcher Street to the east and Sanchez Street to the west. Street parking is available on all adjacent streets, including two-hour and residential permit parking (Area S) with weekly parking restrictions for street-cleaning.

Using the Planning Department's 2002 *Transportation Impact Analysis Guidelines for Environmental Review* (October 2002), the proposed project is estimated to generate approximately 75 daily person-trips for the proposed residential use¹. Of these, about 13 daily person-trips would be during the p.m. peak-hour. These trips would be distributed among various modes of transportation, including single occupancy vehicles, carpools, public transit, walking, and bicycling. Of the 13 p.m. peak-hour person-trips for the proposed uses, five would be vehicle trips, four would be transit trips, and four would be walking. Mode split and vehicle occupancy data for the residential uses were obtained from the 2000 Census "Journey to Work" and Citywide Travel Behavior Survey figures. The incremental increase in traffic would not be considered a substantial increase relative to the existing capacity of the local street system. The change in traffic in the project area as a result of the proposed project would be indiscernible to most drivers. The proposed project would add a negligible increment to the cumulative long-term

¹ *Transportation Impact Analysis Guidelines, Transportation Calculations*. This document is available for public review as part of Case No. 2013.0431E at 1650 Mission Street, Suite 400, San Francisco, CA, 94103.

traffic increase on the neighborhood's roadway network. Thus, the project would not substantially affect the neighborhood's existing traffic conditions.

Transit, Bicycle and Pedestrian Circulation. The project is expected to generate 23 daily transit person-trips, seven of which would occur in the p.m. peak hour. The project site is well served by Muni. The 37-Corbett line runs along 14th Street in front of the project, and the project is within one block of the 22-Fillmore and K-Owl, L-Owl, M-Owl and T-Owl bus lines, as well as the L-Taraval and N-Judah light rail lines. The project site is within two blocks of Bicycle Routes 30, 47, 50, 345 and 350. Additionally, sidewalks are wide enough to support the anticipated increase in pedestrian use. Thus, the project would not substantially affect the neighborhood's existing conditions for transit, bicycle, and pedestrian circulation.

Emergency Access. Existing emergency access to the project site would remain the same. The proposed project would not interfere with existing traffic circulation or cause major traffic hazards, nor have a substantial effect on traffic-related hazards or emergency access provisions. The proposed project would be required to meet the standards contained in the Building and Fire Codes, and the San Francisco Building and Fire Departments would review the final building plans to ensure sufficient access and safety. Therefore, the project would not result in a substantial adverse effect on emergency access conditions.

Increased Traffic Hazards. The proposed project does not include any design features that would substantially increase traffic hazards (e.g., creating a new sharp curve or dangerous intersections), and would not include any incompatible uses; therefore, there would no impacts associated with traffic hazards for the proposed project.

Parking. The proposed project would include no off-street parking spaces. The existing property contains one off-street parking space and a garage, which would be removed and repurposed as storage. This would result in the net loss of one off-street parking space. One on-street parking space would be gained by the removal of the curb cut accessing the former garage on Belcher Street.

San Francisco does not consider parking supply as part of the permanent physical environment and therefore, does not consider changes in parking conditions to be environmental impacts as defined by CEQA. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact. (CEQA Guidelines § 15131(a).) The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental

impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. 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, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. 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 proposed 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 addresses potential secondary effects.

Construction Impacts. The proposed project would be constructed over a period anticipated to last approximately 5-6 months. Construction activities would include daily vehicle trips generated by the arrival and departure of construction workers. Trucks would haul excavated materials away from the site and haul assembly materials to the site. Church, Belcher, Sanchez and 14th Streets would all be used to access the site to haul building materials. Construction of the proposed project would not require any lane closures.

Throughout the construction period, there would be a flow of construction-related trucks into and out of the site. The project sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the Department of Parking and Traffic (DPT), the Fire Department, Muni's Street Operations and Special Events Office, and other City agencies to determine feasible traffic modifications to reduce traffic congestion and other potential traffic disruption and pedestrian circulation effects during construction of the project. The effect of construction truck traffic would be a temporary lessening of the capacities of local streets due to the slower movement and larger turning radii of trucks, which may affect both traffic and transit operations. Construction workers who drive to the site could cause a temporary increase in parking demand, and the project applicant would make accommodations for construction worker parking. Therefore, it is anticipated that construction workers would be accommodated without substantially affecting area wide parking conditions. The impacts of construction on parking and traffic would be limited in scope and temporary in duration, and would not be significant.

Noise. The proposed project is located on the corner of 14th Street and Belcher Street. Initial analysis by the Planning Department indicated that existing ambient noise levels are at, or exceed, 70 decibels. The proposed project involves the siting of new noise-sensitive uses (i.e. residential uses) and therefore required an acoustical analysis demonstrating that the building would meet Title 24 noise insulation standards. Such a noise study was prepared for the proposed project.²

The study found that average ambient noise levels for exterior elevations along 14th Street would range from 65 to 70 dBA L_{dn} and would be less than 65 dBA L_{dn} for the remaining elevations. The study recommended a higher level of insulation along the 14th Street facades to meet Title 24 interior noise requirements. The remaining elevations would meet Title 24 requirements with the existing proposed treatments.

The study also indicated that residents who open their windows for fresh air may be exposed to levels of ambient noise above Title 24 standards. The study recommended the introduction of controlled sources of fresh air as an alternative to opening windows.

The project sponsor has incorporated all of the recommendations outlined in the study, ensuring residential units would meet Title 24 standards for interior noise. As a result, the project would have no significant effects with respect to noise.

Noises generated by residential uses are common and generally accepted in urban areas. An approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels noticeable to most people. The proposed project would not cause a doubling in traffic volumes and therefore would not cause a noticeable increase in the ambient noise level in the project vicinity.

Project construction would temporarily and intermittently increase noise and possibly vibration levels around the project site and may be considered an annoyance by occupants of nearby properties. Noise and vibration levels over the estimated 5-6 month construction period would fluctuate depending on the construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers. Construction noises associated with the proposed project would include minor excavation, truck traffic, and finishing. Of these, excavation and site work would likely generate the most construction-related noise.

Throughout the construction period there would be truck traffic to and from the site, hauling away excavated materials and debris, or delivering building materials. It is anticipated that the construction hours would be working hours from 7AM to 5PM during the week, with possible limited work during weekends.

The San Francisco Noise Ordinance (Article 29 of the Police Code) regulates construction-related noise. Although not listed as a mitigation measure, it is required by law and would serve to reduce negative impacts of the proposed project on sensitive receptors. The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not

² Papadimos Group, 2014. *750 14th Street Environmental Acoustic Study*, Apr 8. This document is available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0431E.

exceed 80 dBA³ at a distance of 100 feet from the source. Impact tools, such as jackhammers, must have both the intake and exhaust muffled to the satisfaction of the Director of the Department of Public Works or the Director of Building Inspection. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by five dBA at the project property line, unless a special permit is authorized by the Director of Public Works or the Director of Building Inspection. The project must comply with regulations set forth in the Noise Ordinance.

Sensitive receptors are people requiring quiet, for sleep or concentration, such as residences, schools, or hospitals, and people themselves who may be relatively more susceptible to adverse health impacts from their environment, such as immune-compromised individuals, populations with elevated levels of chronic illness, children, and the aged. The nearest sensitive receptors to the project site would be nearby residents, including residents of the buildings immediately east and north of the project site along Belcher Street, and west and south along 14th Street. Construction activities other than pile driving typically generate noise levels no greater than 90 dBA (for instance, for excavation) at 50 feet from the activity, while other activities, such as concrete work, are much less noisy. Closed windows typically can reduce daytime interior noise levels to an acceptable level. Therefore, for nearby sensitive receptors, although construction noise could be annoying at times, it would not be expected to exceed noise levels commonly experienced in an urban environment, and would not be considered significant. The proposed building would not use pile driving. The proposed project would not create unusual levels of ground borne vibration that would disturb nearby residents or businesses, and vibration impacts would be less than significant. Given the above-mentioned City noise regulations and the temporary nature of construction work, construction noise would have a less-than-significant effect on the environment.

Although some increase in noise would be associated with the construction phase of the proposed project, such occurrences would be limited to certain hours of the day and would be intermittent and temporary in nature. Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the City Police Code). Section 2907 of the Police Code requires that noise levels from individual pieces of construction equipment, other than impact tools.

Air Quality: In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO₂), sulfur dioxide (SO₂) and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. The Bay Area Air Quality Management District (BAAQMD) in their *CEQA Air Quality Guidelines* (May 2011), has developed screening criteria to determine if projects would violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the San Francisco Bay Area Air Basin. If a proposed project meets the screening criteria, then the project would result in less-than-significant criteria air pollutant impacts. A project that exceeds the screening criteria may require a detailed air quality

³ dBA is the symbol for decibels using the A-weighted scale. A decibel is a unit of measurement for sound loudness (amplitude). The A-weighted scale is a logarithmic scale that approximates the sensitivity of the human ear.

assessment to determine whether criteria air pollutant emissions would exceed significance thresholds. The proposed project would not exceed criteria air pollutant screening levels for operation or construction.⁴

In addition to criteria air pollutants, individual projects may emit toxic air contaminants (TACs). TACs collectively refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long-duration) and acute (i.e., severe but short-term) adverse effects to human health, including carcinogenic effects. In response to growing concerns of TACs and their human health effects, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, Article 38 (Ordinance 224-14, effective December 8, 2014)(Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. Projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

The proposed project is not within an Air Pollutant Exposure Zone. Therefore, the proposed project would not result in a significant effect with respect to siting new sensitive receptors in areas with substantial levels of air pollution.

The proposed project would require construction activities for the approximate 22-week construction phase. However, construction emissions would be temporary and variable in nature and would not be expected to expose sensitive receptors to substantial air pollutants. Furthermore, the proposed project would be subject to, and comply with, California regulations limiting idling to no more than five minutes,⁵ which would further reduce nearby sensitive receptors' exposure to temporary and variable TAC emissions. Therefore, construction period TAC emissions would not result in a significant impact with respect to exposing sensitive receptors to substantial levels of air pollution.

In view of the above, the proposed project would not result in adverse impact with respect to exposing sensitive receptors to substantial levels of air pollution.

Water Quality. The proposed project would not generate substantial wastewater or result in discharges that would have the potential to degrade water quality or contaminate a public water supply. Project-related wastewater and stormwater would flow into the City's combined sewer system and would be subject to the standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plan prior to discharge.

Therefore, the proposed project would not result in adverse impacts related to water quality.

⁴ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, Updated May 2011. Table 3-1.

⁵ California Code of Regulations, Title 13, Division 3, § 2485. This regulation applies to on-road heavy duty vehicles and not off-road equipment.

- e) *The site can be adequately served by all required utilities and public services.*

The project site is located in a dense urban area where all public services and facilities are available; no expansion of public services or utilities is anticipated. Therefore, the proposed project would not result in adverse impacts related to utilities and public services.

Other Environmental Concerns

Historic Architectural Resources. In evaluating whether the proposed project would be exempt from environmental review under the California Environmental Quality Act (CEQA), the Planning Department must first determine whether the building located at 750 14th St. is a historical resource as defined by CEQA. As described in the Preservation Team Review Form dated May 22, 2015, the building appears to be eligible for listing in the California Register of Historical Resources as an individual resource under Criterion 1 (Event: settlement of the Scandinavian community in San Francisco) and Criterion 3 (Architecture: Gothic Revival and integrated residences and church) and as a contributor to the Duboce Triangle Historic District.⁶

The existing building at 750 14th Street was designed by architect Wilson J Whythe in 1923 in the Gothic Revival Style, and was commissioned by the First Norwegian Danish Methodist Episcopal Church to serve the Duboce Triangle neighborhood's Scandinavian population. The primary character-defining features of the building include its Gothic Renewal exterior, the first floor Chapel space and clerestory windows, as well as its integration of residential living spaces with a Chapel and worship space in the same building.

The Department's Preservation staff reviewed the proposed project and the historic resource evaluations provided by the project sponsor, which found the following.⁷ As part of the proposed project, the Chapel space and clerestory windows would be retained, with only a secondary Prayer Room to be altered for use as a pastor's dwelling. Publicly visible exterior building alterations would be limited to select window replacement at the basement and ground floor levels to meet acoustical and residential egress requirements. The new windows would be all-wood to match the historic windows in material, muntin configuration and profiles. Existing stucco cladding would be preserved, patched to match as needed, and repainted. No changes will be made to the second and third floors of the building. The project would preserve the exterior appearance of the building (save for new egress windows at the basement level and non-visible changes in the rear) and, most importantly, preserve the interior chapel in its entirety. The project therefore would retain the character-defining features of the building's exterior architecture as well as the historic interior worship space.

⁶ San Francisco Planning Department, Preservation Team Review Form, May 22, 2015 This document is on file and is available for review as part of Case File No. 2013.0431E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

⁷ Architectural Resources Group, *Historic Resource Evaluation Report 750 14th Street*, January 15, 2014. A copy of this document is available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0431E.

Based on the information provided and review by Preservation staff, the Department has determined that the proposed project would not cause a substantial adverse change in the significance of a historical resource.

Archaeology. According to the Planning Department, 750 14th Street is located in the Mission Delores Archeological Zone, an area of archaeological sensitivity. The project proposes no significant excavation and is a reorganization of interior spaces within an existing building. Archeological staff from the Department reviewed the proposed project and determined that it would have no adverse effect on archaeological resources.⁸

PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on March 14, 2014 to adjacent occupants and owners of properties within 300 feet of the project site. No comments were received.

SUMMARY

CEQA State Guidelines Section 15300.2 states that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. There are no unusual circumstances surrounding the current proposal that would suggest a reasonable possibility of a significant effect. The proposed project would have no significant environmental effects. The project would be exempt under the above-cited classification. For the above reasons, the proposed project is appropriately exempt from environmental review pursuant to Section 15332 of the CEQA Guidelines.

⁸ Email from Randall Dean, Planning Department Archeologist, December 19, 2013. A copy of this document is available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0431E.



SAN FRANCISCO PLANNING DEPARTMENT

PRESERVATION TEAM REVIEW FORM

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Preservation Team Meeting Date:		Date of Form Completion	5/22/2015
--	--	--------------------------------	-----------

PROJECT INFORMATION:		
Planner:	Address:	
E. Tuffy	750 14th Street	
Block/Lot:	Cross Streets:	
3537/025	Belcher Street	
CEQA Category:	Art. 10/11:	BPA/Case No.:
A		2013.0431E

PURPOSE OF REVIEW:			PROJECT DESCRIPTION:	
<input checked="" type="radio"/> CEQA	<input type="radio"/> Article 10/11	<input type="radio"/> Preliminary/PIC	<input checked="" type="radio"/> Alteration	<input type="radio"/> Demo/New Construction

DATE OF PLANS UNDER REVIEW:	3/31/2015
------------------------------------	-----------

PROJECT ISSUES:	
<input checked="" type="checkbox"/>	Is the subject Property an eligible historic resource?
<input checked="" type="checkbox"/>	If so, are the proposed changes a significant impact?
Additional Notes:	
No significant impact. The project proposal is for rehabilitation of an existing 10-dwelling unit building with interior, double-height worship space (to be preserved). Work to include the addition of 7 new dwelling units using existing basement space and through conversion of a secondary church room into a pastor's residence. Exterior alterations limited to new egress windows at basement level and non-visible changes at the rear.	

PRESERVATION TEAM REVIEW:			
Historic Resource Present		<input checked="" type="radio"/> Yes	<input type="radio"/> No *
		<input type="radio"/> N/A	
Individual		Historic District/Context	
Property is individually eligible for inclusion in a California Register under one or more of the following Criteria:		Property is in an eligible California Register Historic District/Context under one or more of the following Criteria:	
Criterion 1 - Event:	<input checked="" type="radio"/> Yes <input type="radio"/> No	Criterion 1 - Event:	<input checked="" type="radio"/> Yes <input type="radio"/> No
Criterion 2 - Persons:	<input type="radio"/> Yes <input checked="" type="radio"/> No	Criterion 2 - Persons:	<input type="radio"/> Yes <input checked="" type="radio"/> No
Criterion 3 - Architecture:	<input checked="" type="radio"/> Yes <input type="radio"/> No	Criterion 3 - Architecture:	<input checked="" type="radio"/> Yes <input type="radio"/> No
Criterion 4 - Info. Potential:	<input type="radio"/> Yes <input checked="" type="radio"/> No	Criterion 4 - Info. Potential:	<input type="radio"/> Yes <input checked="" type="radio"/> No
Period of Significance:	1923	Period of Significance:	1923-1936
		<input checked="" type="radio"/> Contributor <input type="radio"/> Non-Contributor	

Complies with the Secretary's Standards/Art 10/Art 11:	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
CEQA Material Impairment:	<input type="radio"/> Yes	<input checked="" type="radio"/> No	
Needs More Information:	<input type="radio"/> Yes	<input type="radio"/> No	
Requires Design Revisions:	<input type="radio"/> Yes	<input type="radio"/> No	
Defer to Residential Design Team:	<input type="radio"/> Yes	<input type="radio"/> No	

* If No is selected for Historic Resource per CEQA, a signature from Senior Preservation Planner or Preservation Coordinator is required.


PRESERVATION TEAM COMMENTS:

The subject property is a three-story over raised basement mixed-use building located at the corner of 14th and Belcher streets. Designed by architect Wilson J. Wythe in 1923 in the Gothic Revival style, the building is wood frame construction with cement stucco exterior cladding. The building was commissioned by the First Norwegian Danish Methodist Episcopal Church to provide residential housing with integral worship space for the Duboce Triangle neighborhood's Scandinavian population.

A survey of the larger Market-Octavia area which was conducted by Page & Turnbull in 2006 included the subject property. Property research determined the site to be individually eligible for local listing or designation through survey evaluation. As a result, the property was assigned a "5S3" status code. In addition, as stated in ARG's report dated Jan. 15, 2015, "The subject property is located within the Duboce Triangle Historic District, which was identified as a California Register-eligible district...Although the district is not officially recognized in Article 10, the findings from the survey were adopted by the City in 2008 and the Duboce Triangle Historic District is officially recognized for planning purposes."

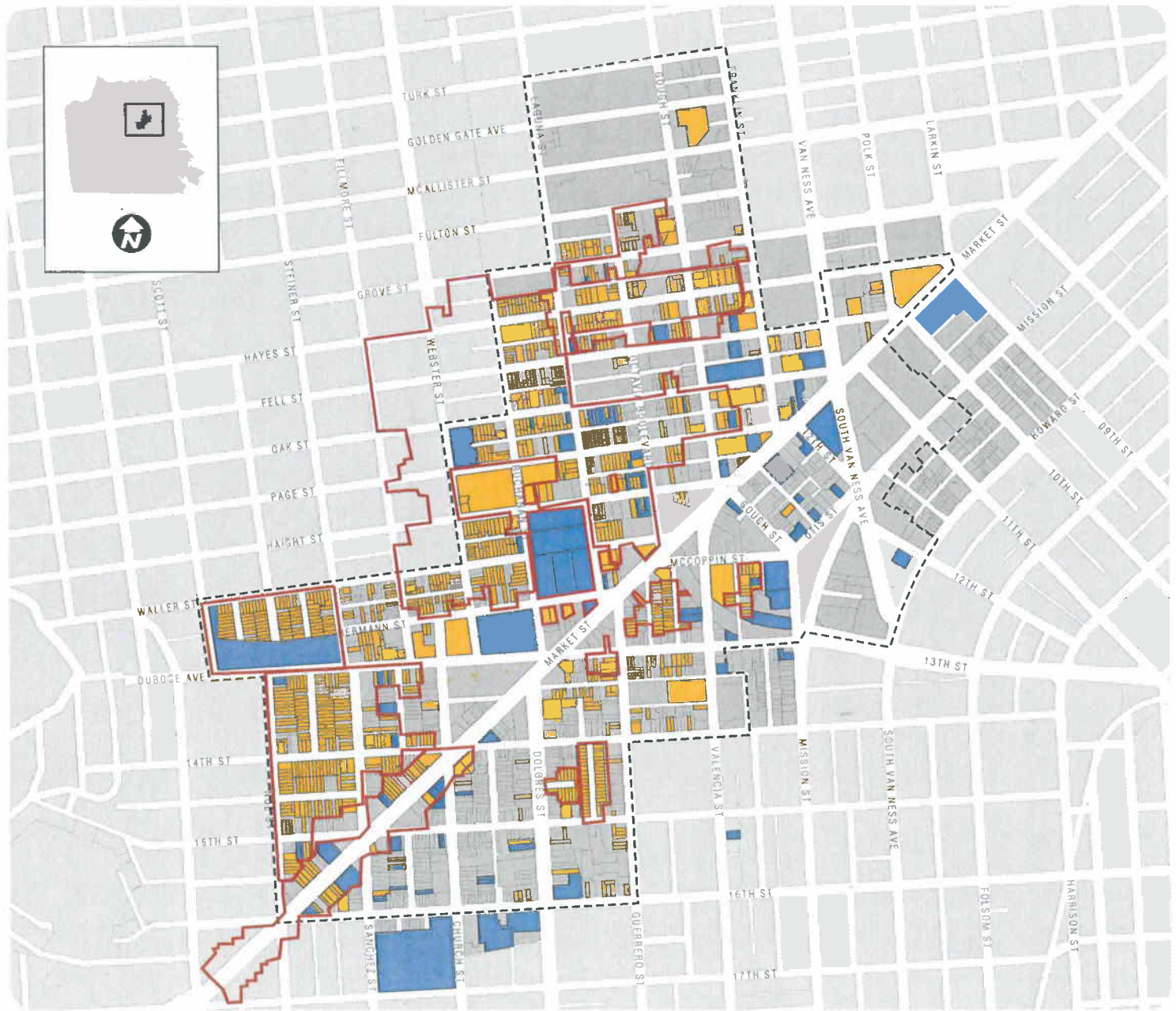
The project proposal is to convert the existing 10-unit apartment building into 17 dwelling units through interior rehabilitation and conversion of basement school room, storage, and accessory spaces. The first floor Chapel space and clerestory windows, which were found to be a character-defining feature of the building, is to be retained as part of the project, with only a secondary Prayer Room to be altered for use as a pastor's dwelling. Publicly visible exterior building alterations are limited to select window replacement at the basement and ground floor levels to meet acoustical report findings and residential egress requirements. The new windows are to be all-wood windows to match the historic windows in material, muntin configuration and profiles, but with insulated glazing units. Existing stucco cladding will be preserved, patched to match as needed, and repainted. A new rear staircase will be constructed to meet current secondary egress requirements.

As proposed, the project retains the character-defining features of the building's exterior architecture as well as the historic interior worship space such that it would not significantly alter the building's historic integrity.

Signature of a Senior Preservation Planner / Preservation Coordinator:	Date:
	5/22/2015








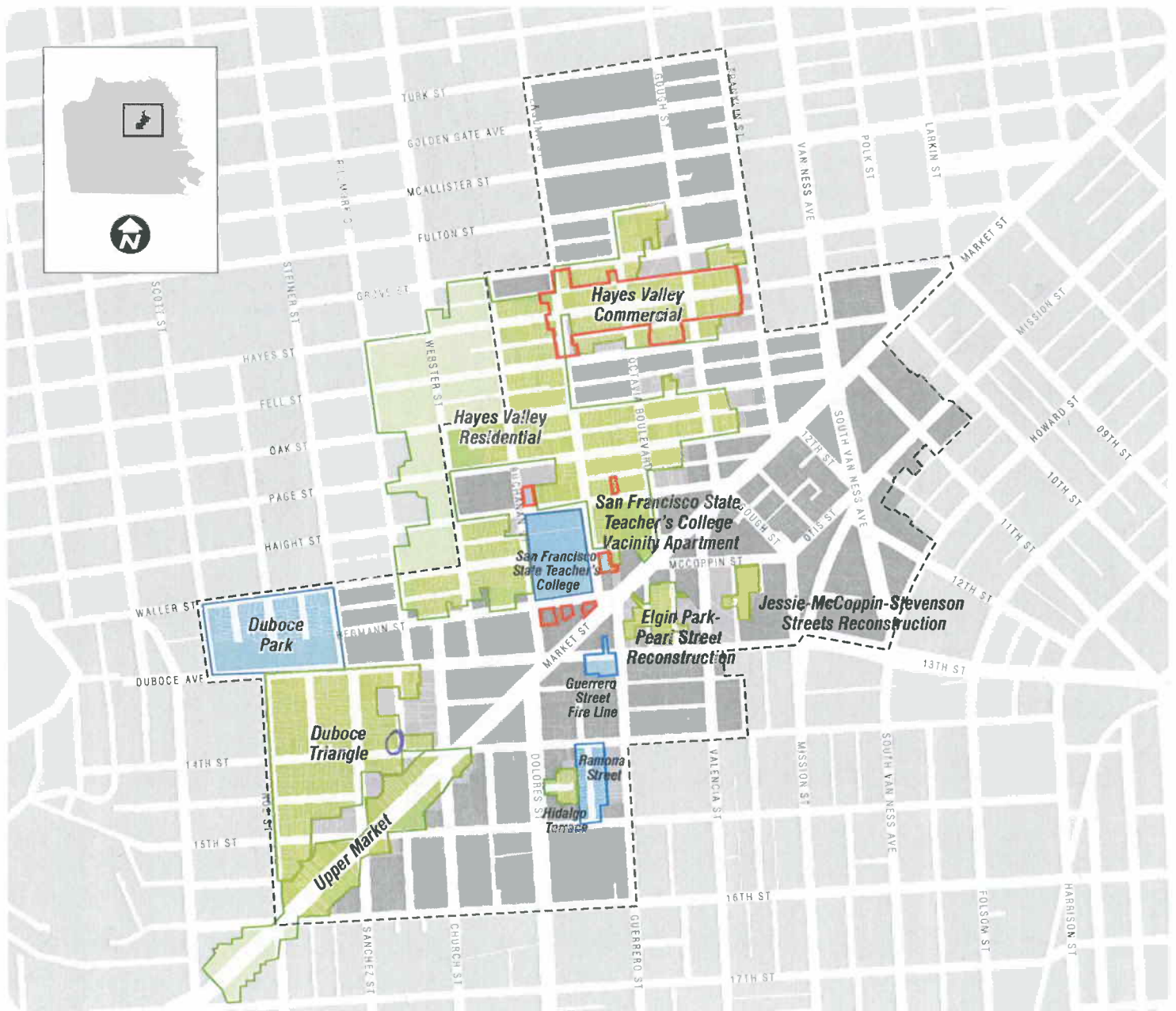
750 14th Street (1923; Wilson J. Wythe, architect)



Market & Octavia Area Plan Individual Resource and District Contributor Map

MAP 4a

- | | | | |
|---|-------------------------------------|---|----------------------------|
|  | Market & Octavia Area Plan Boundary |  | Historic District Boundary |
|  | Individual Resource |  | Not a Resource |
|  | District Contributor | | |



Market & Octavia Area Plan Level Survey Identified Historic Districts

0 500 1,000 2,000 Feet

MAP 4

- Locally Significant District
- California Register District
- National Register District

Parcel Map

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CITY & COUNTY AEROSOL 1995



3537

MISSION BLK. 99

REVISED 1972 REVISED 2015

LOTS MERGED

LOTS 54 INTO LOT 1- 1943
LOT 5 INTO LOT 7- 1943
LOT 28 INTO LOT 25- 1943
LOT 28 INTO LOT 27- 1943
LOTS 203 INTO LOT 28- 1943
LOTS 203 INTO LOT 28- 1943
LOT 16 INTO LOT 67- 1943
LOT 80 INTO LOT 78- 1943
LOTS 203 INTO LOT 74-

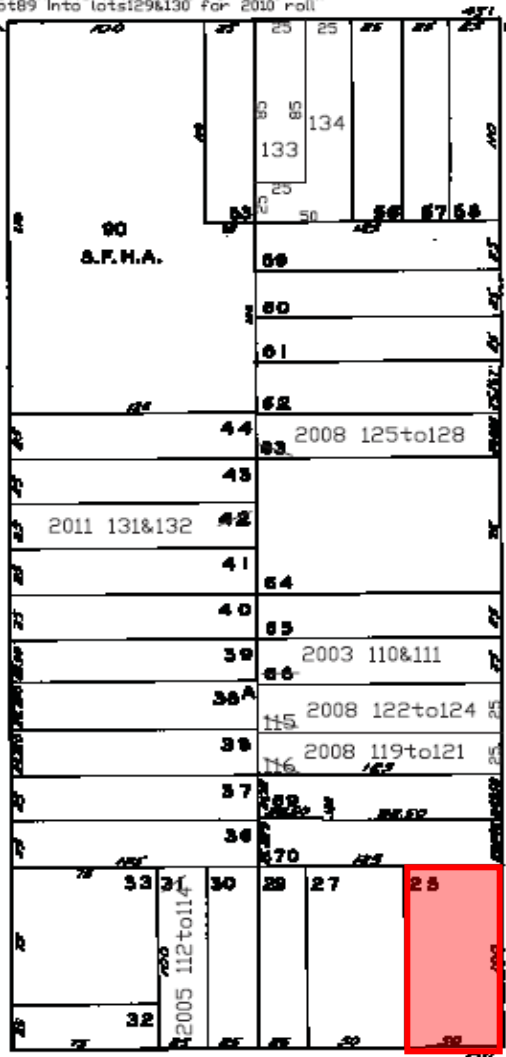
lot66 into lots 110&111 for 2003 roll
lot83 into lots108&109 for 2004 roll
lot31 into lots 112to114 for 2005 roll
lot67 into lots 115&116 for 2006 roll
lot63 into lots125to128 for 2008 roll
lot115 into lots112to124 for 2008 roll
lot116 into lots119to121 for 2008 roll
lot84 into lots117&118 for 2009 roll
lot89 into lots129&130 for 2010 roll

lot42 into lots131&132 for 2011 roll
lot93 into lots133&134 for 2012 roll
Lot 87 into lots 135 & 136 for 2015 roll
Lot 135 into lots 137 to 141 for 2015 roll

DUBOCE AVE.

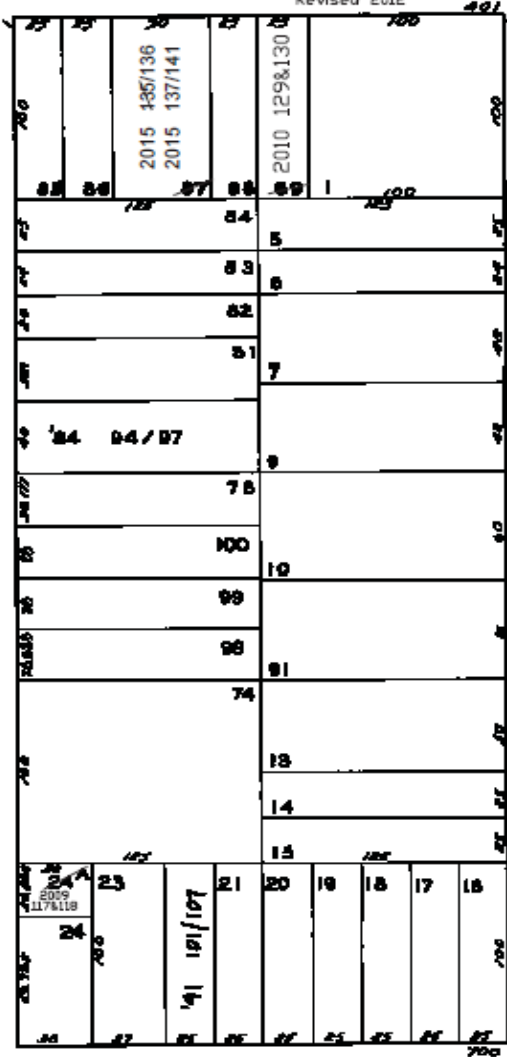
Revised 2003
Revised 2004
Revised 2005
Revised 2006
Revised 2008
Revised 2009
Revised 2011
Revised 2012

SANCHEZ



BELCHER

CHURCH



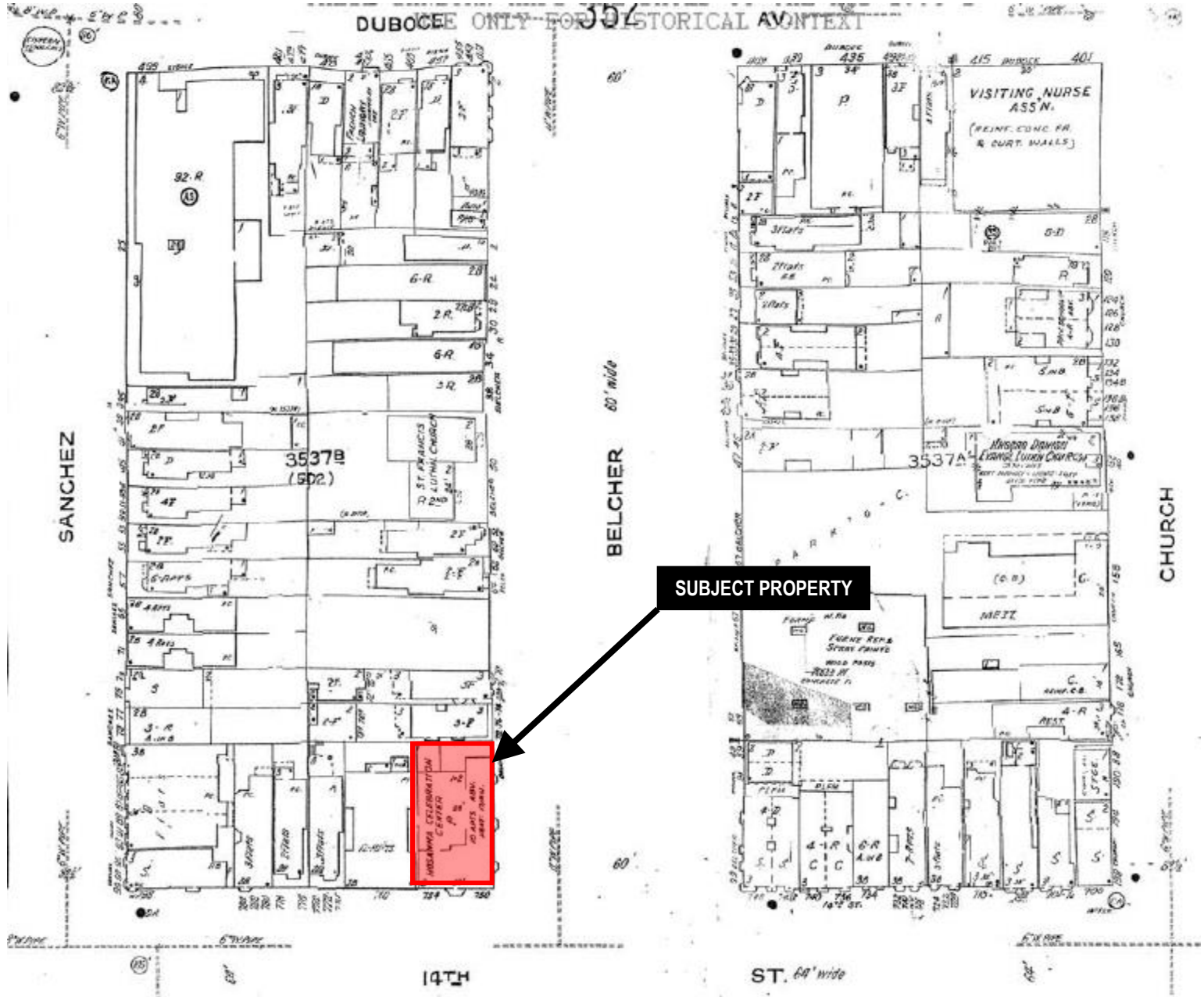
14TH

SUBJECT PROPERTY



Conditional Use Authorization Hearing
Case Number 2013.0431CV
750-754 14th Street
Block 3537 Lot 025

Sanborn Map*

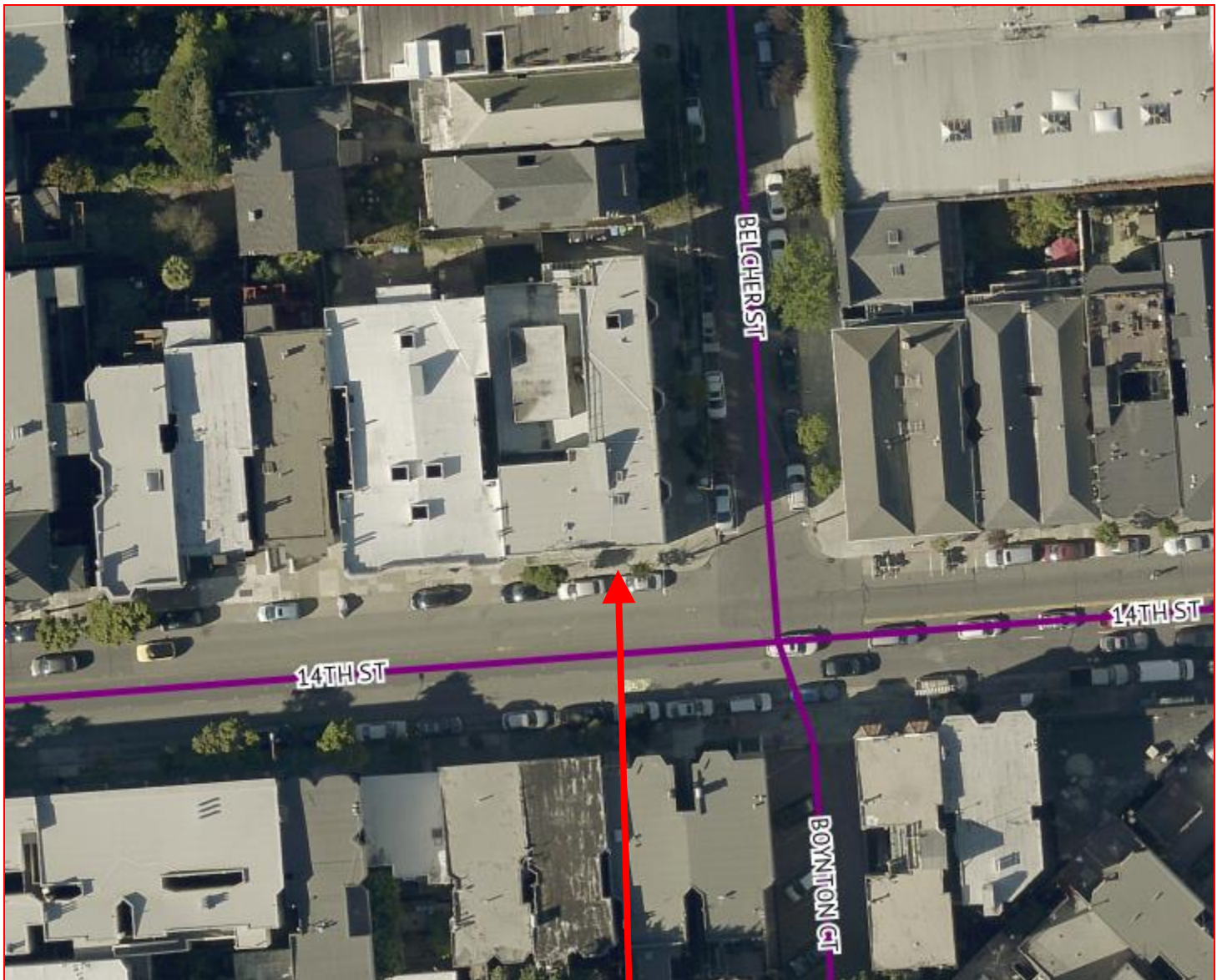


*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.



Conditional Use Authorization Hearing
Case Number 2013.0431CV
750-754 14th Street
Block 3537 Lot 025

Aerial Photo

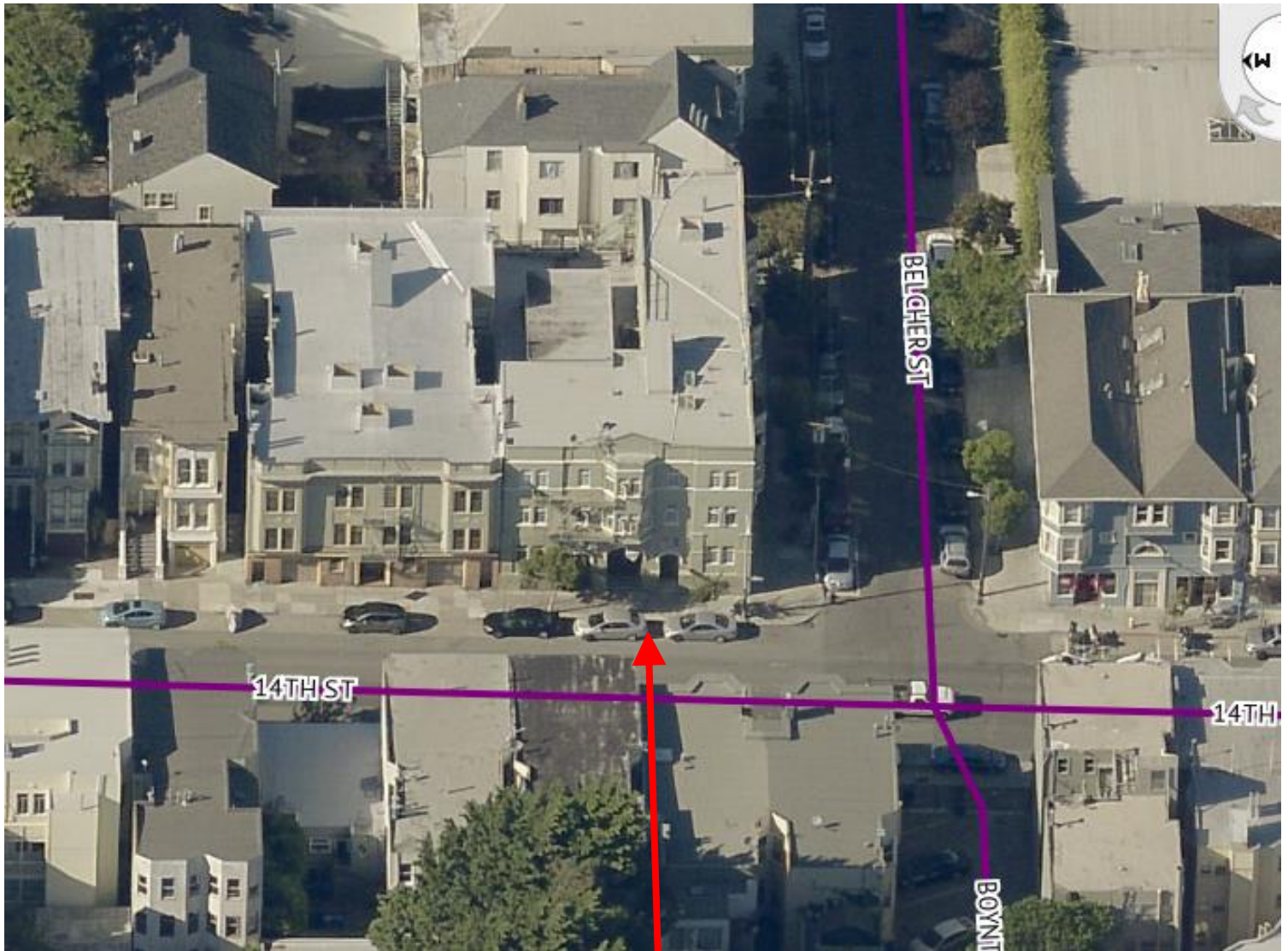


SUBJECT PROPERTY



Conditional Use Authorization Hearing
Case Number 2013.0431CV
750-754 14th Street
Block 3537 Lot 025

Aerial Photo (looking north)

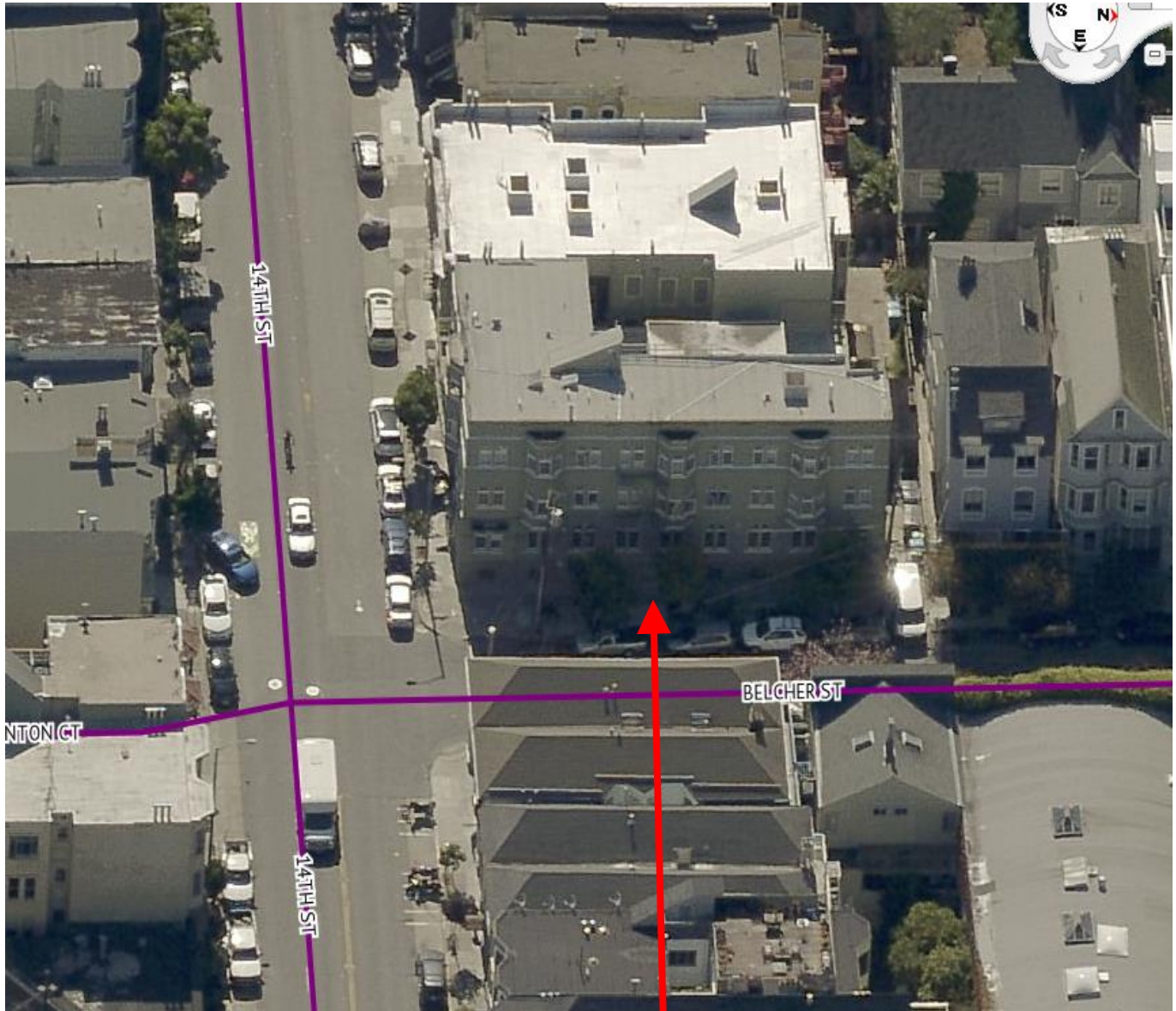


SUBJECT PROPERTY



Conditional Use Authorization Hearing
Case Number 2013.0431CV
750-754 14th Street
Block 3537 Lot 025

Aerial Photo (looking west)

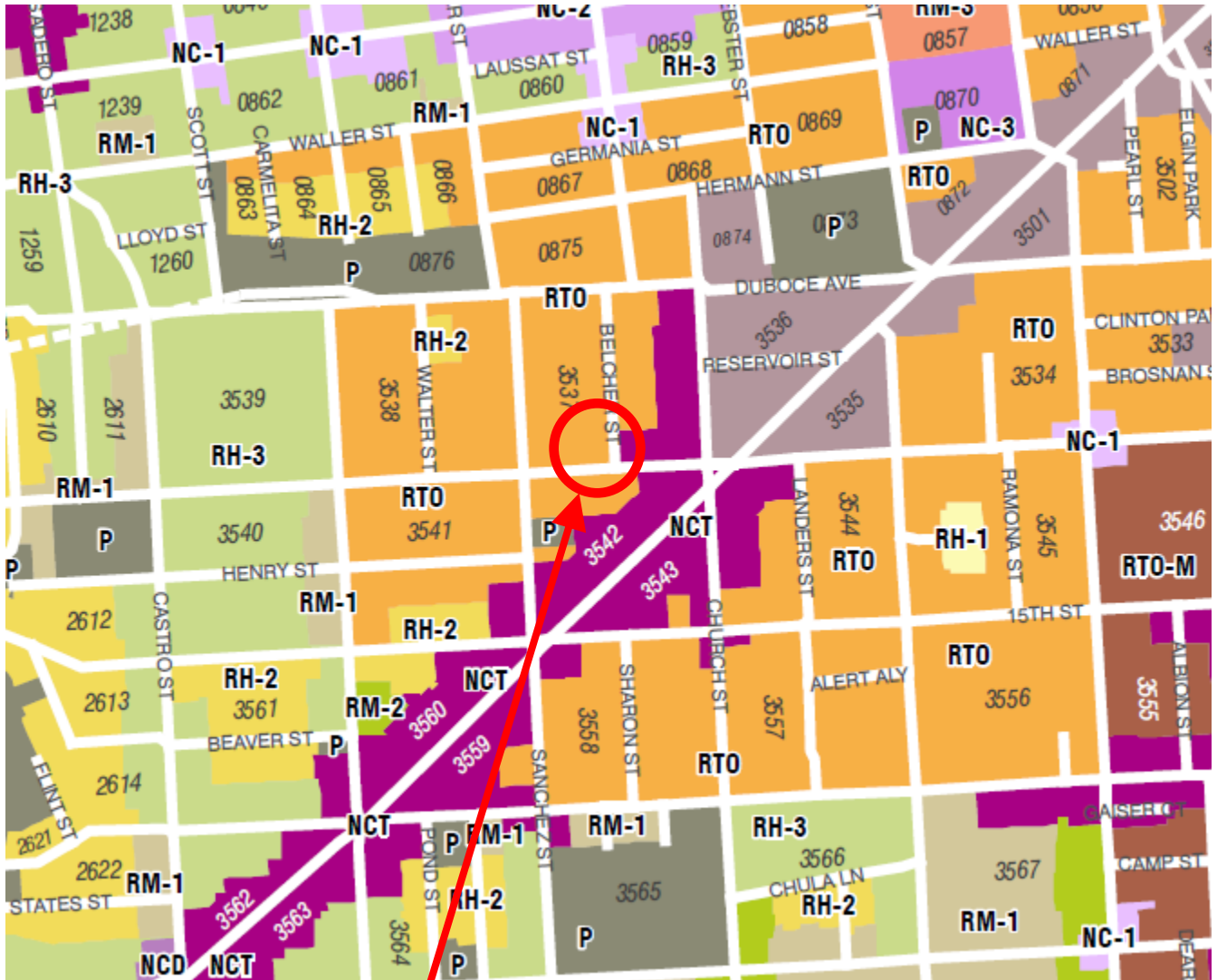


SUBJECT PROPERTY



Conditional Use Authorization Hearing
Case Number 2013.0431CV
750-754 14th Street
Block 3537 Lot 025

Zoning Map



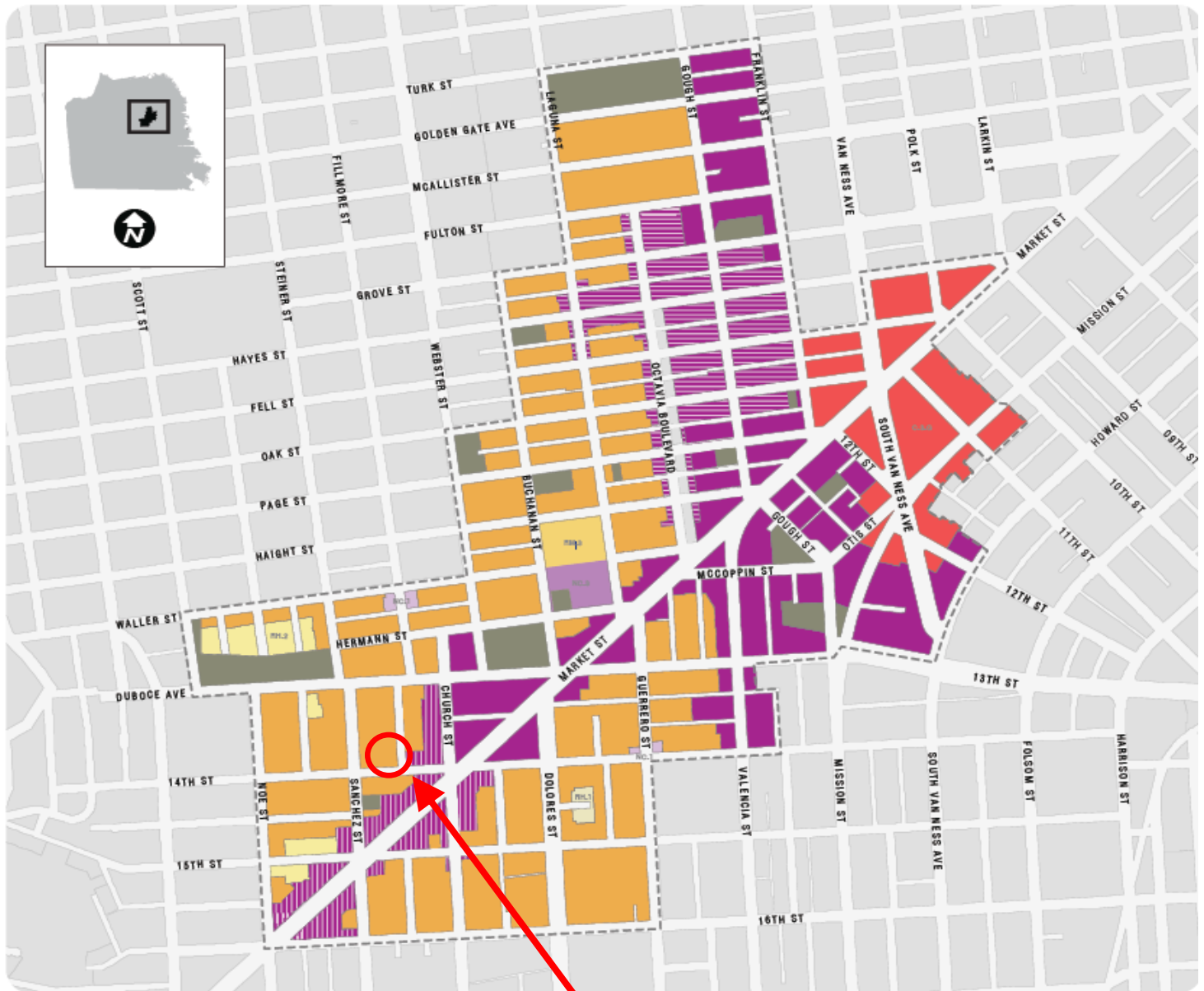
SUBJECT PROPERTY



Conditional Use Authorization Hearing
Case Number 2013.0431CV
 750-754 14th Street
 Block 3537 Lot 025

Market and Octavia Area Plan

Market and Octavia Area Plan | San Francisco General Plan



0 500 1,000 2,000 Feet

MAP 01

SUBJECT PROPERTY



Conditional Use Authorization Hearing
Case Number 2013.0431CV
750-754 14th Street
Block 3537 Lot 025

Site Photo



Conditional Use Authorization Hearing
Case Number 2013.0431CV
750-754 14th Street
Block 3537 Lot 025

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**REVISED REDUCED-SIZED
PLAN SET**

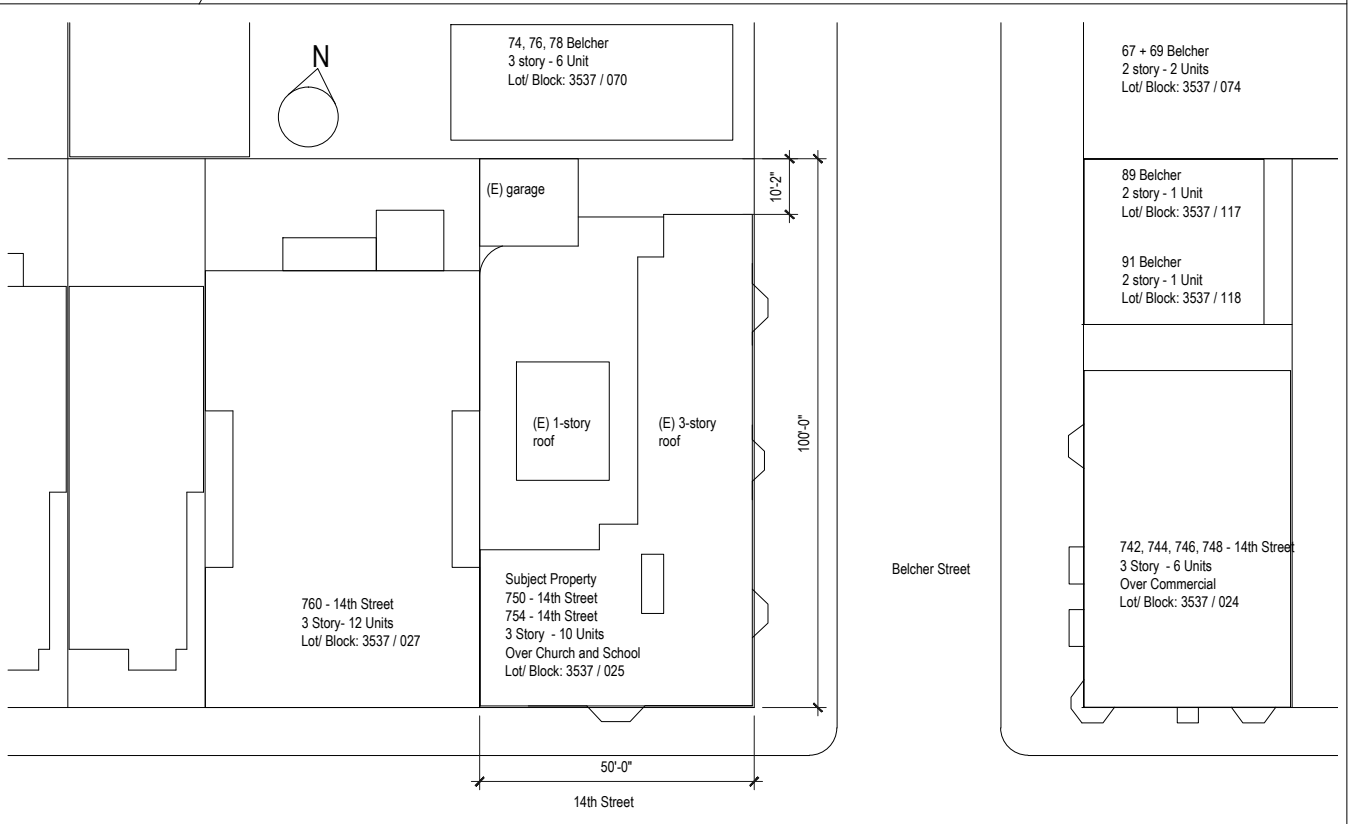
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750 - 14th Street

PLANNING CODE ANALYSIS TABLE

Code Section	Topic	Required / Allowed	Provided
134	REAR YARD	25% lot depth or min. 15ft.	Removing existing garage to provide rear yard
135	USEABLE OPEN SPACE	100 sq. ft. per unit if private or provide 133 sq. ft. per unit if common open space. 4 x 133 = 532	We can provide 540 sq. ft. of open space which now complies with this code..
140	EXPOSURE	Planning Code Section 140 requires that at least one room with a minimum floor area of 120 square feet face directly onto a public street or alley at least 20 feet in width, a side yard at least 25 feet in width, an unobstructed open area at least 25 in every horizontal dimension, or a Code complying rear yard.	Proposed unit #4 faces a new rear yard that is not quite 25ft deep but is almost 30ft wide. The intent of the code is respected in this case.
155.2	BIKE PARKING	One Class One bicycle parking space is required for each additional new unit. Therefore 7 bike parking spaces are required.	This project proposes 16 new bike parking spaces.
207.6	DWELLING UNIT MIX	40% of the new units are required to be two-bedroom units.	This project can provide 2 new two bedroom units.
303	DWELLING UNIT DENSITY	One dwelling unit is typically permitted per 600 sq. ft. of lot size.	This project proposes 4 new units with a total of 14 units total. This project is in keeping with the intent of the Market - Octavia Area Plan, Residential Guidelines and the development standards of RTO zoning district.

SITE PLAN / LOCATION MAP



DRAWING INDEX

- A0.0 TITLE SHEET / GENERAL NOTES
- A1.0 EXISTING SITE PLAN
- A1.1 EXISTING BASEMENT AND FIRST FLOOR PLANS
- A1.2 EXISTING SECOND AND THIRD FLOOR PLANS
- A1.3 EXISTING EXTERIOR ELEVATIONS
- A1.4 EXISTING SECTIONS AND CHAPEL INTERIOR ELEVATIONS
- A2.0 PROPOSED SITE PLAN
- A2.1 PROPOSED BASEMENT AND FIRST FLOOR PLANS
- A2.2 PROPOSED SECOND AND THIRD FLOOR PLANS
- A3.0 PROPOSED EXTERIOR ELEVATIONS
- A4.0 PROPOSED SECTIONS AND CHAPEL INTERIOR ELEVATIONS

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ACOUSTIC CONSULTANT
Papadimos Group
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San Francisco, CA 94104

GEOTECHNICAL ENGINEERS
Cal Geotech
3329 Pine Valley Road
San Ramon, CA 94583

UNIT COUNT

Existing residential units - 10 total	Proposed residential units - 4 total
2ND FLR. (E) UNIT #1 - ONE BEDRM. ±537 sq. ft.	(N) UNIT #1 - TWO BEDROOM - 1,054 SQ. FT
(E) UNIT #2 - TWO BEDRM. ±784 sq. ft.	(N) UNIT #2 - TWO BEDROOM - 1,177 SQ. FT.
(E) UNIT #3 - ONE BEDRM. ±453 sq. ft.	(N) UNIT #3 - STUDIO - 453 SQ. FT. (PASTOR'S UNIT)
(E) UNIT #4 - STUDIO ±300 sq. ft.	(N) UNIT #4 - ONE-BEDROOM - 937 SQ. FT.
3RD FLR. (E) UNIT #5 - ONE BEDRM. ±543 sq. ft.	
(E) UNIT #6 - ONE BEDRM. ±494 sq. ft.	
(E) UNIT #7 - STUDIO ±241 sq. ft.	
(E) UNIT #8 - STUDIO ±286 sq. ft.	
(E) UNIT #9 - STUDIO ±226 sq. ft.	
(E) UNIT #10 - STUDIO ±283 sq. ft.	

PROJECT DESCRIPTION

REMODEL GROUND FLOOR AND BASEMENT TO ACCOMMODATE 6 NEW APARTMENT UNITS TO AN EXISTING MIXED USE BUILDING. REMODEL EXISTING EXTERIOR REAR STAIR. REMOVE EXISTING REAR GARAGE TO ACCOMMODATE NEW REAR YARD.

PROJECT DATA

BLOCK: 3537
LOT: 025
ZONING: RTO
INTERSECTION: 14TH STREET AND BELCHER STREET
LOT SIZE: 50'-0" x 100'-0"
OCCUPANCY TYPE: R-2 / CHURCH
CONSTRUCTION TYPE: V
CODE USED: 2013 CALIFORNIA BUILDING CODE & SF AMENDMENTS

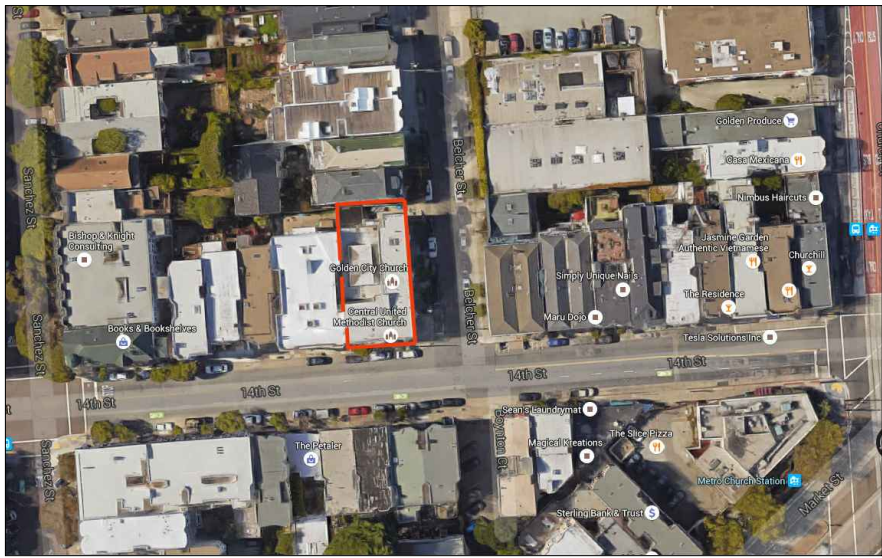
liebes
architects
450 Sansome St. suite 1200
San Francisco, CA 94111
Heidi@LiebesArchitects.com

750 - 14th STREET
SAN FRANCISCO, CA 94114

TITLE SHEET/ GENERAL NOTES AND SITE PLAN

March 9, 2016
March 15, 2016

A0.0
DATE: March 9, 2016
SCALE:



SITE MAP



1. VIEW OF SUBJECT PROPERTY FROM CORNER



2. LOOKING UP 14TH STREET



3. SUBJECT PROPERTY AND 14TH STREET NEIGHBOR



4. FROM SUBJECT PROPERTY ACROSS 14TH STREET



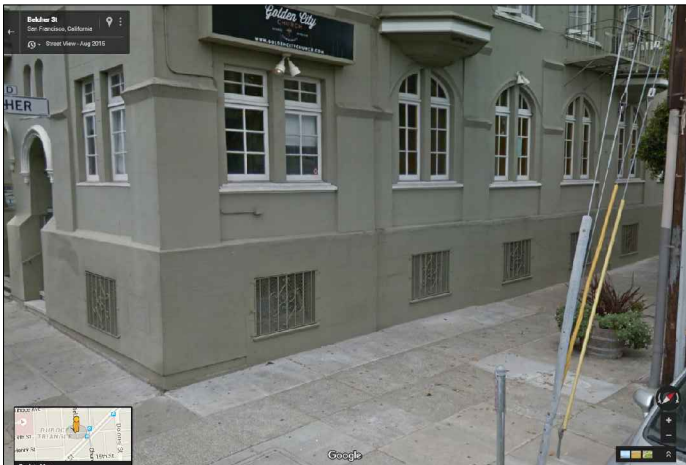
5. LOOKING UP BELCHER STREET



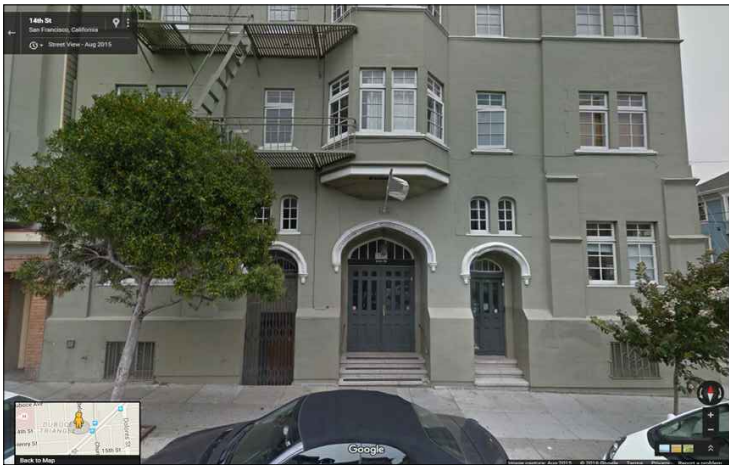
6. LOOKING AT SUBJECT PROPERTY ON BELCHER STREET



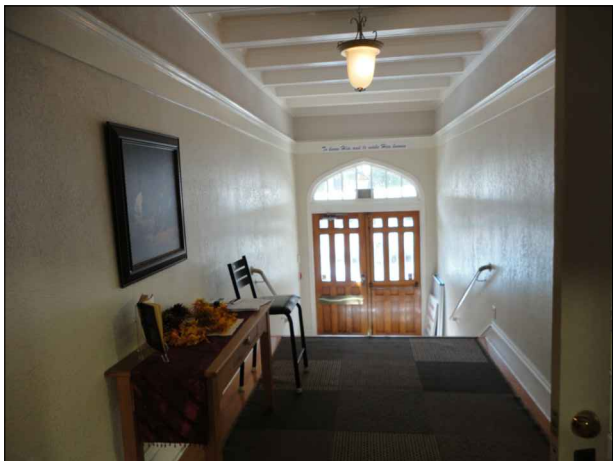
6. LOOKING AT NEIGHBORS ON BELCHER STREET



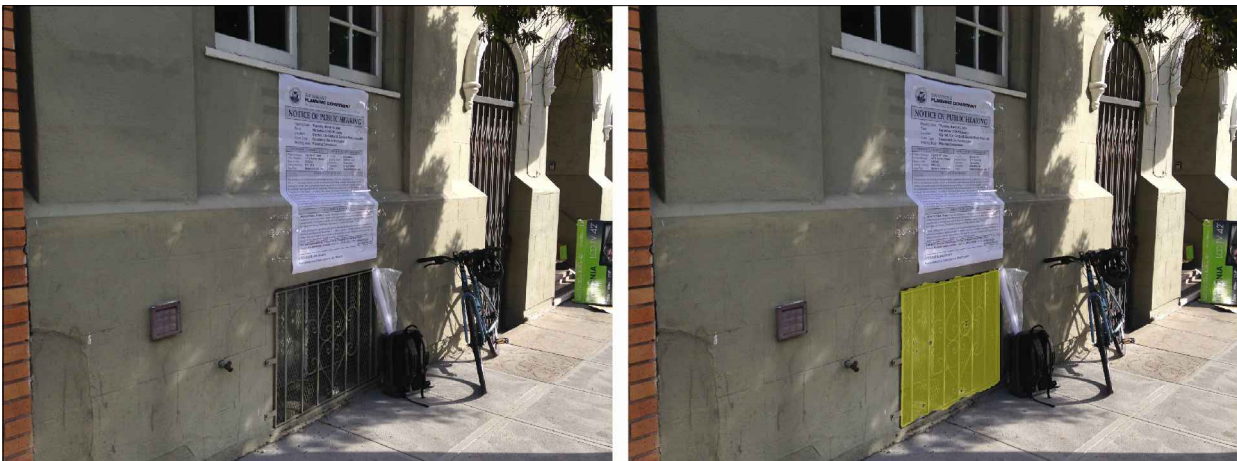
1. EXTERIOR VIEW GARDEN-LEVEL WINDOWS



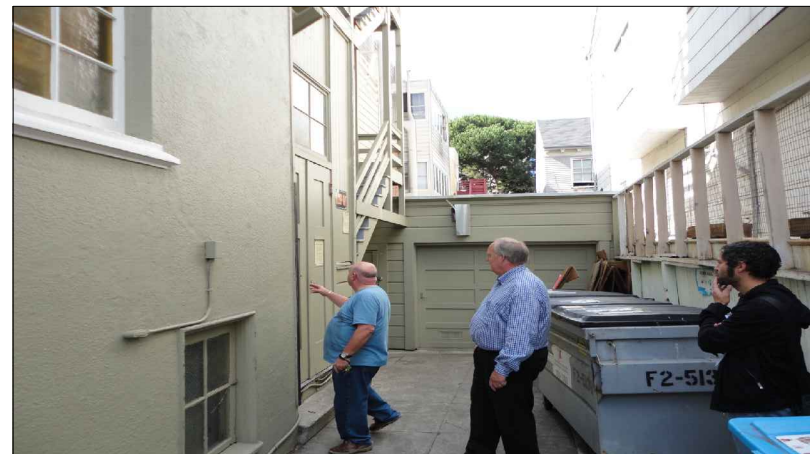
2. EXTERIOR VIEW OF SOUTH ENTRY TO GARDEN LEVEL (TO SHOW DEPTH BELOW GRADE OF ENTRY)



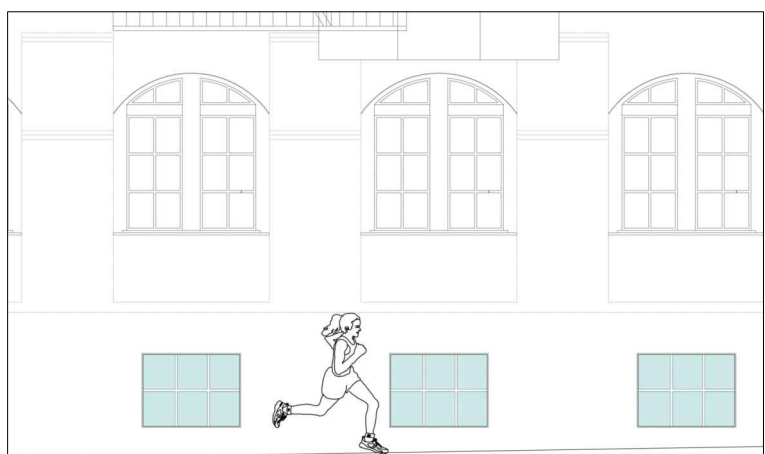
3. INTERIOR VIEW SHOWING SPLIT LEVEL HEIGHT:
BASEMENT BELOW IS ACTUALLY A GARDEN LEVEL



4. EXTERIOR VIEW OF GARDEN-LEVEL WINDOWS SOUTH ELEVATION (WITH BIKE TO SHOW SCALE)



5. EXTERIOR VIEW OF GARDEN-LEVEL WINDOW NORTH ELEVATION



6. EXTERIOR ELEVATION, WEST, OF GARDEN-LEVEL WINDOWS

SITE PHOTOS

A0.2

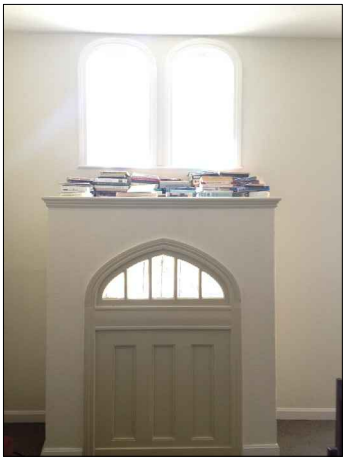
SCALE



1. INTERIOR VIEW EXISTING GARDEN-LEVEL WINDOWS



2. INTERIOR VIEW OF EXISTING GARDEN-LEVEL WINDOWS



3. INTERIOR VIEW OF (E) PASTOR'S UNIT WINDOWS



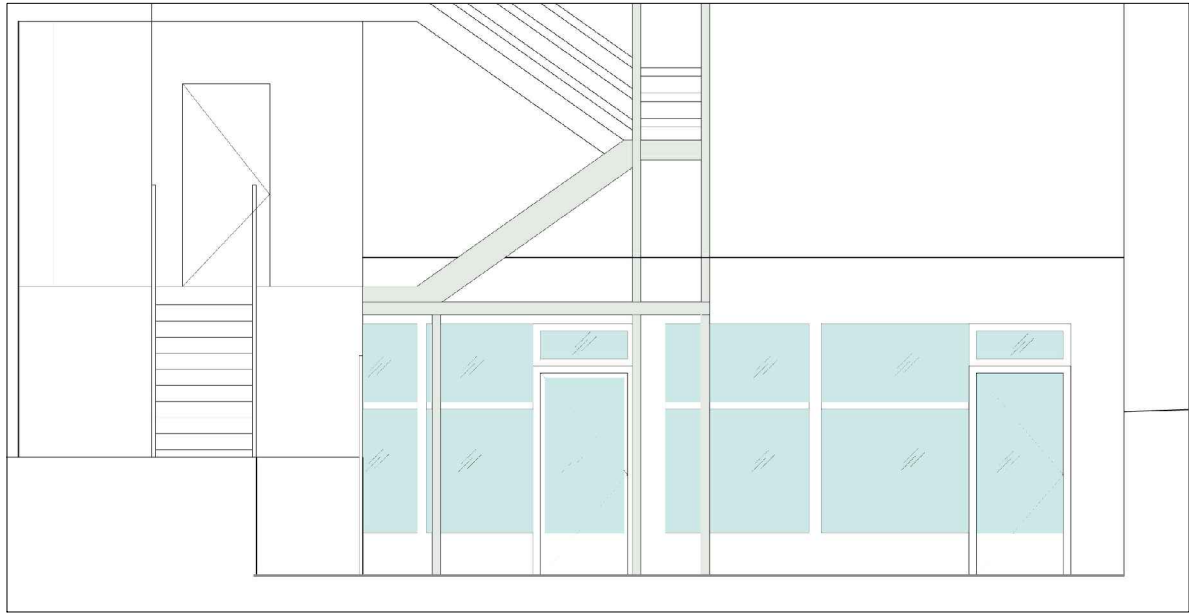
4. INTERIOR VIEW OF (E) PASTOR'S UNIT WINDOWS



5. INTERIOR VIEW OF EXISTING WINDOWS IN NEW 2-BEDROOM UNIT



6. INTERIOR PERSPECTIVE OF PROPOSED 2-BEDROOM UNIT LIVING ROOM



7. EXTERIOR NORTH ELEVATION OF PROPOSED 1-BEDROOM UNIT WINDOWS

750 - 14th STREET
SAN FRANCISCO, CA 94114

WINDOW PHOTOS

A0.3

SCALE

EXISTING SITE PLAN

A1.0

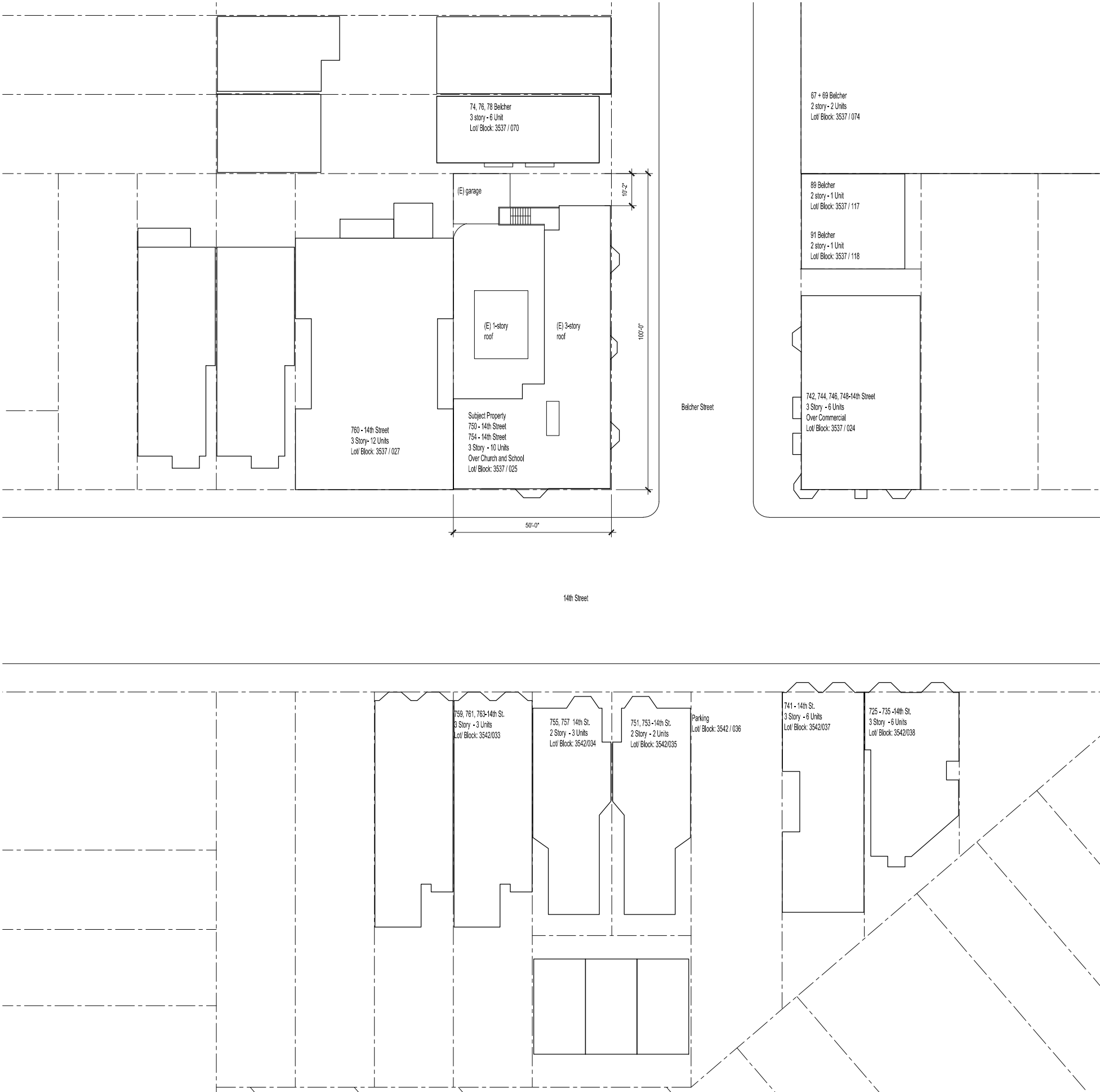
DATE FEB. 27, 2013

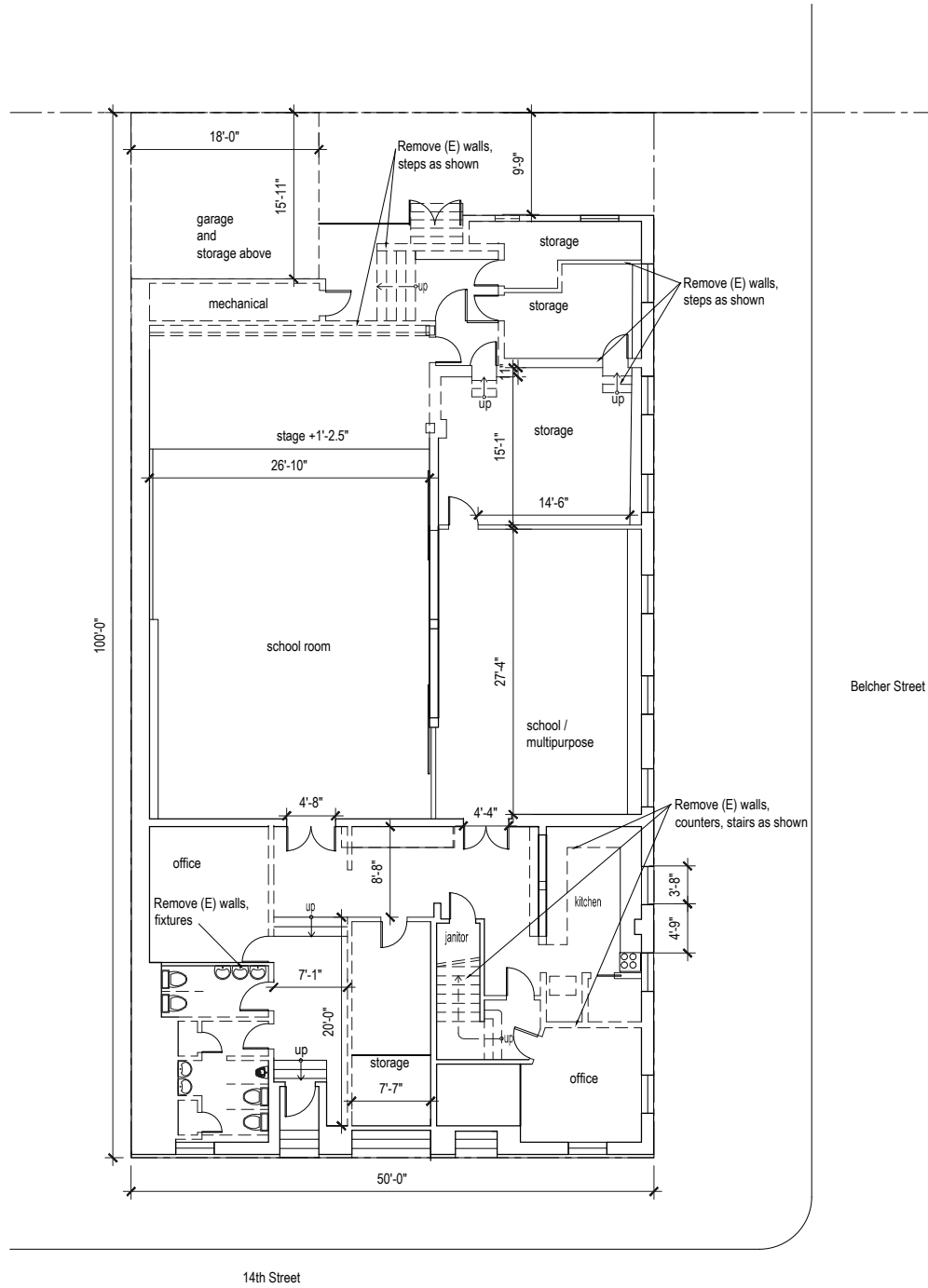
SCALE



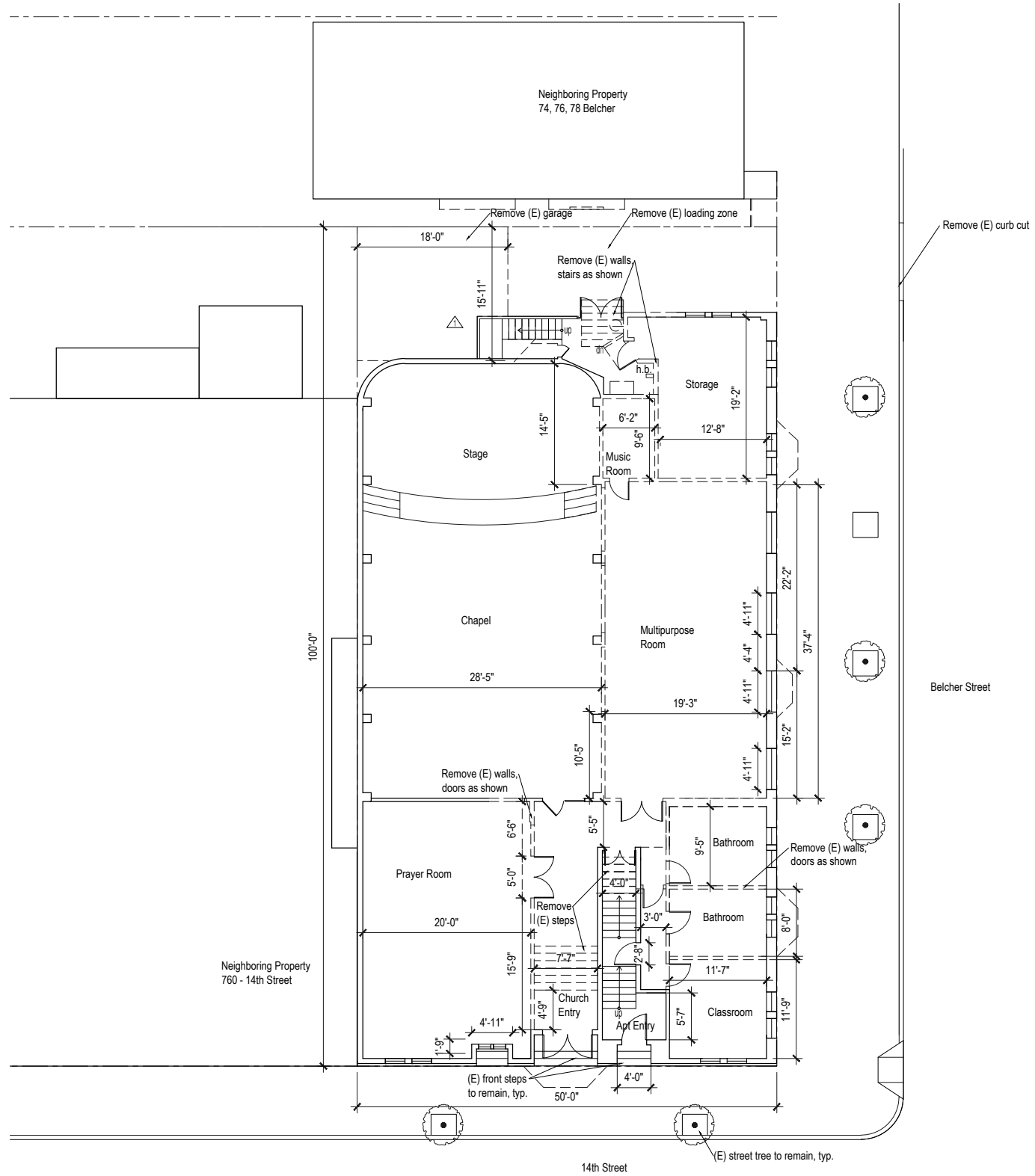
EXISTING SITE PLAN

1/16" = 1'-0"

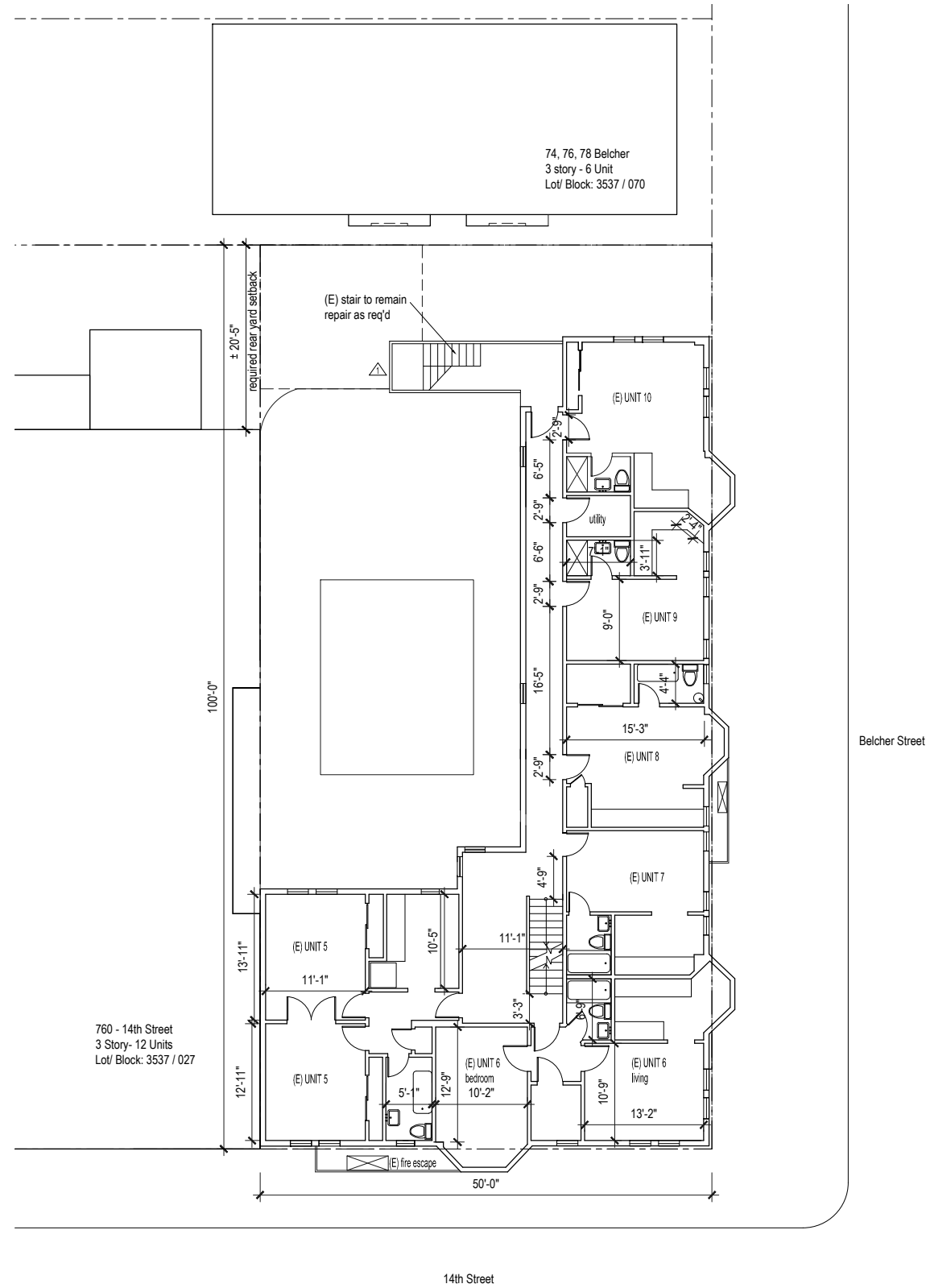
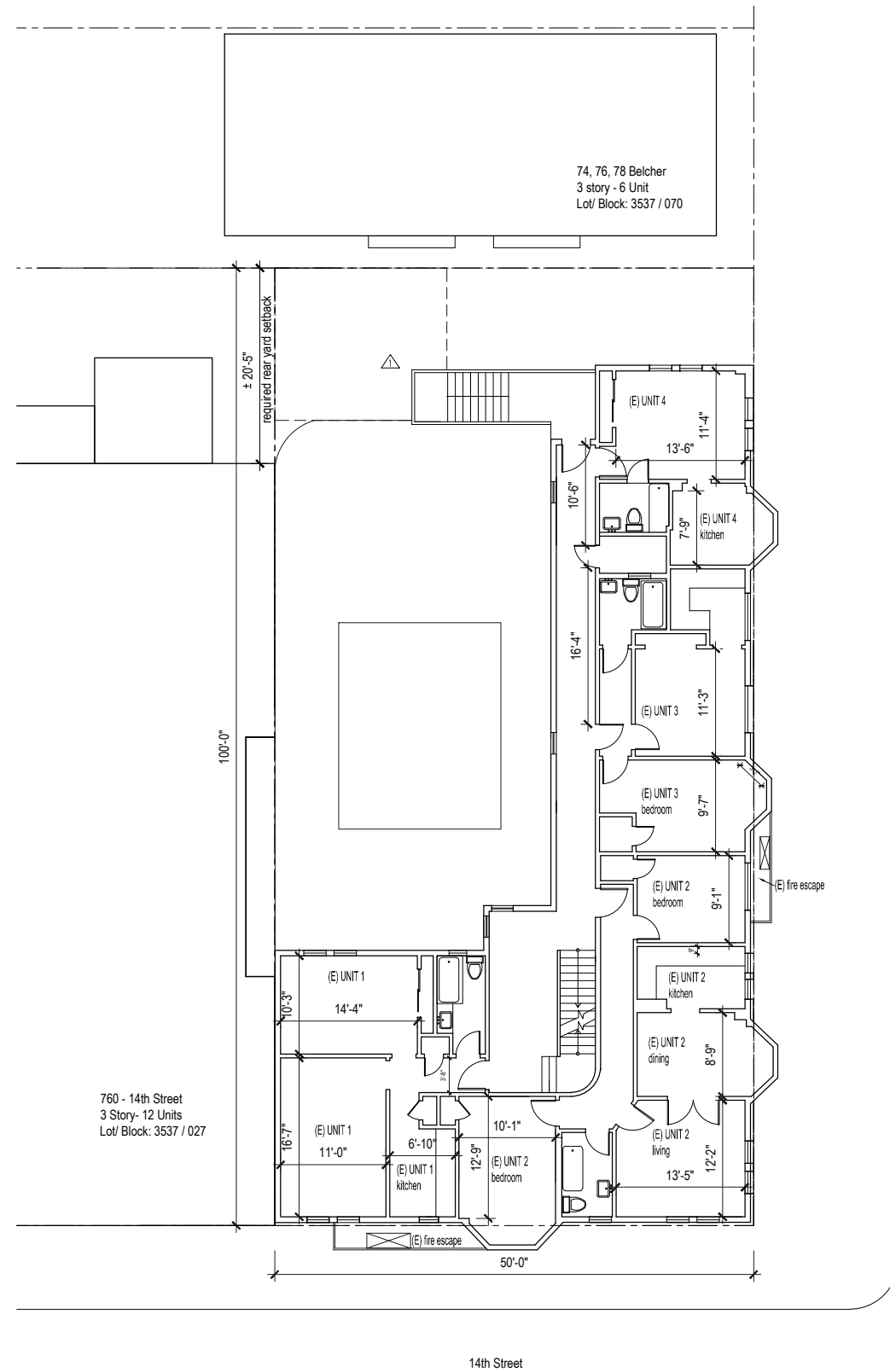




EXISTING BASEMENT FLOOR PLAN
1/8" = 1'-0"



EXISTING FIRST FLOOR PLAN
1/8" = 1'-0"



EXISTING PLANS

MARCH 3, 2016

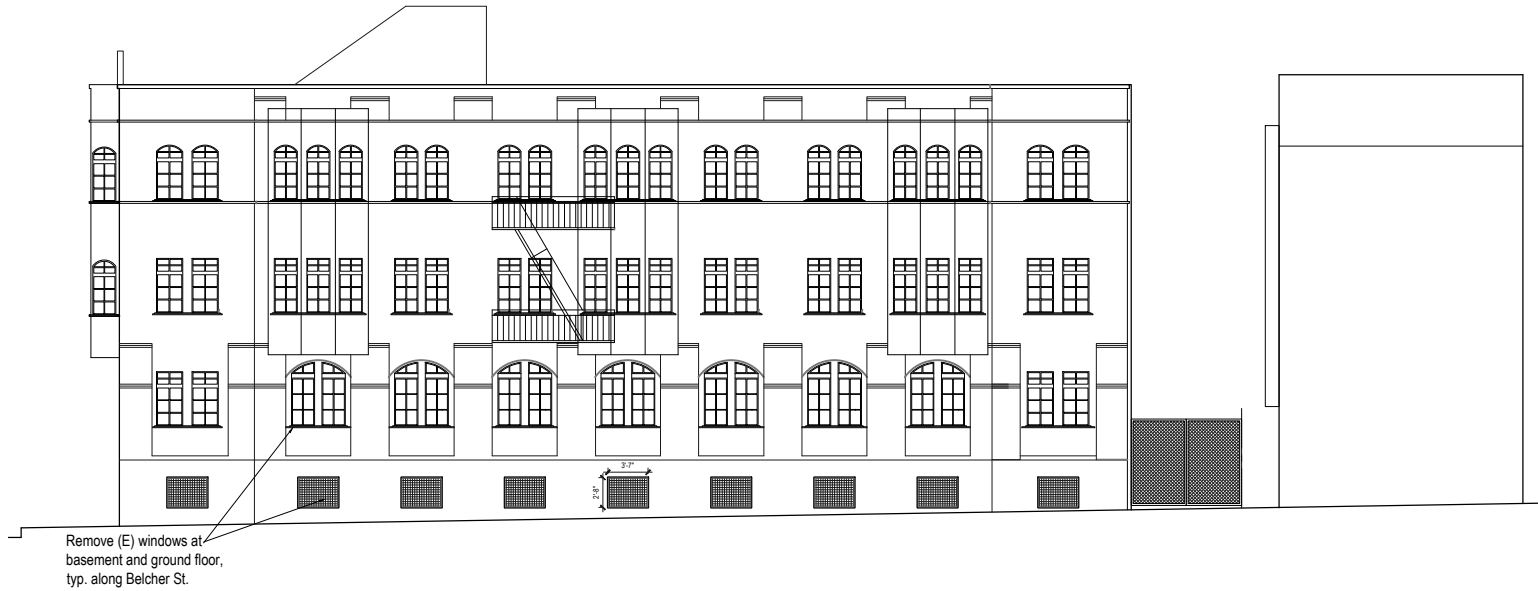
A1.2

DATE JAN. 30, 2015

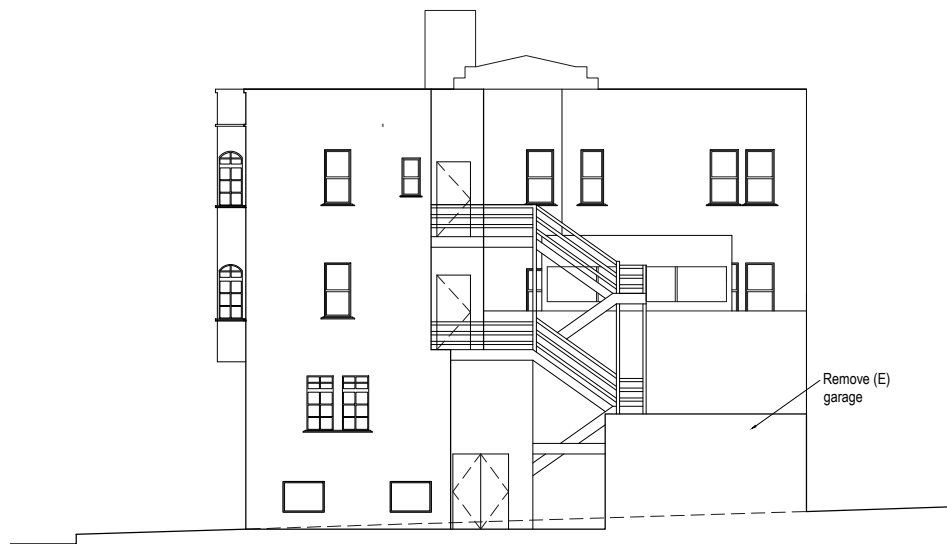
SCALE



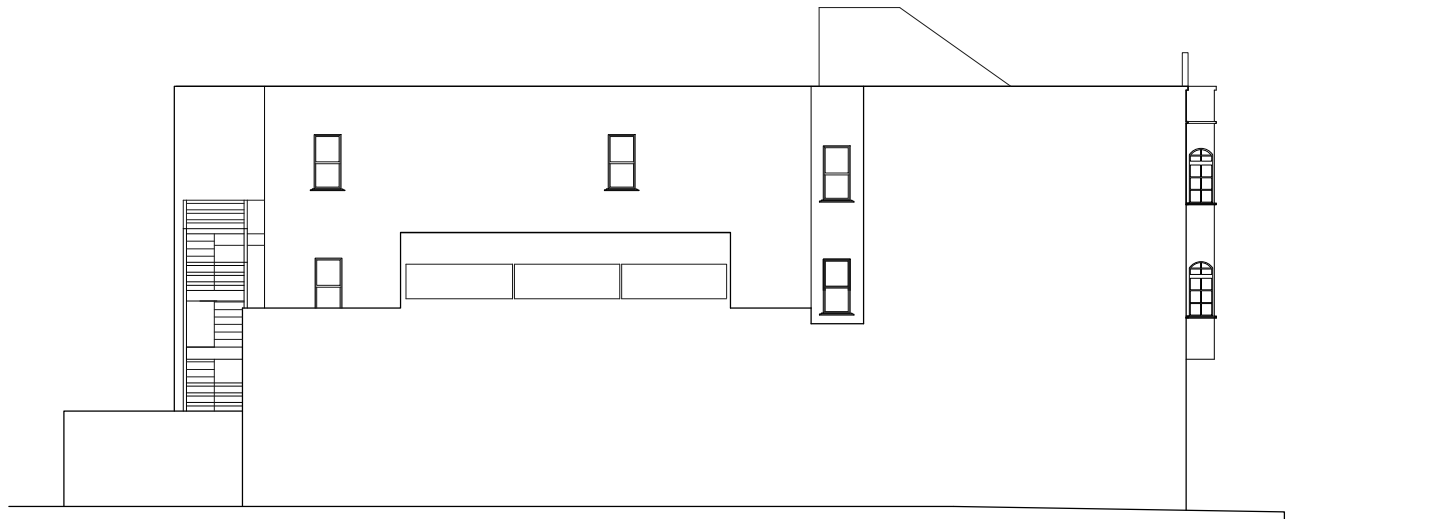
EXISTING FRONT ELEVATION
1/8" = 1'-0"



EXISTING BELCHER STREET ELEVATION
1/8" = 1'-0"



EXISTING REAR ELEVATION
1/8" = 1'-0"



EXISTING WEST ELEVATION
1/8" = 1'-0"

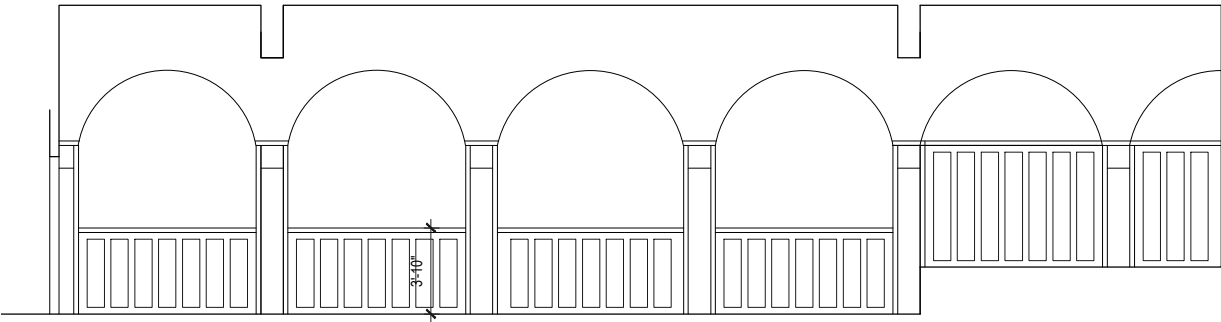
750 - 14th Street
San Francisco, CA 94114

EXISTING ELEVATIONS

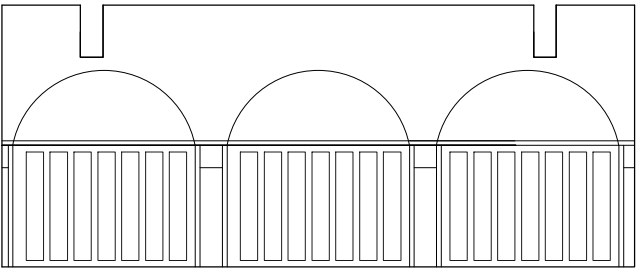
A1.3

DATE JAN. 30, 2015

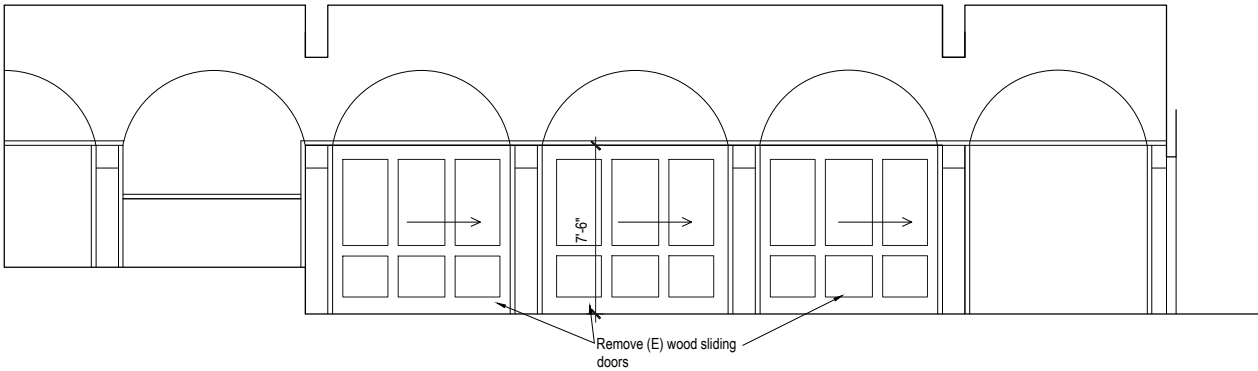
SCALE



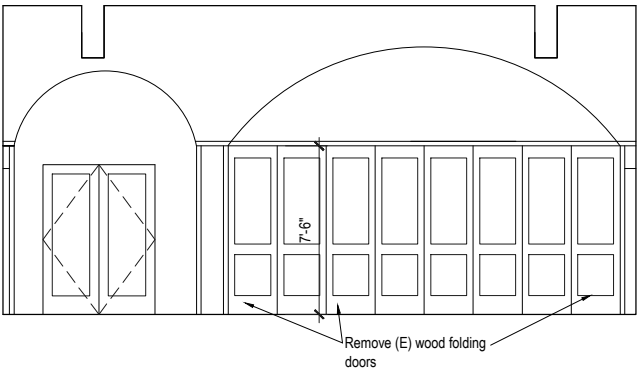
EXISTING CHAPEL ELEVATION - WEST
1/4" = 1'-0"



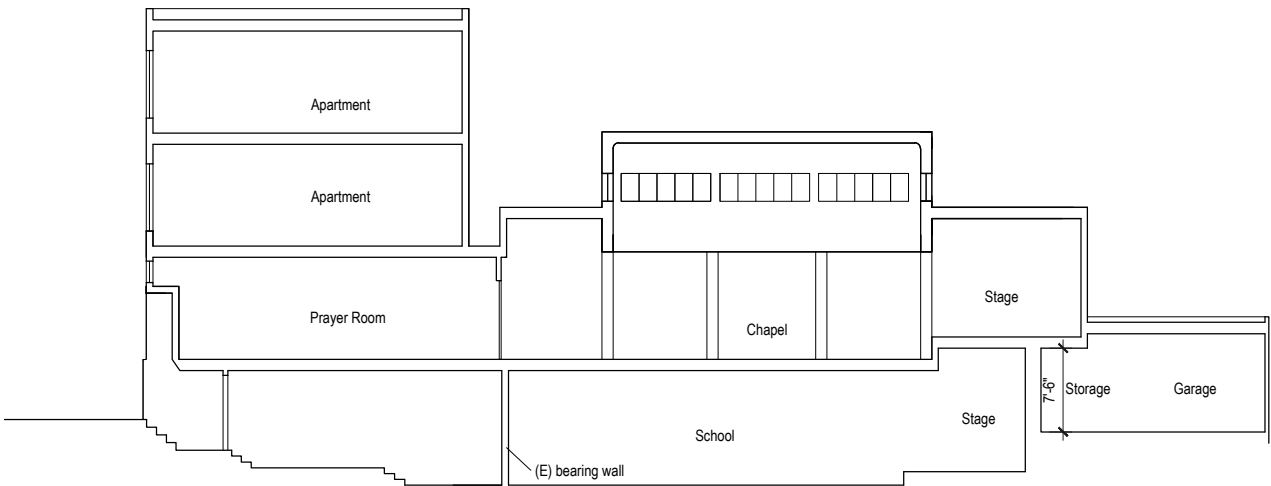
EXISTING CHAPEL ELEVATION - NORTH
1/4" = 1'-0"



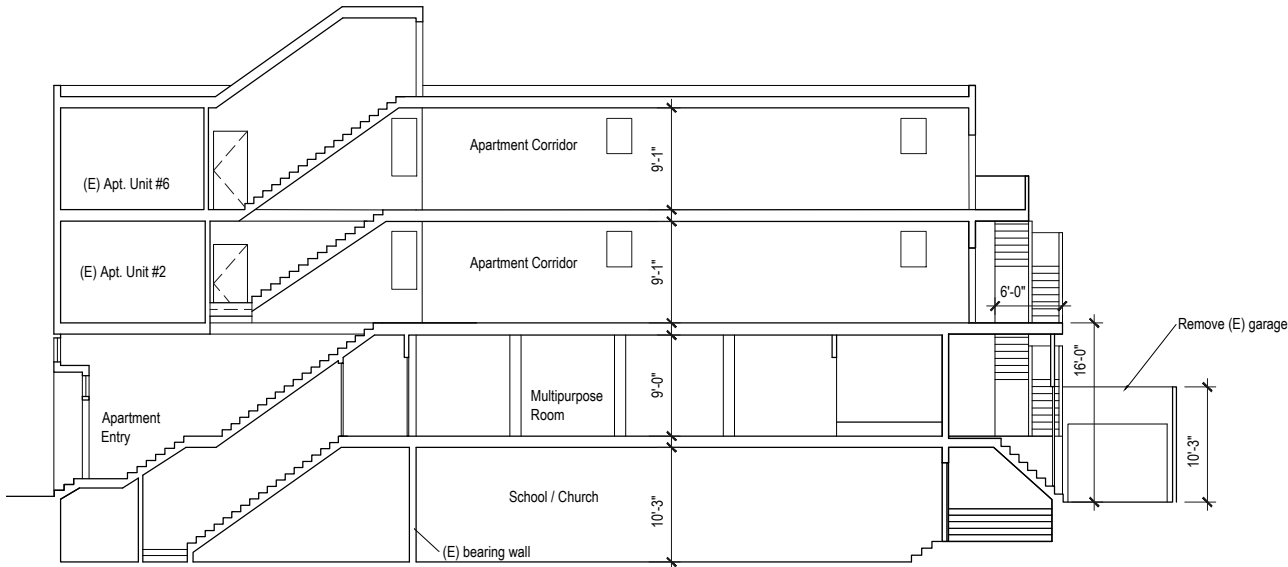
EXISTING CHAPEL ELEVATION - EAST
1/4" = 1'-0"



EXISTING CHAPEL ELEVATION - SOUTH
1/4" = 1'-0"



EXISTING SECTION
1/8" = 1'-0"



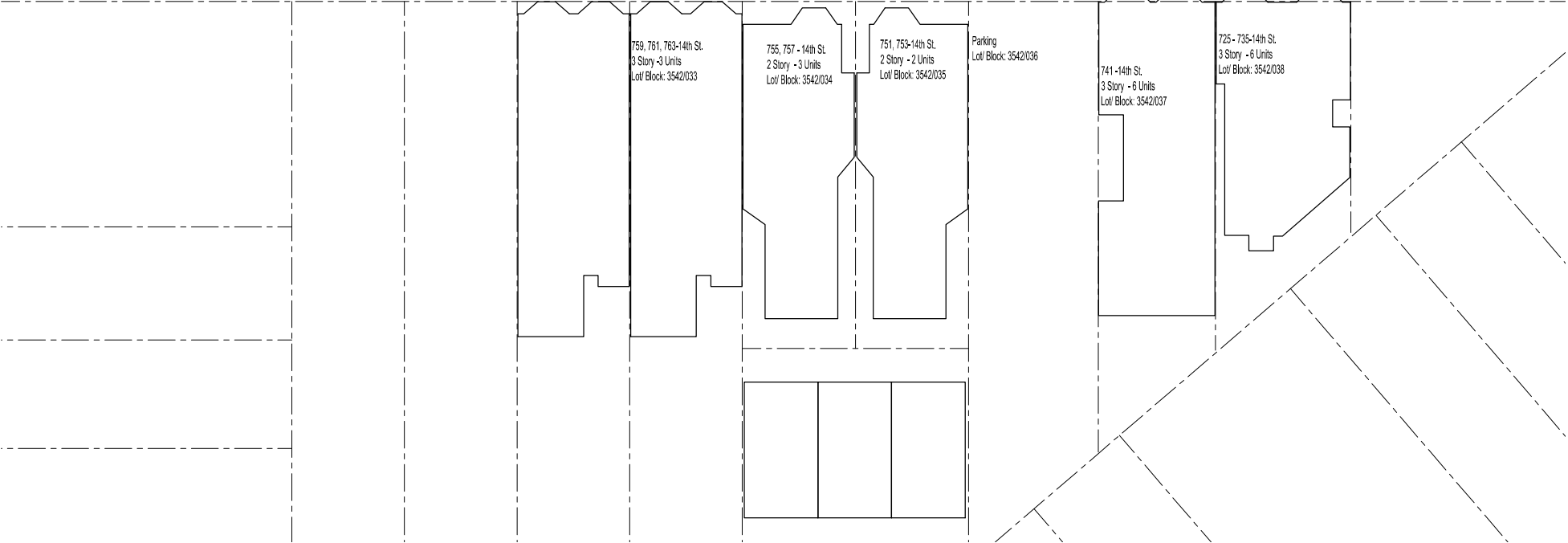
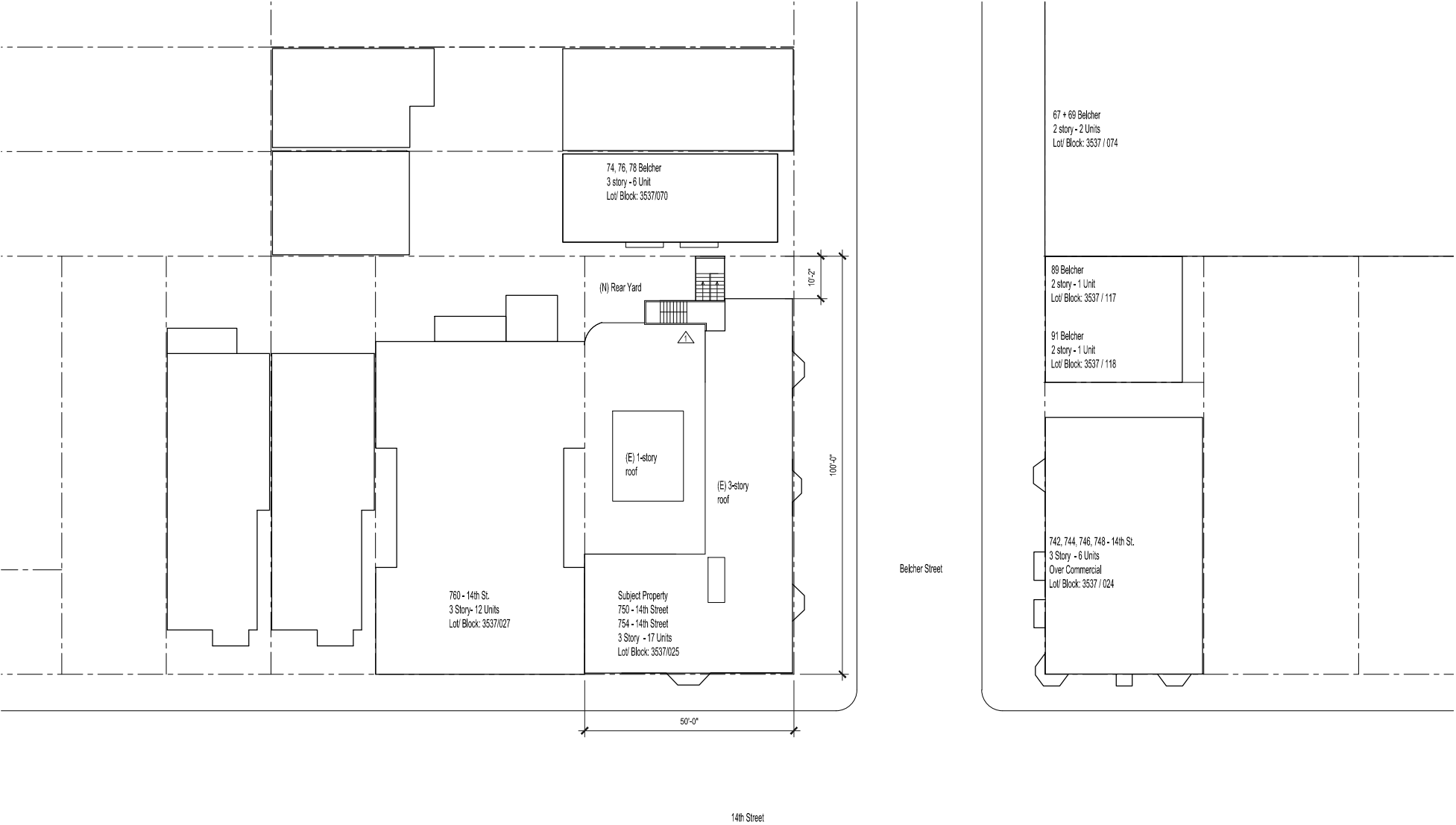
EXISTING SECTION THROUGH STAIRS
1/8" = 1'-0"

EXISTING SECTIONS
EXISTING CHAPEL ELEVATIONS

A1.4

DATE MARCH 26, 2015

SCALE



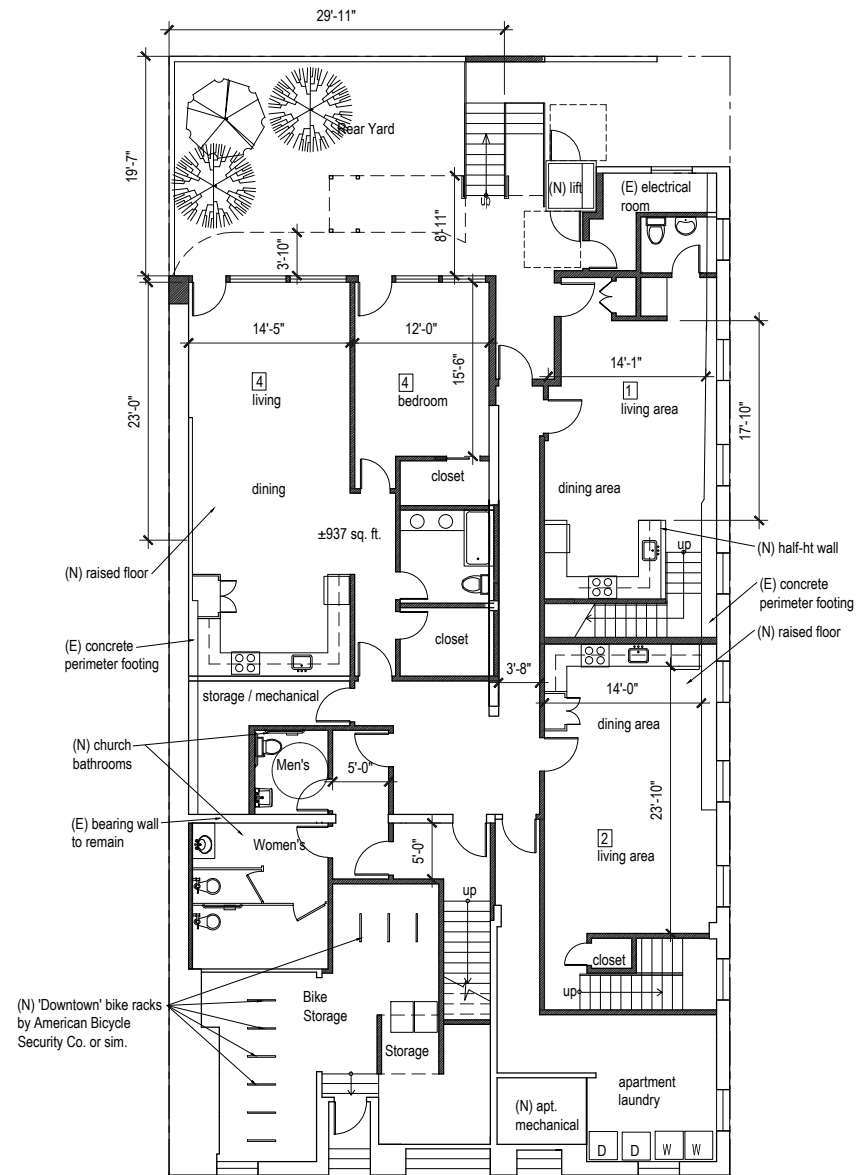
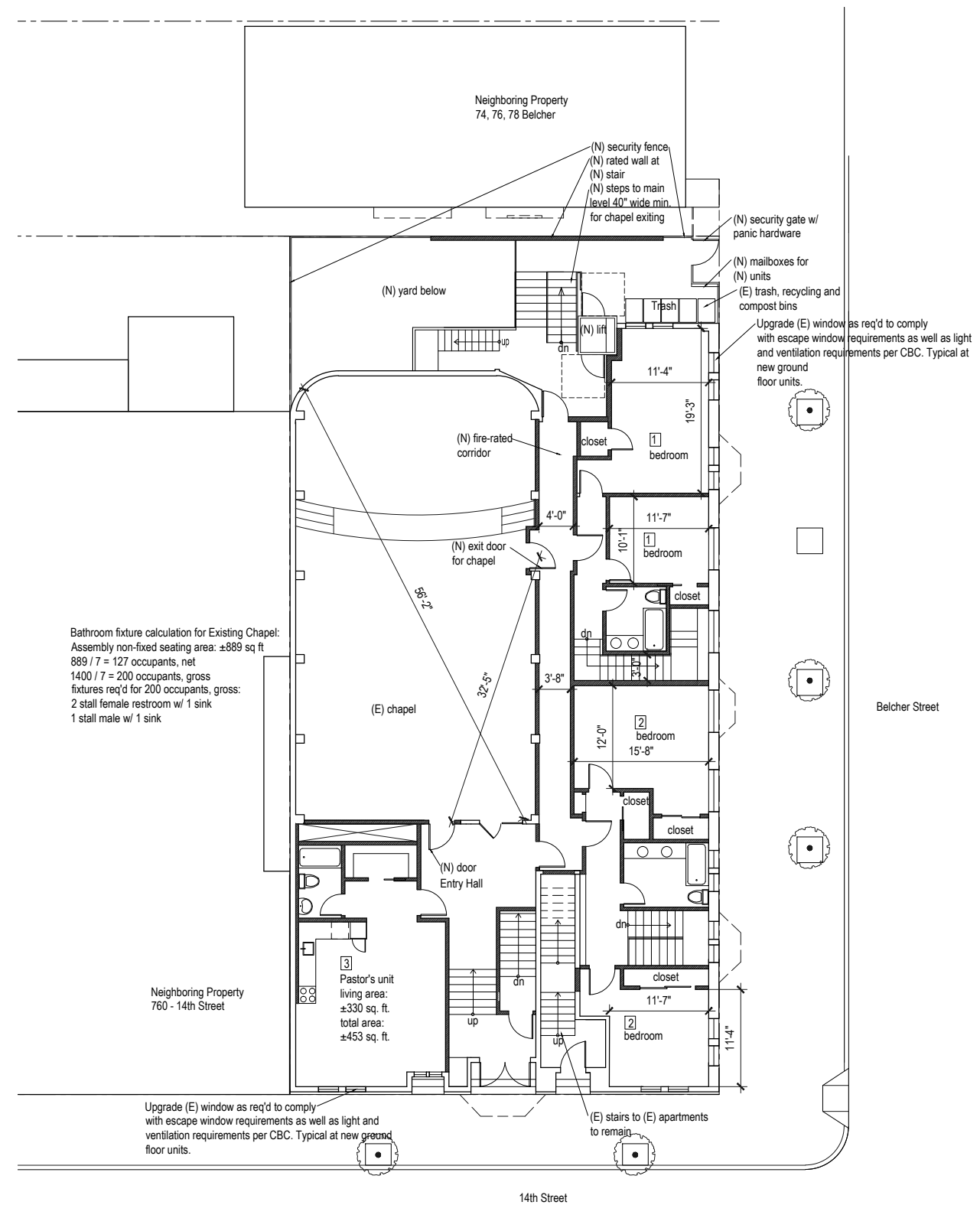
PROPOSED SITE PLAN

1/16" = 1'-0"

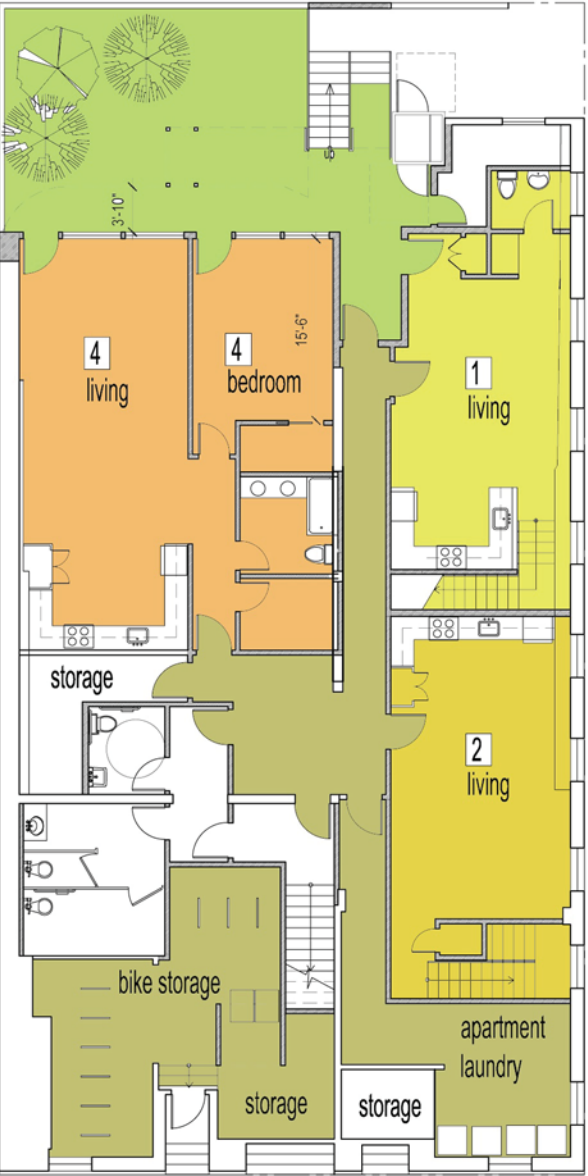
UNIT #1:
LIVING / DINING AREA: 245 SQ. FT.
8% OF LIVING ROOM REQUIRED FOR NATURAL LIGHT
 $245 \times .08 = 19.6$ SQ. FT.
AREA OF WINDOWS:
 3×9.6 SQ. FT. = 28.65 SQ. FT.
 $28.65 > 19.65$

UNIT #2:
LIVING / DINING AREA: 324 SQ. FT.
8% OF LIVING ROOM REQUIRED FOR NATURAL LIGHT
 $324 \times .08 = 25.9$ SQ. FT.
AREA OF WINDOWS:
 3×9.6 SQ. FT. = 28.65 SQ. FT.
 $28.65 > 25.9$

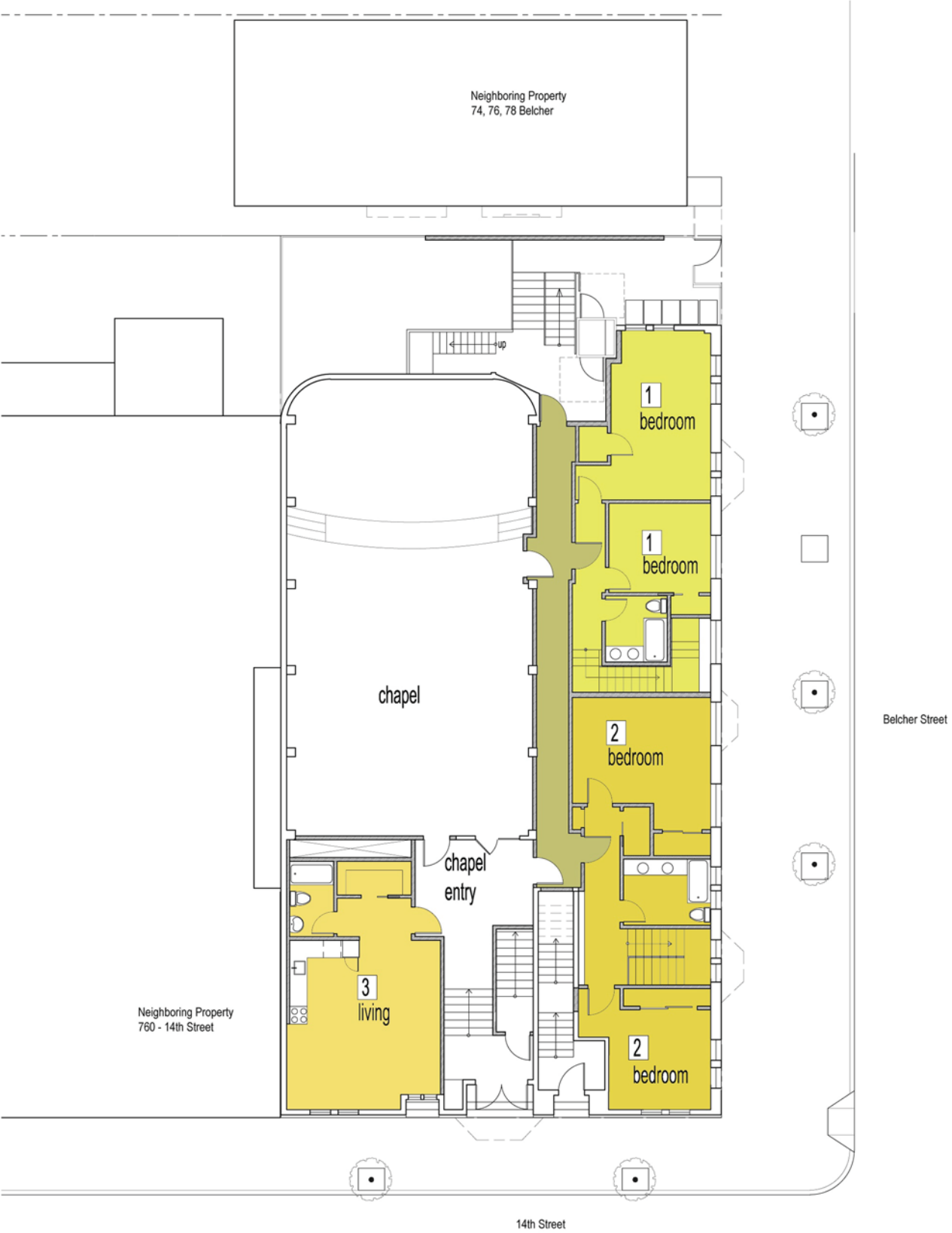
UNIT #4:
LIVING / DINING AREA: 370 SQ. FT.
8% OF LIVING ROOM REQUIRED FOR NATURAL LIGHT
 $370 \times .08 = 29.6$ SQ. FT.
AREA OF WINDOWS: -----
91.5 SQ. FT.
 $91.5 > 29.6$


$$1/8'' = 1'-0''$$

$$1/8'' = 1'-0''$$

PROPOSED NEW UNITS -    
PROPOSED NEW COMMON AREA - 
PROPOSED NEW REAR YARD - 



PROPOSED LOWER LEVEL FLOOR PLAN
1/8" = 1'-0"

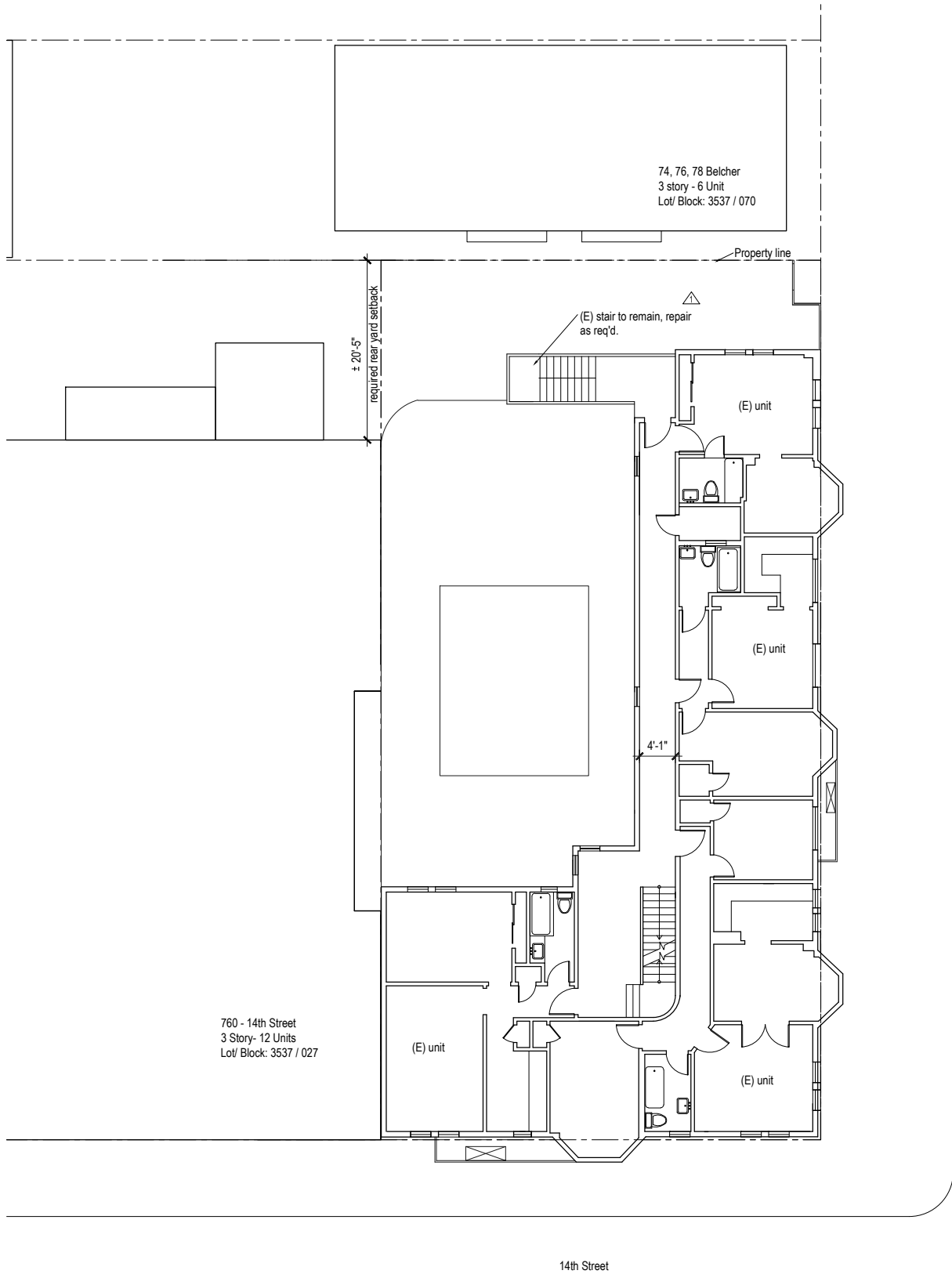


PROPOSED FIRST FLOOR PLAN
1/8" = 1'-0"

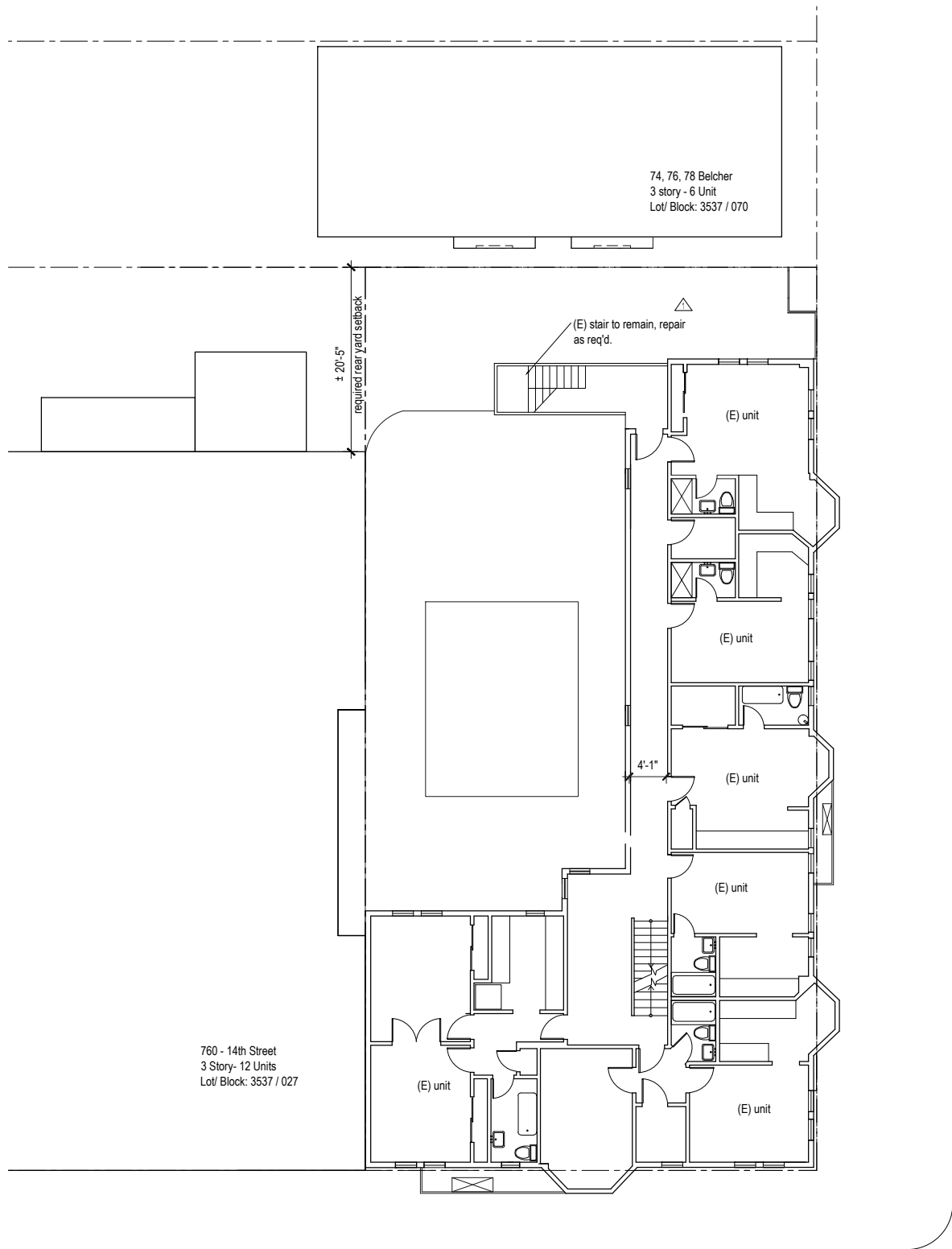
PROPOSED PLANS
MARCH 9, 2016
MARCH 15, 2016

A2.1
DATE MARCH 15, 2016
SCALE

750 - 14th Street
San Francisco, CA 94114



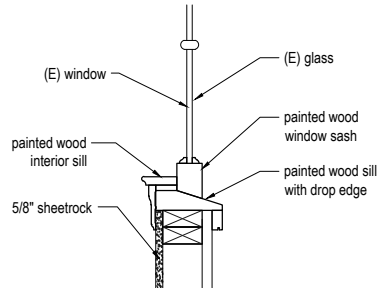
PROPOSED SECOND FLOOR PLAN
1/8" = 1'-0"



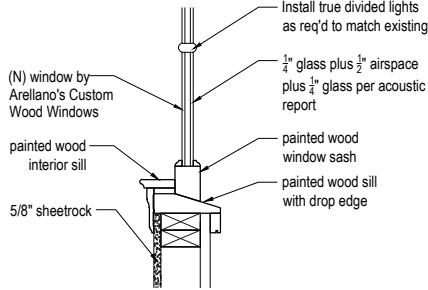
PROPOSED THIRD FLOOR PLAN
1/8" = 1'-0"

NOTES:

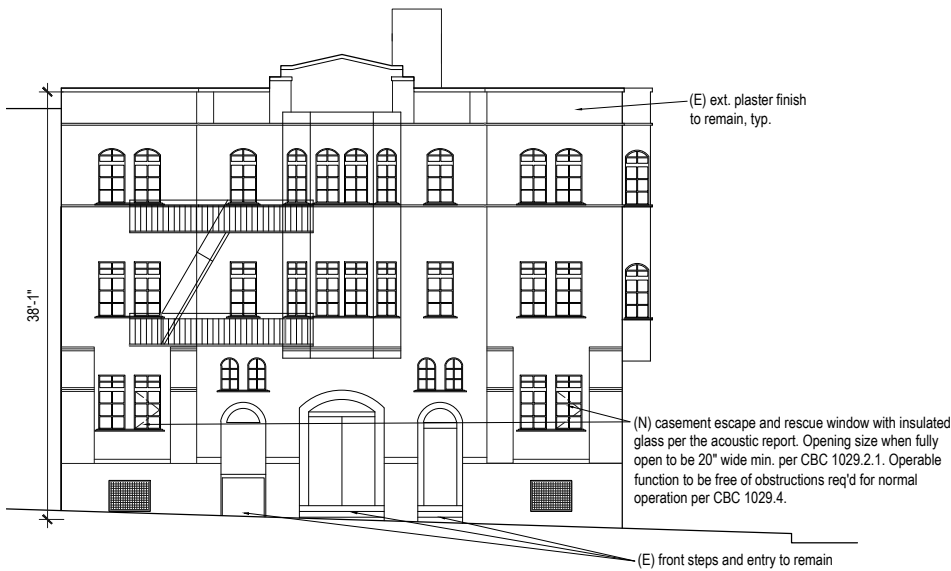
1. MECHANICALLY VENTILATE NEW RESIDENTIAL SPACES AS REQUIRED PER THE ACOUSTIC STUDY SO NO 'Z' DUCTS OR TRICKLE VENTS WILL BE REQUIRED IN THE NEW WINDOWS.
2. NEW GROUND FLOOR AND BASEMENT WINDOWS TO HAVE 1" INSULATED GLASS, $\frac{1}{2}$ " GLASS PLUS $\frac{1}{4}$ " AIRSPACE PLUS $\frac{1}{4}$ " GLASS, IN EXISTING STREET FACING WINDOW OPENINGS PER THE ACOUSTIC STUDY AT THE BASEMENT AND FIRST FLOOR.
3. SEE ACOUSTIC STUDY BY THE PAPADIMOS GROUP FOR OTHER REQUIREMENTS.
4. UPGRADE EXISTING GROUND FLOOR WINDOWS IN NEW RESIDENTIAL UNITS TO COMPLY WITH ESCAPE WINDOW REQUIREMENTS PER CBC SECTION 1029.1 AND LIGHT AND VENTILATION REQUIREMENTS. NEW WINDOWS TO BE INSTALLED IN EXISTING OPENINGS. NEW WINDOWS TO MATCH EXISTING WINDOWS IN STYLE, SIZE AND MATERIAL. NEW WOOD WINDOWS TO BE OF FSC CERTIFIED WOOD.
5. ENTIRE BUILDING TO BE PAINTED.



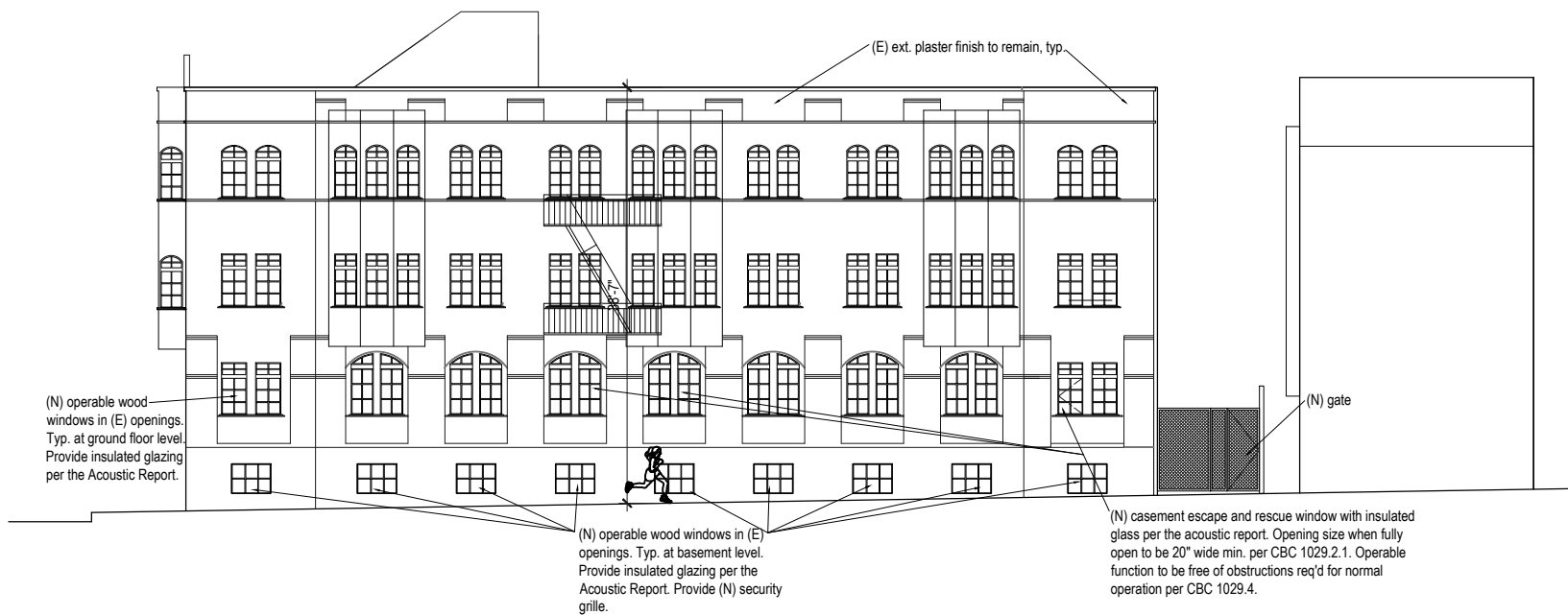
EXISTING STREET-FACING WINDOW SECTION - TYP.
1-1/2" = 1'-0"



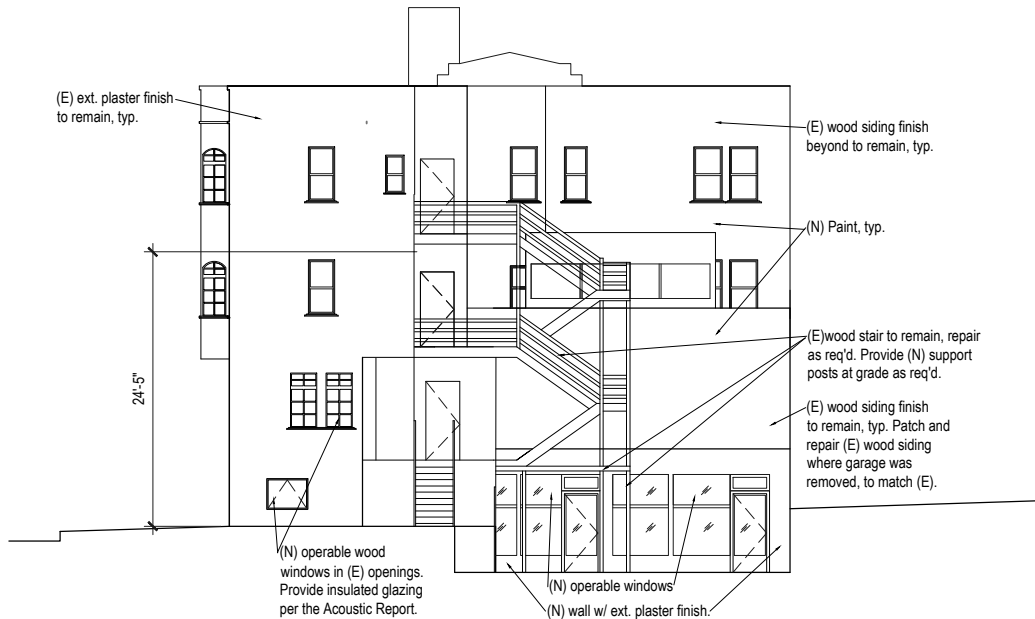
PROPOSED STREET-FACING WINDOW SECTION - TYP.
1-1/2" = 1'-0"



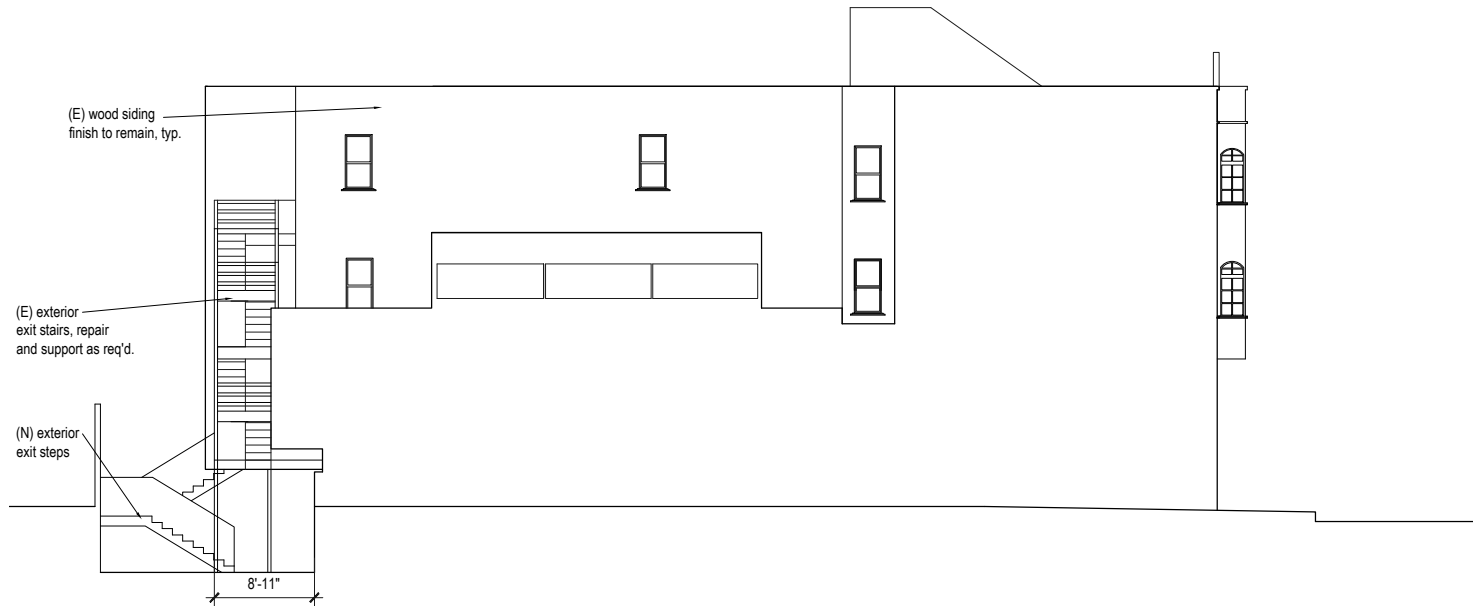
PROPOSED FRONT ELEVATION
1/8" = 1'-0"



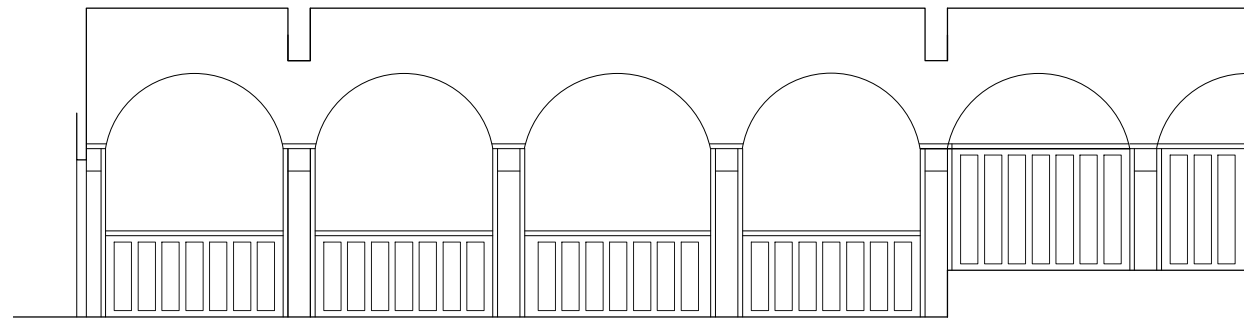
PROPOSED BELCHER STREET ELEVATION
1/8" = 1'-0"



PROPOSED REAR ELEVATION
1/8" = 1'-0"

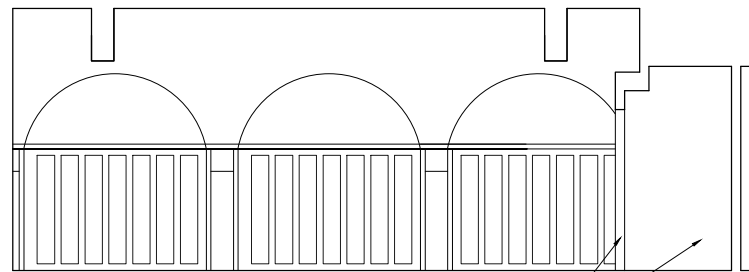


PROPOSED WEST ELEVATION
1/8" = 1'-0"



PROPOSED CHAPEL ELEVATION - WEST

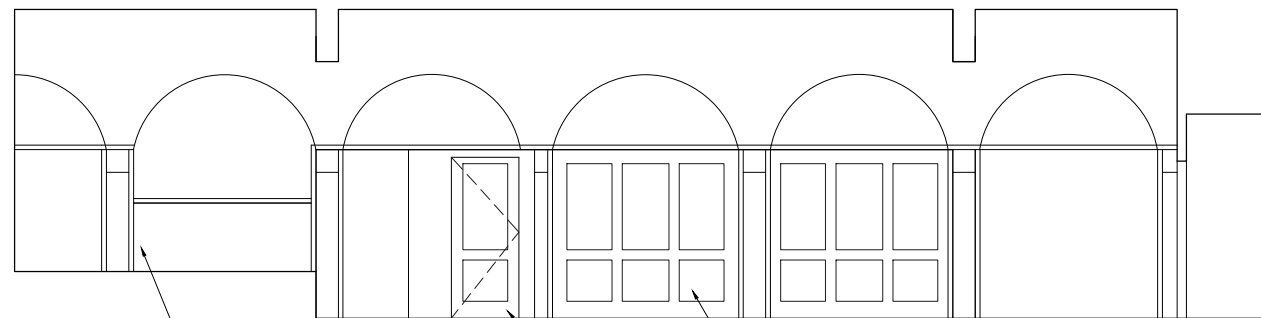
1/4" = 1'-0"



(N) 1-hour fire rated door
(N) corridor

PROPOSED CHAPEL ELEVATION - NORTH

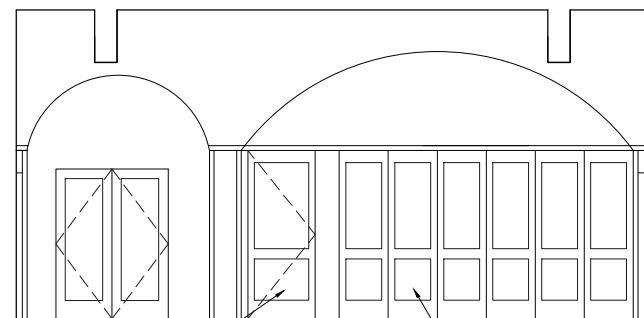
1/4" = 1'-0"



(N) 1-hour fire rated wall w/
wd panel finish to match (E)
(N) exit door
(N) 1-hour fire rated wall w/
wd panel finish to match (E)

PROPOSED CHAPEL ELEVATION - EAST

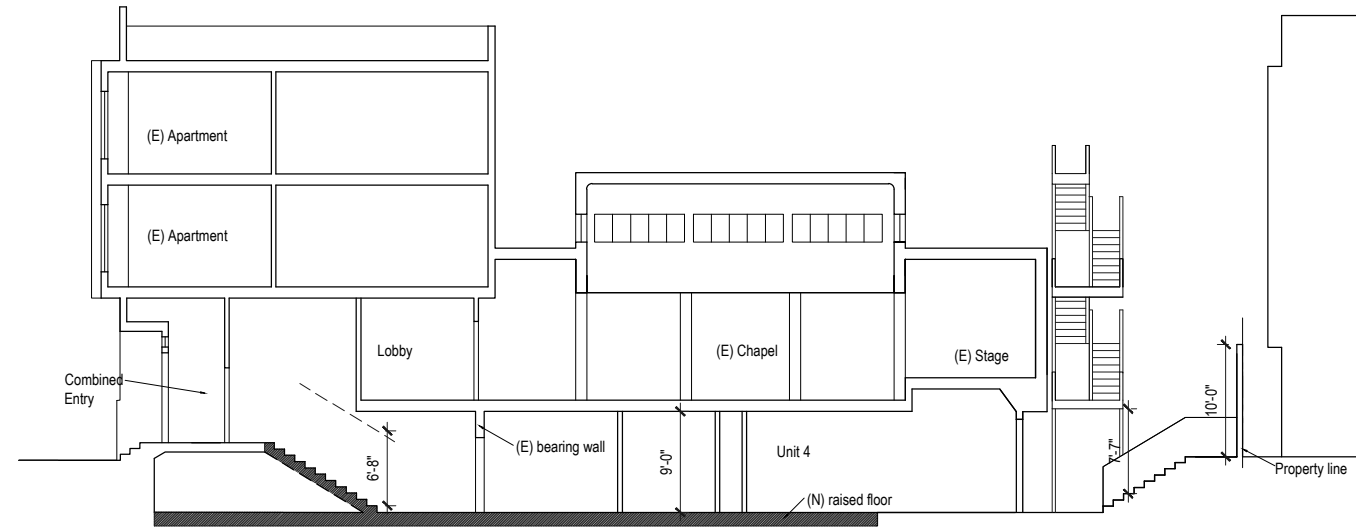
1/4" = 1'-0"



(N) accessible door
(N) 1-hour fire rated wall w/
wd panel finish to match (E)

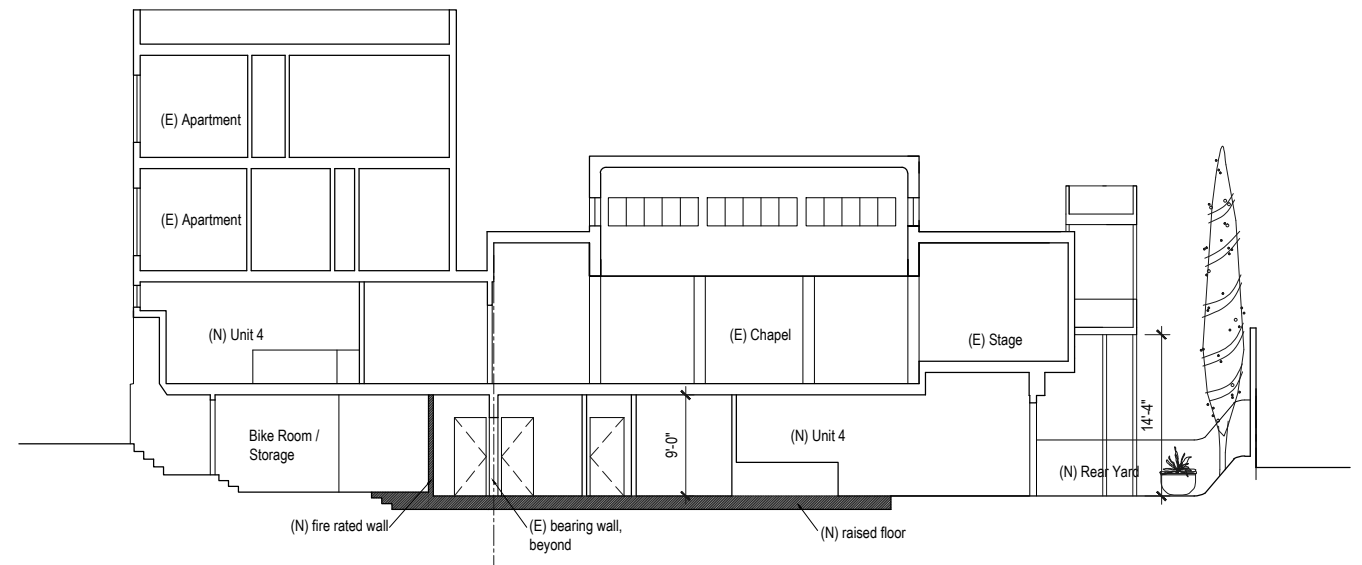
PROPOSED CHAPEL ELEVATION - SOUTH

1/4" = 1'-0"



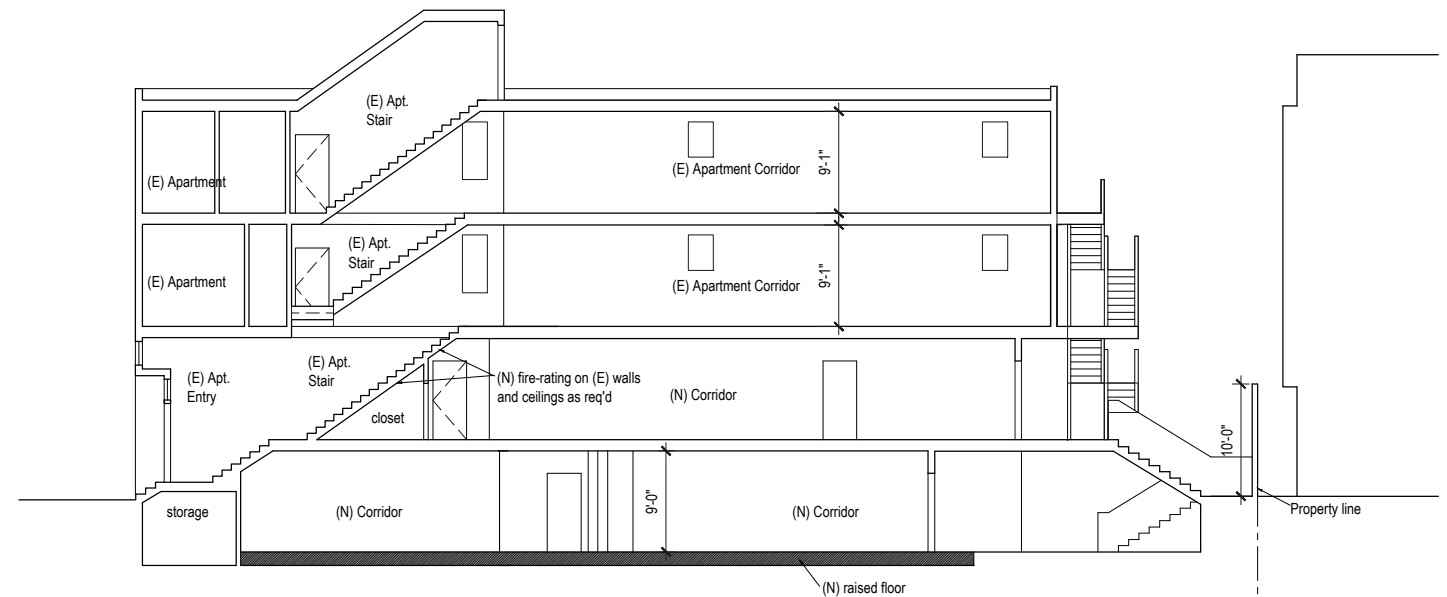
PROPOSED SECTION THROUGH CHAPEL AND REAR STAIRS

1/8" = 1'-0"



PROPOSED SECTION THROUGH CHAPEL

1/8" = 1'-0"



PROPOSED SECTION THROUGH STEPS

1/8" = 1'-0"