



# SAN FRANCISCO PLANNING DEPARTMENT

**MEMO**

**DATE:** June 7, 2016  
**TO:** Architectural Review Committee of the Historic Preservation Commission  
**FROM:** Rich Sucre, Historic Preservation Technical Specialist, (415) 575-9108  
**REVIEWED BY:** Tim Frye, Preservation Coordinator, (415) 575-6822  
**RE:** **Review and Comment: 950 Tennessee Street  
Case No. 2014.1434COA, ENX**

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## BACKGROUND

The Planning Department (Department) has requested review and comment before the Architectural Review Committee (ARC) regarding the proposal to demolish the existing two-story non-contributing industrial building, and construct a new four-story-with-basement residential building within the Dogpatch Landmark District, which is listed in Appendix L of Article 10 of the San Francisco Planning Code.

## PROPERTY DESCRIPTION

950 Tennessee Street is located on an irregularly-shaped, midblock through lot (measuring approximately 36,098 square feet) with 205-ft of frontage on Tennessee Street and 155-ft 6-in of frontage on Minnesota Street. Currently, the project site contains a two-story industrial building, which was constructed in 1947. The existing two-story industrial building was constructed outside of the district's period of significance and is a non-contributing resource within the Dogpatch Landmark District. The project site is located within UMU (Urban Mixed-Use) Zoning District with a 40-X Height and Bulk Limit.

## PROJECT DESCRIPTION

The proposed project entails the demolition of the existing two-story industrial building, and the new construction of a four-story-with-basement (40-ft tall) residential building with approximately 98,662 gross square feet. The project includes 108 dwelling units, which consists of 44 two-bedroom units, 31 one-bedroom units, and 33 studios. The proposed project also includes 94 off-street parking spaces, 102 Class 1 bicycle parking spaces, 6 Class 2 bicycle parking spaces, 640 square feet of common open space, and 5,400 square feet of publically-accessible open space.

In addition to the Historic Preservation Commission (HPC), the proposed project requires review and approval by the Planning Commission. The HPC shall review the proposed project as part of a Certificate of Appropriateness (Planning Code Section 1006), since the project includes new construction within the Dogpatch Landmark District. The Planning Commission shall review the proposed project as part of a Large Project Authorization (Planning Code Section 329), since the

project includes new construction in excess of 25,000 gross square feet within the Eastern Neighborhoods Area Plan.

## ENVIRONMENTAL REVIEW

The proposed project is currently undergoing environmental review as part of a Community Plan Exemption (CPE).

## APPENDIX I OF ARTICLE 10

The Dogpatch Landmark District is locally designated in Appendix L of Article 10 of the San Francisco Planning Code (Appendix I). The Dogpatch Landmark District is significant under events and design/construction as the oldest and most intact concentration of industrial worker's housing in San Francisco. The Dogpatch Landmark District is comprised of almost one hundred flats and cottages, as well as several industrial, commercial and civic building, which have a period of significance from 1867 to 1945.

Per Section 6 of Appendix I, the Dogpatch Landmark District is characterized by the following character-defining features:

*(a) Residential - Features of Existing Buildings.*

1. *Overall Form and Continuity. Building height is generally within a three-story range, with a substantial number of structures built at one or two stories in height. The majority of structures have been either elevated or altered to allow for the construction of a garage level at grade. However, despite these and other alterations, the majority of residences in the district retain their historic integrity. Residential buildings are generally set back an average of 10 feet from the public right-of-way.*

2. *Scale and Proportion. The buildings vary in height, bulk, scale and proportion. The width of lots in Dogpatch range from single lots of 20 feet to 40 feet for larger lots. Early homes in Dogpatch constructed circa 1870 were designed in a vernacular style with Greek Revival influences. Later homes continued in the Greek Revival form, but were joined by homes designed in the Queen Anne, Italianate and Classical Revival styles, as well as the Eastlake-styled Pelton Cottages. Multi-story residences are large in bulk, often as great as 3,500 square feet. Smaller cottage-size structures, typically 800 square feet, are well scaled to the smaller lots.*

3. *Fenestration. Existing fenestration consists of predominantly double-hung, wood sash windows that are vertical in orientation. Residential buildings feature a fairly symmetrical and regular pattern of windows with consistent dimensions along primary facades. Generally, the size and shape of window openings have not been altered over time.*

4. *Materials. Horizontal rustic wood siding is the traditional cladding material found in the district. However, fishscale wood shingles and asbestos siding are also found throughout the district.*

5. *Design Features.* Recessed porches and entry porticos are characteristic design features of the district.

6. *Architectural Detail.* Architectural detail found in the district usually follows transitional elements associated with the Greek Revival, Eastlake, Queen Anne, Italianate and Classical Revival architectural styles.

*(b) Industrial/Commercial - Features of Existing Buildings.*

1. *Overall Form and Continuity.* Building height is generally within a four-story range and many of the industrial/commercial structures are one or two stories in height. Typically, these buildings are constructed closer to the property line than the residential structures found in the district.

2. *Scale and Proportion.* The buildings are of typical warehouse design, large in bulk, often with large, ground level openings originally designed for rail or vehicular access. Industrial/commercial structures are found throughout the district, often surrounded by residential buildings. While gaps may exist, because of height, bulk and setback, there is regularity to the overall form of industrial/commercial buildings. A small cluster of brick and stucco public buildings (police, fire, and hospital) are easily recognizable from other industrial/commercial structures found in the district. These resources, while offering a different scale and proportion, are compatible with the plain reinforced concrete and brick-faced structures characteristic of 20th century industrial architecture.

3. *Fenestration.* For the most part, the district's industrial/commercial buildings lack strong fenestration patterns, which typically are not supportive of a warehouse function. Windows exist near entrances and in some cases, offer small storefronts to display products. Early 20th century warehouse buildings were often constructed with office spaces above warehouse functions. In this case, double-hung, residential-type windows can be found. Larger industrial, metal sash windows are prevalent on commercial buildings built after 1920. Door openings are often massive to facilitate easy access of bulk materials.

4. *Materials.* Standard brick masonry is found on the older industrial/commercial buildings in the district; reinforced concrete was introduced as a cladding material following the earthquake and fire of 1906. Concrete block and stucco are also found on some 20th century, industrial/commercial buildings.

5. *Color.* Red brick is typical, with some yellow and painted brick. Muted earth tones of red, brown, green, gray, and blue are found on reinforced concrete, concrete block, and stucco-faced buildings.

6. *Texture.* Typical facing materials give both a rough textured or smooth appearance, depending on the cladding material.

7. *Architectural Detail.* Industrial and commercial buildings typically lack ornamentation. Warehouses by their very nature are utilitarian; warehouses constructed towards the end of the Dogpatch Historic District period of significance (1943) have even less ornamentation than older counterparts. Cornices are simple and may be abstract versions of more elaborate cornices found on larger, commercial structures in San

*Francisco's Financial District. Where detail occurs, it is often found surrounding entryways to industrial/commercial buildings.*

In addition to the aforementioned features, Section 7 of Appendix I also includes the following standards for new construction and alterations within the Dogpatch Landmark District:

*(a) Character of the Historic District. The general standards for review of all applications for Certificates of Appropriateness are as set forth in Article 10. For purposes of review pursuant to said standards, the character of said Historic District shall mean the features of the Dogpatch Historic District referred to and described in Section 6 of this ordinance. For projects on buildings that have been previously compromised by incompatible alterations or additions, proposed exterior changes which bring these buildings closer to their original, historic appearance and make the buildings more in conformity with the character of the district are encouraged.*

*(b) Residential - Alterations and New Construction. Exterior alterations or new additions to a contributory or non-contributory residential resource in the Dogpatch Historic District shall not destroy historic materials that characterize the resource or its environs. New additions, exterior alterations, or related new construction shall not destroy historic materials, features and spatial relationships that characterize the property. Any new work shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment, and must conform to the following provisions:*

*1. False Historicism. False historicism and the conjectural replication of historic styles and details is discouraged; if restoration is the selected alteration approach, historic documentation through original architectural plans, historic photographs, or physical investigation will be required. Where original plans or historic photographs are unavailable, close physical examination of the building and existing scar traces, along with a comparison to buildings of the same age and style in the neighborhood, may be sufficient to reveal evidence necessary to guide the restoration.*

*2. Materials. Horizontal rustic wood siding is the traditional cladding material in the district and its use is encouraged over other cladding materials, including wood shingles (except where appropriate).*

*3. Fenestration. Fenestration should be proportionate and in scale with traditional patterns within the district. Double-hung wood sash windows are encouraged over vinyl or metal sash windows. "Slider" windows of vinyl or aluminum construction are discouraged, especially on primary facades. True divided lites, rather than snap-in or faux muntins, are encouraged when divided lite wood windows are appropriate.*

*4. Style. New construction in a contemporary, yet compatible, idiom is encouraged.*

*5. Scale and Proportion. New construction must be compatible with the massing, size, scale and architectural details of residential resources found in the district.*

*6. Setbacks. New construction should conform to existing setback patterns found in the district.*

7. *Roofline. Gabled roof forms and raised parapets are encouraged on new construction.*
  8. *Detailing. Detailing on new construction should relate to the simple, traditional vernacular forms found in the district.*
- (c) Industrial/Commercial - Alterations and New Construction. Exterior alterations or new additions to a contributory or non-contributory industrial/commercial resource in the Dogpatch Historic District shall not destroy historic materials that characterize the resource or its environs. New additions, exterior alterations, or related new construction shall not destroy historic materials, features and spatial relationships that characterize the property. Any new work shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment, and must conform to the following provisions:*
1. *Materials. The traditional cladding materials of industrial/commercial structures found in the district are brick, reinforced concrete, cinder block, and stucco; they are encouraged over other cladding materials.*
  2. *Fenestration. Fenestration should be proportionate and in scale with traditional patterns within the district. Wood or metal sash windows are encouraged, while "slider" windows of vinyl or aluminum construction on either industrial or commercial buildings are discouraged.*
  3. *Roofline. Flat roof forms are encouraged on industrial and/or commercial structures; gabled roof forms may be appropriate for commercial structures that include residential upper floors.*
  4. *Parapets. Raised parapets are typically found on industrial and/or commercial structures in the Dogpatch Historic District and are encouraged where appropriate. Parapets should be kept to a minimum height necessary to screen rooftop equipment, or to facilitate characteristic design features.*
  5. *Design Features. The addition of bay windows, porches, balconies or other typically residential features to new or existing industrial/ commercial structures in the district are discouraged. These elements may be appropriate on commercial structures that include residential upper floors.*
  6. *Style. New construction in a contemporary, yet compatible, idiom is encouraged.*
  7. *Scale and Proportion. New construction must be compatible with the massing, size, scale and architectural details of industrial/commercial resources found in the Dogpatch Historic District.*
  8. *Setbacks. New construction should conform to existing setback patterns found in the district.*
  9. *Detailing. Detailing on new construction should relate to the simple, traditional vernacular forms found on industrial/commercial structures in the district.*

Appendix I also includes additional standards for infill construction in Section 10, which read:

*Additions to existing buildings and new infill construction proposed within the Dogpatch Historic District must reflect an understanding of the relationship of the proposal with the contributing buildings within the district. Additions shall be reviewed for compatibility with the historic building and the district while infill construction shall be reviewed for compatibility with the overall district. Neither should directly imitate nor replicate existing features. For additions, every effort should be made to minimize the visibility of the new structure within the district. Infill construction should reflect the character of the district, including the prevailing heights of contributing buildings without creating a false sense of history. Property owners should consult early in the process with a Planning Department Historic Preservation Technical Specialist when developing a proposal...*

*When a district provides an opportunity for new construction through existing vacant parcels or by replacing non-contributing buildings, a sensitive design is of critical importance. Historic buildings within the district should be utilized and referenced for design context. Contemporary design that respects the District's existing character-defining features without replicating historic designs is encouraged. The Department uses the following criteria when reviewing proposals for infill construction:*

- The structure respects the general size, shape, and scale of the character-defining features associated with the district and its relationship to the character-defining features of the immediate neighbors and the district.*
- The site plan respects the general site characteristics associated with the district.*
- The design respects the general character-defining features associated with the district*
- The materials are compatible with the district in general character, color, and texture.*
- The only instance where a replication of an original design may be appropriate is the replacement of a missing structure in a row of identical houses.*

## **STAFF ANALYSIS & RECOMMENDATIONS**

The Department seeks the advice of the ARC regarding the compatibility of the new construction with the surrounding landmark district as defined by Secretary of the Interior's Standards for Rehabilitation (Secretary's Standards) and Article 10 of the San Francisco Planning Code. The Department would like the ARC to consider the following information:

### **Demolition**

Although identified in the Dogpatch Historic Resource Survey as a non-contributing resource, 950 Tennessee Street was mistakenly listed as a contributing resource in Article 10 of the San Francisco Planning Code. The existing two-story industrial building is a non-contributing resource within the Dogpatch Landmark District, and is not considered a historic resource in its own right. Department staff has determined that the demolition of the existing building would not impact any character-defining features of the Dogpatch Landmark District, since there are no contributing resources located on the project site.

### **Secretary of the Interior’s Standards for Rehabilitation & Appendix L of Article 10**

The proposed project would not destroy or damage any contributing elements to the Dogpatch Landmark District. Department staff will undertake a complete analysis of the proposed project per the applicable Standards as part of the environmental review and the subsequent preservation entitlements (Certificate of Appropriateness). In addition, Department staff will undertake additional analysis of the proposed project per the standards outlined in Appendix L of Article 10, specifically to assess the project’s conformance to the guidelines for new construction and compatibility within the surrounding landmark district.

### **New Construction-Overall Form & Continuity, Scale & Proportion**

Within the Dogpatch Landmark District, the existing buildings are either residential or industrial. The residential buildings are generally three-stories in height with a substantial number of one- and two-story buildings. These residential buildings are typically set back from the property line and are scaled to the typical lot width of 20-to-40-ft. The industrial buildings are typically one-to-four-stories in height, of typical warehouse design, large in bulk with large ground level openings.

The proposed project is four-stories tall and features a 27-ft wide mid-block alley along the south lot line. The project plan is U-shaped and centered on a 40-ft wide courtyard. The overall project is organized with two distinct massings and two defined architectural styles, which harken to the district’s dominant residential and industrial characteristics. Against the northern edge of the mid-block alley, one of the masses is more “industrial” in character with a sawtooth roof, an upper-story setback along the street edge (on both Minnesota and Tennessee Streets), pre-weathered matte metal panels, and a powder-coated aluminum window system. The other mass is more residential or “rowhouse” in character, and is organized into 25-ft modules defined by a strong vertical fin with off-white and charcoal composite panels.

Recommendation: Overall, the Department believes that the form, organization and massing of the proposed project is compatible with the surrounding landmark district. However, the Department does recommend an additional massing step-down along Tennessee Street to provide additional variety along the street face and “rowhouse” mass, and to provide a transition to the adjacent property.

### **New Construction-Fenestration**

Within the Dogpatch Landmark District, the residential properties are characterized by a fairly symmetrical and regular pattern of double-hung wood-sash windows with consistent dimensions. The industrial properties in the surrounding district feature large-scale door openings and larger industrial metal sash windows. Due to the wide range of industrial property types, the district’s industrial fenestration pattern is not as consistent.

The project's fenestration is characterized by a powder-coated aluminum window system. Within the "industrial" portion of the project, the fenestration is designed in a large-scale industrial sash pattern. Within the "rowhouse" portion of the project, the fenestration is large in scale with few mullions. The Project Sponsor has provided alternative designs, which incorporates the charcoal composite panels within the projecting bays.

Recommendation: Overall, the Department finds that the fenestration pattern of the "industrial" portion of the project is compatible with the surrounding district, since it successfully draws from the district's typical industrial pattern, albeit at a much larger-scale.

Within the "rowhouse" portion, the Department recommends a reduction in the glazed area and additional window depth, given the dominant window types found on the residential properties within the landmark district. The Project Sponsor has provided two options for examining alternatives to the exterior glazing. These two options introduce some solidity to the exterior. Of the two options, the Department believes that Option 2 should be pushed further to better fit within the district's context. This option needs to introduce more solidity to the exterior façade, and also scale the windows akin to typical, double-hung wood-sash windows.

### **New Construction-Materials**

Within the Dogpatch Landmark District, the residential properties commonly feature rustic wood siding, while the industrial buildings are commonly constructed of red brick masonry (with some yellow or painted brick) or reinforced concrete. Often times, the industrial buildings feature stucco or concrete block on the exterior.

The project proposes a material palette consisting of a pre-weather matte metal panel for the "industrial" portion and off-white and charcoal composite panels for the "rowhouse" portion.

Recommendation:

Department staff recommends continued refinement of the exterior cladding materials. Generally, the Department believes that the matte metal panels are appropriate, since the district does possess a number of industrial grade metals. However, the Project Sponsor needs to provide additional options for the metal panel system for consideration, and needs to provide a physical sample for review and approval. The Department will require additional information regarding the detailing of the metal panels to ensure that appropriate maintenance is incorporated into the project.

The Department has concern over the off-white composite panels given the dominant colors within the surrounding district, which include muted earth tones of red, brown, green, gray and blue. In addition, the composite panels may be too smooth in finish, which provides too much contrast when compared to the traditional materials (painted wood) of the surrounding residential properties. The Project Sponsor should provide a physical sample of the proposed material palette.



Overall, the Department believes that additional variation within the “rowhouse” portion of the project will provide for a stronger relationship to the surrounding district. Since the typical residential properties in the district vary from one another, the project can reinforce this varied pattern by either introducing a tertiary material to the exterior or by varying the color of the composite panels on the exterior. By adding variety to the material palette of the “rowhouse” portion, the project would reinforce the district’s varied residential character.

### **New Construction-Detail**

Within the Dogpatch Landmark District, the residential properties are primarily characterized by recessed porches, entry porticos and architectural details designed in either Greek Revival, Eastlake, Queen Anne, Italianate or Classical Revival architectural styles. The industrial properties in the surrounding district are primarily characterized by their lack of ornamentation and utilitarian aesthetic. The industrial properties in the surrounding district feature a regularly-spaced rhythm of large-scale deeply recessed openings. The residential properties are primarily characterized by ornate cornices/rooflines and raised parapets. The industrial properties often feature a simple cornice or cap.

Currently, on the “industrial” portion, the project features a sawtooth roof and a series of projecting fins on the fourth floor, as well as a glass handrail at the roofline of the setback. On the “rowhouse” portion, the projecting vertical fins assist in defining a roofline.

#### Recommendation:

The Department recommends refinement of the upper story by removing or reducing the projecting fins, and removal of the glass handrails along the roofline of the “industrial” portion. Throughout the district, glass handrails are not compatible and/or characteristic of the surrounding district. The glass handrails draw undue attention to the roofline and add a reflective material on the exterior. The projecting fins at the fourth floor appear to compete with the sawtooth roofline. The Department recommends simplifying the design of the upper floor, and either removing the fins or reducing the amount of projection. The Project Sponsor might consider adding the frame element found on the second and third floors to the fourth floor. Overall, the Department believes that the roofline of the “rowhouse” portion of the project is compatible with the surrounding district, since the vertical fins add depth and define the upper story of the building.

### **REQUESTED ACTION**

Specifically, the Department seeks comments on:

- Compatibility of the New Construction with the South End Landmark District;
- Recommendations for Overall Form & Continuity, Scale & Proportion;
- Recommendations on Fenestration;
- Recommendations for Materials; and,

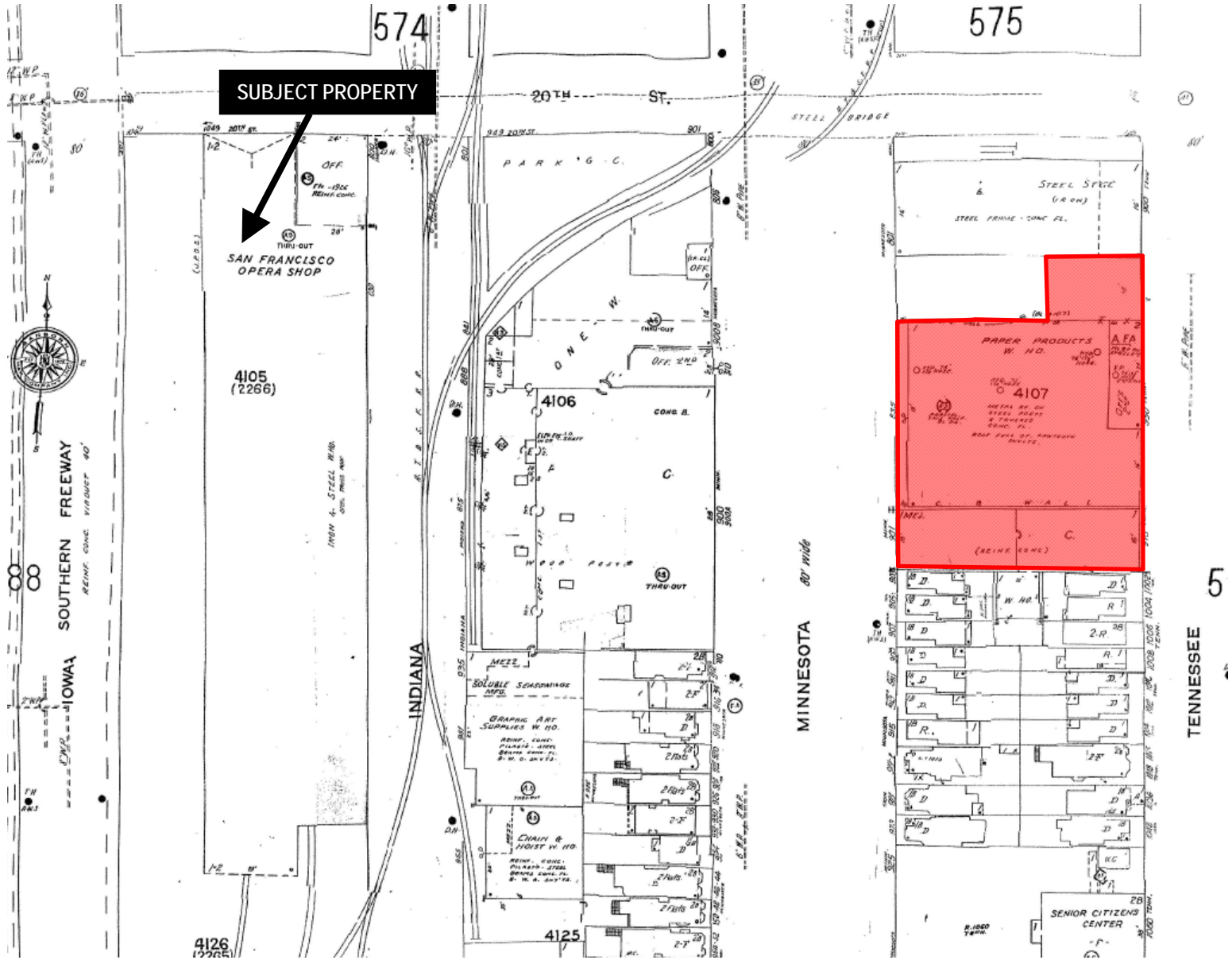
- Recommendations for Details.

## **ATTACHMENTS**

- Exhibits
- Renderings & Architectural Drawings by Handel Architects (June 3, 2016);



# Sanborn Map\*

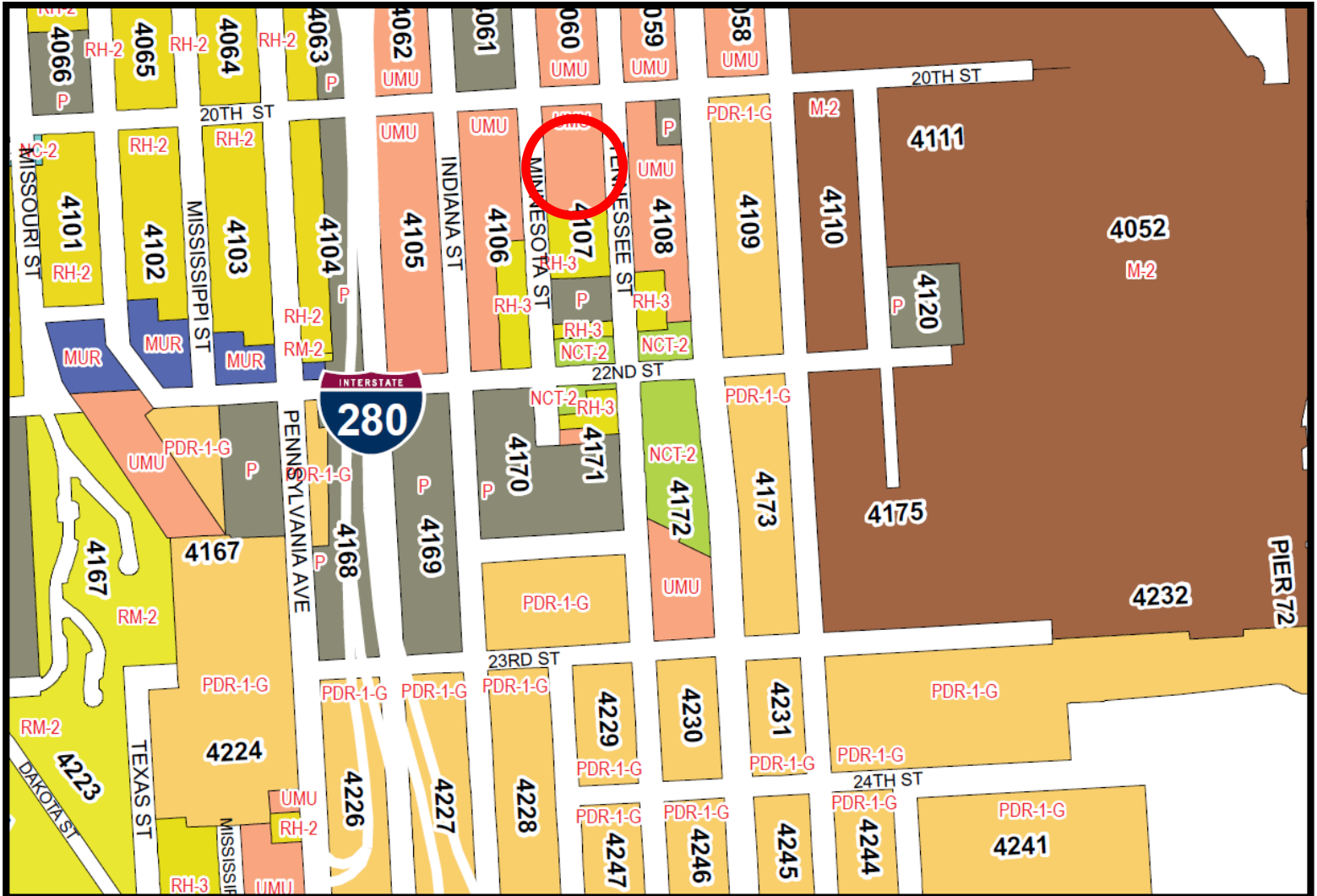


\*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.



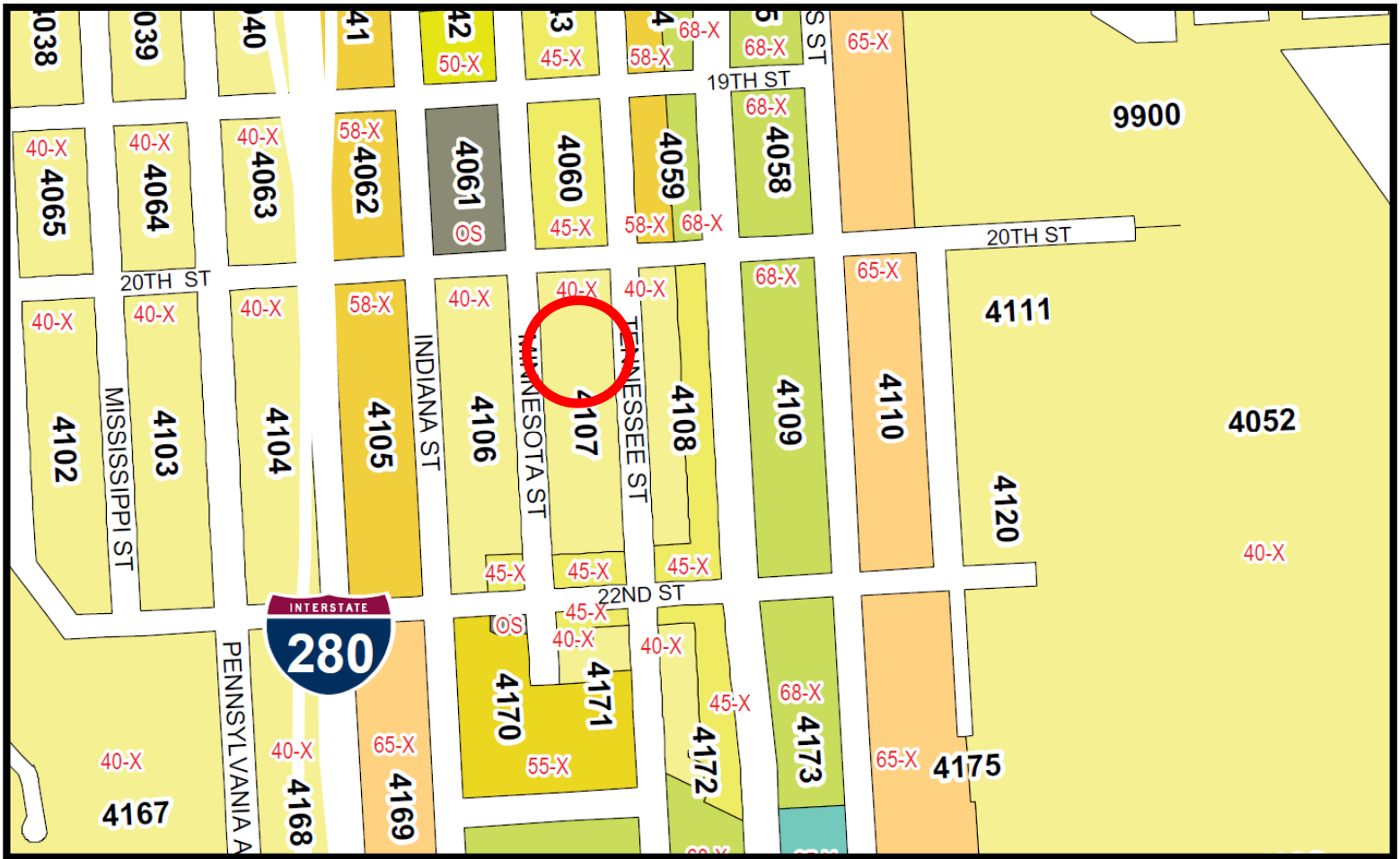
ARC Hearing  
 Case Number 2014.1434COA, ENX  
 950 Tennessee Street

# Zoning Map



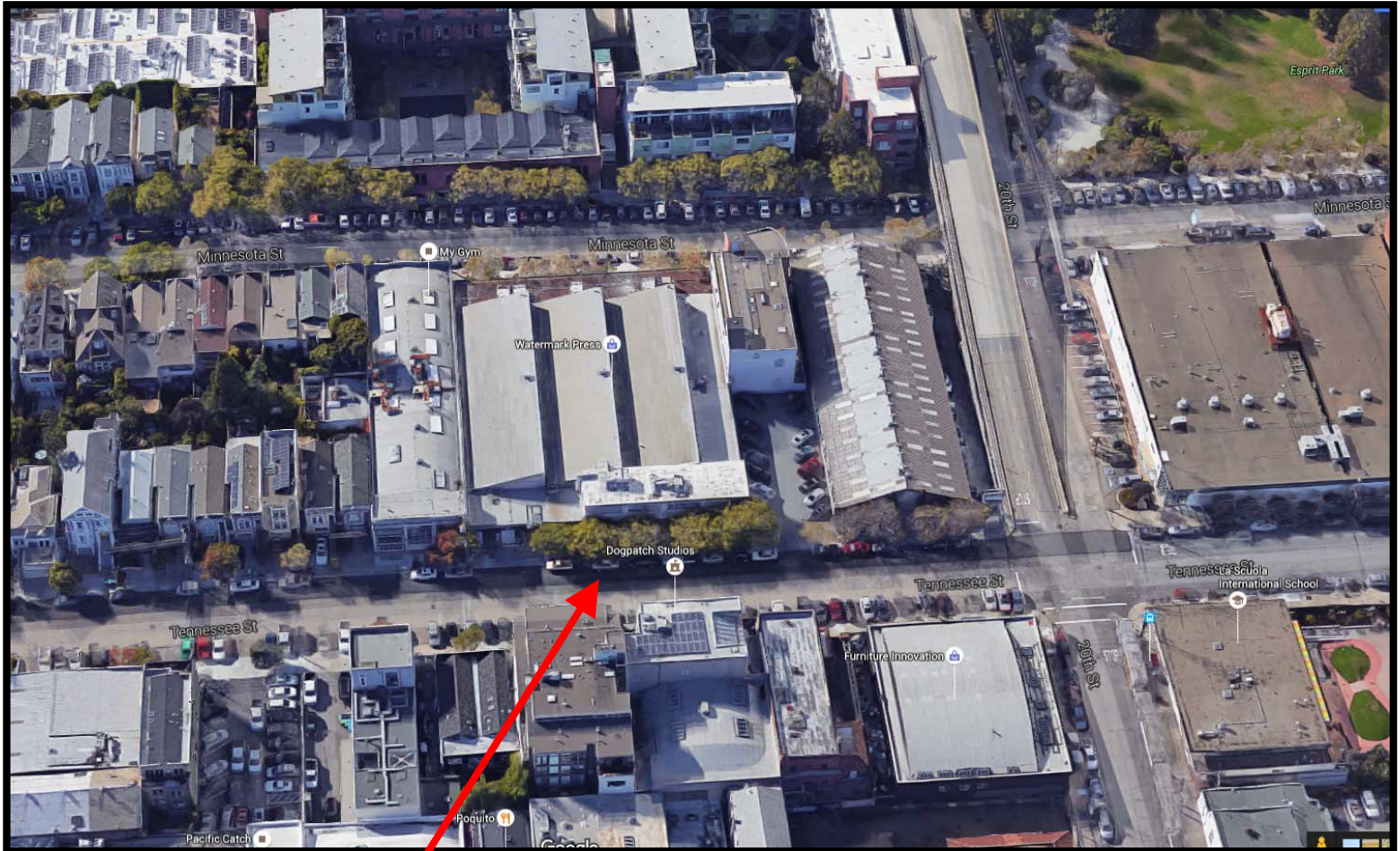
ARC Hearing  
Case Number 2014.1434COA, ENX  
950 Tennessee Street

# Height & Bulk Map



ARC Hearing  
Case Number 2014.1434COA, ENX  
950 Tennessee Street

# Aerial Photo

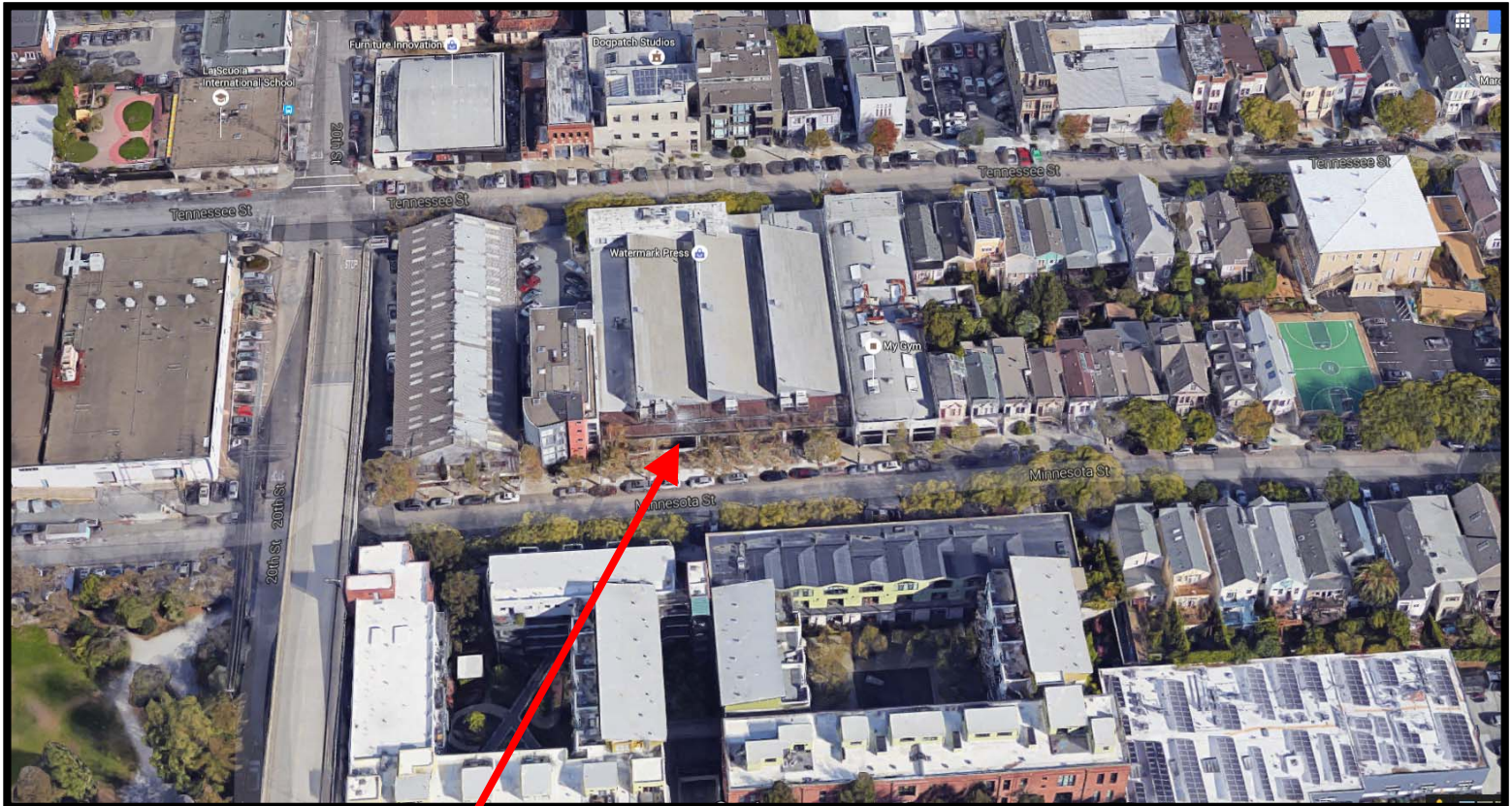


PROJECT SITE



ARC Hearing  
Case Number 2014.1434COA, ENX  
950 Tennessee Street

# Aerial Photo



PROJECT SITE



ARC Hearing  
Case Number 2014.1434COA, ENX  
950 Tennessee Street



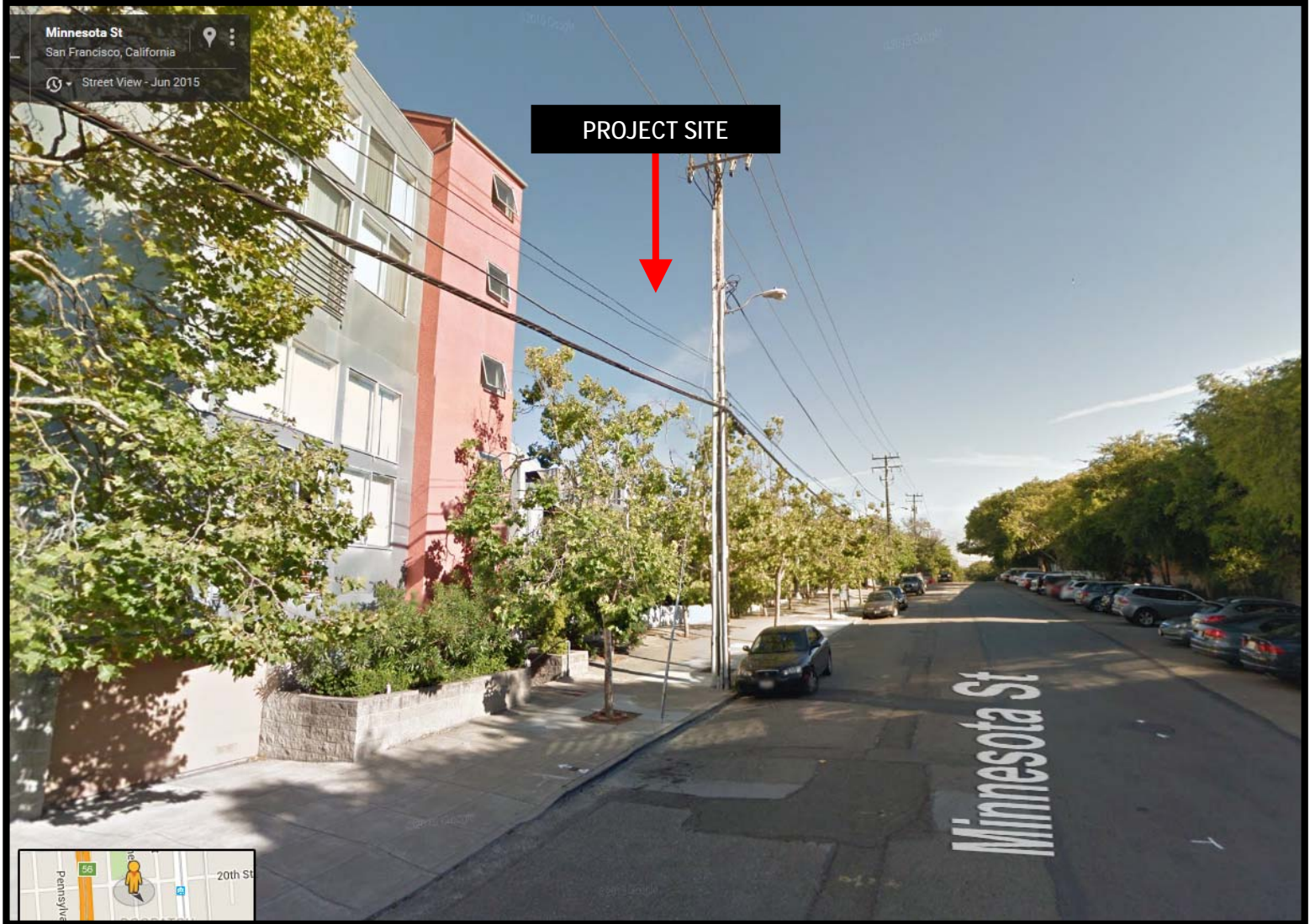
# Site Photo



950 Tennessee Street, View along Tennessee St

ARC Hearing  
Case Number 2014.1434COA, ENX  
950 Tennessee Street

# Site Photo



950 Tennessee Street, View along Minnesota St

ARC Hearing  
Case Number 2014.1434COA, ENX  
950 Tennessee Street

# 950 Tennessee Street

LARGE PROJECT AUTHORIZATION

03 JUNE 2016



SAN FRANCISCO, CALIFORNIA

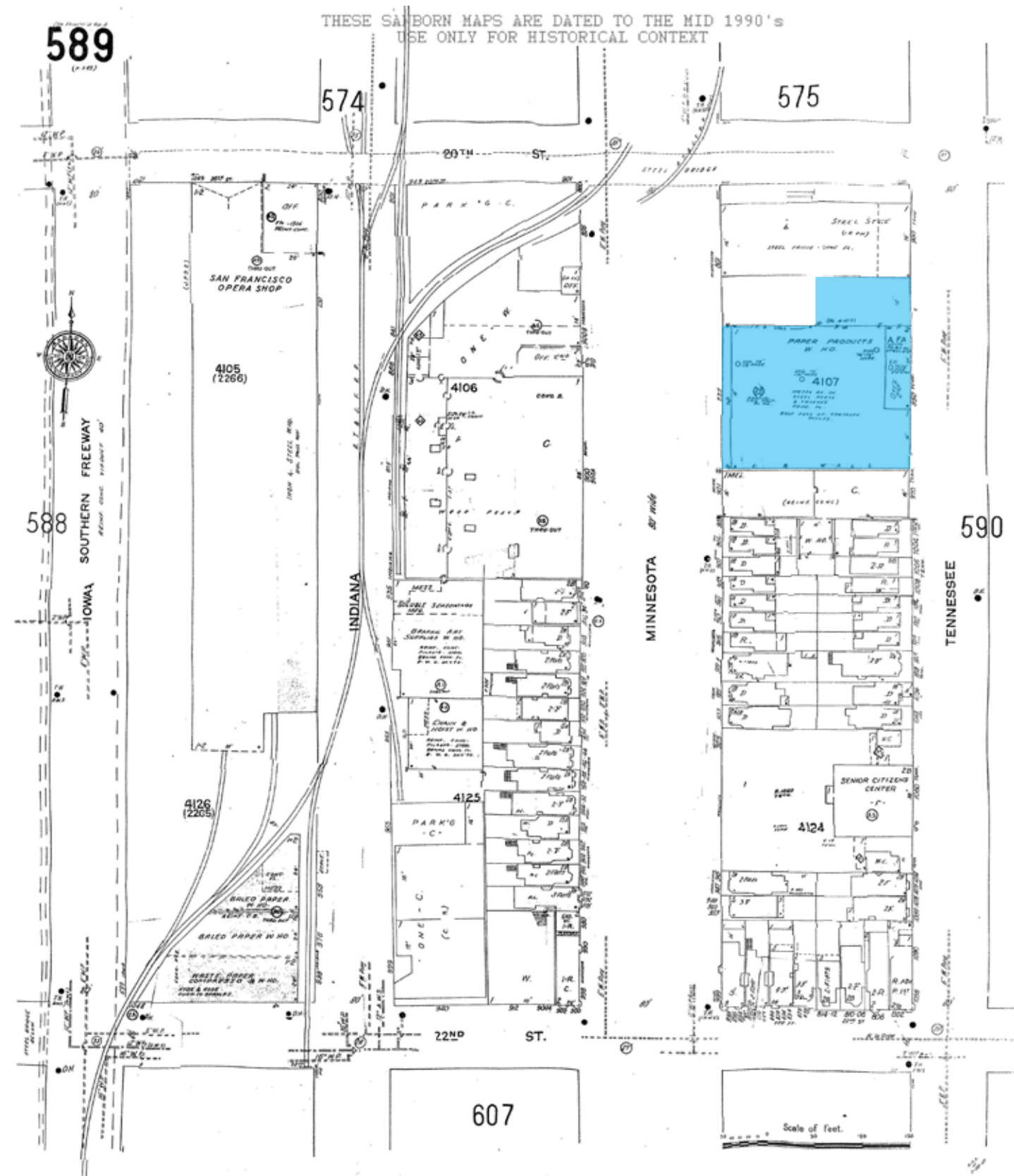
Oryx Partners HANDEL ARCHITECTS LLP

# Zoning Information

<b>Address</b>	950 Tennessee, San Francisco, CA 94107
<b>Parcels</b>	4107/001B
<b>Neighborhood</b>	Potrero Hill
<b>Planning Area</b>	Eastern Neighborhood/Central Waterfront
<b>Historic District</b>	Dogpatch Historic District
<b>Site Area SF</b>	36,098 sf
<b>Zoning</b>	UMU - Urban Mixed-Use
<b>Height</b>	40'
<b>Bulk</b>	X - No Bulk Limit
<b>Floor Area Ratio</b>	3.0:1 for non-residential use; residential exempted from FAR
<b>Residential Density</b>	No density limits by lot area
<b>Residential Mix</b>	At least 40% of all dwelling units must contain two or more bedrooms or 30% of all dwelling units must contain three or more bedrooms. Affordability requirement: 14.4%
<b>Rear Yards</b>	25% of lot depth or 15 feet (whichever is larger)
<b>Useable Open Space</b>	80 sf per unit; 54 sf per unit if publicly accessible Required: 6,040 sf
<b>Exposure</b>	1 bedroom in each dwelling unit must look onto street, code complying rear yard or open area
<b>Parking</b>	None required, limits set forth in Section 151.1 are 0.75 cars per unit, or 1.00 cars per unit for units with 2 or more bedrooms and at least 1,000 SF. Permitted: 92
<b>Bicycle Parking</b>	1:1 Class 1 bicycle parking up 100 dwelling units and 1:4 Class 1 bicycle parking above 100 dwelling units; 1:20 Class 2 bicycle parking spaces plus 2 for ground floor retail uses
<b>Ground Floor Height</b>	Non-residential uses minimum 17 feet
<b>Ground Floor</b>	No required commercial uses.



# Subject Site Maps



Sanborn Map

**LOTS MERGED**  
 LOT 2P INTO LOT 2 - 1933  
 lot25 into lots48to57 for 2002 roll  
 lot24 into lots26to47 for 2002 roll  
 © COPYRIGHT SAN FRANCISCO CITY & COUNTY ASSESSOR 1995  
 lot3 into lots58&59 for 2010 roll

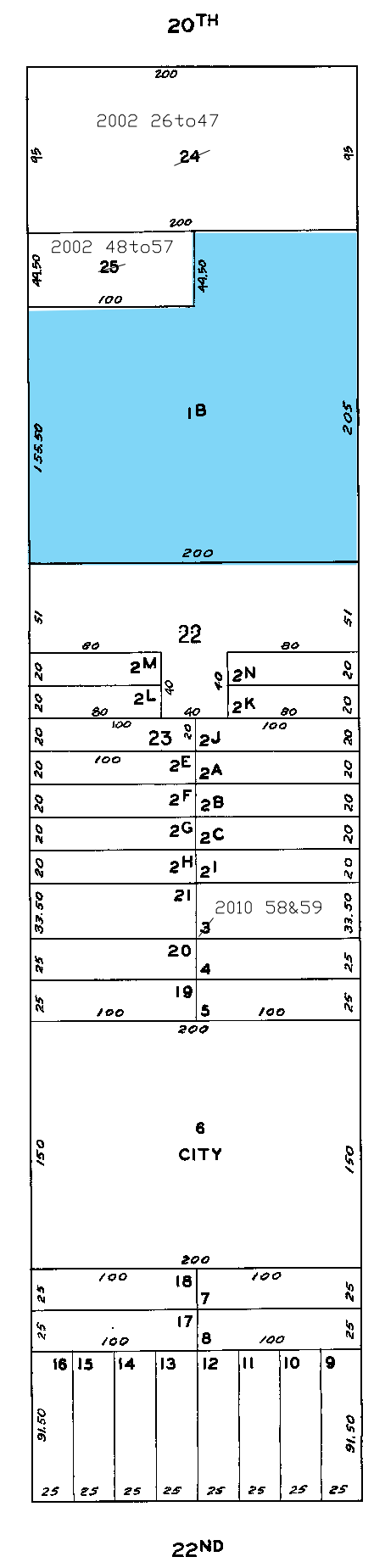
825 MINNESOTA ST.  
A CONDOMINIUM

LOT	UNIT	% COMM.	AREA
48	1		14.08
49	2		10.50
50	3		10.23
51	4		10.09
52	5		8.84
53	6		9.48
54	7		9.85
55	8		9.57
56	9		9.43
57	10		7.93

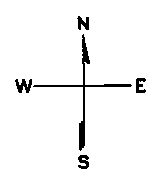
801 MINNESOTA STREET  
A CONDOMINIUM

LOT	UNIT	% COMM.	AREA
26	1		4.6
27	2		4.6
28	3		4.2
29	4		4.2
30	5		4.1
31	6		3.7
32	7		4.7
33	8		4.7
34	9		4.7
35	10		4.7
36	11		4.7
37	12		4.7
38	13		4.1
39	14		4.1
40	15		4.7
41	16		4.7
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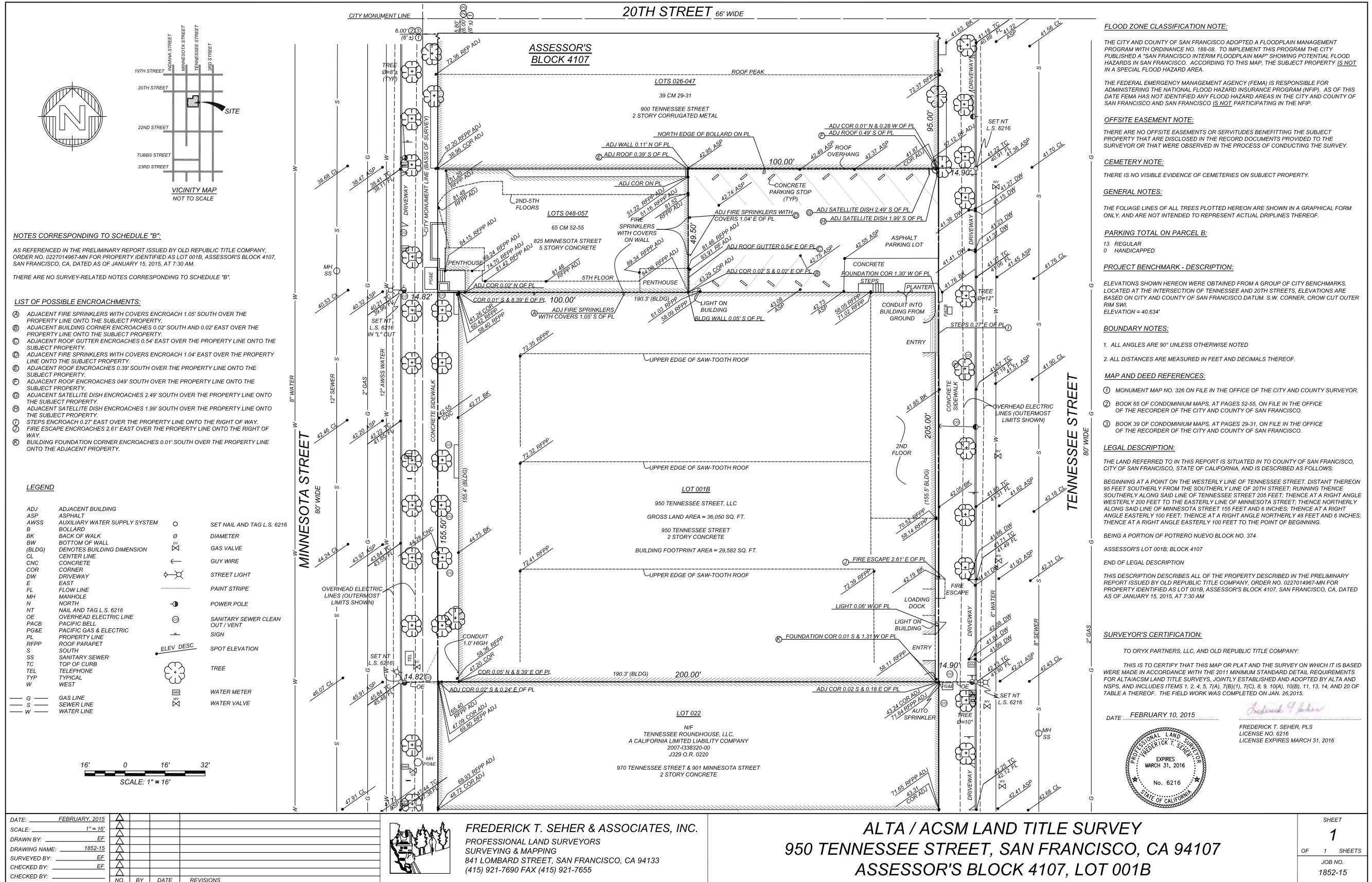
Parcel Map



**4107**  
 NEW POTRERO  
 BLKS. 373 & 374  
 REVISED 1988  
 " '92  
 Revised 2002  
 Revised 2010



# Site Survey



**NOTES CORRESPONDING TO SCHEDULE "B":**

AS REFERENCED IN THE PRELIMINARY REPORT ISSUED BY OLD REPUBLIC TITLE COMPANY, ORDER NO. 0227014967-MN FOR PROPERTY IDENTIFIED AS LOT 001B, ASSESSOR'S BLOCK 4107, SAN FRANCISCO, CA, DATED AS OF JANUARY 15, 2015, AT 7:30 AM.

THERE ARE NO SURVEY-RELATED NOTES CORRESPONDING TO SCHEDULE "B".

- LIST OF POSSIBLE ENCROACHMENTS:**
- Ⓐ ADJACENT FIRE SPRINKLERS WITH COVERS ENCOACH 1.05' SOUTH OVER THE PROPERTY LINE ONTO THE SUBJECT PROPERTY.
  - Ⓑ ADJACENT BUILDING CORNER ENCOACHES 0.02' SOUTH AND 0.02' EAST OVER THE PROPERTY LINE ONTO THE SUBJECT PROPERTY.
  - Ⓒ ADJACENT ROOF GUTTER ENCOACHES 0.54' EAST OVER THE PROPERTY LINE ONTO THE SUBJECT PROPERTY.
  - Ⓓ ADJACENT FIRE SPRINKLERS WITH COVERS ENCOACH 1.04' EAST OVER THE PROPERTY LINE ONTO THE SUBJECT PROPERTY.
  - Ⓔ ADJACENT ROOF ENCOACHES 0.39' SOUTH OVER THE PROPERTY LINE ONTO THE SUBJECT PROPERTY.
  - Ⓕ ADJACENT ROOF ENCOACHES 0.49' SOUTH OVER THE PROPERTY LINE ONTO THE SUBJECT PROPERTY.
  - Ⓖ ADJACENT SATELLITE DISH ENCOACHES 2.49' SOUTH OVER THE PROPERTY LINE ONTO THE SUBJECT PROPERTY.
  - Ⓗ ADJACENT SATELLITE DISH ENCOACHES 1.99' SOUTH OVER THE PROPERTY LINE ONTO THE SUBJECT PROPERTY.
  - Ⓚ STEPS ENCOACH 0.27' EAST OVER THE PROPERTY LINE ONTO THE RIGHT OF WAY.
  - Ⓛ FIRE ESCAPE ENCOACHES 2.61' EAST OVER THE PROPERTY LINE ONTO THE RIGHT OF WAY.
  - Ⓜ BUILDING FOUNDATION CORNER ENCOACHES 0.01' SOUTH OVER THE PROPERTY LINE ONTO THE ADJACENT PROPERTY.

**LEGEND**

ADJ	ADJACENT BUILDING		
ASP	ASPHALT		
AWSS	AUXILIARY WATER SUPPLY SYSTEM	○	SET NAIL AND TAG L.S. 6216
B	BACK OF WALK	○	DIAMETER
BW	BOTTOM OF WALL	⊗	GAS VALVE
(BLDG)	DENOTES BUILDING DIMENSION		
CNC	CONCRETE	↑	GUY WIRE
COR	CORNER	⊙	STREET LIGHT
DW	DRIVEWAY	⊕	PAINT STRIPE
E	EAST	⊖	POWER POLE
FL	FLOW LINE	⊗	SANITARY SEWER CLEAN OUT / VENT
FL	FLOW LINE	⊗	SIGN
N	NORTH	⊕	SPOT ELEVATION
NT	NAIL AND TAG L.S. 6216	⊕	TREE
OE	OVERHEAD ELECTRIC LINE	⊕	WATER METER
PACB	PACIFIC BELL	⊕	WATER VALVE
PG&E	PACIFIC GAS & ELECTRIC	⊕	
PL	PROPERTY LINE	⊕	
RFPP	ROOF PARAPET	⊕	
S	SANITARY SEWER	⊕	
SS	SANITARY SEWER	⊕	
TC	TOP OF CURB	⊕	
TEL	TELEPHONE	⊕	
TYP	TYPICAL	⊕	
W	WEST	⊕	

DATE:	FEBRUARY, 2015		
SCALE:	1" = 16'		
DRAWN BY:	EF		
DRAWING NAME:	1852-15		
SURVEYED BY:	EF		
CHECKED BY:	EF		
CHECKED BY:		NO.	BY DATE REVISIONS

**FLOOD ZONE CLASSIFICATION NOTE:**

THE CITY AND COUNTY OF SAN FRANCISCO ADOPTED A FLOODPLAIN MANAGEMENT PROGRAM WITH ORDINANCE NO. 188-08. TO IMPLEMENT THIS PROGRAM THE CITY PUBLISHED A "SAN FRANCISCO INTERIM FLOODPLAIN MAP" SHOWING POTENTIAL FLOOD HAZARDS IN SAN FRANCISCO. ACCORDING TO THIS MAP, THE SUBJECT PROPERTY IS NOT IN A SPECIAL FLOOD HAZARD AREA.

THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) IS RESPONSIBLE FOR ADMINISTERING THE NATIONAL FLOOD HAZARD INSURANCE PROGRAM (NFIP). AS OF THIS DATE FEMA HAS NOT IDENTIFIED ANY FLOOD HAZARD AREAS IN THE CITY AND COUNTY OF SAN FRANCISCO AND SAN FRANCISCO IS NOT PARTICIPATING IN THE NFIP.

**OFFSITE EASEMENT NOTE:**

THERE ARE NO OFFSITE EASEMENTS OR SERVITUDES BENEFITTING THE SUBJECT PROPERTY THAT ARE DISCLOSED IN THE RECORD DOCUMENTS PROVIDED TO THE SURVEYOR OR THAT WERE OBSERVED IN THE PROCESS OF CONDUCTING THE SURVEY.

**CEMETERY NOTE:**

THERE IS NO VISIBLE EVIDENCE OF CEMETERIES ON SUBJECT PROPERTY.

**GENERAL NOTES:**

THE FOLIAGE LINES OF ALL TREES PLOTTED HEREON ARE SHOWN IN A GRAPHICAL FORM ONLY, AND ARE NOT INTENDED TO REPRESENT ACTUAL DRILINES THEREOF.

**PARKING TOTAL ON PARCEL B:**

13 REGULAR  
0 HANDICAPPED

**PROJECT BENCHMARK - DESCRIPTION:**

ELEVATIONS SHOWN HEREON WERE OBTAINED FROM A GROUP OF CITY BENCHMARKS, LOCATED AT THE INTERSECTION OF TENNESSEE AND 20TH STREETS. ELEVATIONS ARE BASED ON CITY AND COUNTY OF SAN FRANCISCO DATUM. S.W. CORNER, CROW CUT OUTER RIM SWI. ELEVATION = 40.634'

**BOUNDARY NOTES:**

- ALL ANGLES ARE 90° UNLESS OTHERWISE NOTED
- ALL DISTANCES ARE MEASURED IN FEET AND DECIMALS THEREOF.

**MAP AND DEED REFERENCES:**

- MONUMENT MAP NO. 326 ON FILE IN THE OFFICE OF THE CITY AND COUNTY SURVEYOR.
- BOOK 65 OF CONDOMINIUM MAPS, AT PAGES 52-55, ON FILE IN THE OFFICE OF THE RECORDER OF THE CITY AND COUNTY OF SAN FRANCISCO.
- BOOK 39 OF CONDOMINIUM MAPS, AT PAGES 29-31, ON FILE IN THE OFFICE OF THE RECORDER OF THE CITY AND COUNTY OF SAN FRANCISCO.

**LEGAL DESCRIPTION:**

THE LAND REFERRED TO IN THIS REPORT IS SITUATED IN TO COUNTY OF SAN FRANCISCO, CITY OF SAN FRANCISCO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE WESTERLY LINE OF TENNESSEE STREET, DISTANT THEREON 95 FEET SOUTHERLY FROM THE SOUTHERLY LINE OF 20TH STREET; RUNNING THENCE SOUTHERLY ALONG SAID LINE OF TENNESSEE STREET 205 FEET; THENCE AT A RIGHT ANGLE WESTERLY 200 FEET TO THE EASTERLY LINE OF MINNESOTA STREET; THENCE NORTHERLY ALONG SAID LINE OF MINNESOTA STREET 155 FEET AND 6 INCHES; THENCE AT A RIGHT ANGLE EASTERLY 100 FEET; THENCE AT A RIGHT ANGLE NORTHERLY 49 FEET AND 6 INCHES; THENCE AT A RIGHT ANGLE EASTERLY 100 FEET TO THE POINT OF BEGINNING.

BEING A PORTION OF POTRERO NUEVO BLOCK NO. 374  
ASSESSOR'S LOT 001B, BLOCK 4107

END OF LEGAL DESCRIPTION

THIS DESCRIPTION DESCRIBES ALL OF THE PROPERTY DESCRIBED IN THE PRELIMINARY REPORT ISSUED BY OLD REPUBLIC TITLE COMPANY, ORDER NO. 0227014967-MN FOR PROPERTY IDENTIFIED AS LOT 001B, ASSESSOR'S BLOCK 4107, SAN FRANCISCO, CA, DATED AS OF JANUARY 15, 2015, AT 7:30 AM

**SURVEYOR'S CERTIFICATION:**

TO ORYX PARTNERS, LLC, AND OLD REPUBLIC TITLE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 4, 5, 7(A), 7(B)(1), 7(C), 8, 9, 10(A), 10(B), 11, 13, 14, AND 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JAN. 26, 2015.

DATE FEBRUARY 10, 2015

*Frederick T. Seher*

FREDERICK T. SEHER, PLS  
LICENSE NO. 6216  
LICENSE EXPIRES MARCH 31, 2016

STATE OF CALIFORNIA  
FREDERICK T. SEHER  
EXPIRES MARCH 31, 2016  
No. 6216

**FREDERICK T. SEHER & ASSOCIATES, INC.**  
PROFESSIONAL LAND SURVEYORS  
SURVEYING & MAPPING  
841 LOMBARD STREET, SAN FRANCISCO, CA 94133  
(415) 921-7690 FAX (415) 921-7655

**ALTA / ACSM LAND TITLE SURVEY**  
950 TENNESSEE STREET, SAN FRANCISCO, CA 94107  
ASSESSOR'S BLOCK 4107, LOT 001B

SHEET  
**1**  
OF 1 SHEETS  
JOB NO.  
1852-15

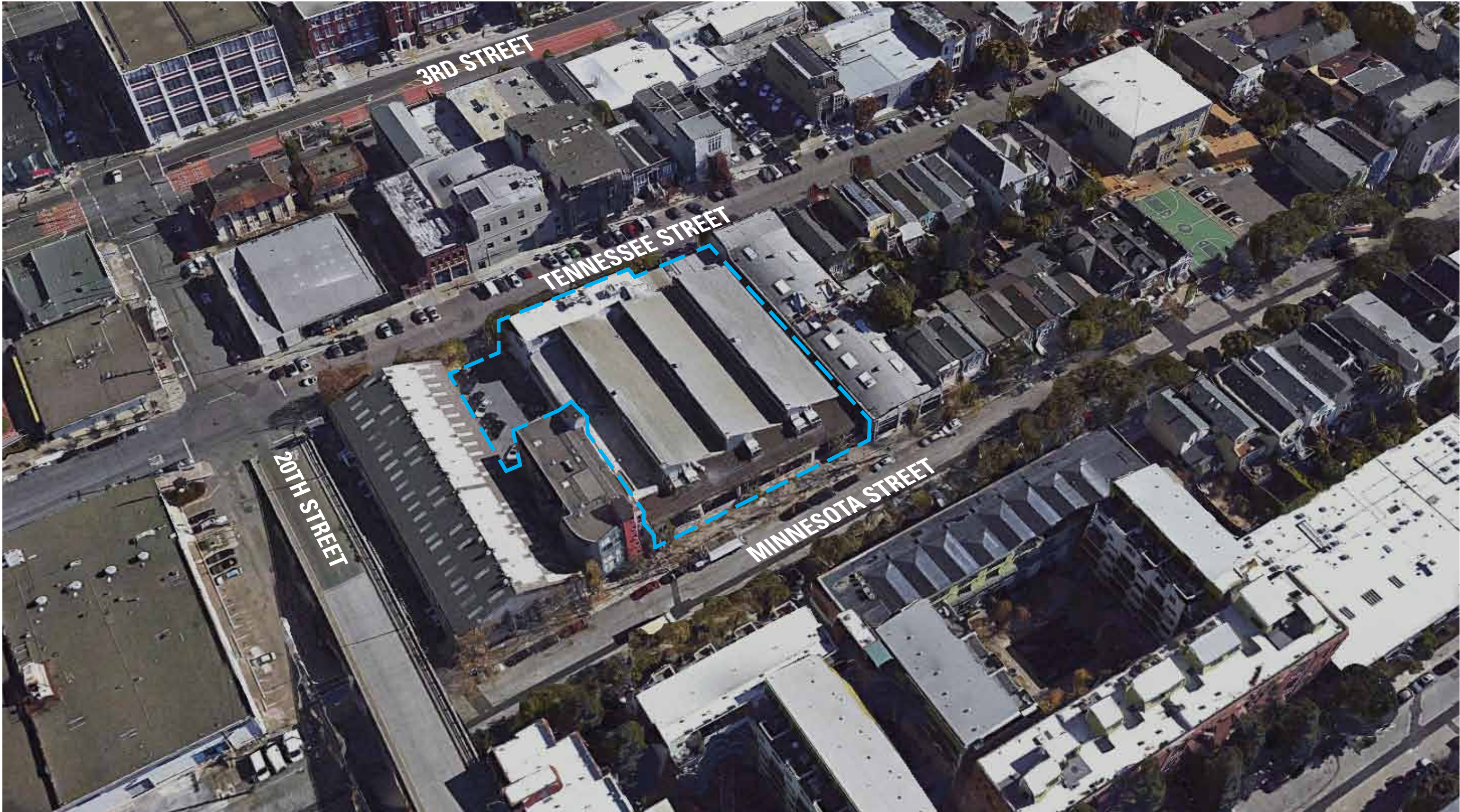
# Existing Site Plan

## Legend

- Existing Building
- Proposed Building
- Commercial
- Residential
- Flex / Mix-Use
- School
- Open Space
- T Light Rail Stop
- Light Rail Route
- B Bus Stop
- Bus Route

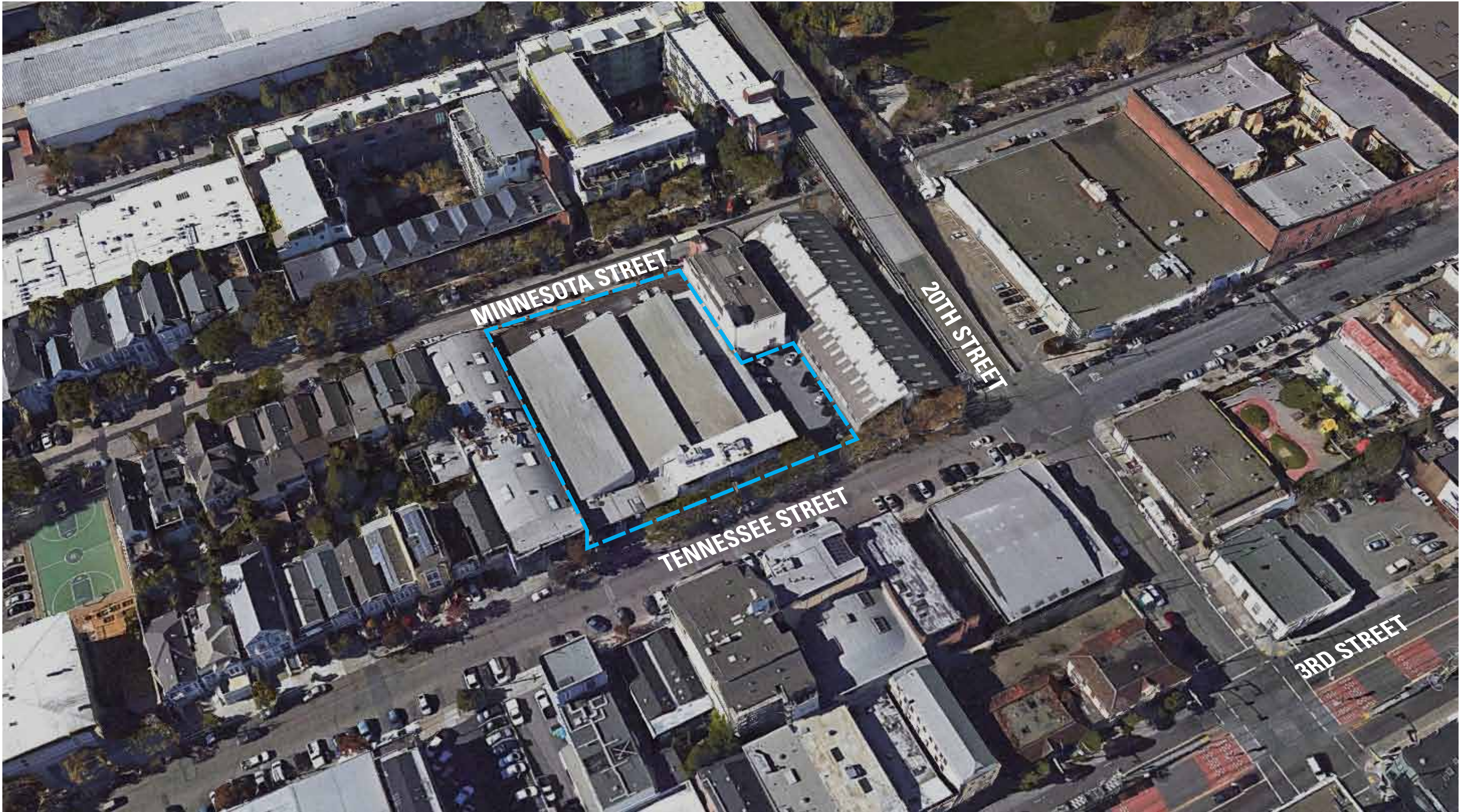


# Aerial View

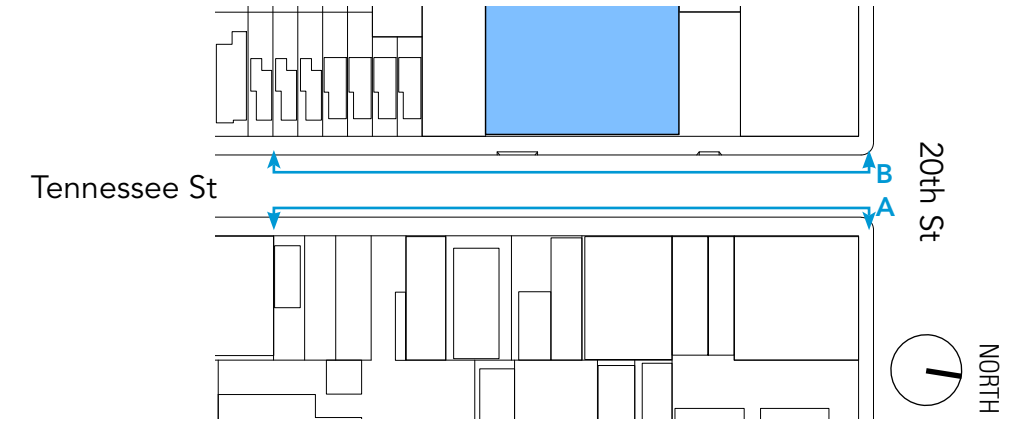




# Aerial View



# Tennessee Street



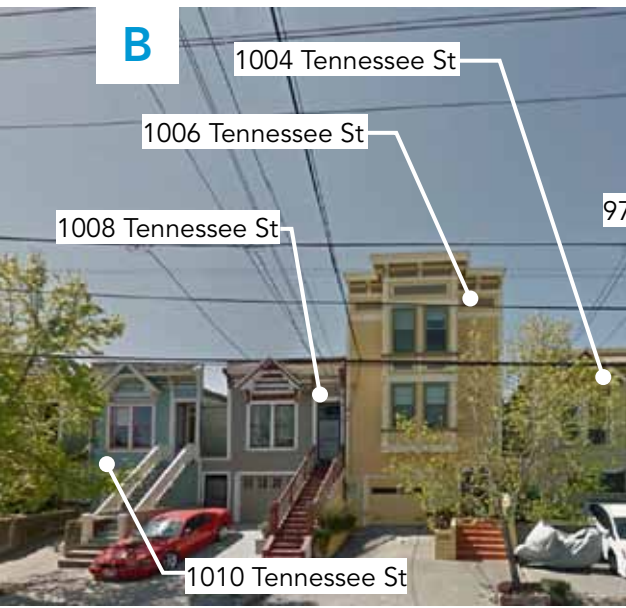
A



East

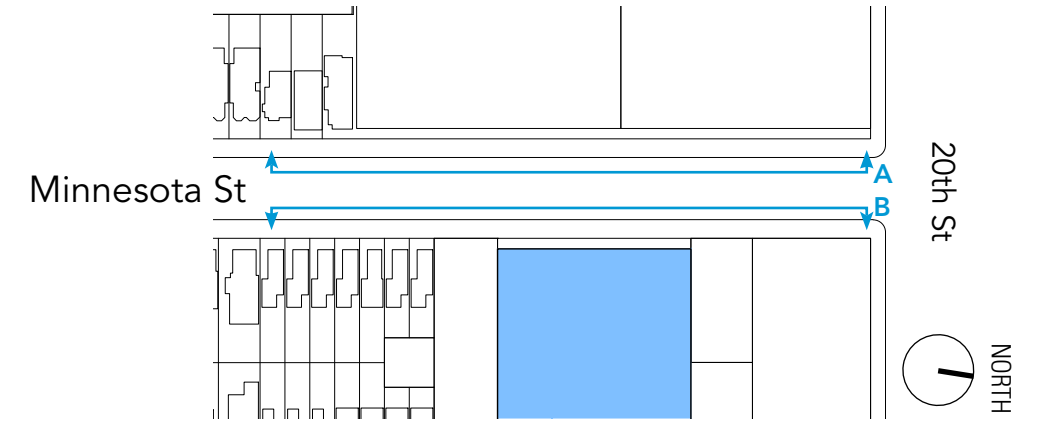


B



West

# Minnesota Street



West



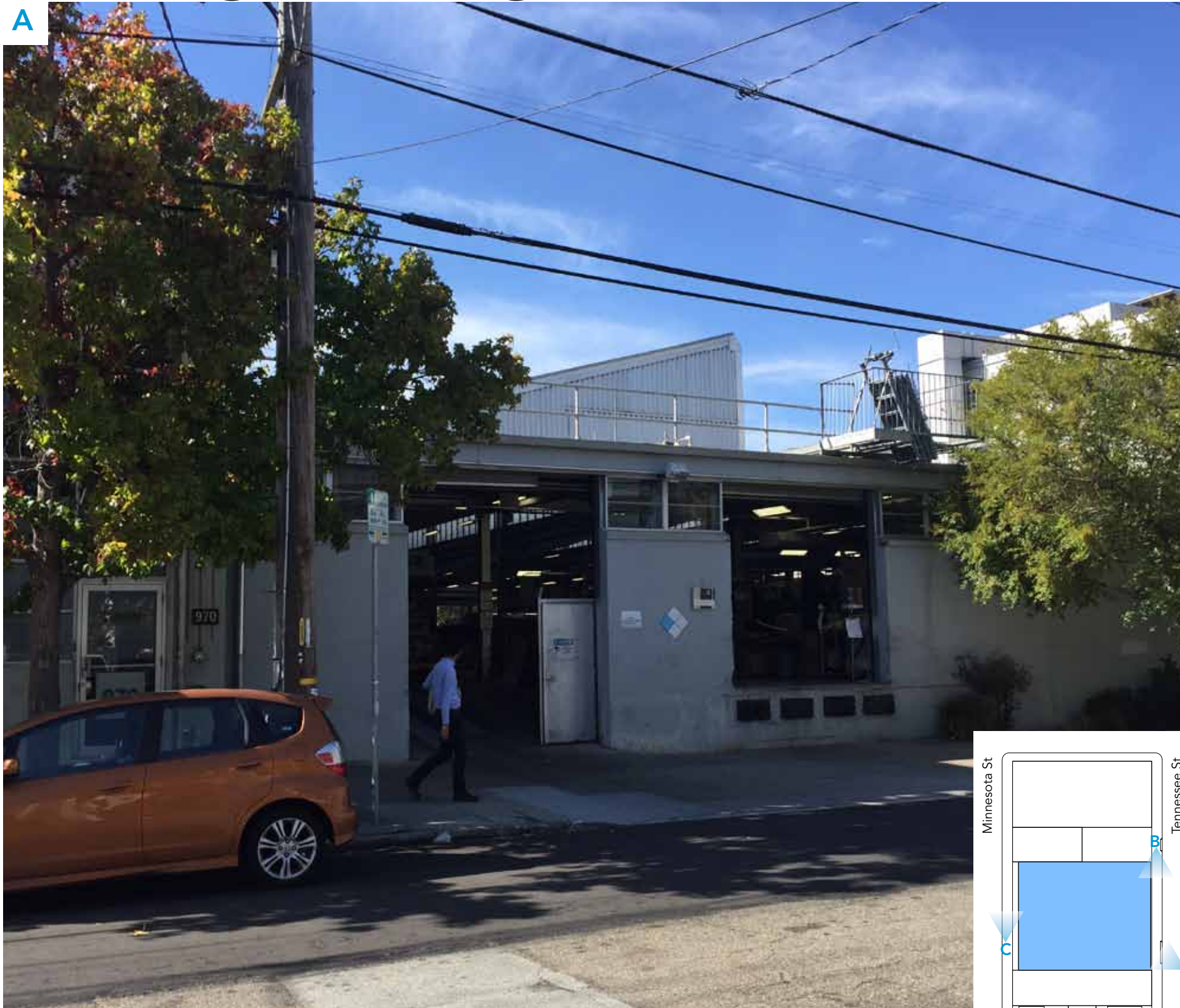
East



SITE



# Existing Building



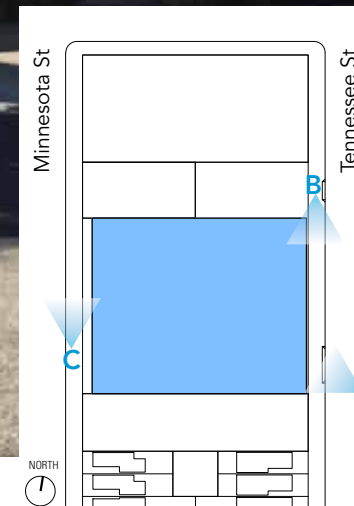
Tennessee St - Looking at Loading Dock



Tennessee St - Looking South



Minnesota St - Looking North at East Elevation



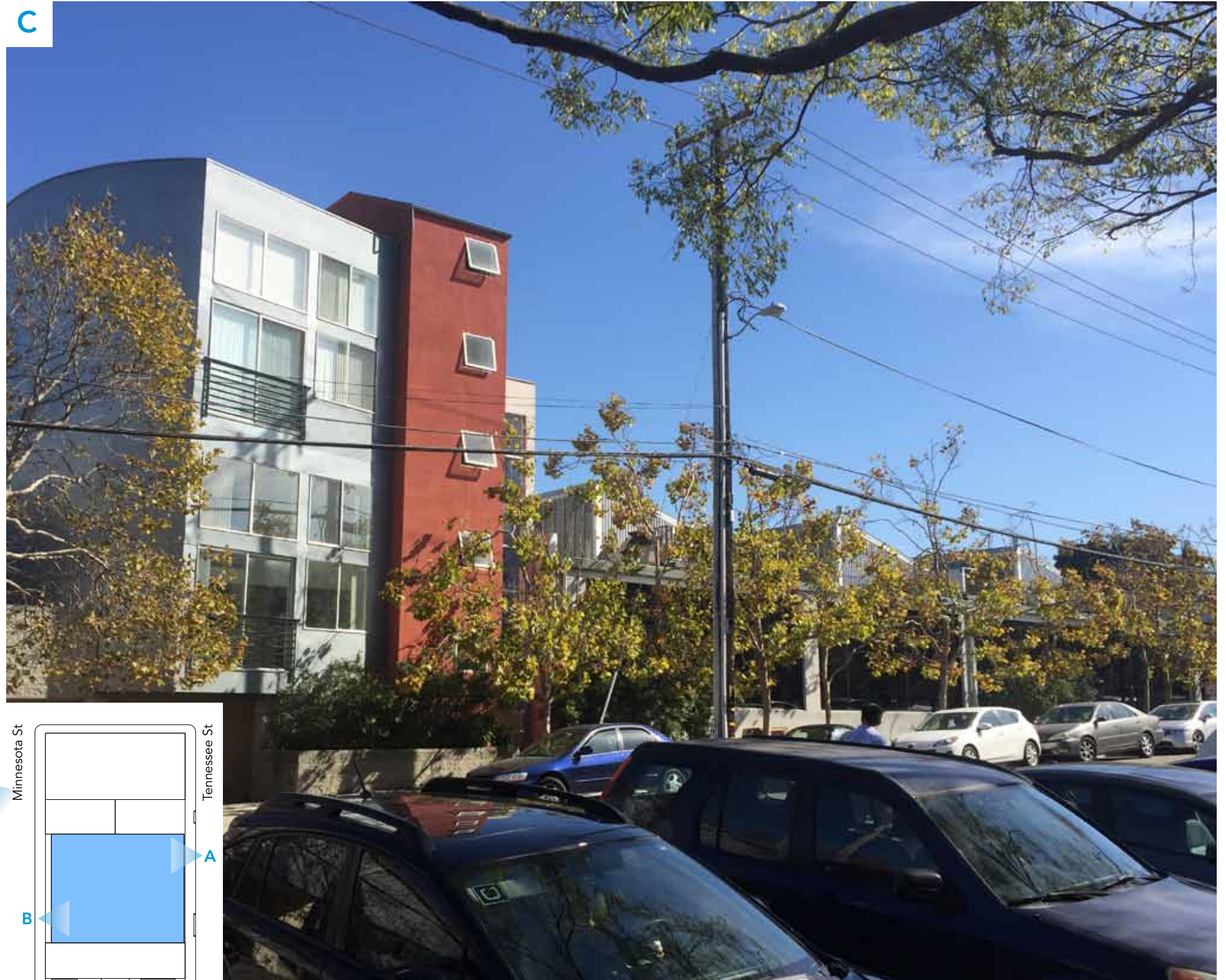
# Existing Building



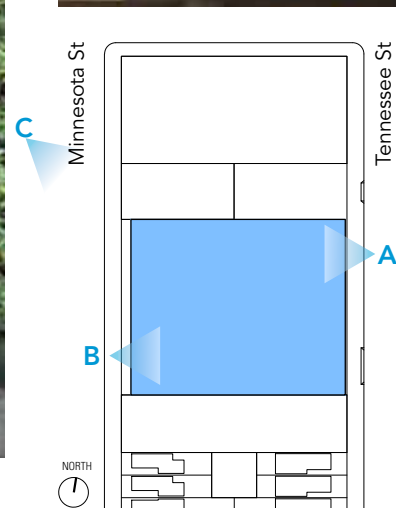
Tennessee St - Looking at Primary Entrance



Minnesota St - Looking at Secondary Entrance



Minnesota St - Looking at East Elevation



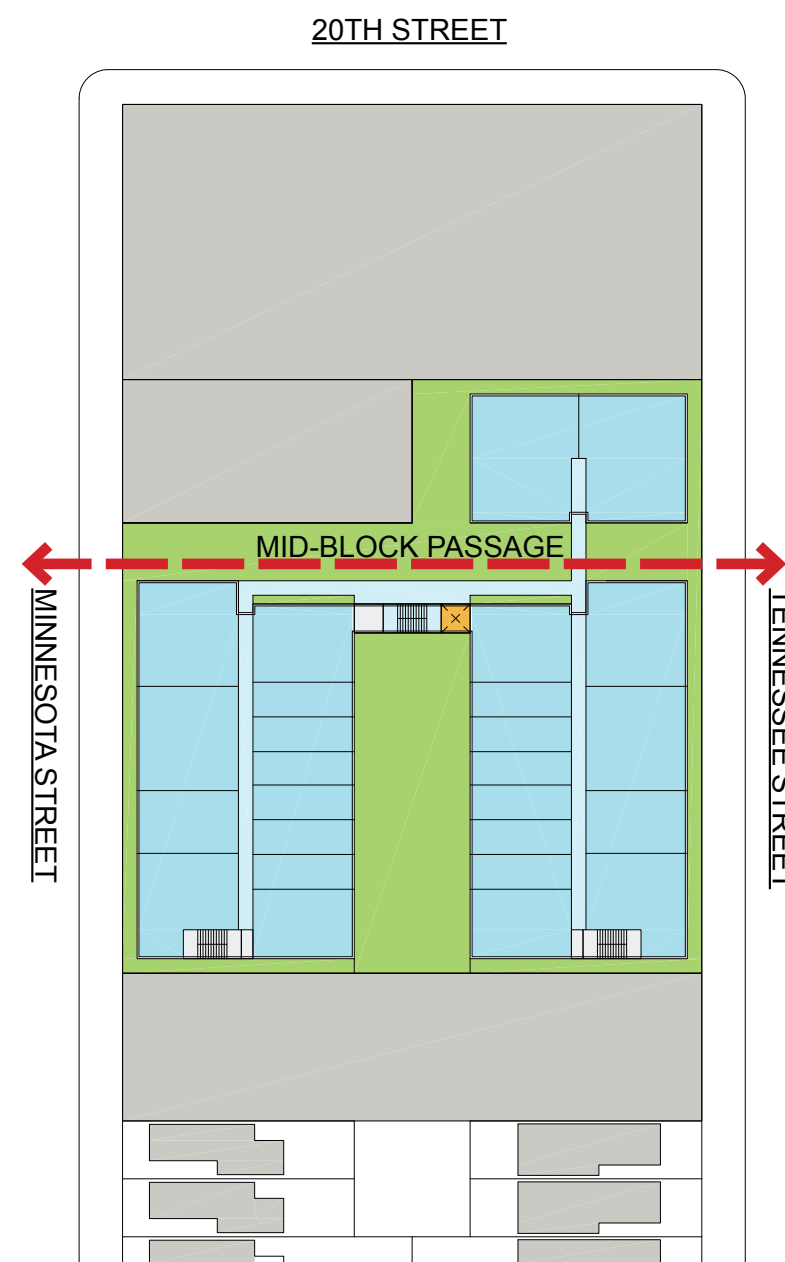
# Design Concepts

# Site Planning Studies

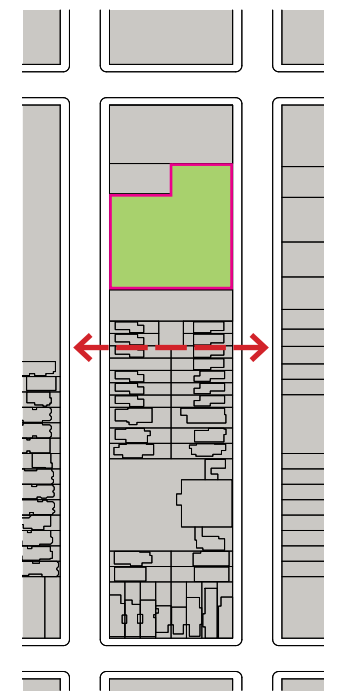
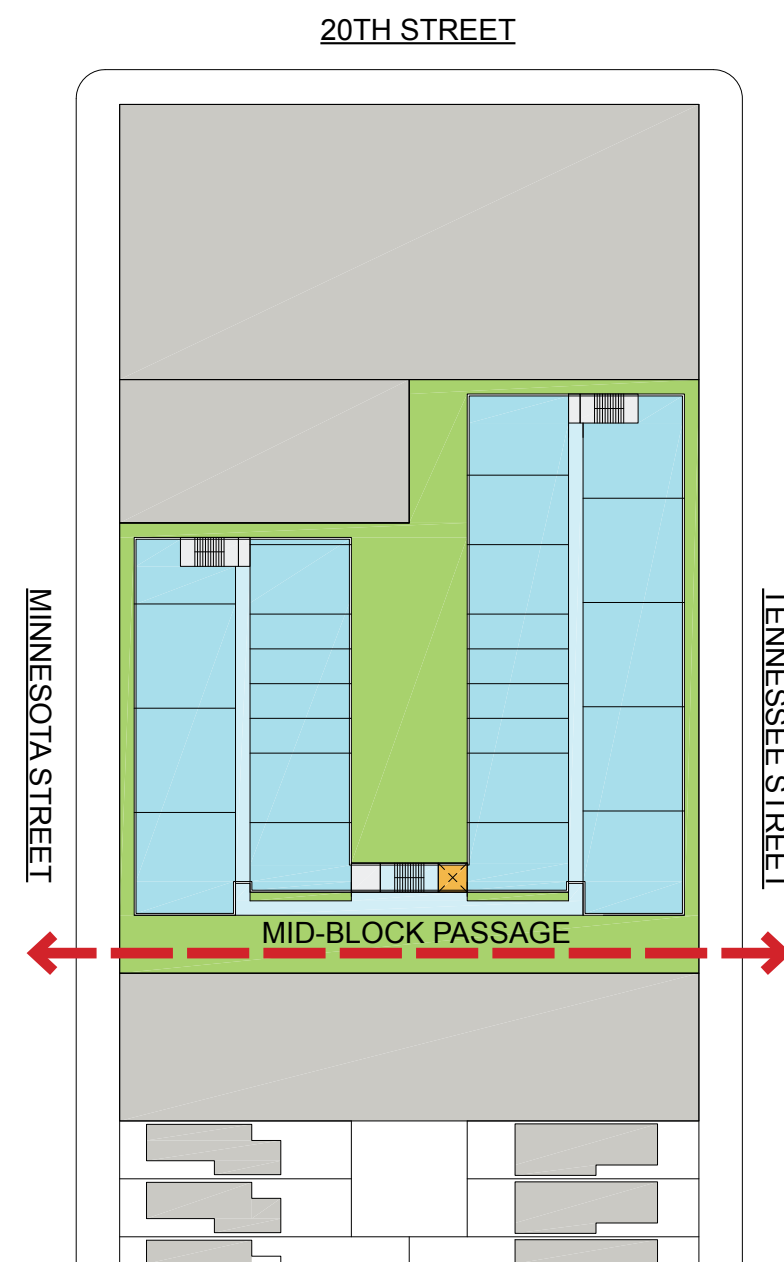
PPA  
By Previous Owner



Scheme A



Scheme B



# Building Typology Residential





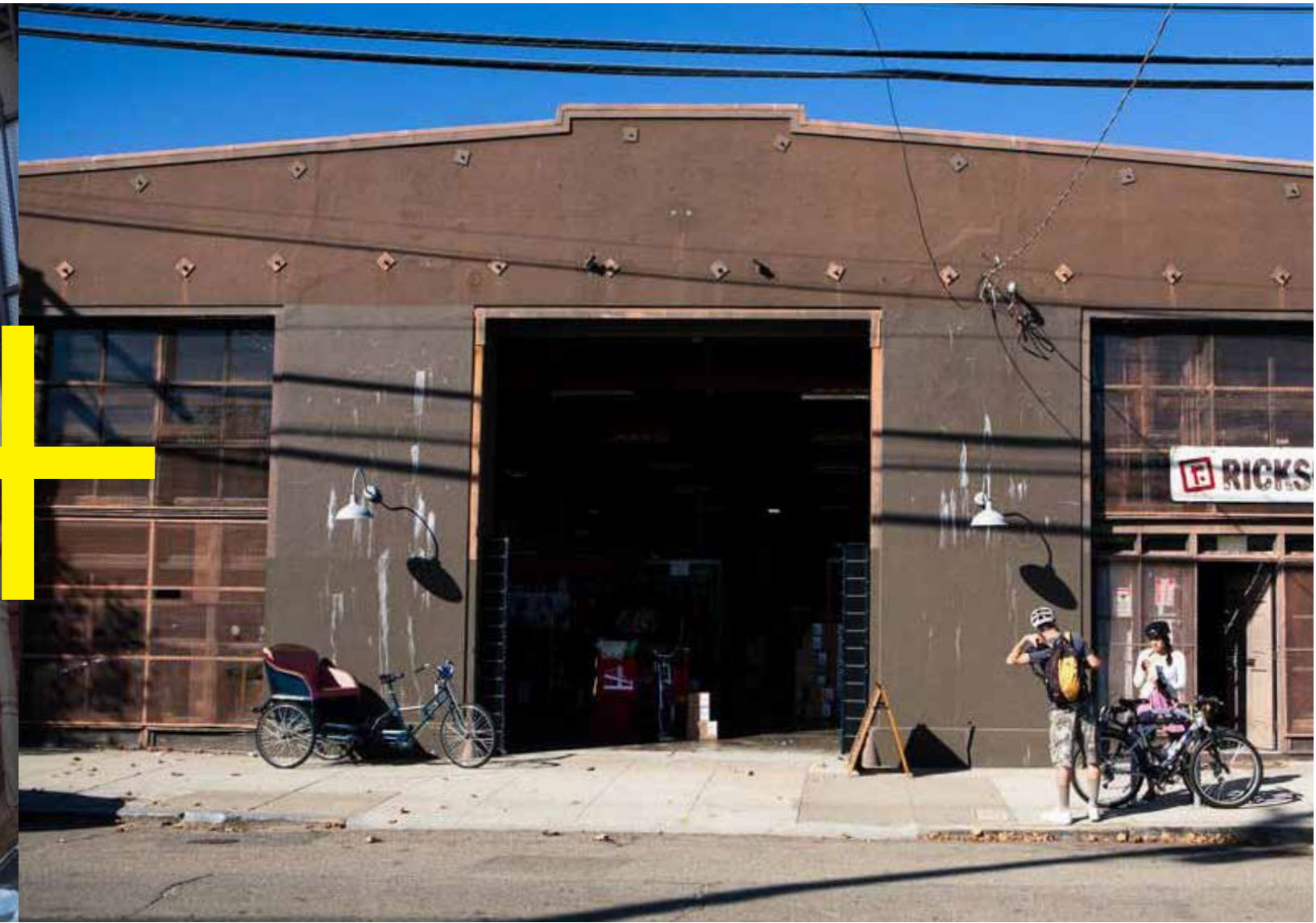
# Building Typology Industrial



# Concept

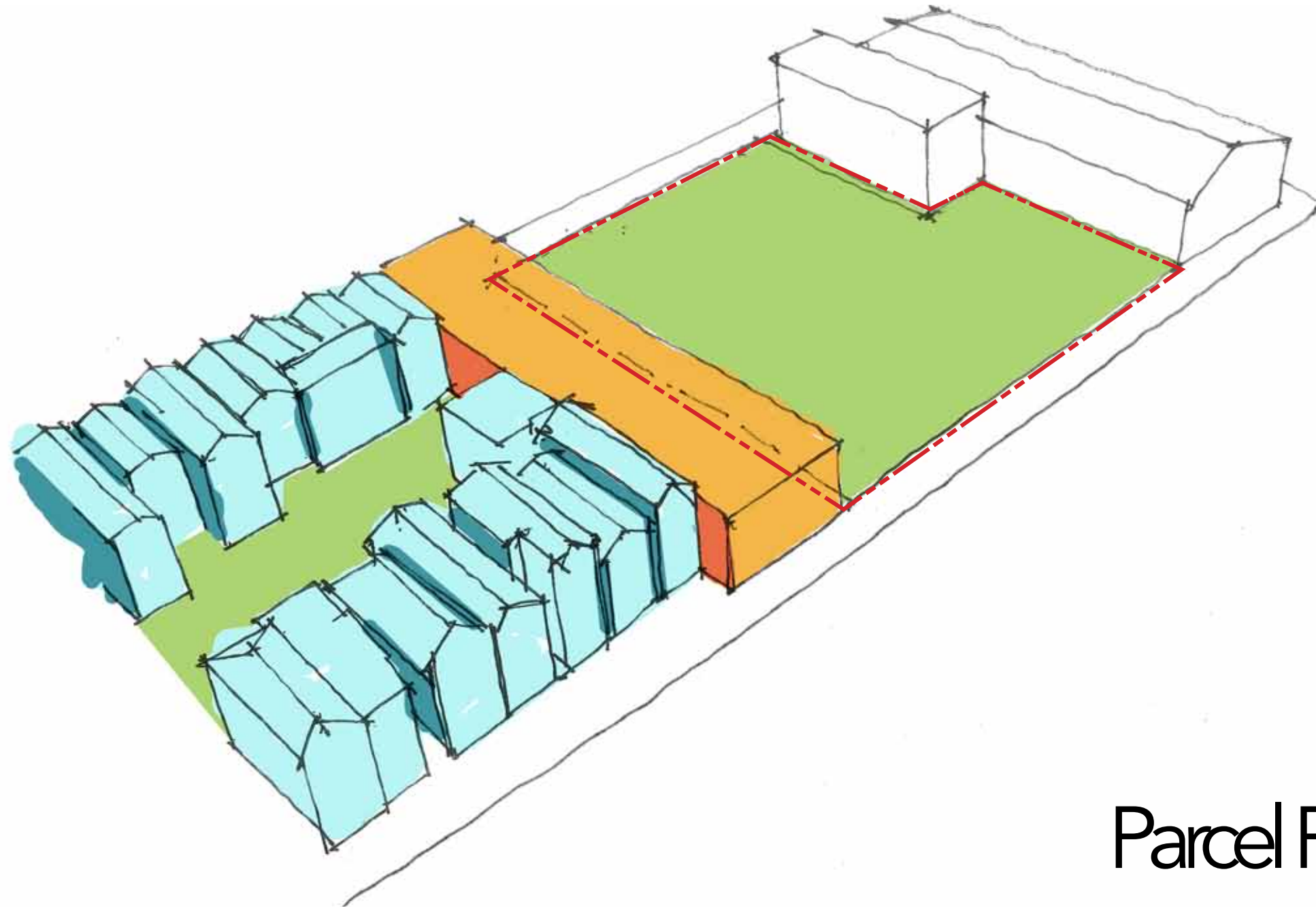


Residential



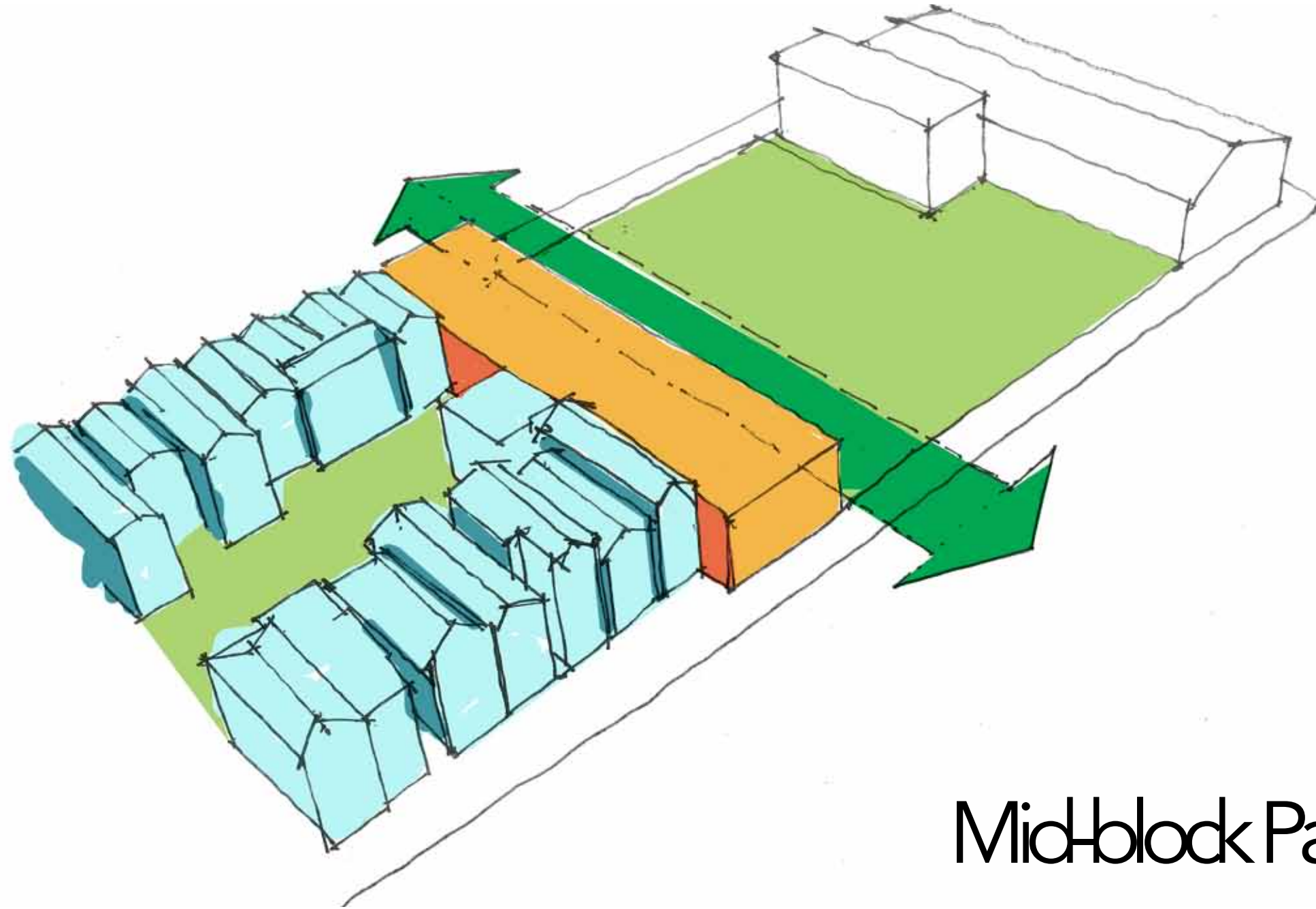
Industrial

# Concept Diagram



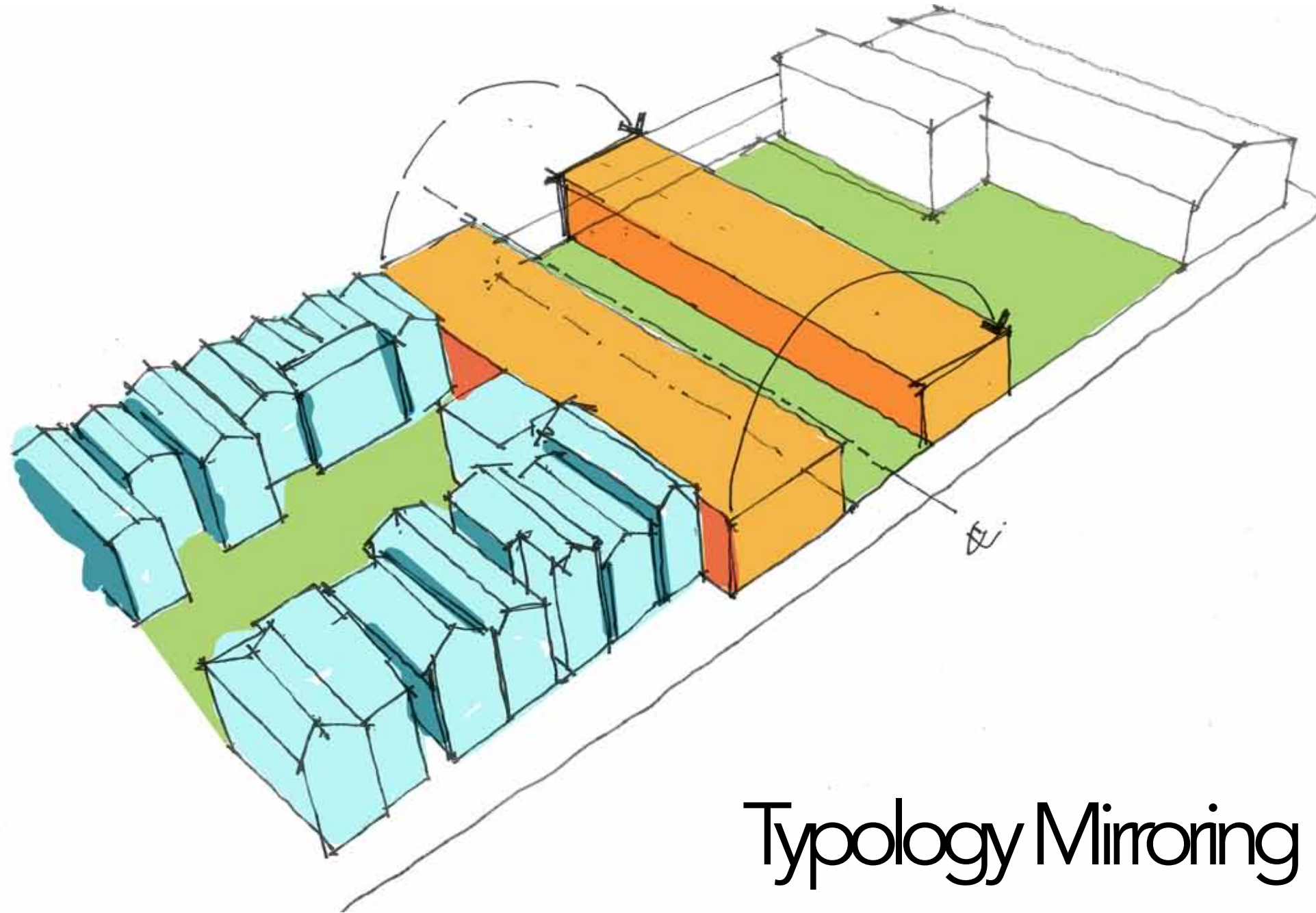
Parcel Pattern

# Concept Diagram



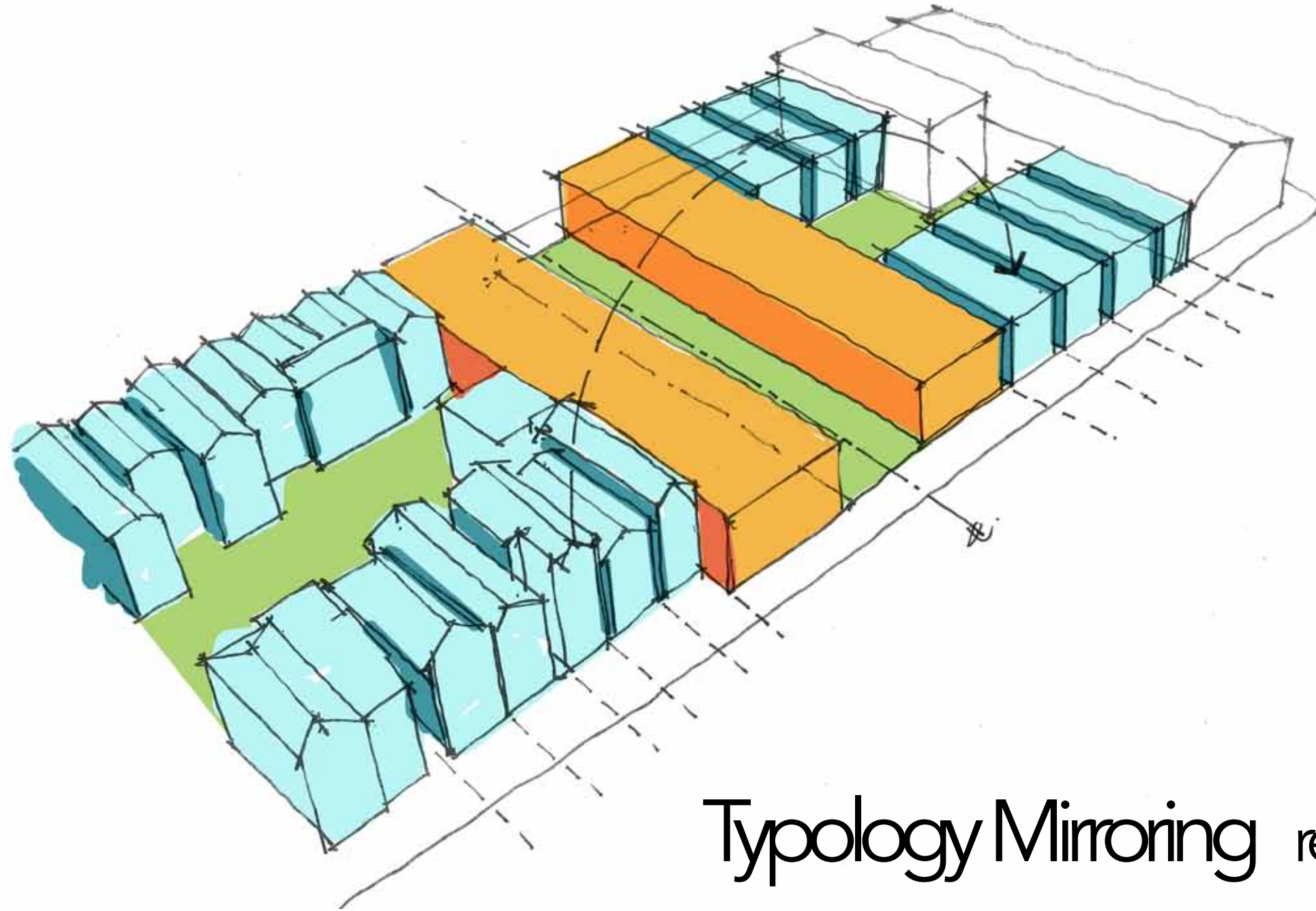
Midblock Passage

# Concept Diagram



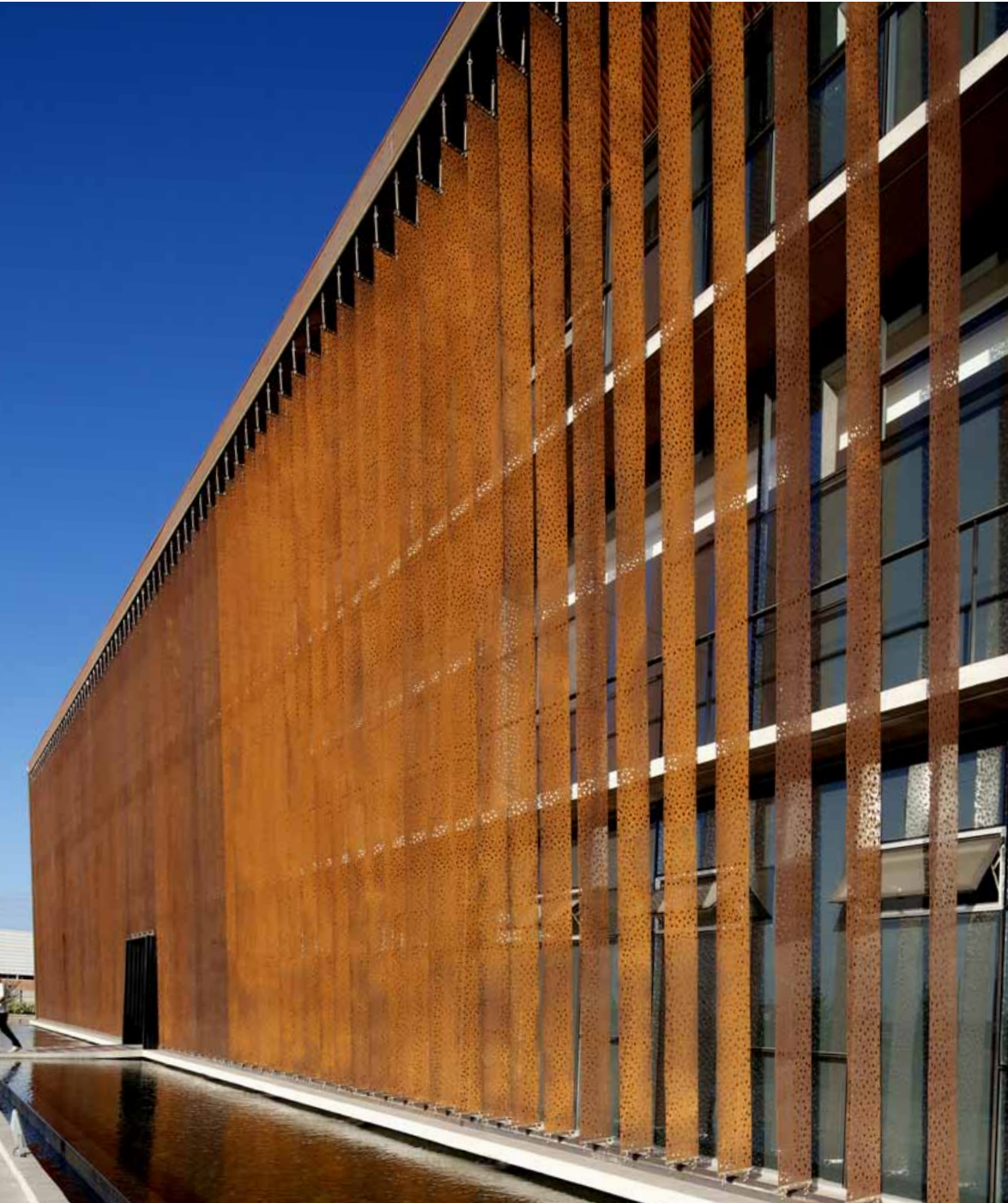
Typology Mirroring industrial

# Concept Diagram



Typology Mirroring residential

# Precedents Industrial



# Precedents Residential





# Precedents Landscape



# Proposed Design

# Project Summary

FLOOR	UNIT TYPES								GSF (PER SEC 102)				EXEMPTED GSF (PER SEC 102)			INTERIOR SF	PARKING					BIKE PARKING		EXTERIOR SF					
	STUDIO	1 BR	1 BR+	JR 2 BR	2 BR	2 BR+	3 BR	Total Units	RESIDENTIAL			RETAIL	TOTAL	PARKING	MECH & UTILITY	TOTAL	TOTAL	CONV.	STACKERS	HC	CAR SHARE	TOTAL PARKING	CLASS 1	CLASS 2	COMMON AREA	PUBLIC OPEN SPACE	PRIVATE		TOTAL
									NET*	COMMON	GROSS RES																AREA	UNITS	
ROOF							0					0			0	0								640				640	
4	4	8			12		24	21,111	2,945	24,056	0	24,056	0	120	120	24,176												0	
3	9	7			12		28	22,600	2,918	25,518	0	25,518	0	120	120	25,638												0	
2	9	7			12		28	22,600	2,918	25,518	0	25,518	0	120	120	25,638												0	
1	11	9			8		28	20,554	2,156	22,710	0	22,710	0	120	120	22,830							6		5,400			5,400	
B1							0		860	860		860		31,140	4,050	35,190	36,050	19	69	4	2		102						0
Total	33	31	0	0	44	0	108	86,865	11,797	98,662	0	98,662	31,140	4,530	35,670	134,332	19	69	4	2	94	102	6	640	5,400	0	0	6,040	

30.6% 28.7% 0.0% 0.0% 40.7% 0.0% 0.0% 100.0%

## Required

<b>Height</b>	40'
<b>Bulk</b>	X - No Bulk Limit
<b>Floor Area Ratio</b>	3.0:1 for non-residential use; residential exempted from FAR
<b>Residential Density</b>	No density limits by lot area
<b>Residential Mix</b>	At least 40% of all dwelling units must contain two or more bedrooms or 30% of all dwelling units must contain three or more bedrooms. Affordability requirement: 14.4%
<b>Rear Yards</b>	25% of lot depth or 15 feet (whichever is larger)
<b>Useable Open Space</b>	80 sf per unit; 54 sf per unit if publicly accessible Required: 6,040 sf
<b>Exposure</b>	1 bedroom in each dwelling unit must look onto street, code complying rear yard or open area
<b>Parking</b>	None required, limits set forth in Section 151.1 are 0.75 cars per unit, or 1.00 cars per unit for units with 2 or more bedrooms and at least 1,000 SF. Permitted: 92
<b>Bicycle Parking</b>	1:1 Class 1 bicycle parking up 100 dwelling units and 1:4 Class 1 bicycle parking above 100 dwelling units; 1:20 Class 2 bicycle parking spaces plus 2 for ground floor retail uses
<b>Ground Floor Height</b>	Non-residential uses minimum 17 feet
<b>Ground Floor</b>	No required commercial uses.

## Proposed

<b>Height</b>	40'
<b>Bulk</b>	X - No Bulk Limit
<b>Floor Area Ratio</b>	N/A
<b>Residential Density</b>	108 Units
<b>Residential Mix</b>	Complies
<b>Rear Yards</b>	27% of lot via center courtyard and mid-block passage
<b>Useable Open Space</b>	Proposed: 6,040 sf
<b>Exposure</b>	Complies
<b>Parking</b>	92 Parking Spaces (Including 4 HC Spaces); 2 Car Share
<b>Bicycle Parking</b>	Class 1: 102 Spaces Class 2: 6 Spaces
<b>Ground Floor Height</b>	Ground floor is residential use.
<b>Ground Floor</b>	None

## Exception Requested

<b>Height</b>	No
<b>Bulk</b>	No
<b>Floor Area Ratio</b>	No
<b>Residential Density</b>	No
<b>Residential Mix</b>	No
<b>Rear Yards</b>	Yes
<b>Useable Open Space</b>	No
<b>Exposure</b>	No
<b>Parking</b>	No
<b>Bicycle Parking</b>	No
<b>Ground Floor Height</b>	No
<b>Ground Floor</b>	No

### Publicly Accessible Open Space

(5,400 sf)/54 sf = 100  
100 units meet the open space requirement via mid-block passage (publicly accessible open space)

### Common Open Space

108 units - 100 units = 8 units  
8 unit x 8 sf = 640 sf  
640 sf of private common open space required

### Total Open Space Required

5,400 sf + 640 sf = 6,040 sf

\* NOTE: Net Area includes demising walls

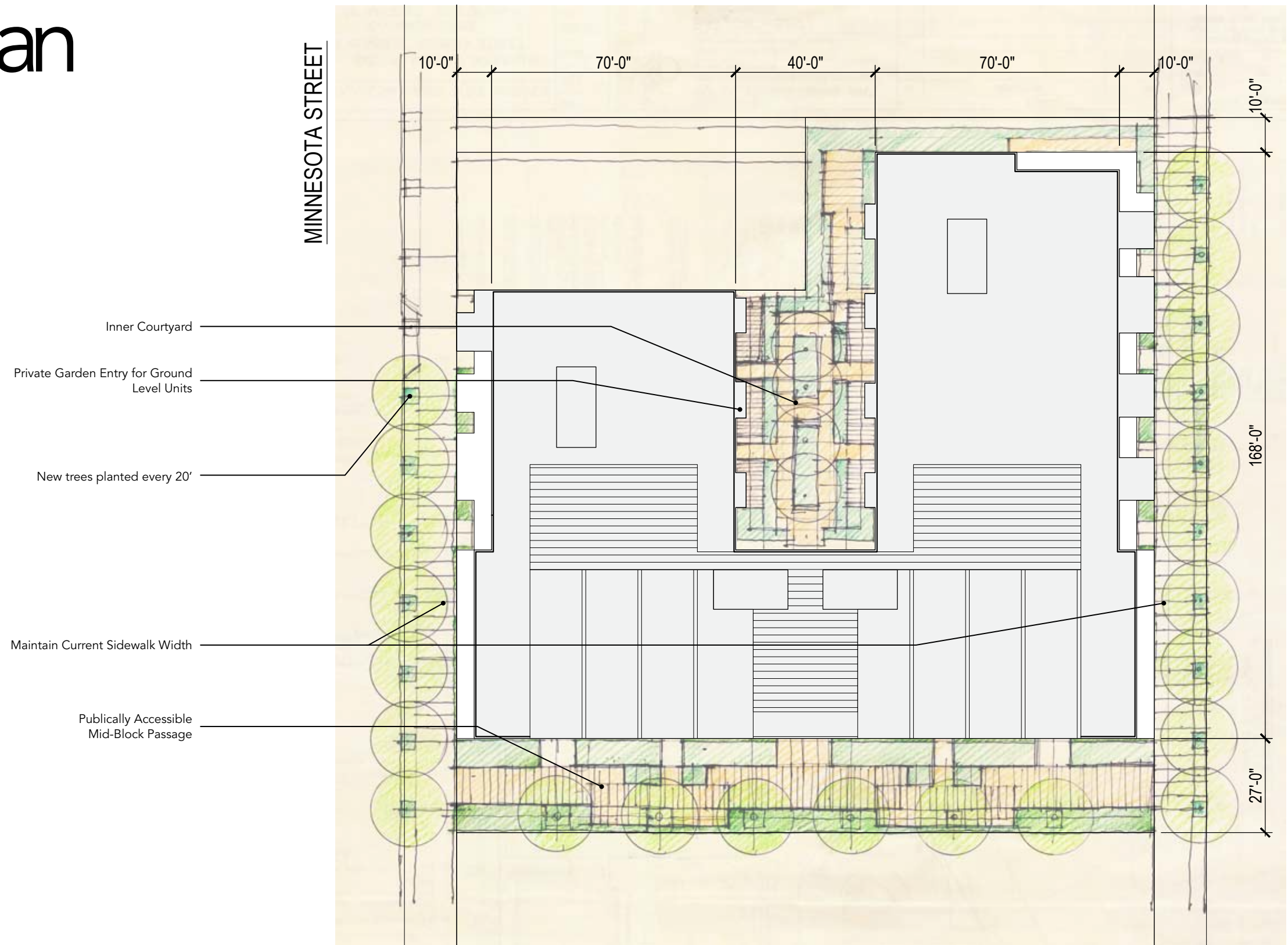
# Proposed Site Plan

## Legend

- Existing Building
- Proposed Building
- Commercial
- Residential
- Flex / Mix-Use
- School
- Open Space
- T Light Rail Stop
- Light Rail Route
- B Bus Stop
- Bus Route



# Landscape Plan



# Floor Plan - B1

## Parking

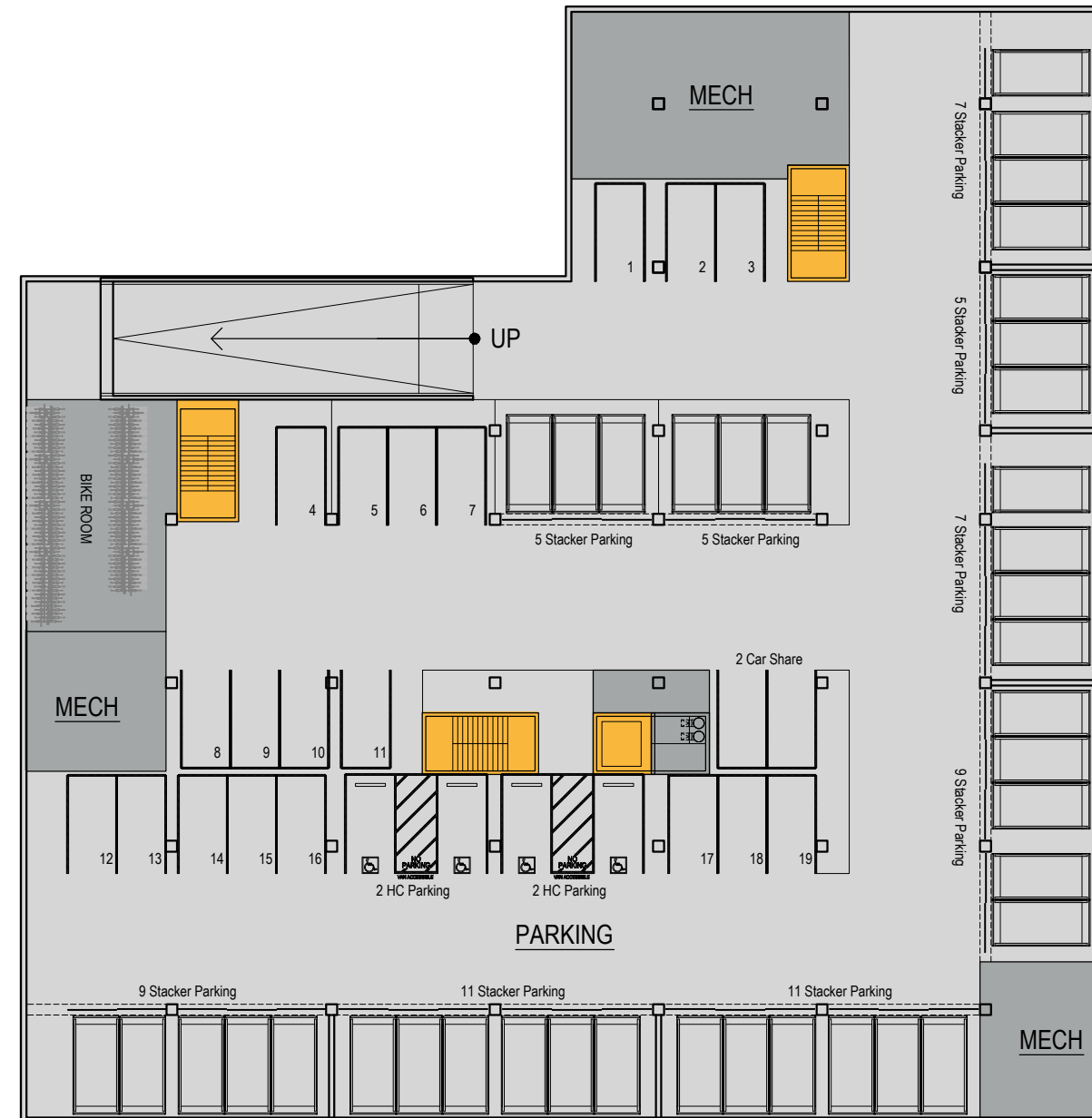
Stacker	69
Conventional	19
HC	4
<b>Total Parking</b>	<b>92</b>

Car Share 2

## Total Floor Summary

Common	860 sf
Parking	31,140 sf
Mech & Utilites	4,050 sf

**Total Floor Area 36,050 sf**



1/32" = 1'-0"



# Floor Plan - L1

## Total Floor Summary

Residential	20,554 sf
Common	2,156 sf
Mech & Utilites	120 sf

**Total Floor Area 22,830 sf**

MINNESOTA STREET







# Floor Plans - L3

## Total Floor Summary

Residential	22,600 sf
Common	2,918 sf
Mech & Utilites	120 sf

---

**Total Floor Area** **25,638 sf**

MINNESOTA STREET



TENNESSEE STREET

1/32" = 1'-0"



# Floor Plan - L4

## Total Floor Summary

Residential	21,111 sf
Common	2,945 sf
Mech & Utilites	120 sf

---

**Total Floor Area** **24,176 sf**

MINNESOTA STREET



TENNESSEE STREET

1/32" = 1'-0"

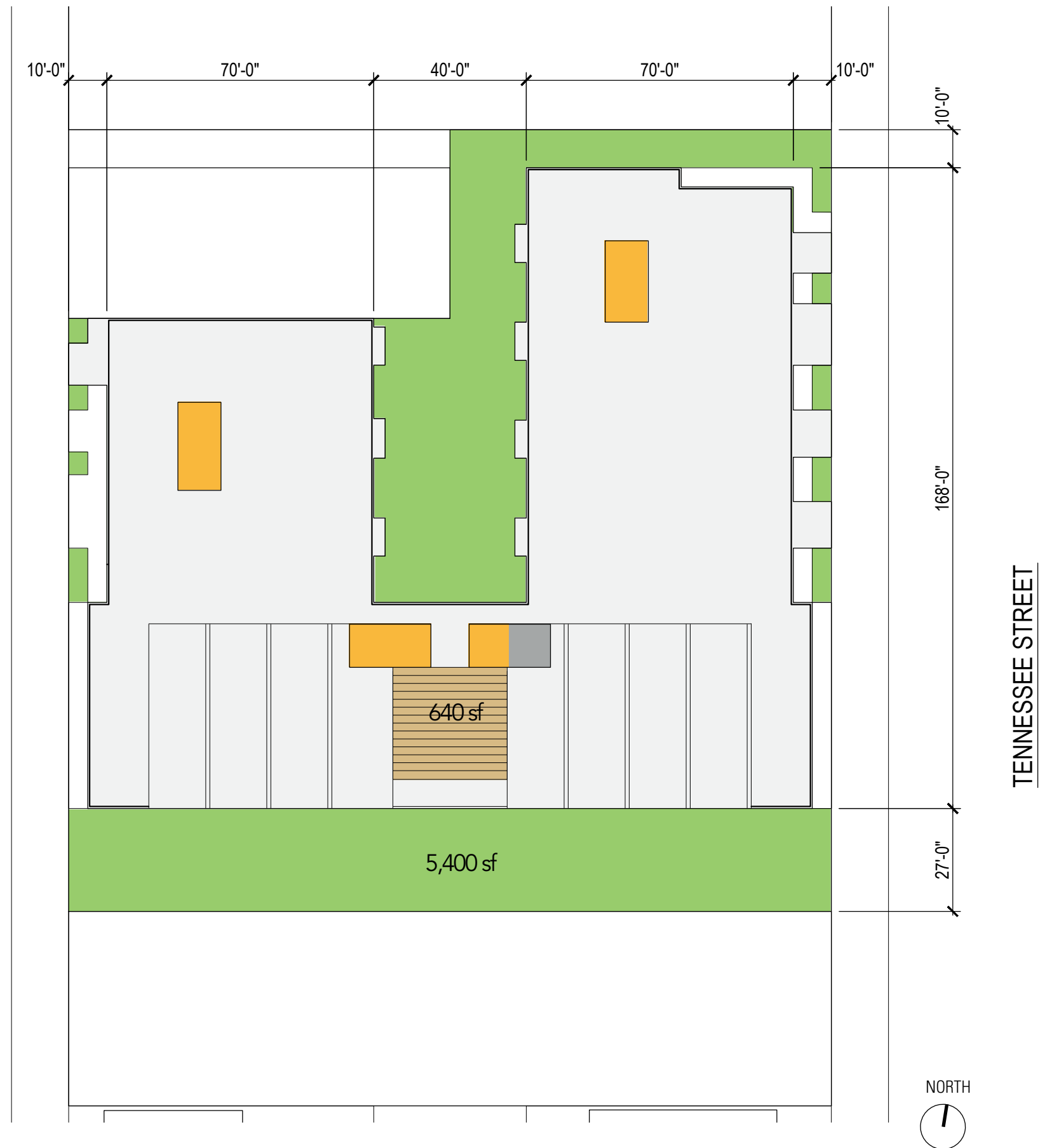


# Floor Plan - Roof

## Open Space Area

Roof Top Deck	640 sf
Mid-Block Passage	5,400 sf
Provided	6,040 sf
<b>Required</b>	<b>6,040 sf</b>

MINNESOTA STREET



# Building Section N-S



Not to Scale

# Building Section E-W

- Roof  
EL. 40'-0" T.O.S.
- LEVEL 4  
EL. 30'-0" T.O.S.
- LEVEL 3  
EL. 20'-0" T.O.S.
- LEVEL 2  
EL. 10'-0" T.O.S.
- LEVEL 1  
EL. 0'-0" T.O.S.
- LEVEL B1  
EL. -12'-6" T.O.S.



Not to Scale

# Building East Elevation



Skylight

MID-BLOCK  
PASSAGEWAY

T.O MECH PENTHOUSE  
EL. 50'-0" T.O.S.

Roof  
EL. 40'-0" T.O.S.

LEVEL 4  
EL. 30'-0" T.O.S.

LEVEL 3  
EL. 20'-0" T.O.S.

LEVEL 2  
EL. 10'-0" T.O.S.

LEVEL 1  
EL. 0'-0" T.O.S.

# Building West Elevation

- T.O MECH PENTHOUSE  
EL. 50'-0" T.O.S.
- Roof  
EL. 40'-0" T.O.S.
- LEVEL 4  
EL. 30'-0" T.O.S.
- LEVEL 3  
EL. 20'-0" T.O.S.
- LEVEL 2  
EL. 10'-0" T.O.S.
- LEVEL 1  
EL. 0'-0" T.O.S.



Skylight

MID-BLOCK  
PASSAGEWAY

# Building South Elevation



Skylights

T.O MECH PENTHOUSE  
EL. 50'-0" T.O.S.

Roof  
EL. 40'-0" T.O.S.

LEVEL 4  
EL. 30'-0" T.O.S.

LEVEL 3  
EL. 20'-0" T.O.S.

LEVEL 2  
EL. 10'-0" T.O.S.

LEVEL 1  
EL. 0'-0" T.O.S.

MINNESOTA STREET

TENNESSEE STREET

Not to Scale



# Exterior Perspectives

# Exterior View

Minnesota St, looking North-East



# Exterior View

Minnesota St, looking South-East



# Detailed View Ground Floor



# Exterior View

Tennessee St, looking North-West



# Detailed View

Midblock Passage



# Exterior View

Tennessee St, looking South-West



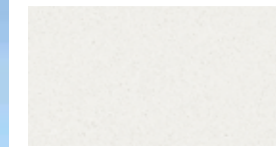
# Building Materials



# Building Materials



1. Pre-weathered Matte Metal Panels



2. Off-White Composite Panel



3. Charcoal Composite Panel



4. Powder-coated Aluminum



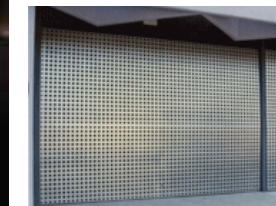
5. Low-E Glass



6. Spandrel Glass



7. Glass Handrail



8. Perforated Metal

# Building Materials



Row-house Type Facade

# Original Design



# Original Row-house w/ modified warehouse



# Alternate Design 1



# Alternate Design 2



# Original Design w/ modified warehouse



# Alternate Design 1





# Original Design w/ modified warehouse



# Alternate Design 2

