



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: October 26, 2018

TO: Architectural Review Committee of the Historic Preservation Commission

FROM: Monica Giacomucci, Planner, monica.giacomucci@sfgov.org, (415) 575-8714

REVIEWED BY: Tim Frye, Historic Preservation Officer, tim.frye@sfgov.org, (415) 575-6822

RE: Review and comment for the proposed garage addition at 3733-3735 20th St./2018-008528COA (Liberty-Hill Landmark District)

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BACKGROUND

The Planning Department (Department) is requesting review and comment before the Architectural Review Committee (ARC) regarding the proposal to construct a garage addition, including habitable space, within the front setback of the multi-family residential building at 3733-3735 20th Street. The property is contributory in the Liberty-Hill Landmark District designated under Appendix F of Article 10 of the San Francisco Planning Code.

PROPERTY DESCRIPTION

The subject property is a 25' x 114' rectangular-shaped lot on the south side of 20th Street west of the intersection of Guerrero Street. The parcel is currently improved with a two-story, two-family dwelling whose east and west facades abut the adjacent buildings at 3731 and 3737-3739 20th Street. The building, designed in the Stick/Eastlake style, is clad with vertical board and horizontal channel-drop siding and has a cross-gable roof. The primary (north) façade features a full-height boxed bay terminating in a decorative truss in the front-facing gable peak and is set atop a terraced, landscaped front yard. The terraced front yard setback appears to be a historic condition and is evident on other properties within the Landmark District; however, specific information regarding date of construction is unclear. The south façade is not visible from the public right-of-way, and only portions of the east and west façades are visible when viewed from the street. Constructed in 1880, the property is contributory within the Liberty-Hill Landmark District. The subject property is located within the RH-2 (Residential House, Two-Family) Zoning District and has a 40-X Height and Bulk Limit. The area of work is limited to the front portion of the lot, specifically within the 17'5" front setback.

PROJECT DESCRIPTION

The project proposes the addition of a one-car garage within the front setback of the existing two-story residential building. The detailed scope of work includes the following:

Preferred Proposal (Plans: Pages 49 to 62)

The applicants' preferred proposal includes removal of the existing terraced cast concrete retaining walls and excavation (of approximately 745 square feet) to create a new ground floor with a garage. The garage will be finished in integrally colored smooth cement plaster and accessed through a 12-foot wide wood garage door with partial glazing. New interior habitable space will include a 17'5" by 20'8" garage and attached 17'7" by 13'5" exercise room with an adjacent storage area and bathroom. There will be no interior connection between the proposed ground floor and the existing building; however, a clerestory window will be inserted below the existing bay windows to allow light and air to reach the proposed exercise room. A paved deck with a turned wood balustrade will top the new garage. Creation of a curb cut at the public right-of-way not to exceed the 10-foot Planning Department standard is also proposed.

Alternate Proposal (Plans: Pages 63 to 76)

The applicants' alternate proposal includes retention of the existing terraced front setback typology and excavation (approximately 602 square feet) to create a new ground floor. The garage will be inserted into the lower terrace, which will be altered or rebuilt to accommodate habitable space. The new garage will be finished in integrally colored smooth cement plaster and accessed via a 9-foot wide wood paneled garage door at the north elevation and a wood person door on the west elevation. New interior habitable space will include a 13'10" by 20'8" garage and attached 14'0" by 13'5" exercise room with an adjacent storage area and bathroom. There will be no interior connection between the proposed ground floor and the existing building. The upper terrace will be retained, and a paved deck with a simple steel railing will top the new garage. Creation of a curb cut at the public right-of-way not to exceed the 10-foot Planning Department standard is also proposed.

OTHER ACTIONS REQUIRED

Pursuant to Planning Code Section 1006.1, the Historic Preservation Commission (HPC) shall review the application for a Certificate of Appropriateness for compliance with Article 10 of the Planning Code, the Secretary of Interior's Standards, and any applicable provisions of the Planning Code at a future date.

ENVIRONMENTAL REVIEW

The proposed project will undergo environmental review pursuant to the California Environmental Quality Act (CEQA) prior to hearing before the HPC.

PUBLIC/NEIGHBORHOOD INPUT

The project team has conducted a Pre-Application Meeting. The Department has received no additional public comment about the proposed project to date.

APPENDIX F OF ARTICLE 10

The Liberty-Hill Landmark District is locally designated in Appendix F of Article 10 of the San Francisco Planning Code. The Liberty-Hill Landmark District is significant under events and design/construction as one of the earliest residential "suburbs" to be developed in San Francisco, with major development starting in the 1860s and continuing until the turn of the century. Seventy percent of the 293 buildings within the Liberty-Hill Landmark District date from the Victorian era.

Character-defining features of the Liberty-Hill Landmark District include:

General:

- Late 19th-century Victorian residences, largely designed in the Italianate and Stick architectural styles, with some Queen Anne examples;
- Consistency of scale and proportion, materials, orientation;
- Unifying characteristics related to color, texture, and extent of detailing;
- General absence of commercial uses outside of the historic Valencia Street corridor.

Overall Form:

- Buildings rising no more than 3 stories in height;
- Uniform facades and setbacks;
- Workingman's cottages, middle-class two-flats, single-family "grand" residences.

Scale and Proportion:

- Recessed, raised entries located well above grade;
- Emphasis on verticality;
- Boxed and octagonal bays on street-facing facades.

Fenestration:

- Tall, narrow fenestration patterns;
- Double-hung wood sash windows with ogee lugs;
- Decorative window framing, spandrel panels, and hoods.

Materials, Color, and Texture:

- Rustic, horizontal wood siding;
- Vertical wood siding or board-and-batten cladding;
- Decorative millwork, including heavy, bracketed cornices on false-front parapets and ornamented cross-bracing within a gable peak;
- Scored concrete retaining walls terraced within up-sloping front setbacks;
- "Suburban" emphasis on greenery, with extensive street tree program and landscaped front setbacks.

STAFF ANALYSIS & RECOMMENDATIONS

The Department seeks feedback from the ARC on application of guidelines for the insertion of a garage within a historic building in consideration of the non-historic pattern of garage construction within the

district, and the immediate block. The Department also seeks general feedback on the design, materiality, and relationship to setting for the proposed garage addition to the subject property and the surrounding landmark district as defined by the Secretary of the Interior's Standards for Rehabilitation (Secretary's Standards) and Article 10 of the San Francisco Planning Code.

Staff reviewed the compatibility of the Preferred Proposal (Plans: Appendix B) for conformance with:

- The Secretary's Standards;
- Appendix F to Article 10 of the Planning Code;
- Character-defining features found on buildings within the Liberty-Hill Landmark District boundaries;
- Character-defining features found on buildings constructed during the District's period of significance.

The Department would like the ARC to consider the following information:

Secretary of the Interior's Standards for Rehabilitation & Appendix F of Article 10

The proposed project would eliminate existing spatial relationships that are contributory to the Liberty-Hill Landmark District. Department staff will undertake a complete analysis of the proposed project per the applicable Secretary's Standards as part of the environmental review and the subsequent preservation entitlement (Certificate of Appropriateness). In addition, Department staff will undertake additional analysis of the proposed project per the standards outlined in Appendix F of Article 10, specifically to assess the project's conformance to the guidelines for additions to existing buildings and compatibility within the surrounding landmark district.

Overall Form & Continuity

All existing garage structures fall outside of the Landmark District's Period of Significance, so there is no historic condition with a garage structure against which to measure the proposed project. Each of the parcels on the north side of the subject block is up-sloping, resulting in two basic front-setback typologies: one typology in which the front yard setback was modified to include a garage structure against the northern property line, directly adjacent to the public-right-of-way; and another typology in which two terraced planters with concrete retaining walls ascend the sloping front yard, which is likely a historic condition. The subject property, 3733-3735 20th Street, currently exhibits the latter typology. The project proposes to remove the two existing terraced planters and replace them with a garage topped by a deck along the property line. While the overall form of the proposed project mimics the conditions of other properties on the subject block, such a proposal would heavily alter the historic condition.

The Department requested that the project sponsor develop an alternative proposal to more closely address the garage guidelines and the overall intent of the Secretary's Standards. As depicted in this Alternative proposal, the terraced planter typology is retained and the volume of the garage has been minimized to maintain the proportions of the property line retaining wall to the greatest extent possible.

Recommendation: While both proposals appear to be consistent with previous work within the Landmark District, the Alternative proposal is in greater conformance with the garage guidelines

and the HPC's current direction in its review of similar projects; in its overall form, the Alternative proposal retains a greater sense of the front yard setback and the building's relationship to the street.

Scale & Proportion

As the proposed garage will extend from the forward edge of the historic resource to the front property line, it will obscure sightlines and spatial relationships at the front elevation. The garage in the Preferred proposal measures 18'9" in width along the 25'0"-wide lot, encompassing approximately 75% of the front property line and creating more interior space than is required for storage of a single vehicle.

Recommendation: Per the guidelines, garages should be designed to be as inconspicuous as possible. Minimizing the width of the garage proposed for the subject property to mimic the existing volume of the front retaining wall would preserve existing spatial relationships, especially that of the retaining wall/garage volume to the existing concrete stairs immediately east and west. In this case, it appears the Alternative proposal is in greater conformance with the scale and proportion of the district.

Materials, Color, and Texture

Cementitious materials are commonly found on garages and retaining walls within front setback areas on many properties within the Liberty-Hill Landmark District. Both the Preferred and Alternative plans require removal of the existing concrete terraced retaining walls to accommodate the proposed ground floor. These retaining walls are faced in scored concrete, which is meant to emulate rusticated masonry.

Recommendation:

It is not known whether the existing scored concrete retaining walls were constructed during the District's Period of Significance. They have been repaired and altered over time; there are irregular patches of modern, smooth concrete adjacent to the historic scored material. Likewise, any excavation work would almost certainly compromise the existing retaining walls. The Department has determined that use of a modern cementitious material on the exterior of the new garage and/or terraced planter is appropriate, provided the new materials are scored in ashlar pattern as found within the District. The Project Sponsor shall provide a physical sample of the proposed material palette prior to any hearing before the Historic Preservation Commission, should one be requested.

Detail (Garage Door)

The garage door in the Preferred Proposal exceeds the width limitations for off-street parking pursuant to Planning Code Section 144(b)(1). The proposed wood and glass carriage-style garage door implies a false historic period and visually dominates character-defining features of the resource at its proposed 12-foot width. Notably, neither garages nor garage doors are identified as character-defining features in the Liberty-Hill Landmark District.

Recommendation:

To reduce visual and physical disruption of the District and the public realm, the proposed garage opening and door should be scaled down to a maximum width of 9-feet. The garage door should likewise be stylistically simplified in a manner which allows the existing historic resource at the subject property to retain visual dominance.

Detail (Railing)

Both the Preferred proposal and the Alternative proposal would utilize the roof of the new garage as a deck, thereby requiring a safety railing. The rail in the Preferred proposal is a 42" high turned wood balustrade with square cement posts at each corner. The railing runs approximately 19-feet along the 25-foot lot width at the property line, with no setback. While millwork is a character-defining feature of the Liberty-Hill Landmark District, installation of new turned wood elements which are not restorative results in a railing that is visually opaque and falsely historic in appearance.

Recommendation:

To provide greater transparency and to prevent the false perception of historical development, the Department recommends a simplified metal railing set in from the property line to provide greater transparency and visual openness at the property line. To further minimize opaque volumes and visual clutter, the cement corner posts should also be eliminated, allowing the metal railing to continuously wrap the deck. The railing outlined in the Alternative proposal appears to meet the Department's recommendation.

REQUESTED ACTION

The Department seeks comments on:

- Compatibility of the Preferred Proposal within the Liberty-Hill Landmark District, as it relates to Appendix F of Article 10;
- Recommendations for Overall Form & Continuity;
- Recommendations for Scale & Proportion;
- Recommendations for Materials, Color, and Texture;
- Recommendations for Details.

ATTACHMENTS

- Exhibits:
 - Parcel Map
 - Sanborn Map
 - Liberty-Hill Landmark District Map
 - Zoning Map
 - Aerial Photo
 - Site Photo;
- Appendix F of Article 10 and the Liberty-Hill Landmark District Case Report;

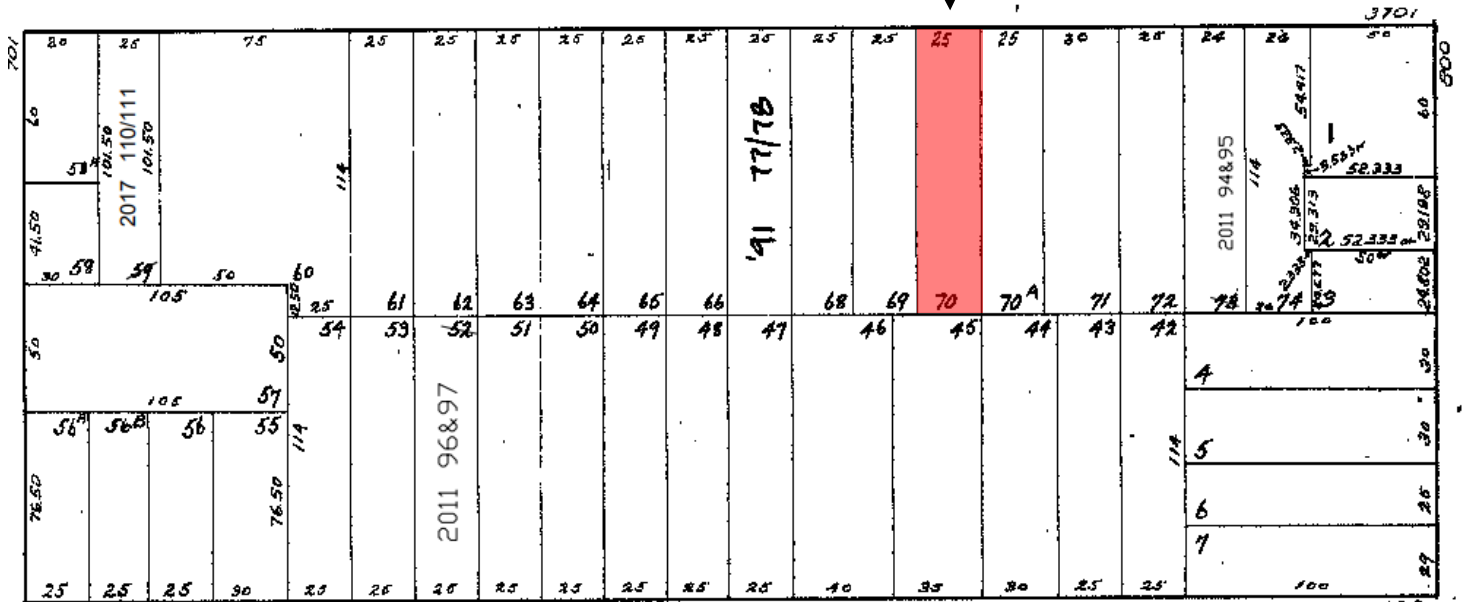
ATTACHMENTS (CONTINUED)

- Preferred Proposal, sponsor submittal by Rodgers Architecture (dated October 16, 2018);
- Secondary Proposal, sponsor submittal by Rodgers Architecture (dated October 16, 2018);
- Photographs of existing conditions, sponsor submittal by Rodgers Architecture (various dates);
- Guidelines for Adding Garages and Curb Cuts, San Francisco Planning.

Parcel Map

SUBJECT PROPERTY

20TH



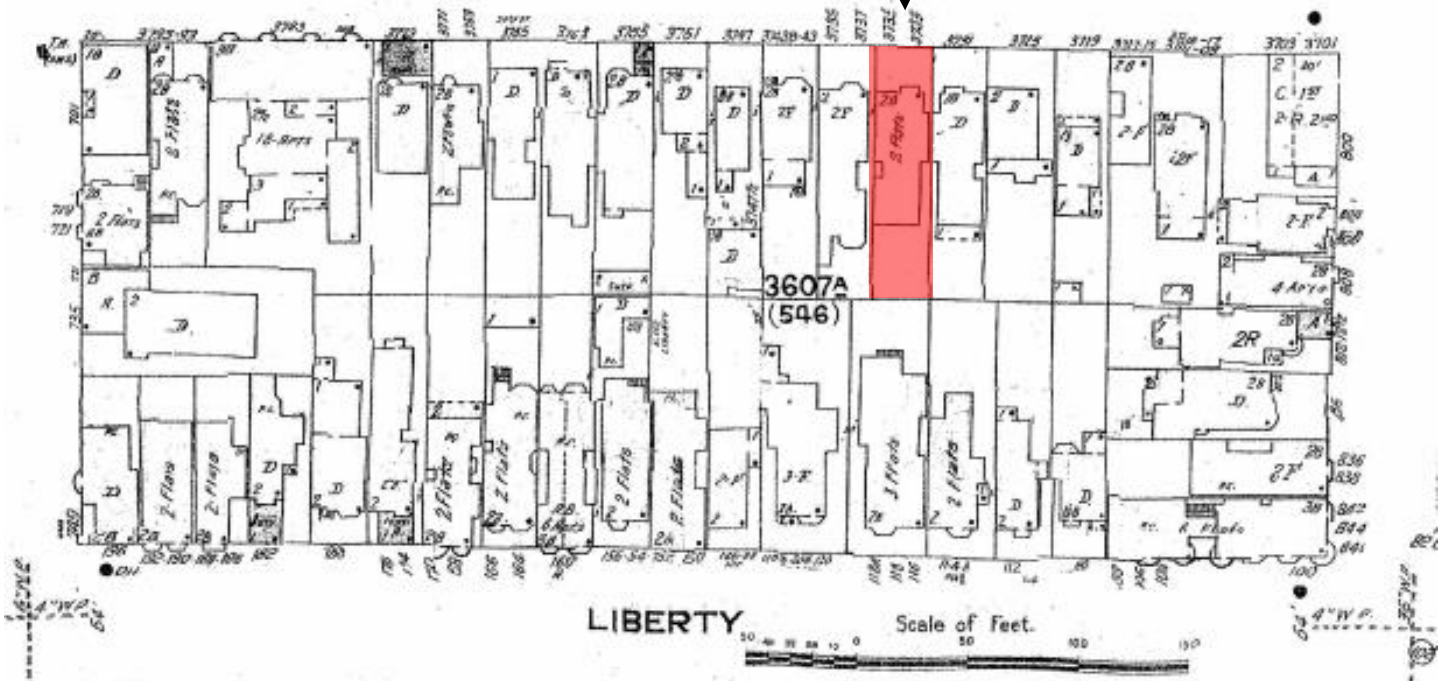
LIBERTY



Architectural Review Committee Hearing
Case Number 2018-008528COA
3733-3735 20th Street
Block 3607 Lot 070

Sanborn Map*

SUBJECT PROPERTY

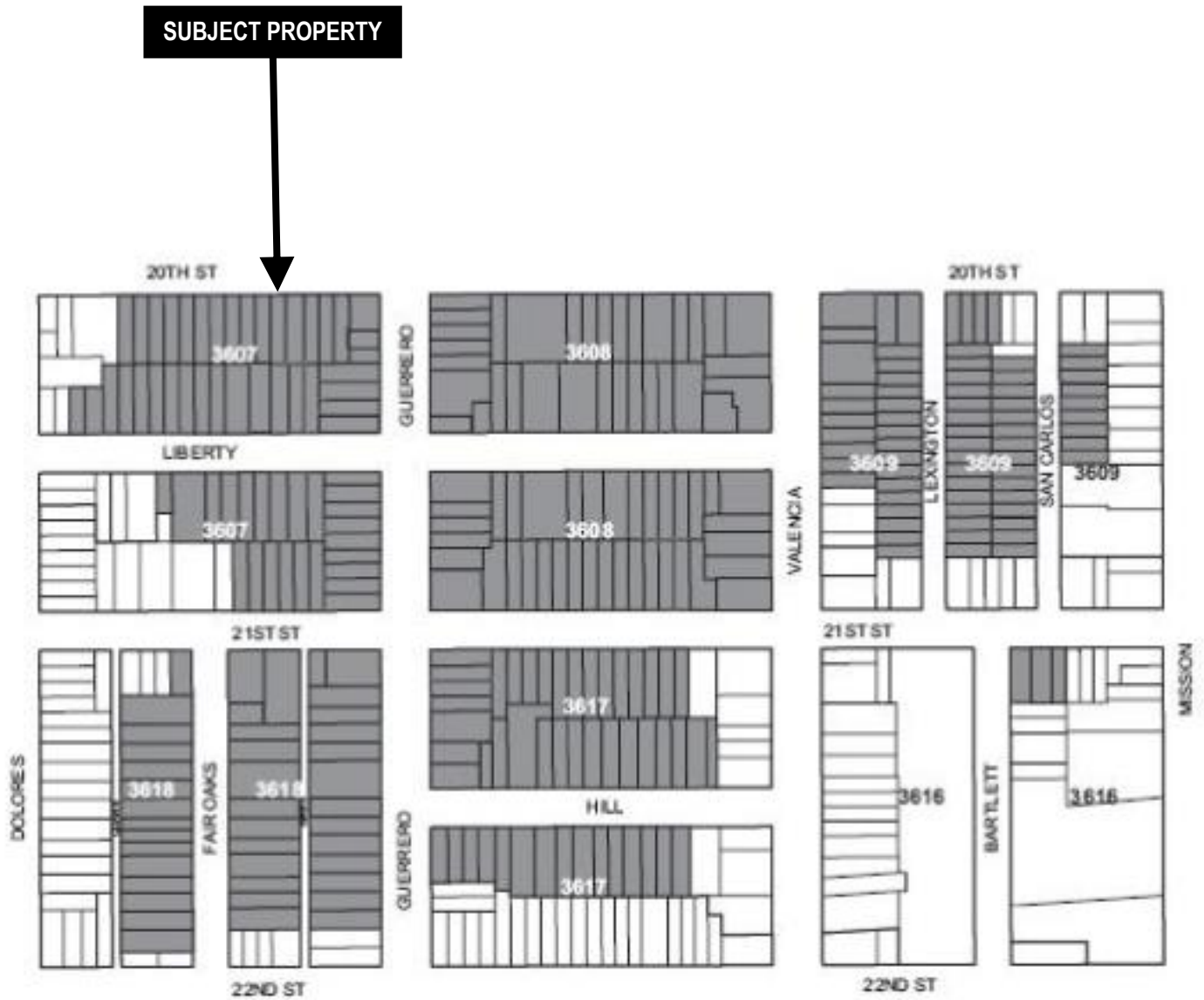


**The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.*

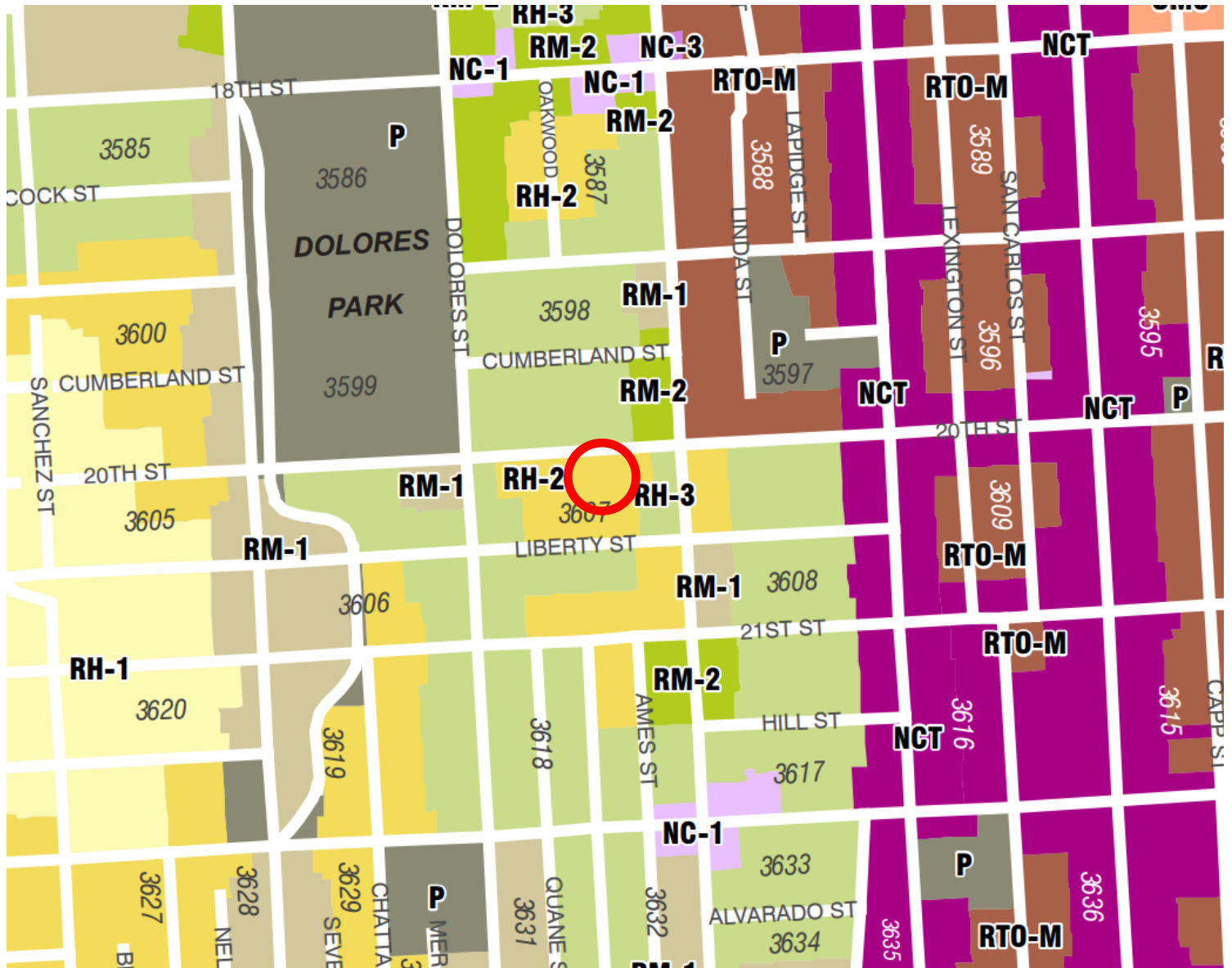


Architectural Review Committee Hearing
Case Number 2018-008528COA
3733-3735 20th Street
Block 3607 Lot 070

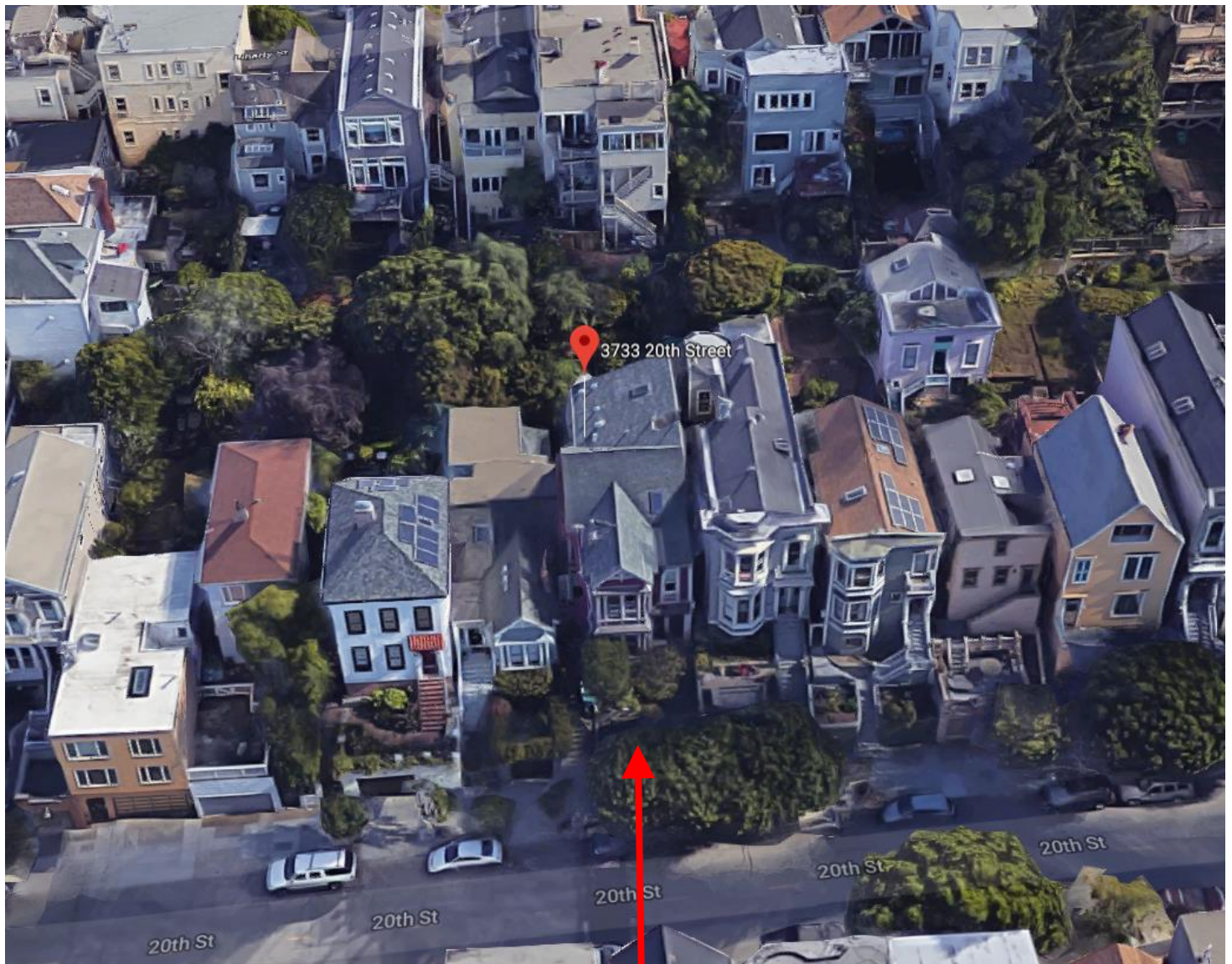
Liberty-Hill Landmark District



Zoning Map



Aerial Photo

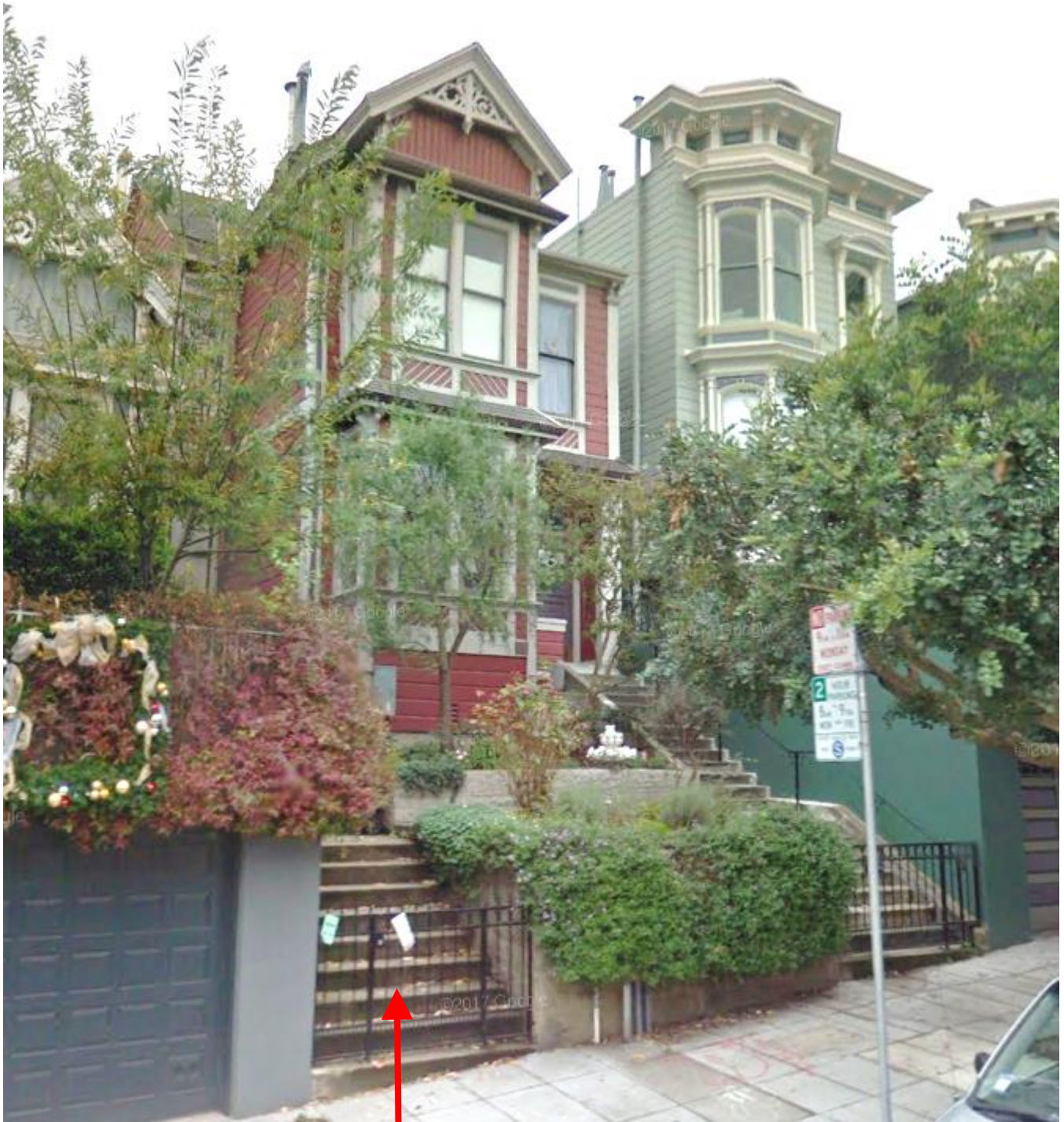


SUBJECT PROPERTY



Architectural Review Committee Hearing
Case Number 2018-008528COA
3733-3735 20th Street
Block 3607 Lot 070

Site Photo



SUBJECT PROPERTY

Architectural Review Committee Hearing
Case Number 2018-008528COA
3733-3735 20th Street
Block 3607 Lot 070

(LANDMARKS)

AMENDING ARTICLE 10 OF THE CITY PLANNING CODE, PART II OF CHAPTER II OF THE MUNICIPAL CODE BY ADDING APPENDIX F DESIGNATING THE LIBERTY-HILL HISTORIC DISTRICT

Be it ordained by the People of the City and County of San Francisco:

Article 10 of Part II, Chapter II of the San Francisco Municipal Code (City Planning Code) is hereby amended by adding Appendix F to read as follows:

SECTION 1. FINDINGS AND PURPOSES. The Board of Supervisors hereby finds that the area known and described in this ordinance as the Liberty-Hill Historic District contains a number of structures having a special character and special historical, architectural and aesthetic interest and value and constitutes a distinct section of the City. The Board of Supervisors further finds that designation of said area as an Historic District will be in furtherance of and in conformance with the purposes of Article 10 of the City Planning Code and the standards set forth therein, and that preservation on an area basis rather than on the basis of individual structures alone is in order.

This ordinance is intended to further the general purpose of historic preservation legislation as set forth in Section 1004 of the City Planning Code, to promote the health, safety and general welfare of the public.

SECTION 2. DESIGNATION. Pursuant to Section 1004 of the City Planning Code, Chapter II, Part II of the San Francisco Municipal Code, the Liberty-Hill Historic District is hereby designated as an Historic District, this designation having been duly approved by Resolution No. 10266 by the City Planning Commission.

SECTION 3. LOCATION AND BOUNDARIES. The location and boundaries of the Liberty-Hill Historic District shall be as designated on the Liberty-Hill Historic District Map, the original of which is on file with the Clerk of the Board of Supervisors under File 90-852 which Map is hereby incorporated herein as though fully set forth.

SECTION 4. RELATION TO CITY PLANNING CODE.

(a) Article 10 of the City Planning Code is the basic law governing historic preservation in the City and County of San Francisco. This ordinance, being a specific application of Article 10, is both subject to and in addition to the provisions thereof.

(b) Except as may be specifically provided to the contrary in this ordinance, nothing in this ordinance shall supersede, impair or modify any City Planning Code provisions applicable to property in the Liberty-Hill Historic District, including but not limited to existing and future regulations controlling uses, height, bulk, lot coverage, floor area ration, required open space, off street parking and signs.

SECTION 5. STATEMENT OF SIGNIFICANCE. The Liberty-Hill Historic District is significant as an intact representation of nineteenth century middle class housing and developmental practices. It is one of the earliest residential "suburbs" to be developed in San Francisco, with major development starting in the 1860s and continuing until the turn of the century. Since the fire following the 1906 earthquake was stopped at the Twentieth Street boundary of the District, the District contains examples of all architectural styles prevalent during the developmental period.

The District's houses range in size from the small "workingman's cottages" on Lexington and San Carlos Streets, with their uniform facades and setbacks, to the individually built houses found, for example, on Liberty and Fair Oaks Streets, with varying architectural facades and setbacks. While there are only a few "grand" houses in the District, a number were designed by architects well known in the Bay Area, including Albert Pissis, the Newsom brothers, Charles Shaner, William H. Toepke, Charles Havens, and Charles J. Rousseau.

The "suburban" quality of the Liberty-Hill area is retained to this day. It is enhanced by extensive street tree plantings and the very low incidence of commercial establishments in the residential areas. The great majority of

District businesses are on Valencia Street, an historic and unifying commercial corridor, as compared to the typical San Francisco pattern of a grocery store or saloon on nearly every corner.

The District is significant in its representation of San Francisco development modes of the period. The San Francisco Homestead Union, the earliest such organization in the City, owned and subdivided one block in the District in the 1860s. The Real Estate Associates (TREA), the largest builder of speculative housing in San Francisco in the 1870s, developed Lexington and San Carlos Streets as well as a number of other sites in the District. Other blocks were purchased by real estate developers and sold lot by lot.

The initial residents in the Liberty-Hill Historic District comprised a mix of professionals, laborers and small scale entrepreneurs. There have been a number of famous residents and visitors to the District, including James Rolph, Jr., John Daly, Susan B. Anthony and Lotta Crabtree. In addition, the District is associated with both the last alcalde of San Francisco under Spanish sovereignty, Jose de Jesus Noe, and the first mayor under American rule, Washington Bartlett.

Seventy percent (70%) of all the buildings in the District are Victorian, with forty-two percent (42%) being Italianate, twenty percent (20%) Stick and eight percent (8%) Queen Anne. Of the buildings in the District, approximately one third are architect designed. Overall, one hundred and sixty-three, or over half of all buildings, are classified as "contributing" to the Victorian character of the District, while seventy-four are "potentially contributing" in that reversal of inappropriate alterations could restore the original character of the buildings.

SECTION 6. FEATURES. The exterior architectural features of the said Historic District that should be preserved are described and depicted in the Landmarks Preservation Advisory Board's case report with appendix titled "Liberty-Hill Historic District", adopted January 16, 1985, which is hereby incorporated herein and made a part hereof as though fully set forth.

SECTION 7 ADDITIONAL PROVISIONS FOR CERTIFICATES OF APPROPRIATENESS. The procedures, requirements, controls and standards in Sections 1005 through 1006.8 of Article 10 of the City Planning Code shall apply to all applications for Certificates of Appropriateness in the Liberty-Hill Historic District. In addition, the following provisions shall apply to all such applications; in the event of any conflict or inconsistency between the following provisions and Article 10, those procedures, requirements, controls and standards affording stricter protection to Landmarks, Landmark Sites, or the Historic District shall prevail.

- (a) Character of the Historic District. The standards for review of all applications for Certificates of Appropriateness are set forth in Section 1006.7 of Article 10. For purposes of review pursuant to these standards, the character of the Historic District shall mean the exterior architectural features of the Liberty-Hill Historic District described in Section 6 of this ordinance.
- (b) Minor Exterior Alterations. A Certificate of Appropriateness shall be required for the following minor exterior changes if visible from a public street: awnings, copings, retaining walls, fences, balustrades and security gates.
- (c) New Construction. New construction on vacant sites shall conform with the general profile of the District, especially as to scale, sculptural qualities of facade and entrance detailing, fenestration patterns and materials as described in Section 6 of this ordinance.
- (d) Masonry, Brickwork and Stonework. A Certificate of Appropriateness shall be required for painting previously unpainted masonry, brick or stone exterior surfaces, for cleaning such surfaces with abrasives and/or treatment of such surfaces with water-proofing chemicals. Sandblasting and certain chemical treatment detrimental to masonry will not be approved.

(e) A Certificate of Appropriateness shall be required for use of
texturizing paint products.

SECTION 8. PAINT COLOR. Nothing in this legislation shall be construed as
authorization to regulate paint colors used within this District.

APPROVED AS TO FORM:
George Agnost
CITY ATTORNEY

RECOMMENDED:
CITY PLANNING COMMISSION

By *George Agnost*
Deputy City Attorney

By *Dean L. Macris*
Dean L. Macris
Director of Planning

JHM/jg/35648

Board of Supervisors, San Francisco

Passed for Second Reading	§	Finally Passed
	§	
October 7, 1985	§	October 15, 1985
	§	
Ayes: Supervisors Britt Hongisto	§	Ayes: Supervisors Britt Hongisto
Kennedy Maher Nelder Renne Silver	§	Molinari Nelder Silver Walker
Walker Ward	§	
	§	
Absent: Supervisors Kopp Molinari	§	Absent: Supervisors Kennedy Kopp
	§	Maher Renne Ward

I hereby certify that the foregoing ordinance
was finally passed by the Board of Supervisors
of the City and County of San Francisco

File No.
90-85-2

OCT 25 1985
Date Approved

John Taylor
Clerk
Dean L. Macris
Mayor

SAN FRANCISCO
CITY PLANNING COMMISSION
RESOLUTION NO. 10266

WHEREAS, a proposal to designate the Liberty-Hill Historic District pursuant to the provisions of Article 10 of the City Planning Code was initiated by the Landmarks Preservation Advisory Board on January 2, 1985 and said Board, after due consideration, has recommended approval of this proposal; and

WHEREAS, the City Planning Commission, after due notice given, held a public hearing on March 21, 1985 to consider the proposed designation and the report of the Landmarks Board; and

WHEREAS, the Commission believes that the proposed historic district has a special character and special historical, architectural and aesthetic interest and value; and

WHEREAS, the Commission believes that the proposed designation would be in furtherance of and in conformance with the purposes and standards of said Article 10;

THEREFORE BE IT RESOLVED, the proposal to designate the aforementioned Liberty-Hill Historic District pursuant to Article 10 of the City Planning Code is hereby APPROVED;

AND BE IT FURTHER RESOLVED, the precise location and boundaries; the special character and special architectural, historical and aesthetic interest and value; and the features to be preserved as delineated and described in the Landmarks Preservation Advisory Board Resolution No. 299 adopted on January 2, 1985 are hereby incorporated herein and made a part thereof as though fully set forth;

AND BE IT FURTHER RESOLVED, that the Commission hereby directs its Secretary to transmit the proposal for designation, with a copy of this Resolution, to the Board of Supervisors for appropriate action.

Lee J. Woods, Jr.
Secretary

AYES: Commissioners Bierman, Karasick, Klein,
Nakashima, Rosenblatt and Wright

NOES: None

ABSENT: Salazar

DATED: March 21, 1985

JM/jml/4864B



LIBERTY HILL HISTORIC DISTRICT

LIBERTY-HILL HISTORIC DISTRICT

LOCATION AND BOUNDARIES

The Liberty-Hill Historic District consists of 293 buildings, predominantly of the Victorian period, on parts of ten blocks bounded roughly by Mission, Dolores, Twentieth and Twenty-second Streets. It consists of all of Assessor's block 3608, and parts of blocks 3607, 3609, 3617 and 3618. The southern boundary is the pueblo charter line of 1834, drawn by Ensign M. G. Vallejo, commandante of Yerba Buena, and authorized by Governor Jose Figueroa. This line marked the boundary between the pueblo and the county, and remained so until the Consolidation Act of 1856 which merged city and county into one governmental unit. The fire following the 1906 earthquake was stopped at Twentieth Street, resolving the District's northern boundary. The western boundary conforms to a natural topographical plateau, where changes occur in the scale of homes as well as the period of time when most were constructed. The eastern boundary includes the "working-man's cottages" that were part of the same period of development.



HILL STREET FROM VALENCIA, 1890'S. - GREG GARR

ZONING

Most of the District is zoned residential with commercial zoning on Valencia Street. The residential areas west of Valencia are zoned RH3, while the area east of Valencia is RH2. The commercial zoning on Valencia Street itself is C2.



68 FAIR OAKS STREET



3243-45 21ST STREET

STATEMENT OF SIGNIFICANCE

The Liberty-Hill Historic District encompasses a significant representation of nineteenth century middle class housing and developmental practices. It is one of the earliest residential "suburbs" to be developed in San Francisco, with major development starting in the 1860s and continuing until after the turn of the century. Since the fire following the 1906 earthquake was stopped at the Twentieth Street boundary of the District, the District contains examples of all architectural styles prevalent during the developmental period.

The District's houses range in size from the small "working-man's cottages" on Lexington and San Carlos Streets, with their uniform facades and setbacks, to the individually built houses found, for example, on Liberty and Fair Oaks Streets, with varying architectural facades and setbacks. While there are only a few "grand" houses in the District, a number were designed by architects well known in the Bay Area, such as Albert Pissis, the Newsom brothers, Charles Shaner, William H. Toepke, Charles Havens, Charles J. Rousseau and others. (See appendix)



900-02 GUERRERO STREET



986 GUERRERO STREET

The "suburban" quality of the Liberty-Hill area is retained to this day. It is enhanced by extensive street tree plantings and the very low incidence of commercial establishments in the residential areas. The great majority of District businesses are on Valencia Street, an historic and unifying commercial corridor, as compared to the typical San Francisco practice of a grocery store or saloon on nearly every corner.

The District is significant in its representation of San Francisco development modes of the period. The San Francisco Homestead Union, the earliest such organization in the City, owned and subdivided one block in the District in the 1860s. The Real Estate Associates (TREA), the largest builder of speculative housing in San Francisco in the 1870s, developed Lexington and San Carlos Streets as well as a number of other sites in the District. Still other blocks were purchased by real estate developers and sold lot by lot.

The initial residents in the Liberty-Hill Historic District comprised a mix of professionals, laborers and small scale entrepreneurs. There have been a number of famous residents and visitors to the District, including James Rolph, Jr., John Daly, Susan B. Anthony and Lotta Crabtree. In addition, the District is associated with both the last alcalde (mayor) of San Francisco under the Spanish rule, Jose de Jesus Noe, and the first under American rule, Washington Bartlett. (See history)

Seventy percent (70%) of all the buildings in the District are Victorian, with forty-two (42%) being Italianate, twenty percent (20%) Stick and eight percent (8%) Queen Anne. Of the buildings in the District, approximately one third are architect designed. Overall, one hundred and sixty-three, or over half of all buildings, are classified as "contributing" to the Victorian character of the District, while seventy-four are "potentially contributing".



GENERAL DESCRIPTION OF STYLES

Most Liberty-Hill buildings share unifying characteristics relating to scale, height, orientation, material and extent of detailing. Most of the buildings are moderate in size, with one to three units per building as a rule. Typical Liberty-Hill buildings are two stories high, often with an attic or basement. First floors are usually raised above the street level, allowing easy access to the basement or, as the case may be, the garage. (These raised basements may have saved many San Francisco Victorians from the wrecker's ball, as they convert so easily to garages.) Most houses are oriented with the gable to the street, a typical pattern on narrow city lots. On Italianate and San Francisco Stick styles, the gable is hidden by a false front. Detailing is usually restrained and limited to elaborate doors, windows and cornices. Wood is the dominant construction material and rustic cove siding is the most common facade material. Individual buildings exhibit detailing typical of their own architectural style.

Flat-front Italianates usually have hooded and bracketed doors and windows, typically with three windows across a front. Windows are sometimes curved on the top and brackets usually appear at the cornice. Some houses have quoins at the corners.



3243-45 21ST STREET



10 HILL STREET

Liberty-Hill's slanted Italianates are "classical" examples, probably because so many TREA Italianates remain in the District. First floors have a side entrance and a bay window; second floors have a window above the door, as well as the bay. Doors and windows are hooded and bracketed, windows are often gently curved on top and columns often appear between the windows in the bay. Cornices are bracketed and quoins sometimes appear at the corners of the facade. Corinthian columns grace many doorways and entrances.

Stick buildings show the freedom from classic detail characteristic of Stick buildings elsewhere in the City. Typical details include brackets and dentils (sometimes replacing brackets) at the cornice and bull's eyes and diamonds on panels under the windows in the bay. The general feel of the massing is similar to that of slanted-bay Italianates; so much so, in fact, that the two styles harmonize very well, as can be seen on Hill Street.



3300 BLOCK OF 21ST STREET



00 BLOCK OF HILL STREET

The District has a few representative of later stick styles, occasionally merging with Queen Anne. A significant massing change in later sticks is the exposed gable, often including as gable decoration the sticks that give the style its name. Vertical battens with drips appear on some gables, as do shingles.

The District's Queen Annes continue the progression toward freer use of massing and detail. As is typical of the District, both massing and detail are relatively restrained. Gables and gabled entrance porches often contain sunbursts or other details. Several Queen Annes feature turrets, most notably the three at the top of Fair Oaks Street.

Most post-Victorian buildings continue the scale and range of detailing characteristic of the District. There are representatives of the Classic Revival, Craftsman and Mission Revival styles, and a fair number of Edwardians.



900-02 GUERRERO STREET



850-62 GUERRERO STREET

HISTORY

The history of the Liberty-Hill Historic District is a history of nineteenth century middle class San Francisco. The history starts in the Mexican era, on December 23, 1845, when Pio Pico, Mexican Governor of California, gave a grant of 4,443 acres to Jose de Jesus Noe. The grant, known as San Miguel Rancho, included the western part of the Mission District and stretched over Sutro Forest to the other side of Twin Peaks. Noe had come to California from Mexico in 1834 with a colonizing party, and he was the last alcalde (mayor) of Yerba Buena (San Francisco) under Mexican rule.

Noe sold 600 acres of his rancho to John M. Horner in January 1854, for \$36,000. The deed was recorded on January 10, 1854; the Recorder's copy still exists:

Comencing at a Small Brook in the Road South of the Mission Dolores Church 400 yards more or less and running up said Brook until it intersects a line of fence being erected by John M. Horner....



68 FAIR OAKS STREET

Horner's Addition, as the developer called it, consisted of 180 blocks, bounded on the west by Castro Street and on the east by the road to the old San Jose Mission (roughly today's Valencia Street). The Liberty-Hill Historic District lies in the middle of Horner's Addition.

John Horner was one of the most colorful characters in a colorful era of the City's history. A native of New Jersey, he and his bride were part of the party of 238 Mormons who came to San Francisco in 1846 with Sam Brannan on the ship Brooklyn. Horner settled near the San Jose Mission in Alameda County and founded the town of Union City. He became the premier agriculturist of California, the first to demonstrate that farm produce could be raised in California in paying quantities. In one year the Horner firm realized \$270,000 profit on the sale of wheat, fruit and vegetables. At California's first agricultural fair in 1852, Horner was honored as the "First Farmer of California." He operated the sidewheel steamer Union between Union City and San Francisco, carrying his produce and passengers. In 1853 he built the first flour mill of any size in California. In 1854, when Horner bought his San Francisco acreage, he was listed in the San Francisco City Directory as being in real estate, with offices in San Francisco.

In the early 1850s the assets of John M. Horner and Co., were estimated at nearly a million dollars, but the financial panic of 1854 ruined the Horners. The crops of 1854 were not sold; no one had any money to buy them, not even potatoes at ten cents per bushel.



3300 BLOCK OF 21ST STREET

Horner is said to have lost everything--house, carriage, even "the watch from his pocket." However, he appears to have held onto his property.

Horner continued to sell his San Francisco acreage after his financial reversal -- sometimes to real estate agents, sometimes to individuals and, on occasion, by the sheriff.

That the Mission District was early perceived to be a desirable residential area is attested to by the fact that the City's first street railroad was built on Valencia Street. Valencia was already important as an early transportation route, for the old San Jose Mission Road roughly paralleled today's Valencia in the Mission District. This was a road connecting Mission Dolores and the Mission San Jose de Guadalupe, founded in 1797, and located in Alameda County.

One of the first paved roads in San Francisco was a toll plank road running out Mission Street to the Mission (1850). On July 4, 1860, service began on the City's first street railroad, running from downtown out Market, on Valencia, and ending at Seventeenth Street. This line, operated by the San Francisco Market Street Railroad Company, was unusual in that the cars were not drawn by horses, as was usual in those days, but by small locomotives known as steam dummies. The firm lasted only a few years; its successor firm discontinued the steam dummies in 1867 and substituted horse-drawn cars. But this early transit on Valencia made this street an inevitable -- and historical -- commercial corridor.



VALENCIA STREET CABLE CAR. BUILT 1882 - BANCROFT LIBRARY

One of the earliest large real estate transactions affecting the District was by the San Francisco Homestead Union, which bought a large tract in Horner's Addition, including the block bounded by Guerrero, Dolores, Twenty-first and Twenty-second Streets. The tract was surveyed on January 30, 1864, and a map was filed at the Recorder's Office on February 24, 1864, at the request of C. S. Capp, one of the officers of the Union.

Homestead associations were popular in San Francisco in the 1860s as a way for persons of modest means to pool their money and purchase large tracts of land to be subdivided into individual building lots. The San Francisco Homestead Union was the oldest of these associations, founded in 1861 when land values were low. The



988-90 GUERRERO STREET



986 GUERRERO STREET

originator of the homestead association concept in San Francisco was said to be Washington Bartlett, one of the founding directors of the San Francisco Homestead Union. Bartlett was a member of the crew of the Portsmouth, which raised the American flag in San Francisco in 1846. He was appointed the first alcalde (mayor) of San Francisco under American rule. Bartlett was also responsible for changing the name of the City from Yerba Buena to San Francisco. It is through Bartlett and Noe that the Liberty-Hill Historic District brings together the end of the Mexican era and the beginning of the American era in San Francisco.

Another early purchase was by Benjamin F. Moulton, a realtor, in 1863. He bought the land bounded by Valencia, Guerrero, Twentieth and Hill Streets, and built a house on his property. He sold the land to real estate developer Aaron Holmes in 1868, who in the next several decades sold the tract off lot by lot.

Holmes' map of the subdivision, filed with the Recorder's Office on June 8, 1871, shows one lot, at about today's 27-29 Liberty Street, with "improvements", on it, presumably Moulton's former house. (An 1894 Queen Anne house is on the site now.) Holmes' map also shows lots with no price tags, and presumably not for sale. One of these lots is today's 45 Liberty, the residence from 1868 on of Marshall Doane, hay press manufacturer. This house still stands.



90-92 FAIR OAKS STREET

In February 1868, the Real Estate Circular noted that:

An active demand has been noticeable for lots lying within the boundary of 18th, 26th, Valencia and Castro Streets. This locality is occupied by rolling hills and table land, and heretofore has not been in favor with purchasers... But the perfect nature of its title, the fine view which is obtained from most of the land, and the good drainage which it will have, have lately operated favorably in elevating its prices.

Historian John Young wrote:

Before the close of the sixties....instead of the Mission being a single street with amply spaced houses, in the rear of which cattle grazed in meadows, it had become an indeterminate sort of place practically connected with the more densely inhabited part of the City. There was still plenty of meadow land, but houses were being erected on many streets which were rapidly taking on the shape of thoroughfares....



GUERRERO STREET NORTH FROM LIBERTY

3434 21ST STREET

The real estate activity in the Mission in the late 1860s did not last. The seventies saw a depressed market, due partly to the depression that followed the completion of the transcontinental railroad, and partly to the invention of the cable car in 1873, which opened up areas of the City that were formerly too hilly to develop. In December 1873 the Real Estate Circular noted that although five years prior there had been a rush of buyers "Missionward," by 1873 "the tide had since turned," and the Western Addition, with its new cable car lines and marine views, was the favored site.

1875 marked a change in the mode of development of Liberty-Hill. In that year the Real Estate Associates (TREA) bought the property bounded by Mission, Valencia, Twentieth and Twenty-first Streets. TREA was a land and housing development company owned by William Hollis. Unlike the homestead associations, which sold lots, TREA bought land, subdivided it, and built and sold houses on speculation. TREA claimed to be the largest spec builder of its time, building more than 1,000 houses during the 1870s. Of these, about 100 were built in the Liberty-Hill District, all in 1875-1877. According to Anne Bloomfield, over fifty of these buildings remain in the District, most of them on Lexington and San Carlos Streets. These two streets offer one of the best remaining experiences of a late nineteenth century spec-built environment in San Francisco.

As with cities today, development was tied to good transportation. The effect of the cable car on the Mission's development has been mentioned earlier. The Real Estate Circular continued to lament throughout the seventies that the Mission would never be properly developed until the slow and crowded horse-drawn street cars were replaced by cable cars. Work on the Valencia Street cable car finally began in 1882; the line ran along Market and Valencia to Twenty-eighth Street. By the next year the Circular was able to report that "The Mission shows a larger relative increase of sales, and value, than any other quarter of the City."

In 1872 the Circular had reported that "Between Folsom and Guerrero, Eighteenth and Twenty-third, (there are) now about 300 first and second class residences. Many of the former are not surpassed by any in the City." But in the time of the upsurge in real estate reported by the Circular in 1883, the residents of the Mission were:

people of small, or at least medium means. It is every year becoming plainer that the Mission generally is not to have fine residences. It reached its ultimate efforts in that direction in 1869 and 1870. Large residences are a mistake there.

This observation, despite its somewhat patronizing tone, is an accurate description of Liberty-Hill. There are no grand mansions of the type built on Nob Hill and along Van Ness Avenue in the latter decades of the last century. The Liberty-Hill houses are generally middle-class residences - some larger, for more prosperous owners, others more modest and still suitable, even today, for single-family residency. The significance of Liberty-Hill is, in the words of researcher Anne Bloomfield, that the area is a "capsule history of middle-class housing" from the 1860s on, with examples of every architectural style prevalent during those years.

By the 1880s most of the District was built up. Building activity since 1906 has been limited to replacing older buildings, with post-World War II intrusions limited to a few examples. Liberty-Hill retains the scale and residential character it had a century ago - a remarkable record of stability for a neighborhood located so close to a major urban center.



988-90 GUERRERO STREET

RESIDENTS OF NOTE

A number of people who were, or were to become, well known lived in the District. James Rolph, Jr., grew up at 3416 Twenty-first Street and went on to become Mayor "Sunny Jim" Rolph of San Francisco (1911-30) and Governor of California (1931-34).

John Daly, for whom Daly City is named, was the proprietor of a 250 acre dairy farm in San Mateo and distributed his products from 1010 Valencia Street. In 1895 he built a large house in the District at 900-02 Guerrero. Following the 1906 earthquake, Daly subdivided his San Mateo properties, selling to those displaced by the catastrophe; this community was incorporated in 1911 as Daly City.

Mathew J. Sullivan moved to 3434 Twenty-first Street when he was seventeen and maintained his residence there for the next thirty years; he also owned other properties in the District. Sullivan was Chief Justice of the State Supreme Court, special legal advisor to Governor James Rolph, State supervisor for the expenditure of \$5,000,000 for the 1915 Panama Pacific International Exposition, and author of a bill to turn over title to San Francisco of the lands where the Palace of Fine Arts is located. Sullivan was one of sixteen prominent citizens appointed to serve in place of those Supervisors involved in the Mayor Schmitz-Abe Ruef bribery scandals of 1906, and served as volunteer attorney for the prosecution after Francis Heney was shot during the trial.



986 GUERRERO STREET

H. H. Birkholm of 3755 Twentieth Street, was a sea captain who went on to become the Danish Consul in San Francisco; following the 1906 earthquake and fire, the Consulate was moved to his home on Twentieth Street and remained there until his death in 1912.

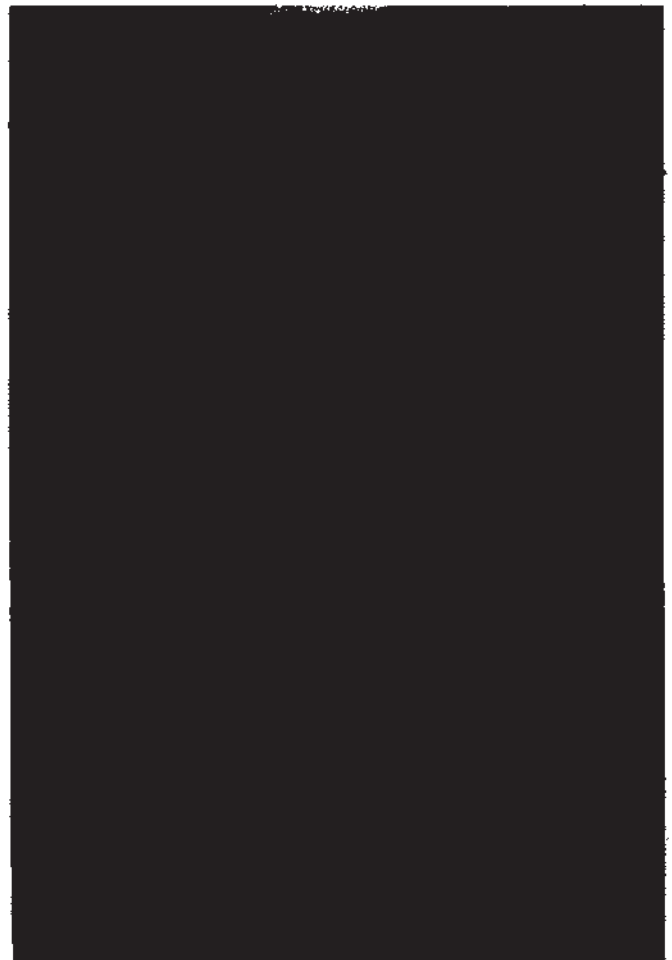
One of America's most famous actresses, Lotta Crabtree, owned and lived at what is now 90-92 Fair Oaks Street. She was the most highly paid American actress of her day until her retirement in 1891.

John McMullen, owner of the grand house at 827 Guerrero, built his San Francisco Bridge Co., into one of the major construction firms in the Pacific, and built dry-docks and bridges at Hunter's Point, Fort Mason, Pearl Harbor, Manilla and in the Pacific Northwest and Canada.

Famous Suffragette Susan B. Anthony attended an organization meeting at 159 Liberty Street on March 27, 1896, the home of Superior Court Judge and Mrs. Daniel J. Murphy.



3326 21ST STREET



3243-45 21ST STREET

CHARACTERIZATION OF THE AREA BY STREET

The historic and architectural values of Liberty-Hill lie in more than outstanding individual buildings. The District is valuable as a representation of a relatively intact nineteenth century middle-class San Francisco neighborhood. On most blocks, the total urban setting is greater than the sum of the parts. Thus, the most important unit of the District is the block rather than the individual buildings. Because blocks were developed in different ways, the feelings of individual blocks within the District vary widely. This variation in street feel within a common theme gives historic validity to the District. What follows is a block by block characterization of the District streets.

Fair Oaks. Fair Oaks is unusual for a street located so close to a major business center. First, the houses are set back from the street irregularly, so that some of the houses have front yards that would pass as such even in a suburb. Second, Fair Oaks was developed lot by lot, so the architectural style is unusually varied, from classic slanted-bay Italianates to the Queen Annes at the top of the street. Third, most of the houses are detached or semi-detached. The residents have taken advantage of the setbacks to plant greenery, so that Fair Oaks almost seems like a country lane in the city. All this is accomplished at an average density of two or more dwelling units per city lot.



14 FAIR OAKS STREET

66 FAIR OAKS STREET

Liberty Street. The two blocks of Liberty Street offer a street feel similar to that of Fair Oaks. Trees crowd both blocks, with the urbane houses poking their heads through the greenery. Some houses are detached, and there is a some variation in setback. Again, because lots were sold individually, the houses represent as diverse a range of architectural style as those on Fair Oaks, although the memory one comes away with is of the Italianates.

Twenty-First Street. Twenty-first Street between Valencia and Guerrero shares the street feeling of Fair Oaks and Liberty - once again there is a liberal use of street trees. The finest streetscape on this block is the row of San Francisco Sticks at 3341-3375, with their wrought iron railings and gas lamps at curbside.



21ST STREET



LEXINGTON STREET, EAST SIDE



Lexington and San Carlos Streets. Lexington and San Carlos Streets are narrower than others in the District and the houses are smaller. Lexington and San Carlos are two of the most intact nineteenth century speculation built streets in San Francisco, and each offers possibly the best experience of its type: Lexington for flat-front Italianates and San Carlos for slanted-bay Italianates.

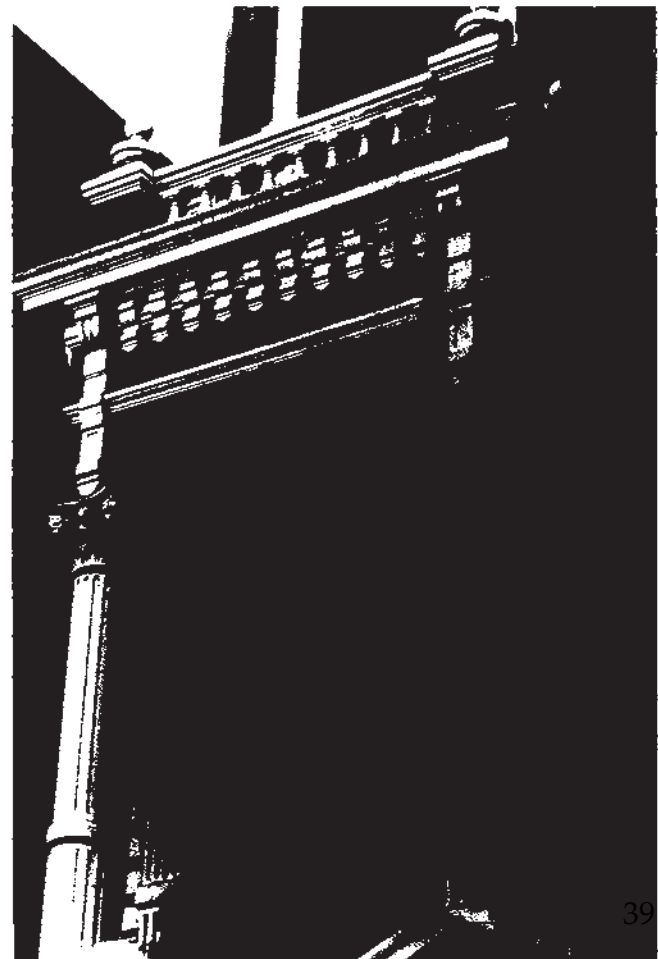


LEXINGTON STREET, WEST SIDE



20TH STREET

Twentieth Street. Twentieth Street, the northern border of the District, offers the kind of experience one would hope for in a border. Only the houses on the south side of the street are a part of the District. Because of the geography, the south side of Twentieth Street is higher in elevation than the north side. Thus, the Victorians of the south side of the street seem to look down on the "newer" houses of the north side and form an edge; the north side of the street having been destroyed by the 1906 fire.



3755 20TH STREET

Guerrero Street. By contrast, Guerrero Street forms the gateway to the District from the north. Although it is a major north-south street, Guerrero is free of commercial intrusions for its entire length through the District. The block between Twentieth and Liberty - the first block of Guerrero as you enter the District from downtown - is distinguished by several outstanding houses, notably the John McMullen house (827 Guerrero) and the house on the corner of Liberty and Guerrero (845 Guerrero), both City Landmarks. These houses alert even the most insensitive commuters that they have entered an area different from the one they were passing through.



827 GUERRERO STREET

Valencia Street. Valencia, the other major north-south street, is more commercially oriented than Guerrero, but it retains several Victorians, notably some TREA slanted-bay Italianates. Because of its unique mix of support services, Valencia seems somewhat off the beaten tract of late twentieth century commerce, in spite of its commercial nature.

Hill Street. Hill Street offers another feeling, that of an architectural set piece. Hill Street is much less dominated by street trees than are the blocks mentioned above, although the flowering cherry trees put on quite a show when they are in bloom in the spring. As a result, architecture takes the lead. The strongest vision on Hill Street is of the bays - continuous rows



VALENCIA STREET CIRCA 1917 - CALIFORNIA HISTORICAL SOCIETY

of them on both sides of the street. Square bays and slanted bays are represented in profusion in a perfect merging of Italianate and San Francisco Stick. Hill Street offers one of San Francisco's most complete visions of a city street of a century ago.



8 FAIR OAKS STREET

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Architects' Biographical Information

Bolles, Edward Y. (73-75 Liberty)

Had been a member of the San Francisco Chapter AIA (1901). May be the same Edward Bolles who designed Western Pacific Railroad Company building at 526 Mission in 1920.

Biographic Dictionary of American Architecture (deceased), H. F. Whitney, Elsie R. Withey, New Age Publishing, Los Angeles 1956

Bugbee, Arthur S. (923-27 Valencia)

Born in San Francisco March 28, 1879. Received his California Architect Certificate June 3, 1910.

Index to Architects' Certificates for the State of California. Available at the San Francisco Hall of Records

Devlin, Charles J. (3639-41 Twentieth Street) and Devlin, Leo J. (3433 Twenty-first)

Charles J. Devlin, (b. 1858, d. 1928) formerly in partnership with brother Leo J., (d. 1933). Native, life-long resident of San Francisco. Specialized in Roman Catholic Church work. One of the Devlin Brothers' noted works was an addition to St. Ignatius Church at Fulton & Potter, said at the time of its dedication in 1914 to be the largest steel frame structure west of Chicago. They also designed St. Patrick's seminary in San Mateo.

Biographic Dictionary of American Architects (deceased), H. F. Whitney, Elsie R. Withey, New Age Publishing, Los Angeles 1956.

Havens, Charles I. (3356-58 Twenty-first Street)

Admitted to the San Francisco Chapter of AIA in 1901. Died at Kenwood, Calif., April 28, 1916. Credited with the Flatiron Building in 1913 with Havens & Toepke and the Bartlett Doe Building (now Dubbs Building), 1909; and the Maskey Building, 1908.

Biographic Dictionary of American Architects (deceased), H. F. Whitney, Elsie R. Withey, New Age Publishing, Los Angeles 1956.

Splendid Survivors, The Foundation of San Francisco's Architectural Heritage, California Living Books, San Francisco, 1979.

Newsom, Joseph Cather (3339-42 21st St.)

b. 1857 d. 1930. See Also Newsom, Samuel. Produced buildings throughout Calif. from the late 1870's through the early 1900's.

With his brother, Samuel, produced a 4 volume set of pattern books, Picturesque California Homes along with a number of other pattern books.

The brothers' partnership was stormy but highly productive. They designed buildings for "rich lumber barons, financiers and expanding commercial entrepreneurs" of California's land boom era. Their designs also appeared to home builders and middle income groups. Their most famous building is the Carson Mansion in Eureka.

The Newsoms believed late 19th century buildings should be "up-to-date." They were never originators of a style: J Cather wrote: "There is no disgrace to copy, but the brains have to be extended to know where to put what you have copied."

Samuel & Joseph Cather Newsom, Victorian Architectural Imagery in California, 1878-1908, David Beghard, et al, University of California Press, 1979.

Newsom, Samuel (327 Guerrero)

b. 1848 d. 1908. See Joseph Cather Newsom.

In an article written on the Santa Barbara Mission for the Overland Monthly in 1907, Samuel quotes from Proverbs 22:28 "Remove not the ancient landmark which thy fathers have set."

Immigrated from Canada in 1855

According to Architecture, San Francisco: the Guild: 827 Guerrero was built in 1881 and remodelled in 1890 by S. Newsom. The "moon-gate" entrance is described as "a hallmark of Newsom design".

As a committee member of the California Midwestern Fair held in San Francisco in 1894, he designed the Agricultural and Horticultural Hall, described in California's Architectural Frontier: "whether Moorish, Indian or Franciscan - demonstrated on an immense scale how easily the mission style could become ridiculous."

California's Architectural Frontier, Harold Kirker, Peregrine Smith Publishing, 1973.

Architecture, San Francisco: The Guide, S. Woodbridge and John Woodbridge, American Institute of Architects, 101 Productions, San Francisco, 1982.

O'Brien Brothers & Wilbur D. Peugh (3450 21st St.)

In 1930 O'Brien Brothers & W. D. Peugh designed 130 Montgomery Street, a narrow office building with "modern" styling.

O'Brien with Werner is credited with the 1911 Regency Theater at 1320 Van Ness, a former Scottish Rite Temple

Architecture, San Francisco: The Guide, Sally B. Woodbridge and John Woodbridge, American Institute of Architects, 101 Productions, San Francisco 1982.

Paff & Baur (901-05 Guerrero)

Charles Paff and John Albert Baur together designed the Olympic Club built in 1912 as winners of a 1909 competition. Charles designed the 1912 Orient Building at 332 Pine.

Splendid Survivors, The Foundation of San Francisco's Architectural Heritage, California Living Books, San Francisco, 1979.

Pissis, Albert (3367-69, 3371, 3375 21st St.)

b. 1852 d. 1914. Born in Guaymas, Mexico. Came to California as a boy in 1858, graduated from the local schools; studied in Paris and Rome; entered Ecole des Beaux-Arts, Paris 1872 as a pupil of Guadet; returned to San Francisco to become a leader in the Western Neoclassic Revival of the Pacific frontier. He is the only known Mexican to practice architecture in California after the province became American.

Responsible in 1908 for retaining the 1896 Joseph Moore facade of the Emporium and designing the present building behind the facade. Among many others, he designed the James Flood Building; The White House; with Wm. Moore, the Hibernia Bank at Market and Jones; the Mechanics Institute, Baker & Hamilton Warehouse at 700-68 7th St., The California Casket Co. (1909) at 965 Mission. Was one of the 5 architects who served on the advisory committee of architectural procedure for the 1915 Exposition.

Architecture, San Francisco: The Guide, Op. Cit.

California's Architectural Frontier, Op. Cit.

Splendid Survivors, Op. Cit.

Toepke, William H. (3343-45 21st St.)

Apprentice of William Mooser (leading American-Swiss architect of the 19th century who co-founded the San Francisco Architecture Society in 1861). In 1891 Toepke was listed in the City Directory as a draughtsman with C.I. Havens with whom he was later to become partners. Admitted to the San Francisco Chapter of AIA in 1901.

"Identified with the profession of architecture for the last eighteen years both in San Francisco and San Mateo Counties. Drew out the plans for the surviving Union High School and other civic buildings and numerous residences in Burlingame, San Mateo and Redwood City. Also an apartment building for the Cuneo Estate and the Doe Estate", History of San Mateo County.

Biographic Dictionary of American Architecture, Op. Cit.

San Francisco City Directory, 1891.

History of San Mateo County, Phillip W. Alexander, Charles F. Hamm, Burlingame, California, 1916.

Rousseau, Charles J. (850-52 Guerrero)

The Rousseau family designed many commercial and residential buildings between 1900 and 1924. Charles J. was in partnership with his father, Charles M., as Rousseau & Son for about four years until 1902 when he left his father's firm to work on his own.

Rousseau, Arthur Francis (probably 899 Guerrero)

Was in partnership at the time of the above building construction (1919) with his brother, Oliver, as Rousseau & Rousseau. Designed and constructed hundreds of commercial and residential buildings in San Francisco.

Shaner, Charles (3755 20th Street)

One of Alameda's leading architects in the 1880's and 1890's - a boom time for Alameda. He was associated with a builder named Brehaut. In contrast to a house built in 1891 and designed by Shaner at 1117 Morton Street (Alameda), described as being "notable for its . . . sparing use of ornament", 3755 20th Street is quite a departure. However, Shaner's own residence in

Alameda is described as having "very elaborate ornamental plasterwork."

Victoria's Legacy, J.L. Waldhorn, S.B. Woodbridge, 1978, 101 Productions, San Francisco, 1982.

Welsh, Michael J. (907-11 Guerrero & 3763 20th Street)

Other buildings attributed to Welsh include two others in our neighborhood, one on Castro and two in "Pacific Heights West".

Victoria's Legacy, Op. Cit.

GENERAL NOTES

ALL CONSTRUCTION AND INSTALLATION SHALL CONFIRM TO THE FOLLOWING CODES:

2016 CALIFORNIA BUILDING CODE & 2013 SAN FRANCISCO BUILDING CODE AMENDMENTS
2016 CALIFORNIA ELECTRICAL CODE & 2013 SAN FRANCISCO ELECTRICAL CODE AMENDMENTS
2016 CALIFORNIA MECHANICAL CODE & 2013 SAN FRANCISCO MECHANICAL CODE AMENDMENTS
2016 CALIFORNIA PLUMBING CODE & 2013 SAN FRANCISCO PLUMBING CODE AMENDMENTS
2016 GREEN BUILDING CODE & 2013 SAN FRANCISCO GREEN BUILDING CODE AMENDMENTS
2016 CALIFORNIA ENERGY CODE
2016 SAN FRANCISCO HOUSING CODE

THE CONTRACTOR SHALL REVIEW AND VERIFY ALL DIMENSIONS OF BUILDING AND SITE AND NOTIFY THE ARCHITECT OF ANY DISCREPANCIES BEFORE PROCEEDING WITH CONSTRUCTION.

THE GENERAL CONTRACTOR SHALL VERIFY AND ASSUME RESPONSIBILITY FOR ALL DIMENSIONS AND SITE CONDITIONS. THE GENERAL CONTRACTOR SHALL INSPECT THE EXISTING PREMISES AND TAKE NOTE OF EXISTING CONDITIONS PRIOR TO SUBMITTING PRICES. NO CLAIM SHALL BE ALLOWED FOR DIFFICULTIES ENCOUNTERED WHICH COULD HAVE REASONABLY BEEN INFERRED FROM SUCH AN EXAMINATION.

CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION BETWEEN ARCHITECTURAL, STRUCTURAL, LANDSCAPE, CIVIL, MECHANICAL, PLUMBING, ELECTRICAL AND FIRE PROTECTION. THIS INCLUDES REVIEWING REQUIREMENTS OF INDIVIDUAL SYSTEMS BEFORE ORDERING AND INSTALLATION OF ANY WORK. VERIFY ALL ARCHITECTURAL DETAILS AND ALL FINISH CONDITIONS (WHETHER DEPICTED IN DRAWINGS OR NOT) WITH SAME DISCIPLINES.

ANY ERRORS, OMISSIONS, OR CONFLICTS FOUND IN THE VARIOUS PARTS OF THE CONSTRUCTION DOCUMENTS SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT AND THE OWNER BEFORE PROCEEDING WITH THE WORK.

DO NOT SCALE DRAWINGS. WRITTEN DIMENSION GOVERN.

ALL CLEAR DIMENSIONS ARE NOT TO BE ADJUSTED WITHOUT APPROVAL OF THE ARCHITECT.

WHEN SHOWN IN PLAN, ALL DIMENSIONS ARE TO FACE OF GYPSUM BOARD, CONCRETE, CENTERLINE OF COLUMNS, OR CENTERLINE OF STUD WITHIN WALL ASSEMBLIES, UNLESS OTHERWISE NOTED.

WHEN SHOWN IN SECTION OR ELEVATION, ALL DIMENSIONS ARE TO TOP OF PLATE OR TOP OF CONCRETE UNLESS OTHERWISE NOTED.

DETAILS SHOWN ARE TYPICAL, SIMILAR DETAILS APPLY IN SIMILAR CONDITIONS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR APPLYING AND OBTAINING ALL REQUIRED INSPECTIONS TO CONFIRM WITH LOCAL BUILDING AND FIRE CODES.

PROVIDE AND INSTALL 2x FLAT WOOD BLOCKING FOR ALL BATH ACCESSORIES, HANDRAILS, CABINETS, TOWEL BARS, WALL MOUNTED FIXTURES AND ANY OTHER ITEMS ATTACHED TO WALLS.

ALL CHANGES IN FLOOR MATERIALS OCCUR AT CENTERLINE OF DOOR OR FRAMED OPENINGS UNLESS OTHERWISE INDICATED ON THE DRAWINGS.

INSTALL ALL FIXTURES, EQUIPMENT, AND MATERIALS PER MANUFACTURER'S RECOMMENDATIONS AND THE REQUIREMENTS OF THE CODES. ALL APPLIANCES, FIXTURES, AND EQUIPMENT ASSOCIATED WITH PLUMBING, ELECTRICAL, AND MECHANICAL SYSTEMS SHALL BE LISTED BY A NATIONALLY RECOGNIZED AND APPROVED AGENCY.

VERIFY CLEARANCES FOR FLUES, VENTS, CHASES, SOFFITS, FIXTURES, FIREPLACES, ETC., BEFORE ANY CONSTRUCTION, ORDERING OF, OR INSTALLATION OF ANY ITEM OF WORK.

PROVIDE FIRE-BLOCKING AND DRAFTSTOPPING AT ALL CONCEALED DRAFT OPENINGS (VERTICAL & HORIZONTAL). AS PER 2013 CBC SECTION 718, FIREBLOCKING & DRAFTSTOPS SHALL BE PROVIDED IN THE FOLLOWING LOCATIONS:
1) IN CONCEALED SPACES OF STUD WALLS AND PARTITIONS, INCLUDING FURRED SPACES, AT THE CEILING AND FLOOR LEVELS AND AT 10-FOOT INTERVALS BOTH VERTICAL AND HORIZONTAL.
2) IN CONCEALED SPACES BETWEEN STAIR STRINGERS AT THE TOP AND BOTTOM OF THE RUN AND BETWEEN STUDS ALONG AND IN LINE WITH THE RUN OF STAIRS IF THE WALLS UNDER THE STAIRS ARE UNFINISHED.
3) IN OPENINGS AROUND VENTS, PIPES, DUCTS, CHIMNEYS, FIREPLACES AND SIMILAR OPENINGS WHICH AFFORD A PASSAGE FOR FIRE AT CEILING AND FOUR LEVELS, WITH NONCOMBUSTIBLE MATERIALS.

WINDOW SIZES ON DRAWINGS ARE NOMINAL DIMENSIONS. REFER TO MANUFACTURER FOR ACTUAL ROUGH OPENING SIZES.

MECHANICAL, PLUMBING, ELECTRICAL, AND OTHER PENETRATIONS OF FLOORS, WALLS AND CEILINGS SHALL BE SEALED AIRTIGHT WITH ACOUSTICAL SEALANT AND FIRESAFING AS REQUIRED.

ALL EXTERIOR DOORS AND WINDOWS ARE TO BE WEATHERSTRIPPED PER TITLE 24 REQUIREMENTS.

ALL WALL, FLOOR, ROOF, AND SHAFT CONSTRUCTION TO BE RATED, U.O.N.

DISCREPANCIES: WHERE A CONFLICT IN REQUIREMENTS OCCURS BETWEEN THE SPECIFICATIONS AND DRAWINGS, OR ON THE DRAWINGS, AND A RESOLUTION IS NOT OBTAINED FROM THE ARCHITECT BEFORE THE BIDDING DTAE, THE MORE STRINGENT ALTERNATE WILL BECOME THE CONTRACTUAL REQUIREMENTS.

CONTRACTOR SHALL ENSURE THAT GUIDELINES SET FORTH ON SHEET A0.1 ARE MAINTAINED DURING CONSTRUCTION, INSTALLATION, AND FINISHING OF ALL ASPECTS OF THIS PROJECT.

PROVIDE SAFETY GLAZING AT ALL HAZARDOUS LOCATIONS, INCLUDING, BUT NOT LIMITED TO GLAZING WITHIN 18" OF A WALKING SURFACE. GLAZING IN DOORS AND WINDOWS ADJACENT TO DOORS IN ACCORDANCE WITH SECTION 2406.4.

ALL TEMPERED GLASS SHALL BE AFFIXED WITH A PERMANENT LABEL PER CBC SECTION 2403

ALL SMOKE DETECTORS TO BE HARD WIRED.

OPENINGS IN 1, 2, OR 3-HOUR RATED ASSEMBLIES SHOULD BE PROTECTED WITH (1), (2), OR (3)-HOUR RATED ASSEMBLIES, RESPECTIVELY.

ALL ASSEMBLIES SHOULD BE APPROVED.

ALL DUCT PENETRATIONS THROUGH RATED WALLS SHOULD BE PROTECTED WITH SMOKE AND FIRE DAMPERS.

SITE PHOTOS



ADJ. PROP. 3731 20TH SUBJECT PROP. 3733-3735 20TH ADJ. PROP. 3737-3739 20TH

① STREET ELEVATION
ROAD VIEW



SUBJECT PROP. 3733-3735 20TH ADJ. PROP. 3737-3739 20TH

② LOOKING EAST
ROAD VIEW



SUBJECT PROP. 3733-3735 20TH ADJ. PROP. 3737-3739 20TH

③ NORTH (FRONT) ELEVATION, WEST SIDE
ROAD VIEW



ADJ. PROP. 3731 20TH SUBJECT PROP. 3733-3735 20TH

④ NORTH (FRONT) ELEVATION, EAST SIDE
ROAD VIEW

ABBREVIATIONS

AB. ANCHOR BOLT

A.F.F. ABOVE FINISHED FLOOR

AGGR. AGGREGATE

AL. ALUMINUM

ALT. ALTERNATE

APPROX. APPROXIMATE

ARCH. ARCHITECTURAL

BD. BOARD

BLDG. BUILDING

BLK. BLOCK

BLK'G. BLOCKING

BM. BEAM

BOT. BOTTOM

BTWN. BETWEEN

B.U.R. BUILT UP ROOFING

B.W. BOTH WAYS

C.J. CONTROL JOINT

CLG. CEILING

CLKG. CAULKING

CLR. CLEAR

C.M.U. CONCRETE MASONRY UNIT

COL. COLUMN

CONC. CONCRETE

CONN. CONNECTION

CONSTR. CONSTRUCTION

CONT. CONTINUOUS

C.T. CERAMIC TILE

DEG. DEGREE

DET./DTL. DETAIL

D.F. DRINKING FOUNTAIN

DIAG. DIAGONAL

DIA. Ø DIAMETER

DN. DOWN

DS. DOWNSPOUT

DWG. DRAWING

E. EAST

(E) EXISTING

EA. EACH

E.J. EXPANSION JOINT

E.I.F.S. EXTERIOR INSULATION AND FINISH

SYSTEM HDWE.

EL. ELEVATION

ELEC. ELECTRICAL

ELEV. EMER.

ENCLOSURE ENCL.

EQ. EQUIP.

E.W. EACH WAY

W.E.C. ELECTRIC WATER COOLER

EXP. EXPANSION

EXT. EXTERIOR

F.A. FIRE ALARM

F.D. FLOOR DRAIN

F.D.C. FIRE DEPARTMENT CONNECTION

FDN. FOUNDATION

F.A. FIRE EXTINGUISHER

F.A.C. FIRE EXTINGUISHER CABINET

F.B. FINISH FLOOR

F.H.C. FIRE HOSE CABINET

FIN. FINISH

F.L. FLOW LINE

FLR. FLOOR

FLUOR. FLUORESCENT

FND. FOUNDATION

F.O.B. FACE OF BRICK

F.O.C. FACE OF CONCRETE

F.S. FULL SIZE

FT. FOOT OR FEET

FTG. FOOTING

FURR. FURRING

G. GAUGE

GALV. GALVANIZED

G.C. GENERAL CONTRACTOR

G.L. GLASS

GR. GRADE

GYP. GYPSUM

GYP. BD. GYPSUM BOARD

H.B. HOSE BIBB

H.C. HOLLOW CORE

H/C. HANDICAPPED

HDWD. HARDWOOD

H.M. HARDWARE

HR. HOLLOW METAL

HOUR HOUR

HT. HEIGHT

HVAC. HEATING, VENTILATION, AND R.D.

AIR CONDITIONING RE:

I.D. INSIDE DIAMETER

INSUL. INSULATION

INT. INTERIOR

JAN. JANITOR

JNT. JOINT

JST. JOIST

KIT. KITCHEN

LAB. LABORATORY

LAM. LAMINATE

LAV. LAVATORY

LT. LIGHT

MAX. MAXIMUM

MECH. MECHANICAL

MEMB. MEMBRANE

MFR. MANUFACTURER

M.H. MANHOLE

MIN. MINIMUM

MISC. MISCELLANEOUS

M.O. MASONRY OPENING

MTL. METAL

MUL. MULLION

N. NORTH

(N) NEW

N.I.C. NOT IN CONTRACT

NO. NUMBER

NOM. NOMINAL

N.T.S. NOT TO SCALE

O.C. ON CENTER

O.D. OUTSIDE DIAMETER

OH. OVERHEAD

OPG. OPENING

OPP. OPPOSITE

PCT. PRE-CAST

P.L. PROPERTY LINE

P.LAM. PLASTIC LAMINATE

PLAS. PLASTER

PLYWD. PLYWOOD

PR. PAIR

PTD. PAINTED

Q.T. QUARRY TILE

R. RISER

(R) REMODELED OR RELOCATED

ROOF DRAIN

REFER TO ...

REFRIGERATOR

REINFORCED

REQUIRED ROOM

ROUGH OPENING

SOUTH

S.C. SOLID CORE

SCHED. SCHEDULE

SECT. SECTION

S.F. SQUARE FOOT

SHT. SHEET

SIM. SIMILAR

SPEC. SPECIFICATION

SQ. OR Φ SQUARE

S.S. STAINLESS STEEL

STAGG. STAGGERED

STD. STANDARD

STIFF. STIFFENER

STL. STEEL

STRUCT. STRUCTURAL

SUSPEND. SUSPENDED

TREAD

TOP AND BOTTOM

TERRAZZO

TONGUE AND GROOVE

THICK

TOP OF

TYP. TYPICAL

UNLESS OTHERWISE NOTED

VINYL COMPOSITION TILE

VERIFY

VERTICAL

WEST

WITH

WATER CLOSET

WOOD

WITHOUT

PROPERTY LINE

CENTERLINE

SYMBOLS LEGEND

SECTION:
SECTION LETTER
SHEET NUMBER

DETAIL:
DETAIL NUMBER
SHEET NUMBER
ELEVATION:
ELEVATION LETTER
SHEET NUMBER

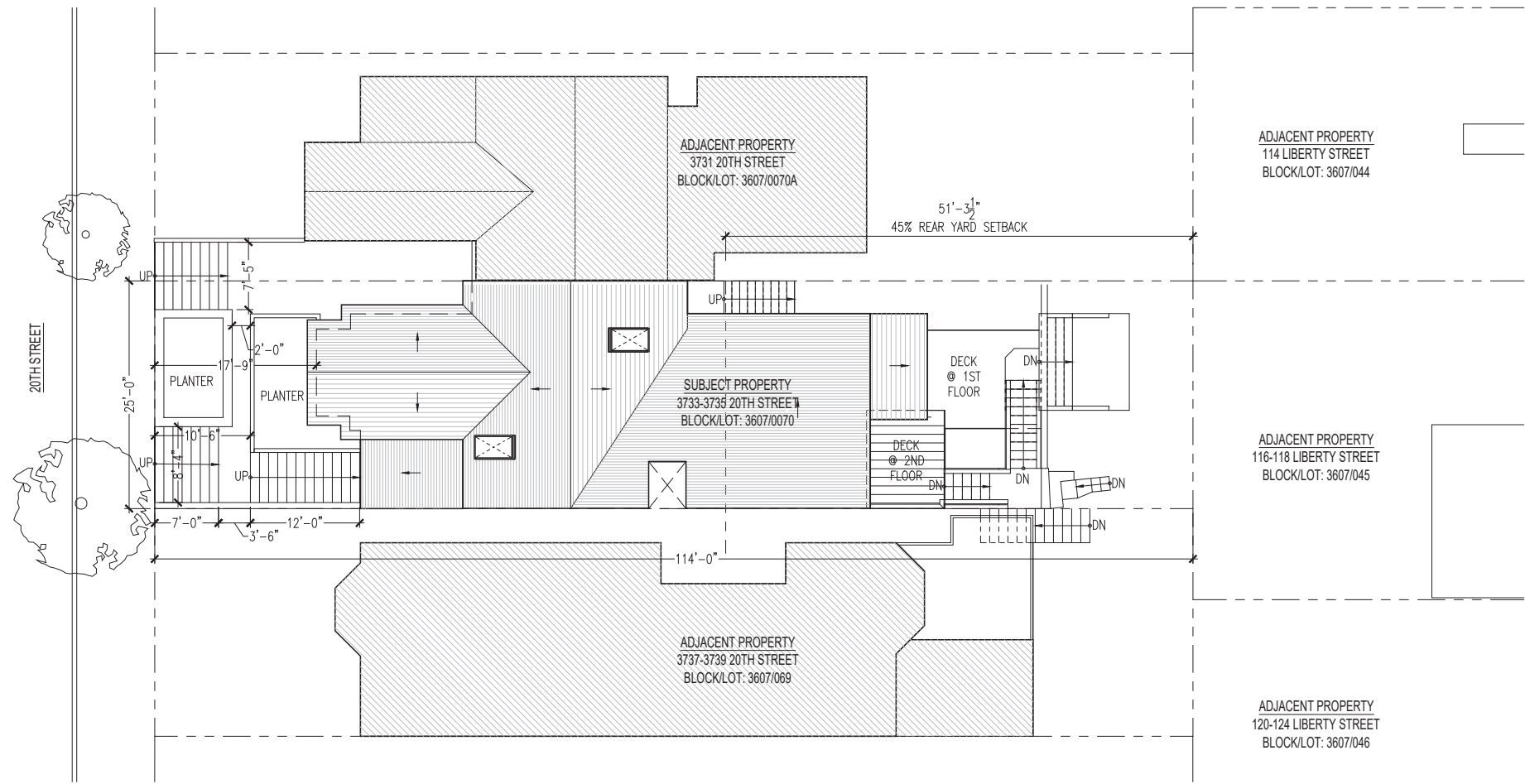
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WINDOW TYPE

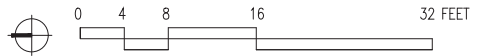
SHEET LAYOUT DESIGNATION
VIEW NUMBER
SHEET NUMBER

SCALE

NORTH DESIGNATION



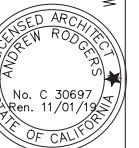
1 EXISTING SITE PLAN
SCALE: 1/8" = 1'-0"



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ALTERATIONS TO:
3733-3735 20th STREET
SAN FRANCISCO, CA, 94110
OWNER: JODI & MATTHEW GELMAN BLOCK/LOT: 3607/070

PERMIT SET

EXISTING SITE
PLAN

DATE 10.16.2018

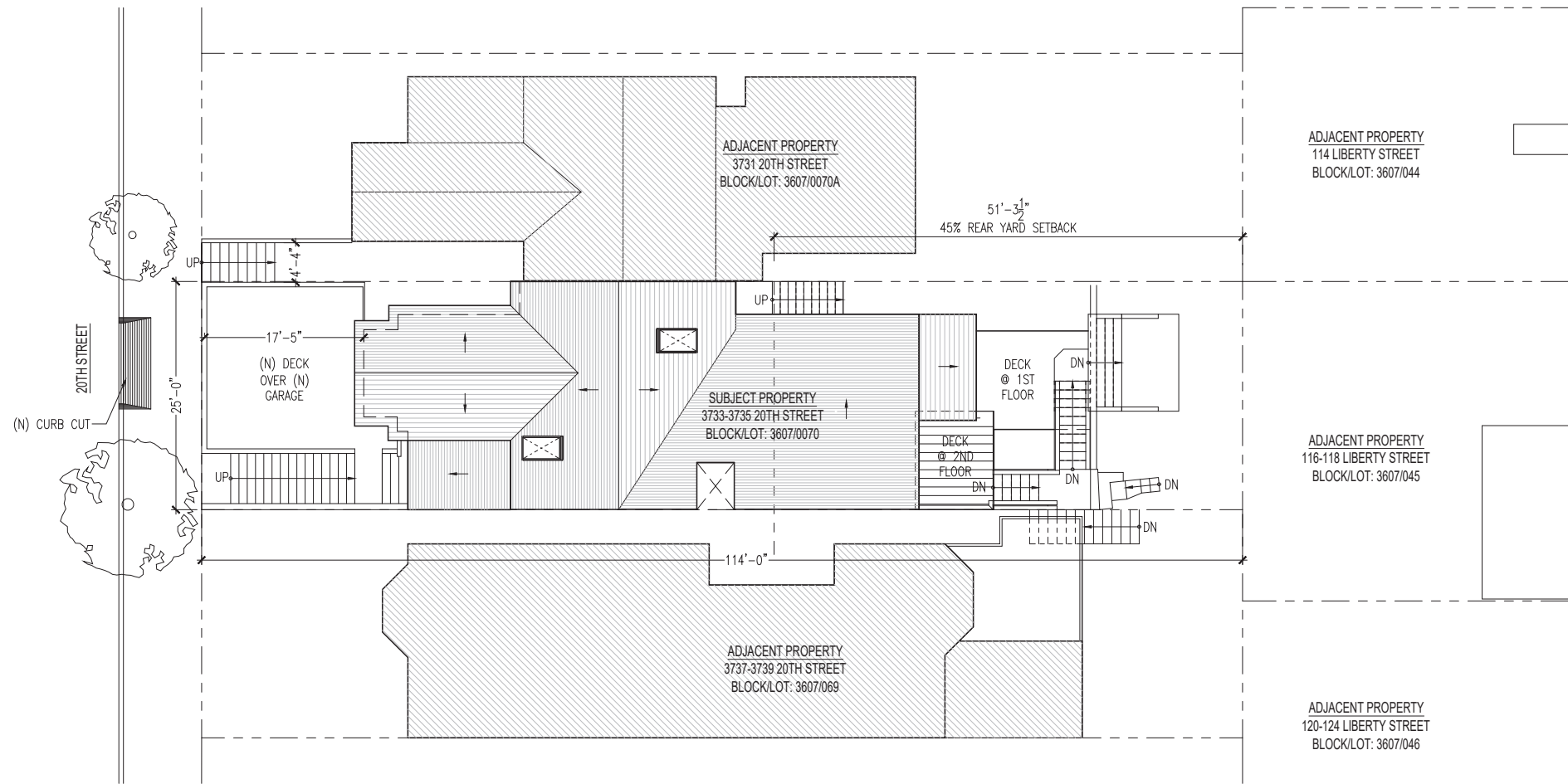
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DRAWN

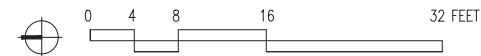
JOB

SHEET

A1.1



2 PROPOSED SITE PLAN
SCALE: 1/8" = 1'-0"



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ALTERATIONS TO:
3733-3735 20th STREET
SAN FRANCISCO, CA, 94110
OWNER: JODI & MATTHEW GELMAN BLOCK/LOT: 3607/070

PERMIT SET

PROPOSED
SITE PLAN

DATE 10.16.2018

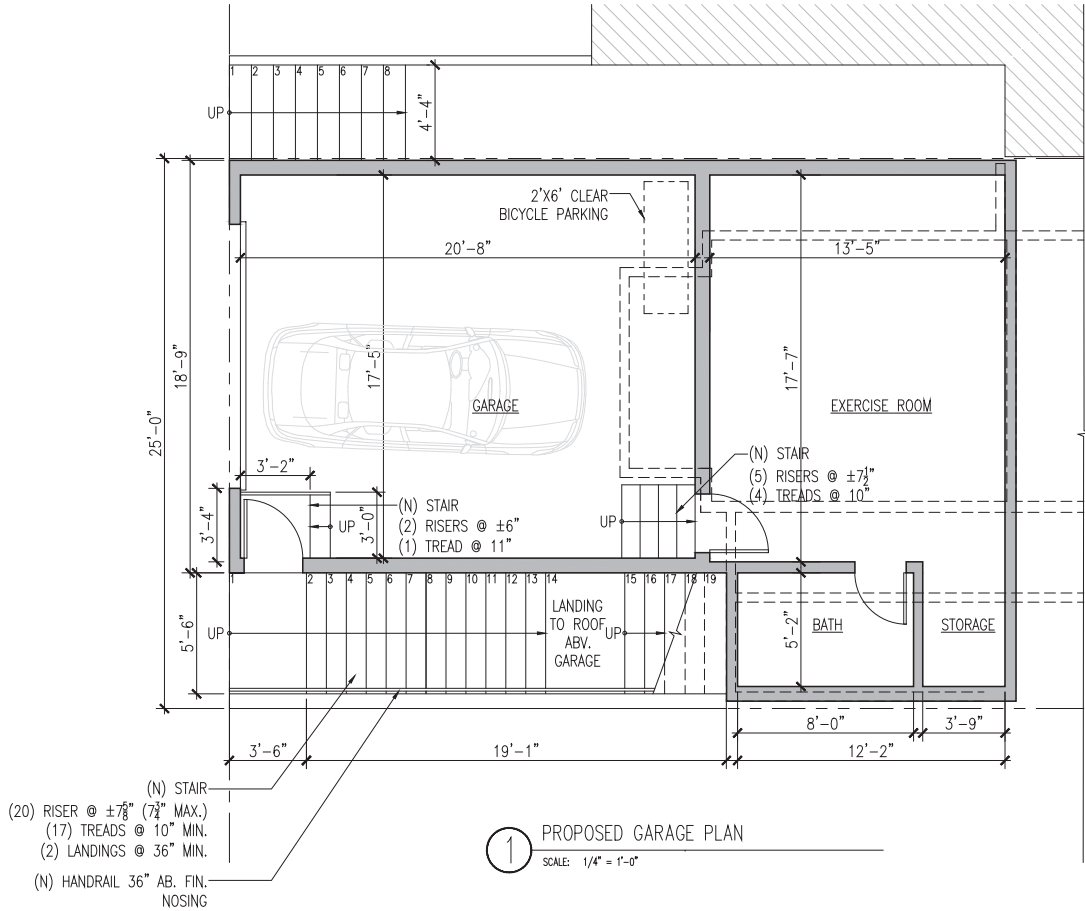
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DRAWN

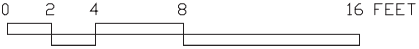
JOB

SHEET

A1.2



DRAWING KEY	
	(E) CONSTRUCTION TO REMAIN
	(N) CONSTRUCTION
	1-HR CONSTRUCTION
	(E) CONSTRUCTION TO BE REMOVED



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ALTERATIONS TO:
3733-3735 20th STREET
SAN FRANCISCO, CA, 94110
OWNER: JODI & MATTHEW GELMAN BLDG/LDT: 9807/070

PERMIT SET

(N) GARAGE
PLAN

DATE 10.16.2018

SCALE 1/4"=1'-0"

DRAWN

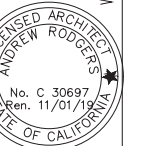
JOB

SHEET

A1.3

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3733-3735 20th STREET
 ALTERATIONS TO:
 SAN FRANCISCO, CA, 94110
 OWNER: JODI & MATTHEW GELMAN BLOCK/LOT: 3807/070

PERMIT SET

FIRST FLOOR PLANS

DATE	10.16.2018
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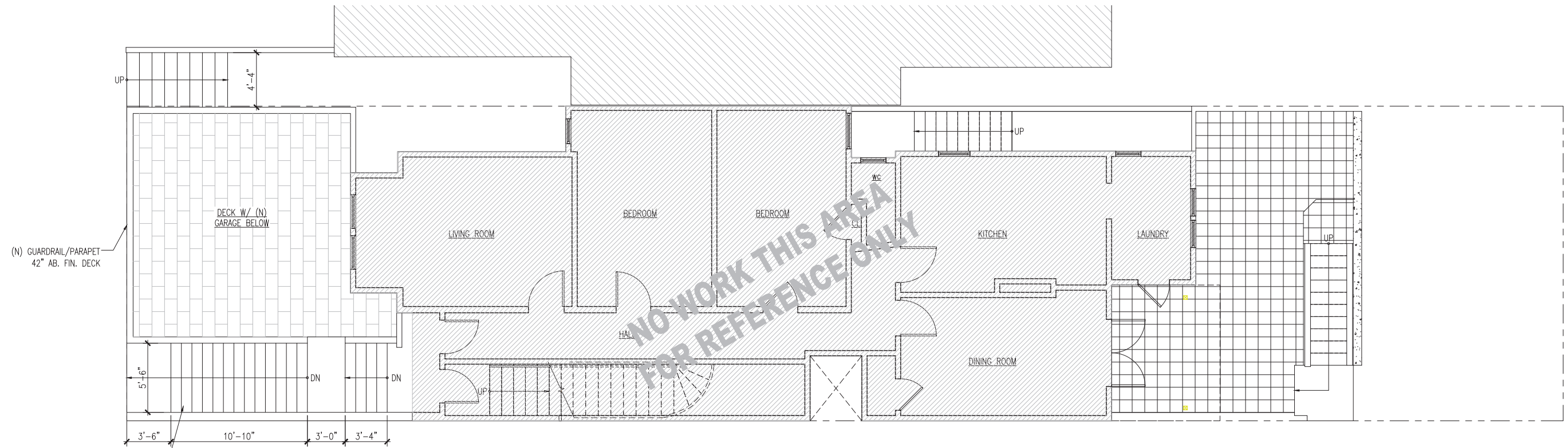
SCALE	1/8"=1'-0"
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RAWN

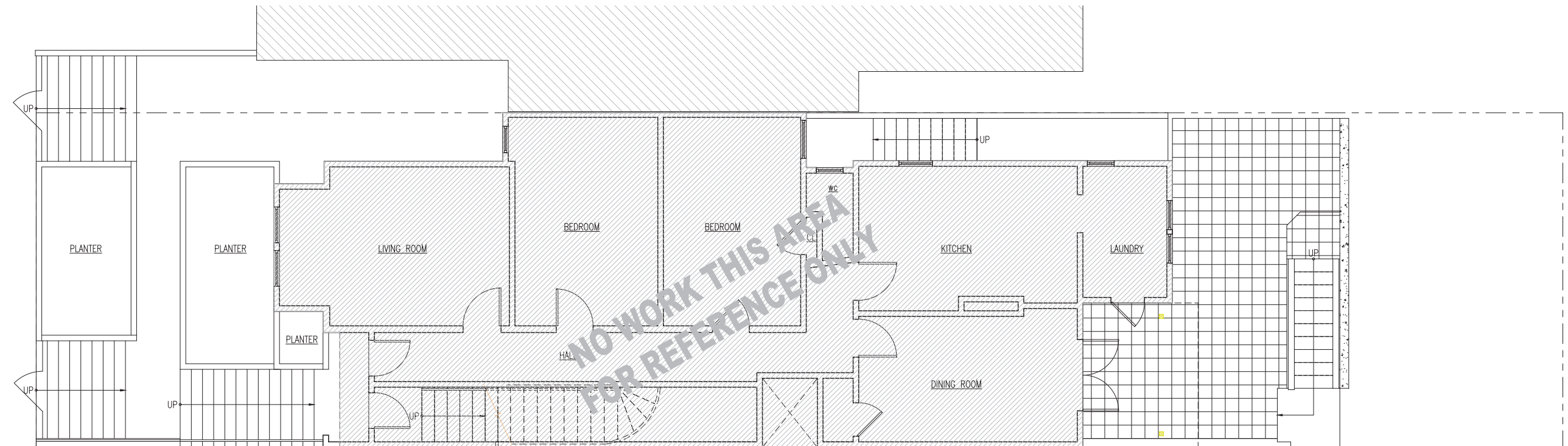
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HEET

A1.4



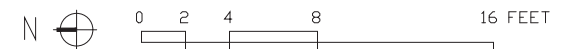
2 PROPOSED FIRST FLOOR PLAN
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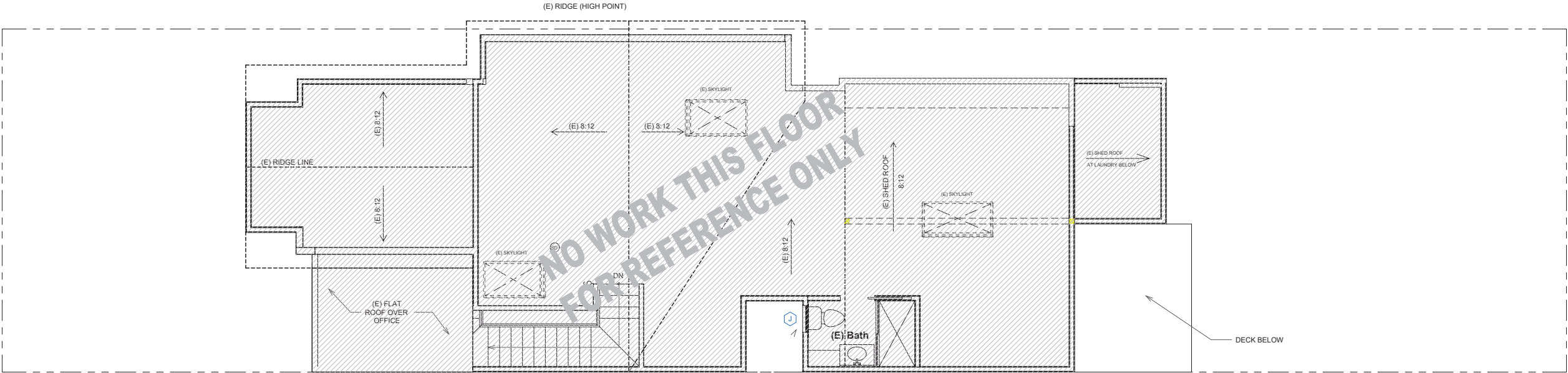


1 EXISTING FIRST FLOOR PLAN
SCALE: 1/4" = 1'-0"

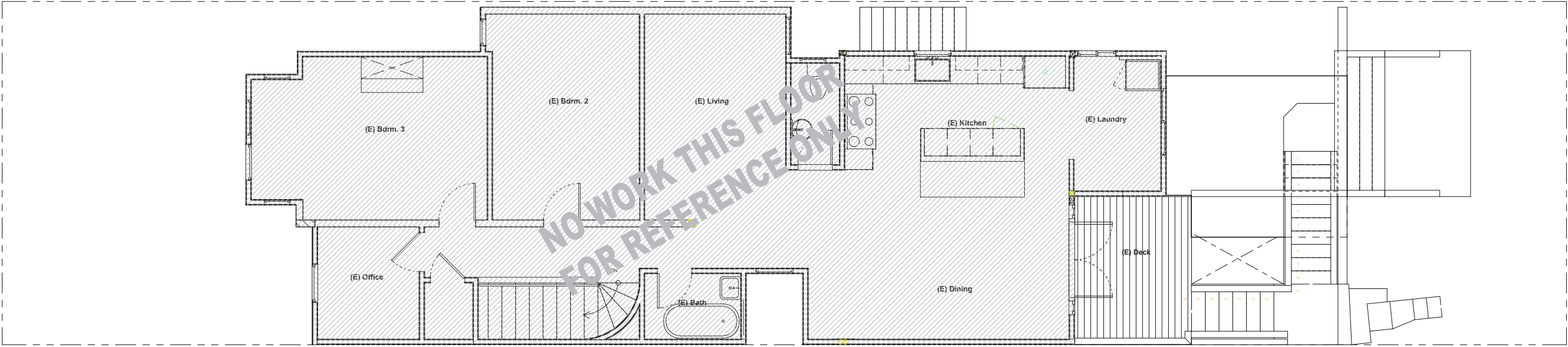
DRAWING KEY

	(E) CONSTRUCTION TO REMAIN
	(N) CONSTRUCTION
	1-HR CONSTRUCTION
	(E) CONSTRUCTION TO BE REMOVED





2 THIRD FLOOR PLAN - NO WORK
SCALE: 1/4" = 1'-0"



1 SECOND FLOOR PLAN - NO WORK
SCALE: 1/4" = 1'-0"

(E) CONSTRUCTION TO REMAIN

(N) CONSTRUCTION

1-HR CONSTRUCTION

(E) CONSTRUCTION TO BE REMOVED

N

0

2

4

8

16 FEET

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LICENSED ARCHITECT
ANDREW RODGERS
No. C 30697
Ren. 11/01/19
STATE OF CALIFORNIA

ALTERATIONS TO:
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SAN FRANCISCO, CA, 94110
OWNER: JODI & MATTHEW GELMAN BLOCK/LOT: 9807/070

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FIRST FLOOR PLANS

DATE 10.16.2018

SCALE 1/8"=1'-0"

DRAWN

JOB

SHEET

A1.5



1 EXISTING NORTH ELEVATION
SCALE: 1/4" = 1'-0"



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LICENSED ARCHITECT
ANDREW RODGERS
No. C 30697
Ren. 11/01/19
STATE OF CALIFORNIA

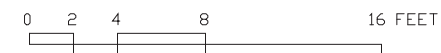
ALTERATIONS TO:
3733-3735 20th STREET
SAN FRANCISCO, CA, 94110
OWNER: JODI & MATTHEW GELMAN BLOCK/LOT: 9807/070

PERMIT SET

EXISTING
NORTH
ELEVATION

DATE 10.16.2018
SCALE 1/4"=1'-0"
DRAWN
JOB
SHEET

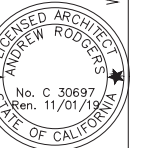
A2.1



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ALTERATIONS TO:
3733-3735 20th STREET
SAN FRANCISCO, CA, 94110
OWNER: JODI & MATTHEW GELMAN BLOCK/LOT: 9807/070

PERMIT SET

PROPOSED
NORTH
ELEVATION

DATE 10.16.2018

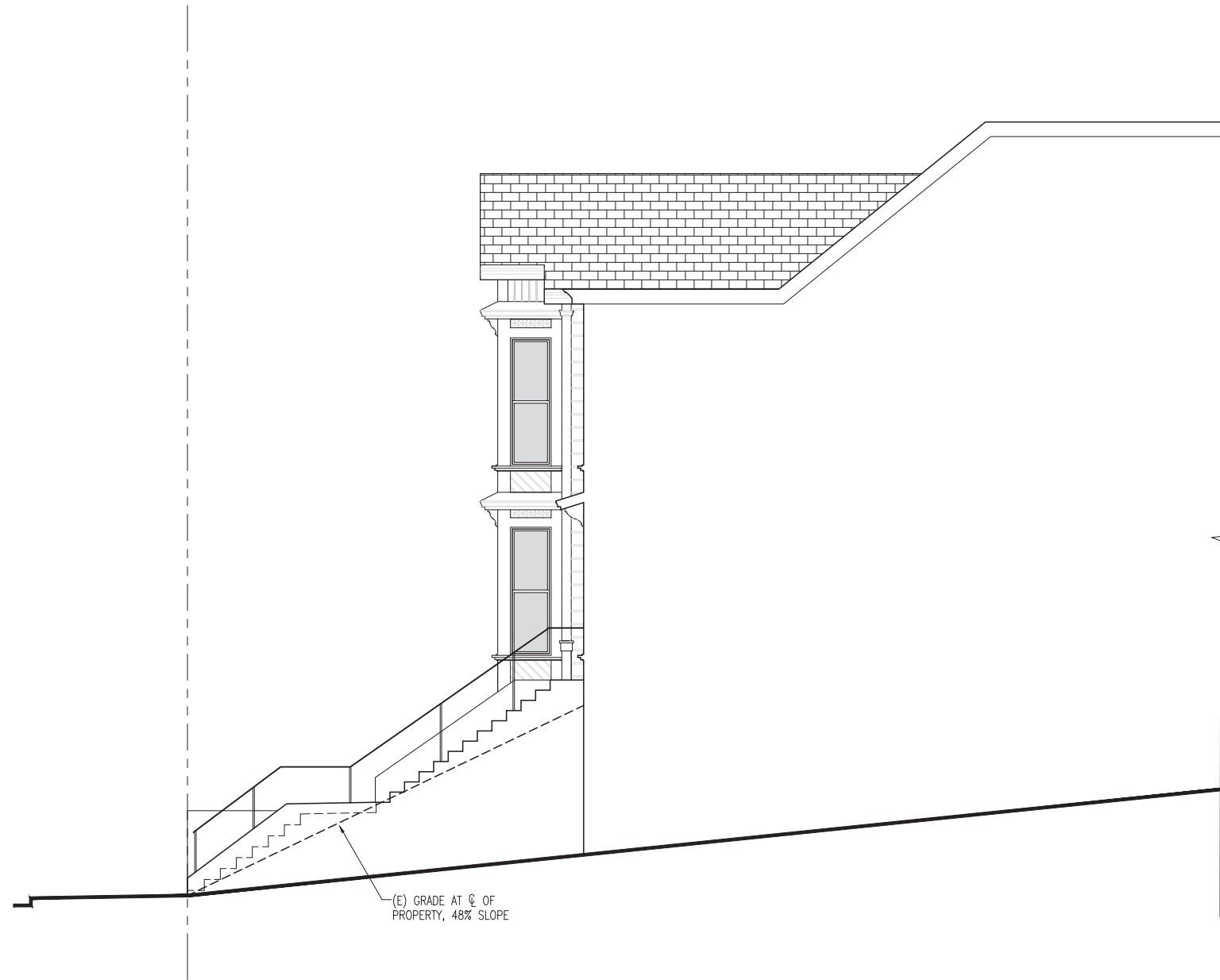
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DRAWN

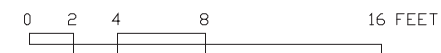
JOB

SHEET

A2.2



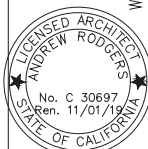
① EXISTING WEST ELEVATION
SCALE: 1/4" = 1'-0"



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ALTERATIONS TO:
3733-3735 20th STREET
SAN FRANCISCO, CA, 94110
OWNER: JODI & MATTHEW GELMAN BLOCK/LOT: 9807/070

PERMIT SET

EXISTING
WEST
ELEVATION

DATE 10.16.2018

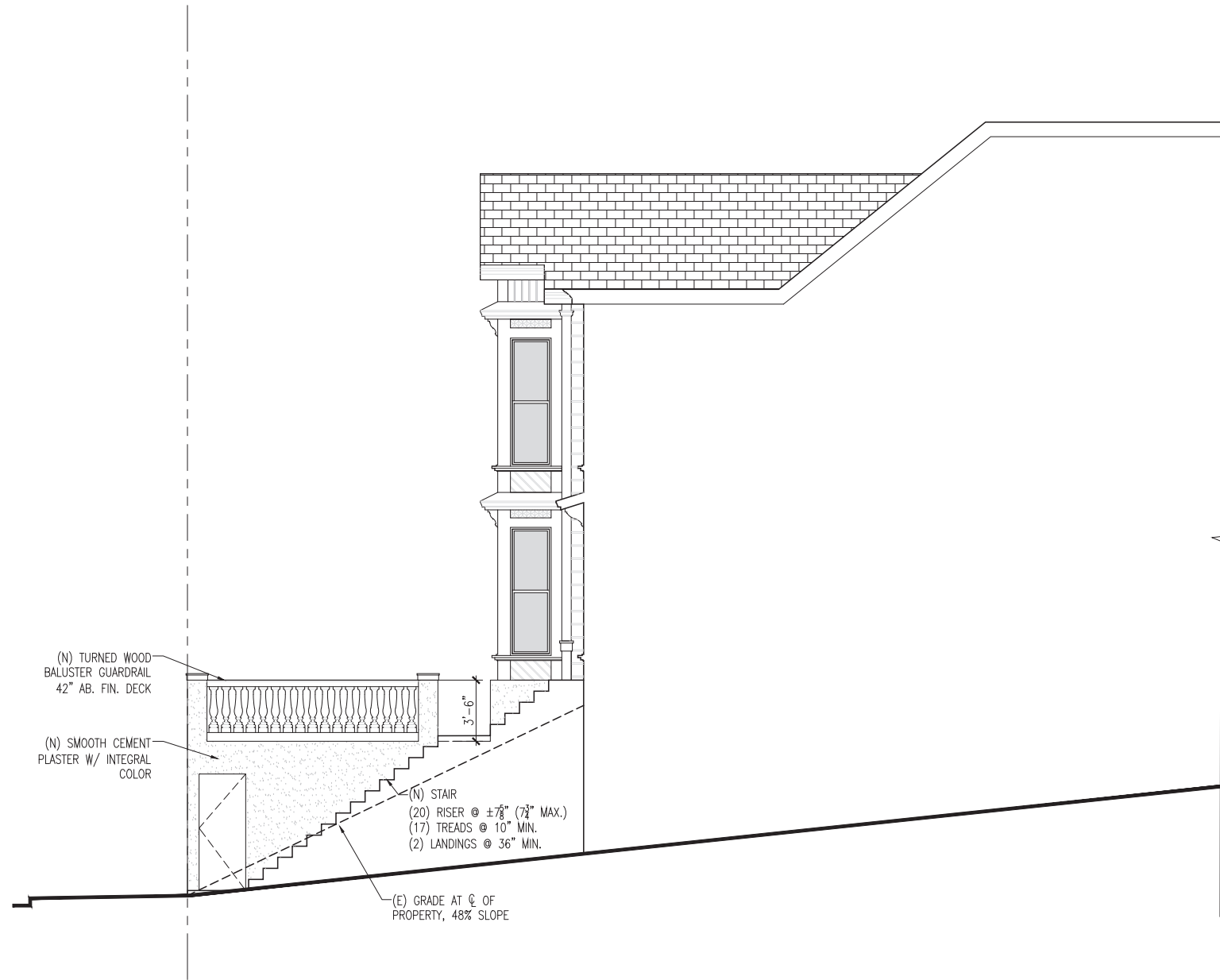
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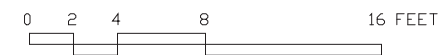
JOB

SHEET

A2.3



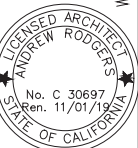
1 PROPOSED WEST ELEVATION
SCALE: 1/4" = 1'-0"



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ALTERATIONS TO:
3733-3735 20th STREET
SAN FRANCISCO, CA, 94110
OWNER: JODI & MATTHEW GELMAN BLOCK/LOT: 9807/070

PERMIT SET

PROPOSED
WEST
ELEVATION

DATE 10.16.2018

SCALE 1/4"=1'-0"

DRAWN

JOB

SHEET

A2.4



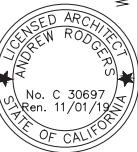
1 EXISTING EAST ELEVATION
SCALE: 1/4" = 1'-0"



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ALTERATIONS TO:
3733-3735 20th STREET
SAN FRANCISCO, CA, 94110
OWNER: JODI & MATTHEW GELMAN BLOCK/LOT: 9807/070

PERMIT SET

EXISTING
EAST
ELEVATION

DATE 10.16.2018

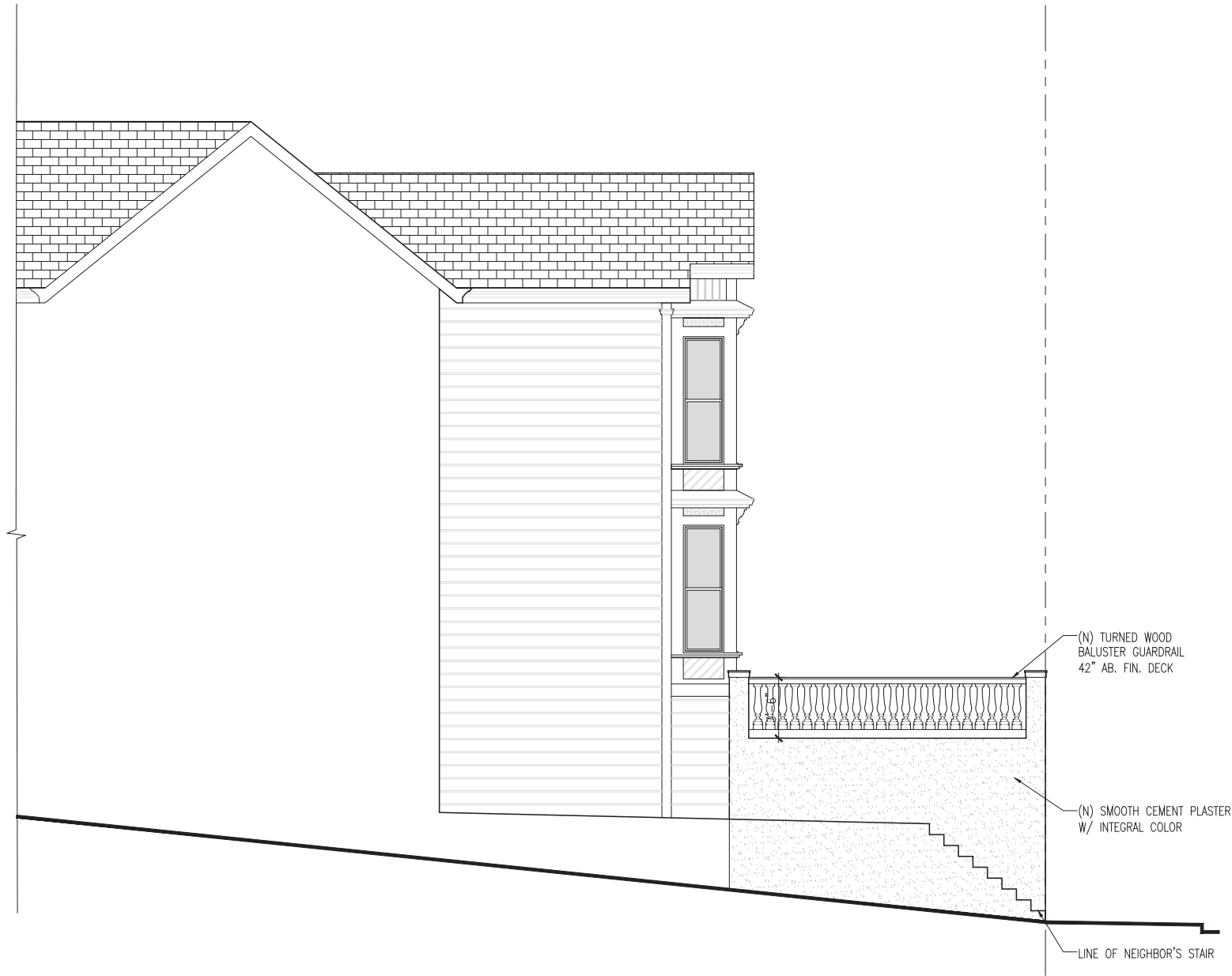
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DRAWN

JOB

SHEET

A2.5



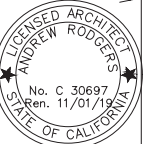
1 PROPOSED EAST ELEVATION
SCALE: 1/4" = 1'-0"



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ALTERATIONS TO:
3733-3735 20th STREET
SAN FRANCISCO, CA, 94110
OWNER: JODI & MATTHEW GELMAN BLOCK/LOT: 9807/070

PERMIT SET

PROPOSED
EAST
ELEVATION

DATE 10.16.2018

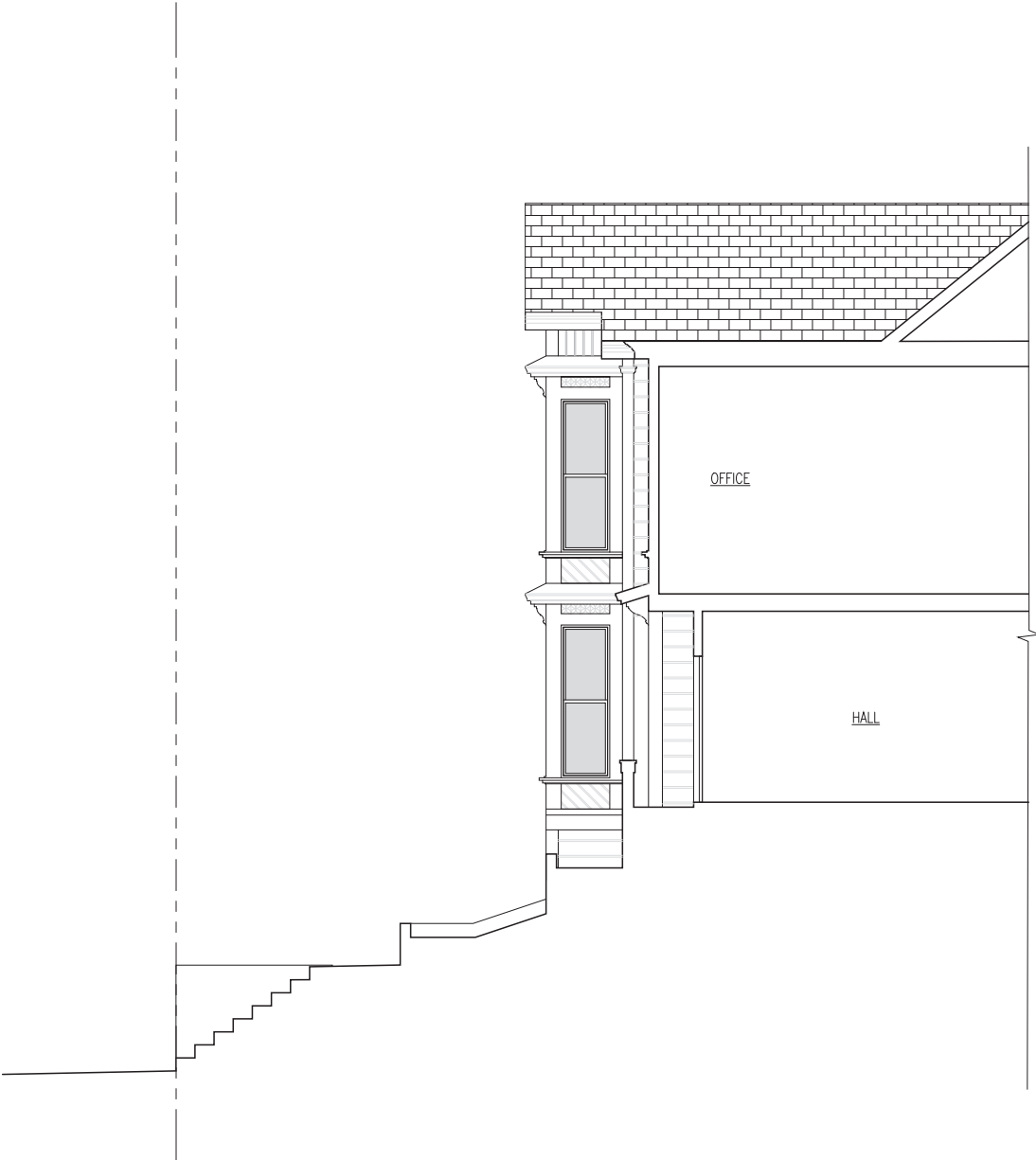
SCALE 1/4"=1'-0"

DRAWN

JOB

SHEET

A2.6



1

EXISTING PARTIAL SECTION

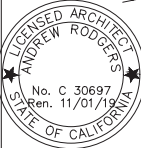
SCALE: 1/4" = 1'-0"



REVISIONS:

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ALTERATIONS TO:
3733-3735 20th STREET
SAN FRANCISCO, CA, 94110
OWNER: JODI & MATTHEW GELMAN BLOCK/LOT: 9807/070

PERMIT SET

EXISTING
PARTIAL
SECTION

DATE 10.16.2018

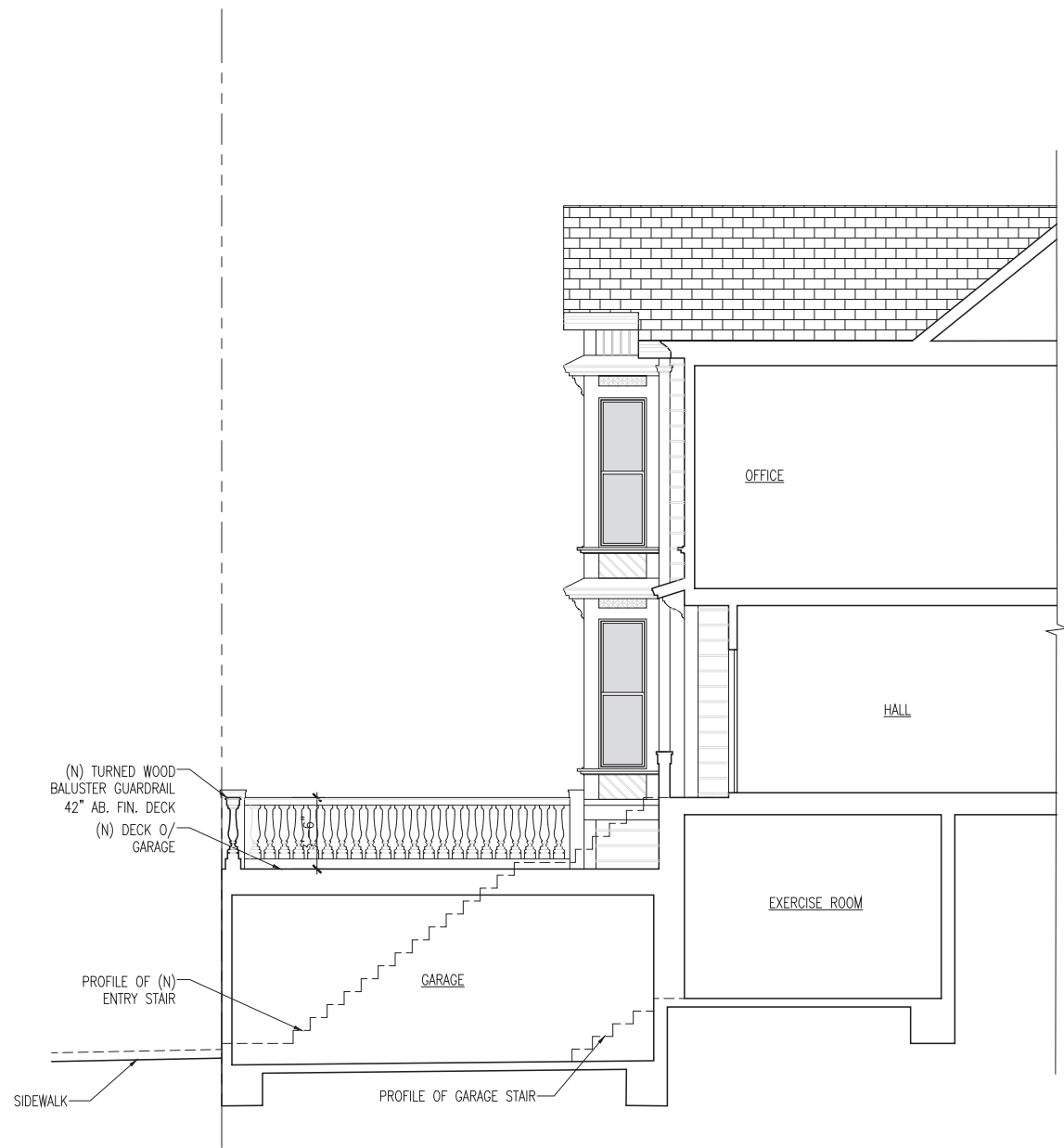
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DRAWN

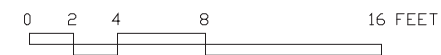
JOB

SHEET

A3.1



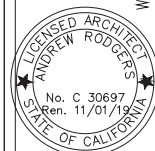
1 PROPOSED PARTIAL SECTION
SCALE: 1/4" = 1'-0"



REVISIONS:

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415 309 9612



ALTERATIONS TO:
3733-3735 20th STREET
SAN FRANCISCO, CA, 94110
OWNER: JODI & MATTHEW GELMAN BLOCK/LOT: 9807/070

PERMIT SET

PROPOSED
PARTIAL
SECTION

DATE 10.16.2018

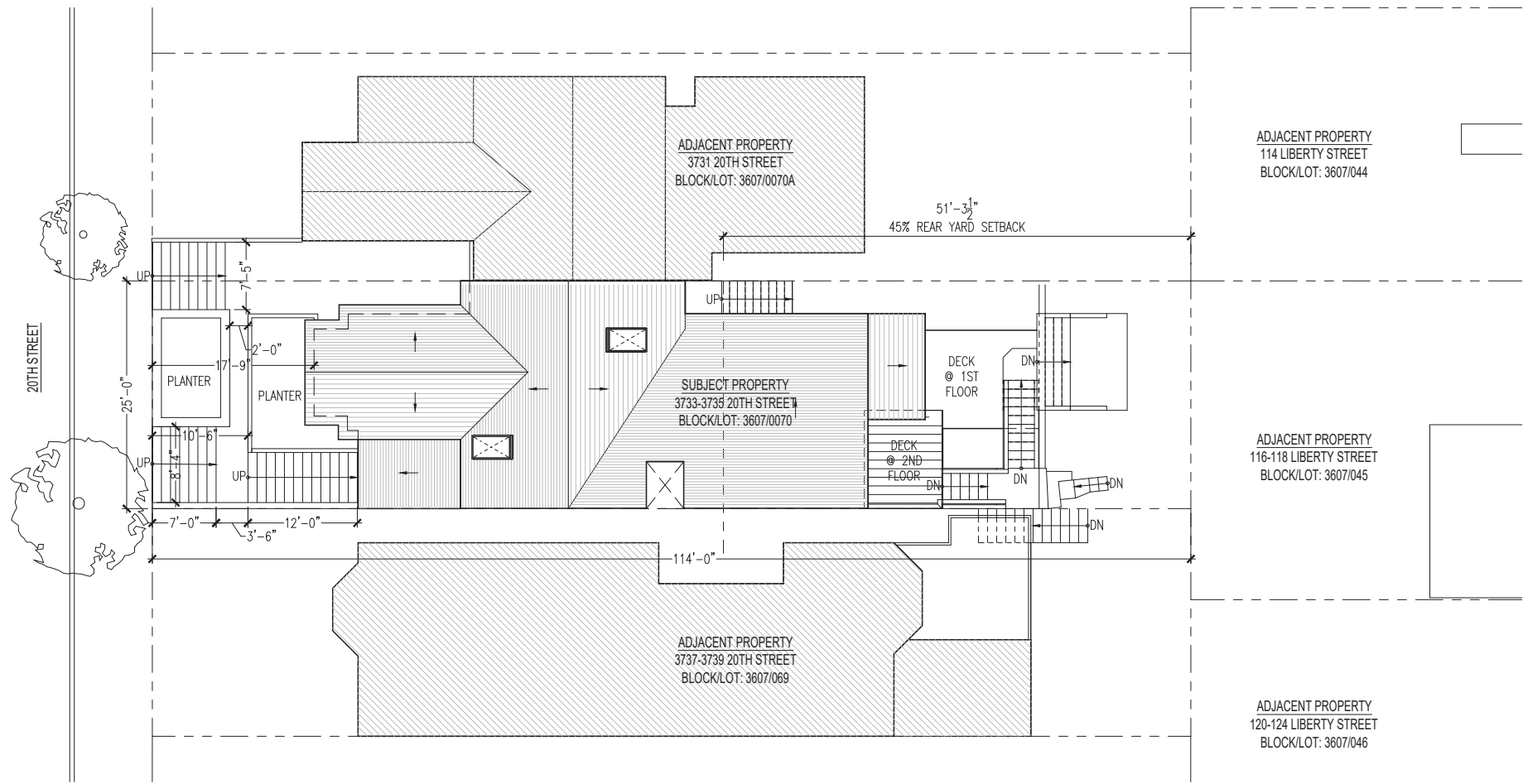
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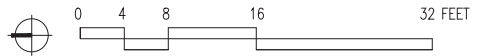
JOB

SHEET

A3.2



1 EXISTING SITE PLAN
SCALE: 1/8" = 1'-0"



REVISIONS:

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415 309 9612



ALTERATIONS TO:
3733-3735 20th STREET
SAN FRANCISCO, CA, 94110
OWNER: JODI & MATTHEW GELMAN BLOCK/LOT: 3607/070

PERMIT SET

EXISTING SITE
PLAN

DATE 10.16.2018

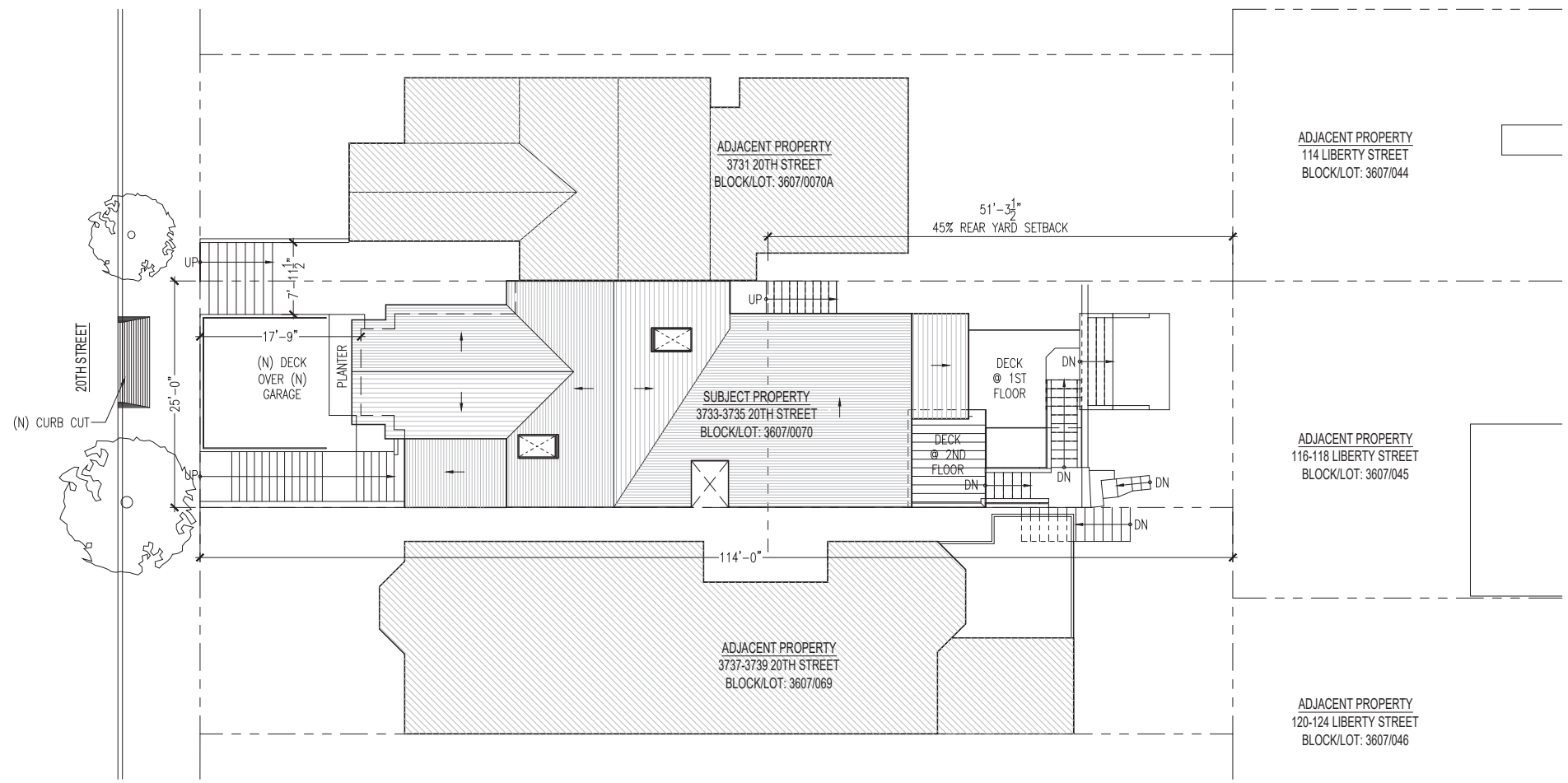
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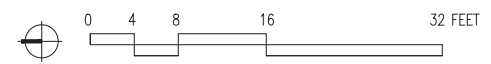
JOB

SHEET

A1.1



2 PROPOSED SITE PLAN
SCALE: 1/8" = 1'-0"



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415 309 9612

ALTERATIONS TO:
3733-3735 20th STREET
SAN FRANCISCO, CA, 94110
OWNER: JODI & MATTHEW GELMAN BLOCK/LOT: 3607/070

PERMIT SET

PROPOSED
SITE PLAN

DATE 10.16.2018

SCALE 1/8"=1'-0"

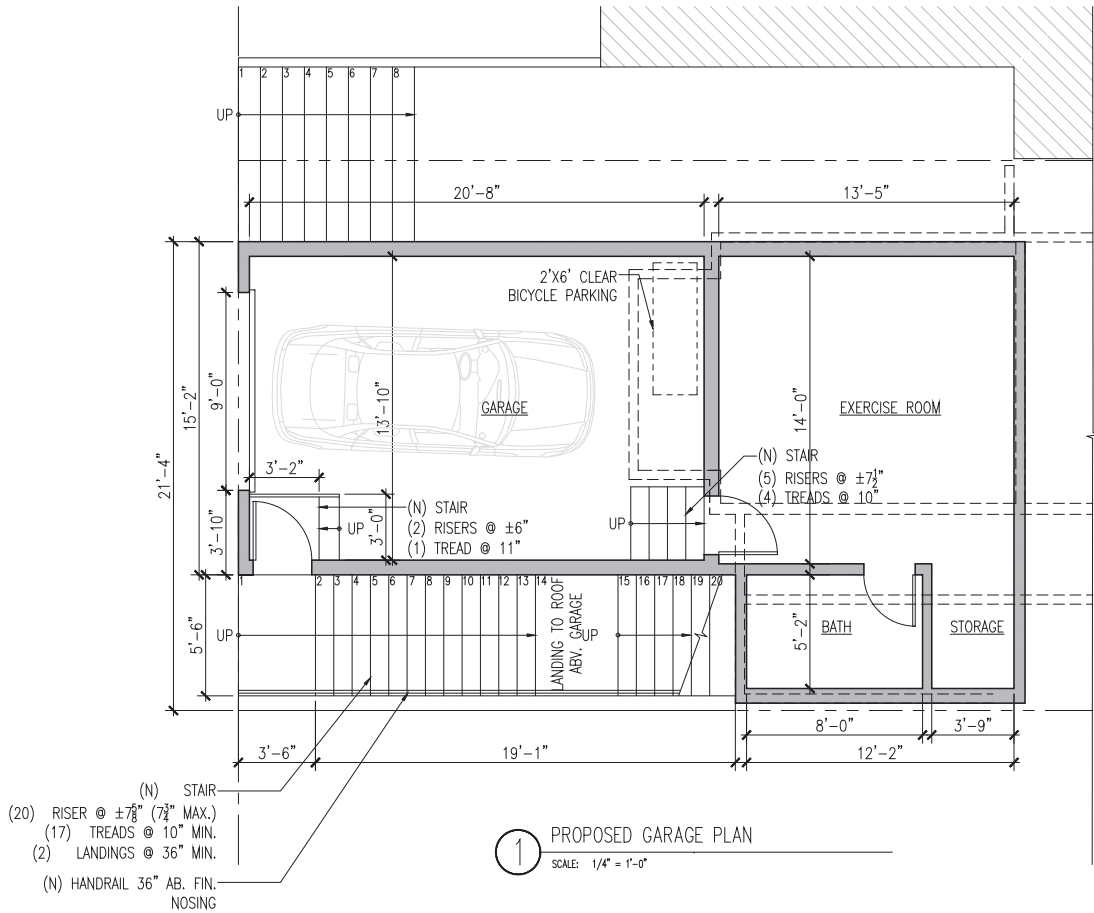
DRAWN

JOB

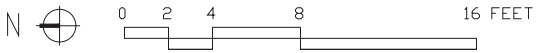
SHEET

A1.2

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DRAWING KEY	
	(E) CONSTRUCTION TO REMAIN
	(N) CONSTRUCTION
	1-HR CONSTRUCTION
	(E) CONSTRUCTION TO BE REMOVED



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3733-3735 20th STREET
SAN FRANCISCO, CA, 94110
OWNER: JODI & MATTHEW GELMAN BLOCK/LOT: 9807/070

PERMIT SET

(N) GARAGE
PLAN

DATE 10.16.2018

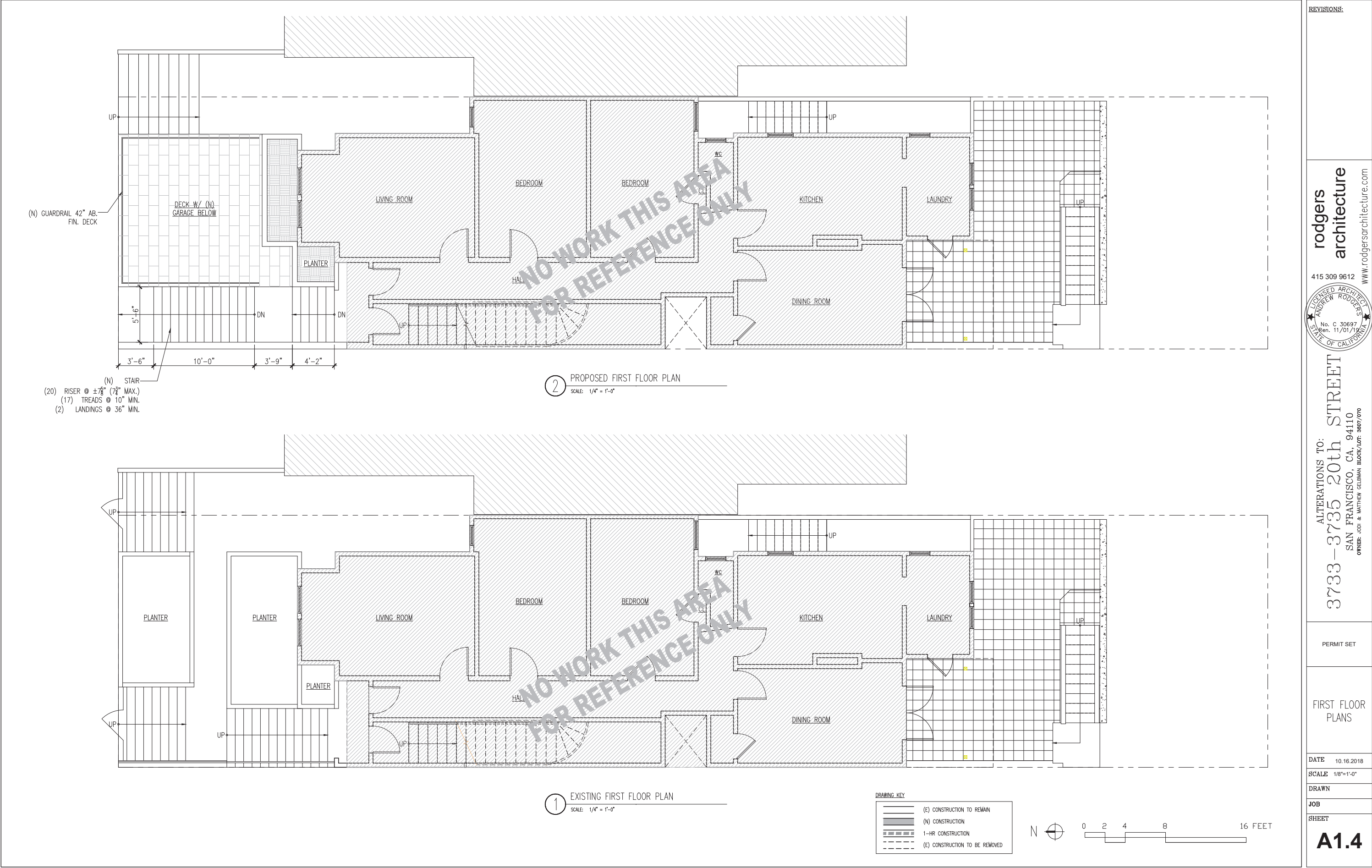
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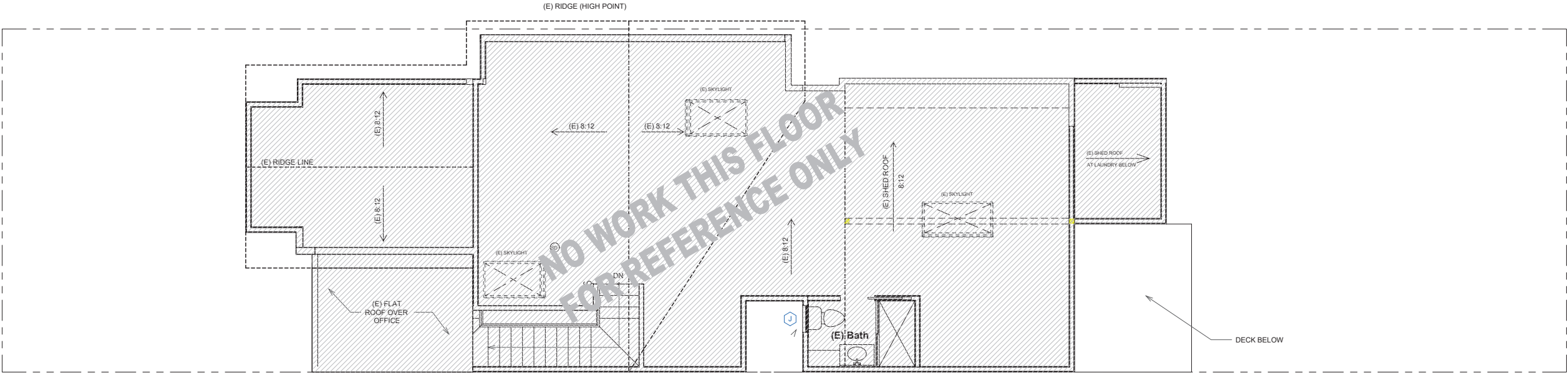
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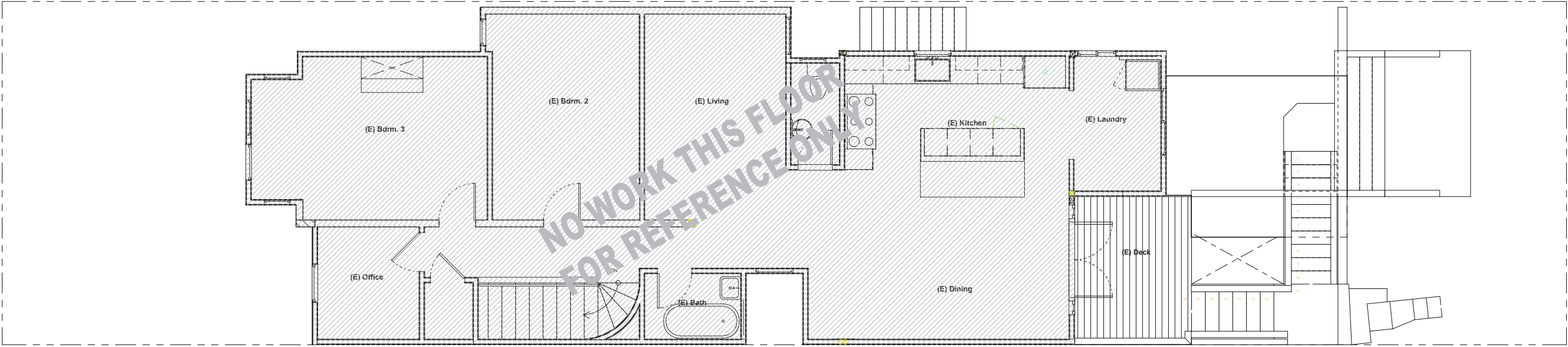
SHEET

A1.3





2 THIRD FLOOR PLAN - NO WORK
SCALE: 1/4" = 1'-0"



1 SECOND FLOOR PLAN - NO WORK
SCALE: 1/4" = 1'-0"

(E) CONSTRUCTION TO REMAIN

(N) CONSTRUCTION

1-HR CONSTRUCTION

(E) CONSTRUCTION TO BE REMOVED

N

0

2

4

8

16 FEET

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No. C 30697
Ren. 11/01/19
STATE OF CALIFORNIA

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ALTERATIONS TO:
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OWNER: JODI & MATTHEW GELMAN BLOCK/LOT: 9807/070

PERMIT SET

FIRST FLOOR
PLANS

DATE 10.16.2018

SCALE 1/8"=1'-0"

DRAWN

JOB

SHEET

A2.2



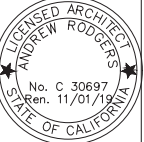
1 EXISTING NORTH ELEVATION
SCALE: 1/4" = 1'-0"



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ALTERATIONS TO:
3733-3735 20th STREET
SAN FRANCISCO, CA, 94110
OWNER: JODI & MATTHEW GELMAN BLOCK/LOT: 9807/070

PERMIT SET

EXISTING
NORTH
ELEVATION

DATE 10.16.2018

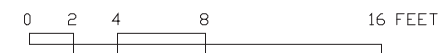
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DRAWN

JOB

SHEET

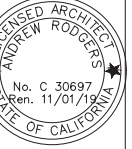
A2.1



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ALTERATIONS TO:
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PERMIT SET

PROPOSED
NORTH
ELEVATION

DATE 10.16.2018

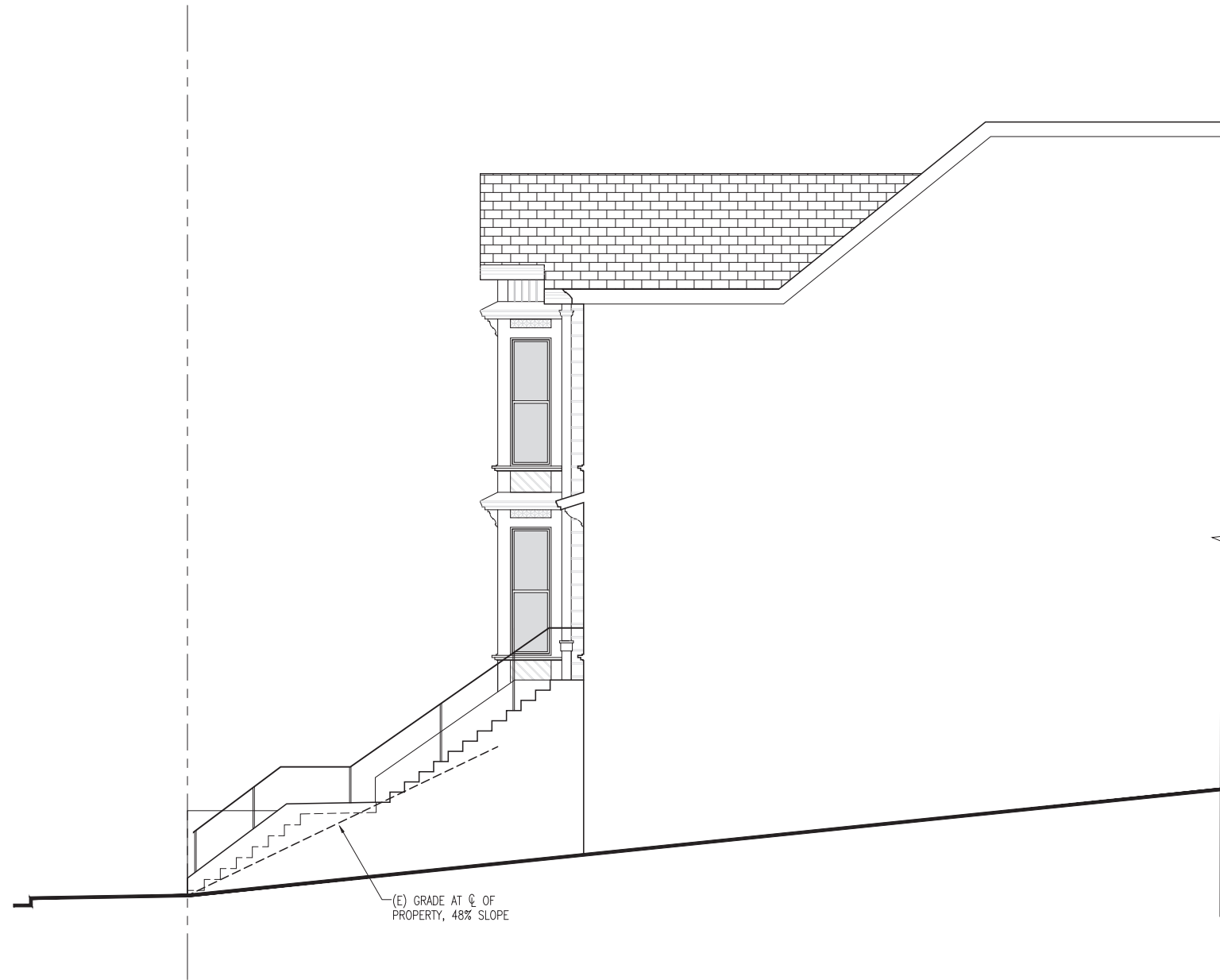
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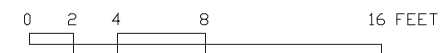
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SHEET

A2.2



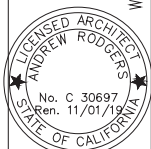
1 EXISTING WEST ELEVATION
SCALE: 1/4" = 1'-0"



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ALTERATIONS TO:
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OWNER: JODI & MATTHEW GELMAN BLOCK/LOT: 9807/070

PERMIT SET

EXISTING
WEST
ELEVATION

DATE 10.16.2018

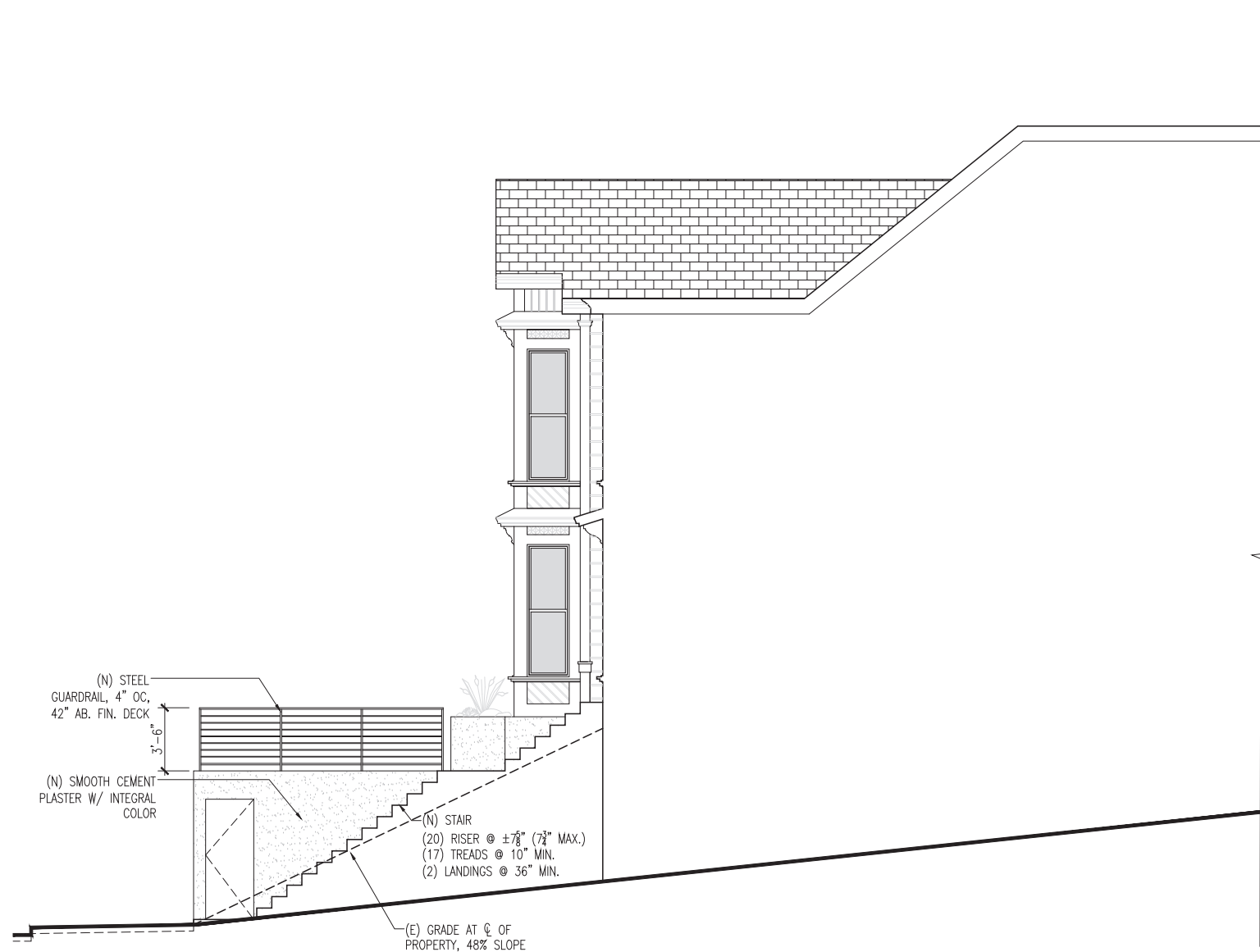
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DRAWN

JOB

SHEET

A2.3



1 PROPOSED WEST ELEVATION
SCALE: 1/4" = 1'-0"



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PERMIT SET

PROPOSED
WEST
ELEVATION

DATE 10.16.2018

SCALE 1/4"=1'-0"

DRAWN

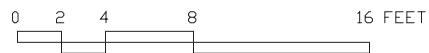
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SHEET

A2.4



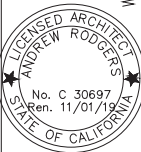
1 EXISTING EAST ELEVATION
SCALE: 1/4" = 1'-0"



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PERMIT SET

EXISTING
EAST
ELEVATION

DATE 10.16.2018

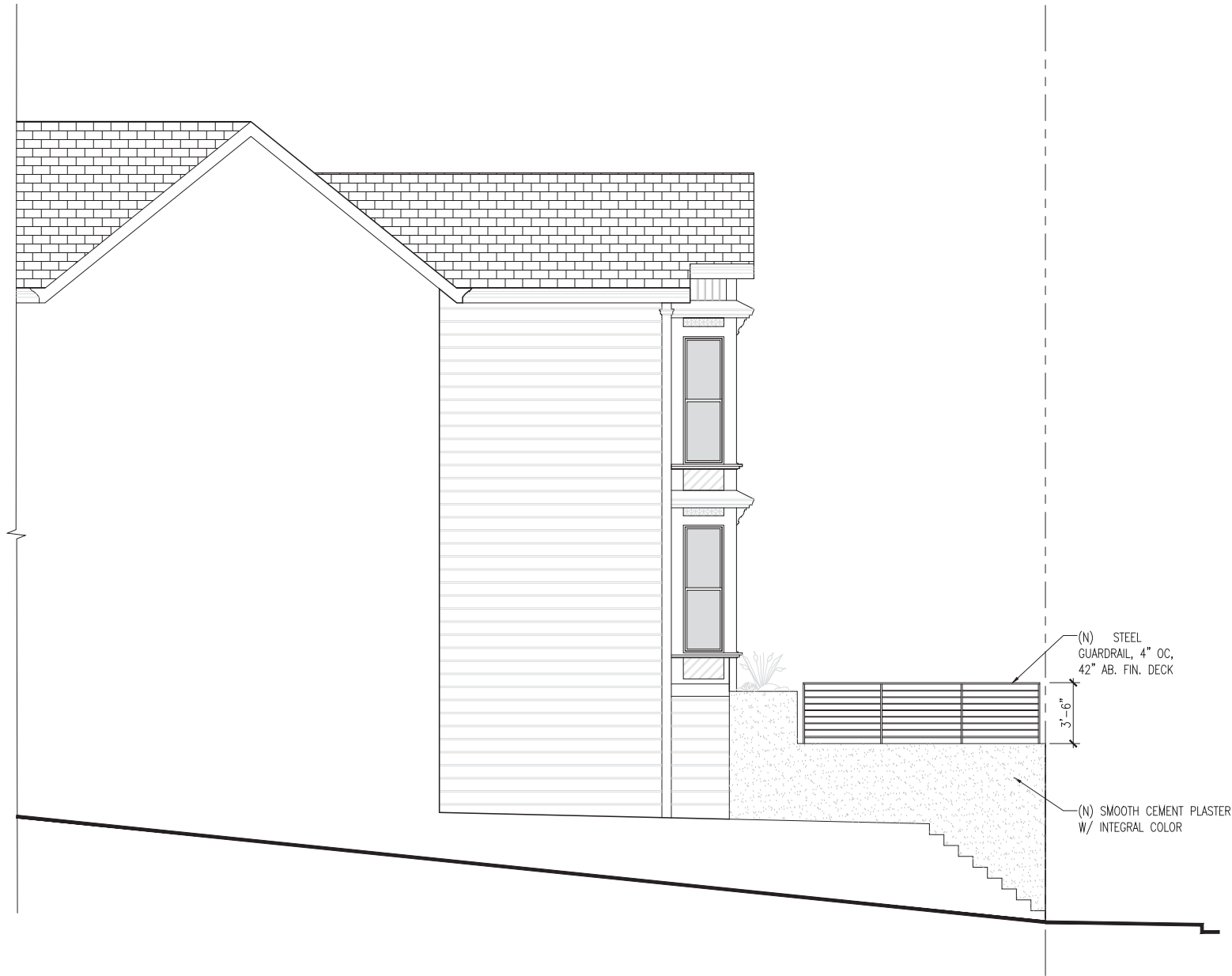
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DRAWN

JOB

SHEET

A2.5



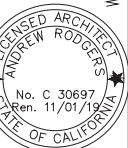
1 PROPOSED EAST ELEVATION
SCALE: 1/4" = 1'-0"

0 2 4 8 16 FEET

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ALTERATIONS TO:
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PERMIT SET

PROPOSED
EAST
ELEVATION

DATE 10.16.2018

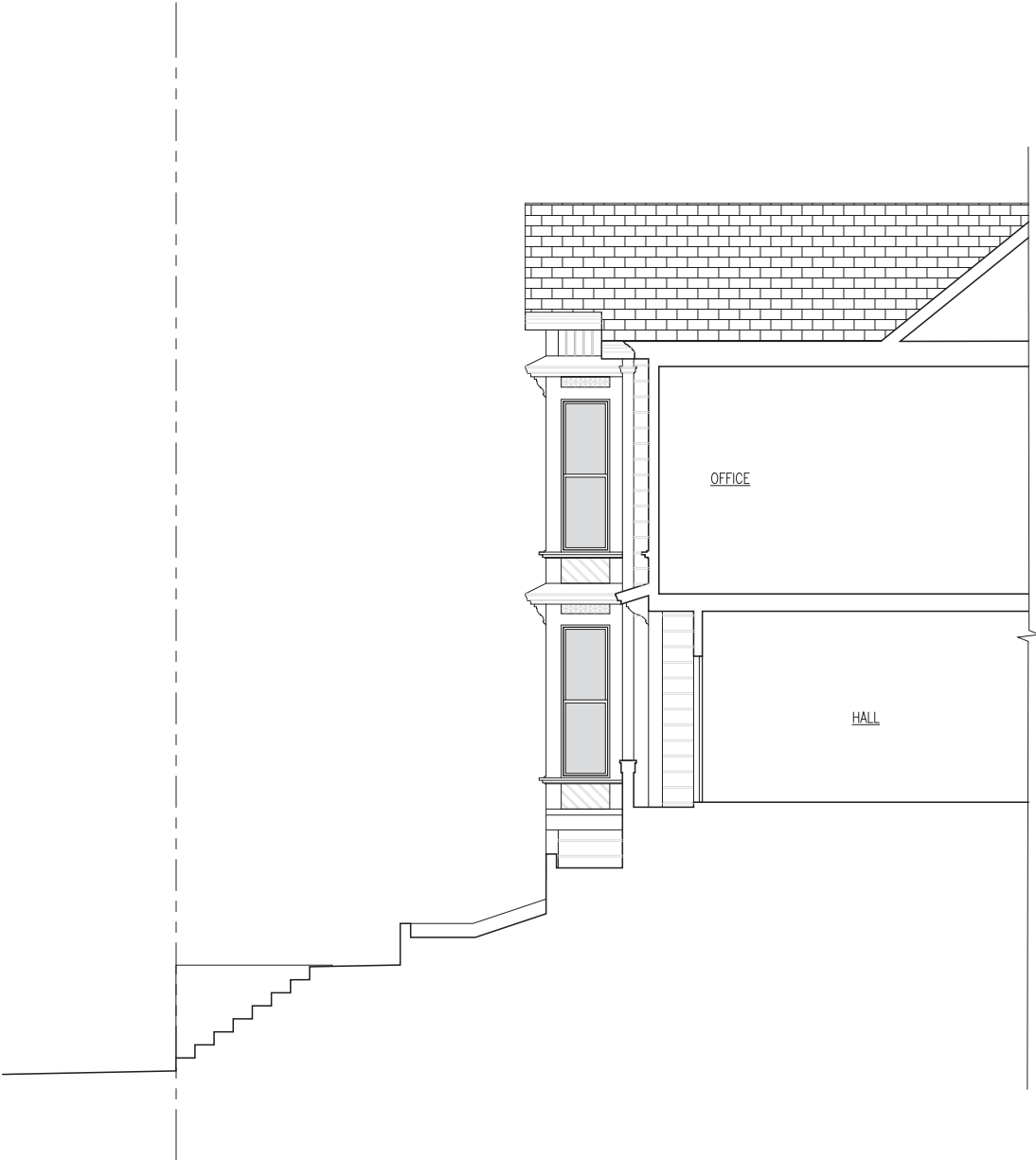
SCALE 1/4"=1'-0"

DRAWN

JOB

SHEET

A2.6



1 EXISTING PARTIAL SECTION
SCALE: 1/4" = 1'-0"



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PERMIT SET

EXISTING
PARTIAL
SECTION

DATE 10.16.2018

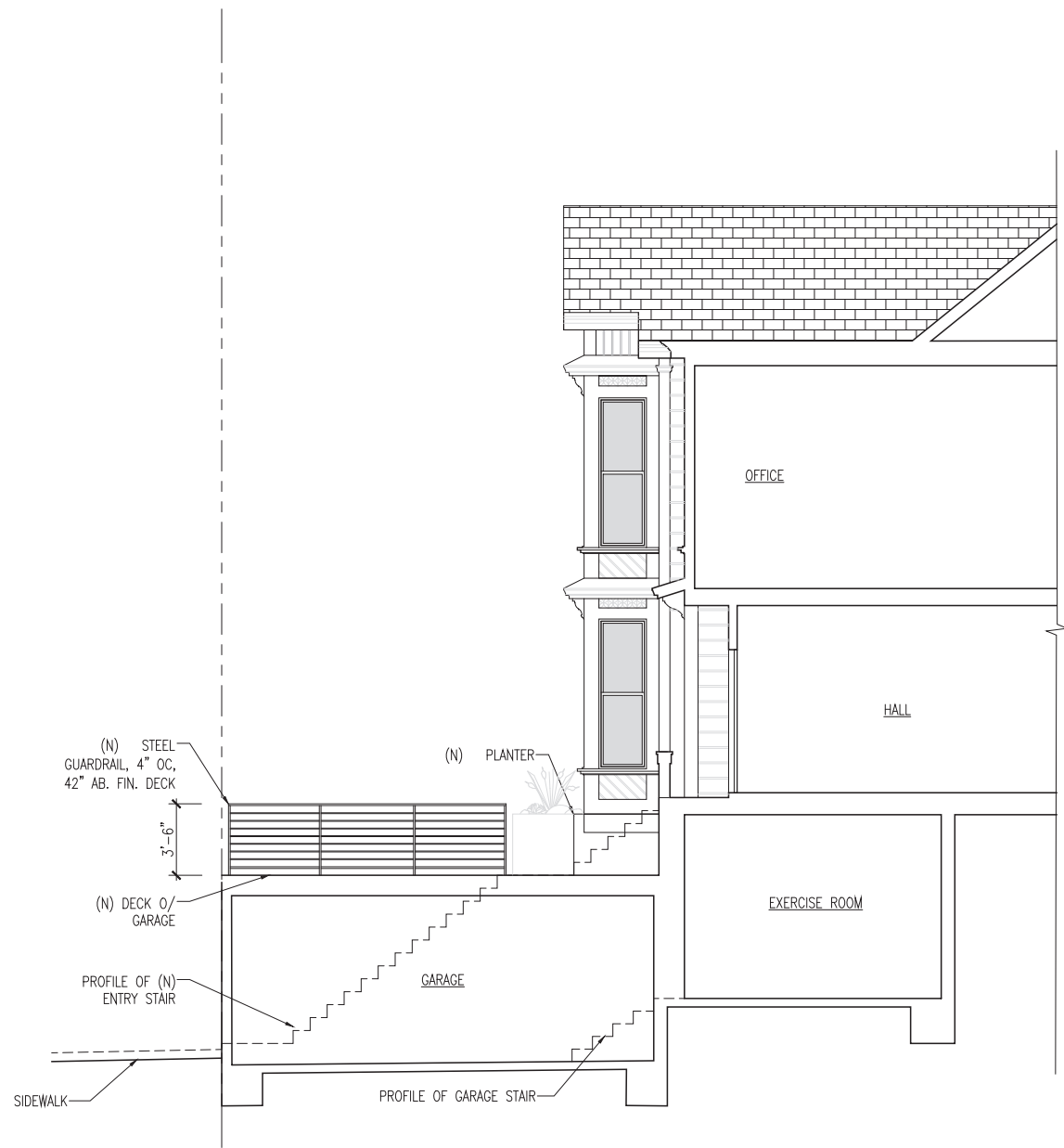
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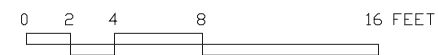
JOB

SHEET

A3.1



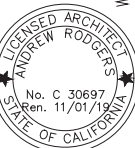
1 PROPOSED PARTIAL SECTION
SCALE: 1/4" = 1'-0"



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PERMIT SET

PROPOSED
PARTIAL
SECTION

DATE 10.16.2018

SCALE 1/4"=1'-0"

DRAWN

JOB

SHEET

A3.2



Courtesy Andy Rodgers. Photograph taken March 30, 2018.



Courtesy Andy Rodgers. Photograph taken January 2, 2018.



Courtesy Andy Rodgers. Photograph taken March 30, 2018.



Courtesy Andy Rodgers. Photograph taken March 30, 2018.



Courtesy Andy Rodgers. Photograph taken March 30, 2018.



Courtesy Andy Rodgers. Photograph taken March 30, 2018.



SAN FRANCISCO
PLANNING
DEPARTMENT

Guidelines for Adding Garages and Curb Cuts

CRITERIA FOR ADDING GARAGES
AND CURB CUTS TO EXISTING STRUCTURES
(INCLUDING HISTORIC RESOURCES)

Formerly known as: Zoning Administrator Bulletin Nos. 2006.1a and 2006.1b





ORGANIZATION:

This document is divided into two sections, both describe the quantitative and qualitative measures used to review proposed projects.

General Standards and Criteria for Existing Buildings

Additional Standards and Criteria for Known and Potential Historic Resources

This bulletin explains Planning Department procedures for the review of building permit applications proposing to add off-street parking to existing residential structures. The review requirements of other City agencies, such as the Department of Building Inspection (DBI) or the Department of Public Works (DPW), are not addressed in this document.

Approval of such building permit applications may be granted at the Planning Information Counter (PIC). In other instances, the application may be routed to a planner for further staff review, after which it may be approved, modified, or disapproved.

It is strongly recommended that all applications be reviewed first at the PIC prior to finalizing any plans. An initial determination can be made by PIC Staff as to whether the subject structure is a “historic resource” or a “potential historic resource.”

Rehabilitation and alteration standards for the preservation of designated City Landmark properties are contained in Article 10 of the Planning Code. However, there are structures within San Francisco that are considered “historic resources” in addition to Landmark properties.

For the purposes of this bulletin these structures or “historic resources” are buildings constructed in or before 1913 that appear to be of historic or architectural merit and those previously evaluated and included on specified registers and surveys. This also includes properties over fifty years of age that may be found to be historic resources based on available historic information.

Any proposal to add a new garage in a structure that is considered a known or potential historic resource is subject to the additional requirements outlined within this bulletin.

Inserting a new garage opening can have a major impact on a historic building and the surrounding neighborhood. Due to this potential impact, the Planning Department reviews proposals for new garages on a case-by-case basis. Department staff will review all proposals for compatibility with the Secretary of the Interior's Standards for the Treatment of Historic Properties. These Standards were developed by the National Park Service and are applied as set forth by the California Environmental Quality Act (CEQA) Guidelines Section 15331. **It is important to note that as legal non-conforming structures, the Planning Code does not require the provision of off-street parking for these properties.**

For all other structures, Planning Staff at the PIC will determine compliance with the Planning Code, the General Plan, the Residential Design Standards¹ and the specific criteria contained below. Should the proposed curb cut and garage door meet these standards, the application may be approved at the PIC.

General Standards and Criteria for Existing Buildings

GARAGE DOOR APPEARANCE

Garage door design and materials should be compatible with the existing building and surrounding neighborhood character.

PLACEMENT OF THE GARAGE AND CURB CUT

The location of the curb cut, garage, and garage door should ensure maximum compatibility with existing on-street parking, existing dwelling units, and the structure's context. Greater numbers of entryways and units along a building activate more of the street frontage by increasing the points where residents come and go as well as the number of opportunities for personalization.

- On-Street Parking. Could a greater number of on-street parking spaces be retained if the curb cut and garage were shifted elsewhere on the building's frontage?
- Impact to Existing Dwelling Units. Would the proposed placement of the new garage have a negative effect on any existing dwelling units on the ground level?
- Loss of Existing Street Trees.² Could existing street trees adjacent to the subject property remain if the garage and/or curb cut were shifted elsewhere on the building's frontage?
- Loss of existing Significant Trees.³ Could existing Significant Trees within the subject parcel remain if the garage and/or curb cut were shifted elsewhere on the building's frontage?⁴



Front yard setbacks that not only enliven the public realm but also represent the historic pattern of development should be maintained and protected. When a garage is necessary, it should be inserted into the building, avoiding impacts on the character-defining features of the building and the displacement of any ground floor residential units.

WIDTH OF THE GARAGE DOOR AND CURB CUT

The total width of the garage door should be no larger than necessary to accommodate the off-street parking space. The total width of the curb cut should not exceed the Planning Department's standard curb cut maximum of 10 feet.⁵

In any instance where a proposed curb cut or garage door exceeds either of these dimensional requirements, the application will be routed upstairs for further review, where the burden will be upon the applicant to show that there are special circumstances that warrant larger dimensions, such as:

- Site Constraints. Is there a severe (1) lateral slope or (2) grade change in the front setback? Is the width of the lot or sidewalk atypical?
- Street Constraints. Is the width of the street prohibitively narrow such that maneuvering a standard automobile into the proposed garage is not possible?
- Limited Garage or Building Depth. When proposing a new multiple-space garage, could the garage be made deeper?
- On-street Parking Spaces. Does excessive curb cut or garage door width further decrease the number of available on-street parking spaces?
- Over-parking. Would the proposal result in the provision of more than one parking space per dwelling unit?

STREET TREES

Are new street trees included in the proposal? If existing street trees would be removed, are replacement trees of similar caliper and canopy size proposed?



The base of this historic projecting bay was adversely impacted for this garage. This treatment does not meet the criteria for inserting a garage within an existing structure.

BUILDING EXPANSION

Would any exterior dimension of the structure be increased? If building must be lifted to accommodate the garage, or if the proposal involves an exterior expansion, neighborhood notification may be required and the building permit application cannot be approved at the PIC. The application will be routed to a Planner for further review.

INTERFERE WITH TRANSIT, BICYCLES, OR PEDESTRIANS

New or expanded garages or curb cuts that are located along Transit Preferential Streets or that would otherwise adversely transit stops, bicycle routes, or primary pedestrian streets cannot be approved over the counter. The application will be routed to a planner for further review.

ILLUSTRATIVE EXAMPLES

RIGHT: The property is not a good candidate for the insertion of a garage. The base of the building is short and constructing a garage would require the removal of character-defining features. Raising the building would significantly change its height and would adversely impact its overall design and its relationship to the street and its immediate neighbors.



ABOVE: This garage structure acts as a barrier between the residential building and the public realm, degrading the pedestrian experience. The construction of a garage structure within the front yard setback has not only removed historic materials at the base of this building, it has also resulted in the alteration of the historic stair configuration.

LEFT: This garage meets the criteria. The garage opening does not adversely impact the projecting bay above and has been designed to be the minimum width necessary in order to reduce the removal of historic material while maximizing landscaping within the front setback.

Additional Standards and Criteria for Historic Resources

The ongoing demand for off-street parking in San Francisco has created a serious challenge for its historic resources. This bulletin is written to ensure adequate and consistent review of the City's known and potential historic resources.

CHARACTER-DEFINING FEATURES

Below is a list of the character-defining features that, if altered, may trigger additional Planning Department review. Please note that in some instances the insertion of a garage opening in a historic resource will not be approved.

Architecture:

- Bays
- Decorative features
- Front entries

Relationship to adjacent buildings and streetscape:

- Significant trees⁶
- Historic fences
- Historic pattern of development

Massing & Scale:

- Height
- Front Setbacks

RAISING STRUCTURES

Generally, raising a historic resource to insert a garage opening is strongly discouraged when the act may render the building ineligible for the California or National Register. In some instances, raising a structure to insert a garage opening may be approved to avoid the removal of historic fabric as long as the integrity of the building and its original design, proportions, and relationship to adjacent buildings are not compromised.

ADDITIONAL CRITERIA

In cases where a garage opening may be appropriate, great care should be taken in the design and execution of the work. In addition to the criteria set forth in this document, the following criteria apply to the review of new garages in historic resources.

- A garage openings should be inserted on the side or rear whenever possible. These "secondary elevations" have fewer character-defining features.
- A new opening and curb cut should be no larger than absolutely necessary while still meeting the requirements of the existing Building and Planning Codes.
- All detailing, including garage doors, surrounds, and decorative features, should be compatible with the building's architectural features without creating a false sense of history.
- To avoid impacts to character-defining features, the project sponsor may explore obtaining a Minor Encroachment Permit (Section 723.2 of the Public Works Code) from the Department of Public Works (DPW). This permit allows for the extension of the driveway into the public right-of-way and can lower the height of the garage door to avoid the removal of character-defining features. DPW can be reached at (415) 554-5810.
- Garages should be designed to be inconspicuous so they do not project out from the front façade of the building; however, new garage structures in the front yard setback of steeply sloping lots or in retaining walls may be appropriate.
- Landscape improvements should be incorporated into the proposal to minimize the impact a new garage opening has on the building and the surrounding streetscape.

ILLUSTRATIVE EXAMPLES



RECOMMENDED

ABOVE LEFT: To maximize landscaping within narrow front setbacks, consider a "Hollywood" driveway, as depicted above, or an open cell paver to allow for grass to grow through and to minimize stormwater runoff.

ABOVE RIGHT: The insertion of two separate garage openings that run the entire width of the building is not recommended because it erodes the public realm. Additionally, the width of the curb cut removes more street parking than necessary.

RIGHT: Historic fences, should be taken into consideration when proposing a new garage opening and should be salvaged and reinstalled as appropriate to preserve these rare historic features.



NOT RECOMMENDED



NOTES

- 1 The Residential Design Standards (formerly Residential Design Guidelines, December 2003) contain recommended standards for new garage openings and curb cuts on pages 34-36.
- 2 Should any street tree removal be proposed, the application would be routed upstairs for further review while a Street Tree Removal Permit is sought from the Urban Forestry Division of the Department of Public Works (DPW).
- 3 For purposes of this Bulletin, a Significant Tree is defined in Public Works Code Section 810A as a tree within 10 feet of the front property line which meets at least one of the following criteria: (a) a diameter at breast height (DBH) in excess of 12 inches, (b) a height in excess of 20 feet, or (c) a canopy in excess of 15 feet. Any removal of or impact to Significant Trees would result in the application being routed upstairs for further review while the applicant pursues required permits from DPW.
- 4 This is a restatement of policies set forth in Zoning Administrator Bulletin 2. While ZA Bulletin 2 presents background information and establishes a policy foundation for the regulation of curb cuts, these guidelines expand on and supersede the policies contained in ZA Bulletin 2.
- 5 The Department's standard curb cut (7 feet across at the street level and 18 inch transition slopes [where the curb tapers down to the street] on either side) was established in Zoning Administrator Bulletin 2 and is reiterated on page 37 of the Residential Design Standards (formerly Residential Design Guidelines, December 2003). This is a restatement of policies set forth in Zoning Administrator Bulletin 2. While ZA Bulletin 2 presents background information and establishes a policy foundation for the regulation of curb cuts, this bulletin expands on and supersedes the policies contained in ZA Bulletin 2.
- 6 See footnote 3.

Cover photo by Jaymi Heimbuch
<http://www.flickr.com/photos/jaymiheimbuch/4446078093>



**SAN FRANCISCO
PLANNING
DEPARTMENT**

FOR MORE INFORMATION: Call or visit the San Francisco Planning Department

Central Reception
1650 Mission Street, Suite 400
San Francisco CA 94103-2479

TEL: **415.558.6378**
FAX: **415 558-6409**
WEB: **<http://www.sfplanning.org>**

Planning Information Center (PIC)
1660 Mission Street, First Floor
San Francisco CA 94103-2479

TEL: **415.558.6377**
*Planning staff are available by phone and at the PIC counter.
No appointment is necessary.*