

# SAN FRANCISCO PLANNING DEPARTMENT

# Discretionary Review Abbreviated Analysis

HEARING DATE: MARCH 31, 2016

Date:	March 15, 2016
Case No.:	2013.0491DRP
Project Address:	1335 Larkin Street
Permit Application:	2014.03.10.0361
Zoning:	Polk Street NCD [Neighborhood Commercial District]
	65-A Height and Bulk District
Block/Lot:	0645/003
Project Sponsor:	Anthony A. Pantaleoni
	Kostas/Pantaleoni Architects
	70 Zoe Street, Suite 200
	San Francisco, CA 94107
Staff Contact:	Nicholas Foster – (415) 575-9167
	nicholas.foster@sfgov.org
Recommendation:	Take DR and approve with modifications

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

Reception: 415.558.6378

Fax: 415.558.6409

Planning Information: 415.558.6377

## **PROJECT DESCRIPTION**

The proposal ("Project") at 1335 Larkin Street is a vertical addition of 5-stories, creating a 65-foot-tall building-80 feet with stair and elevator penthouses-over the existing, one-story-plus-mezzanine garage structure. The new vertical addition will have a varied front setback: 32-feet at the 2nd floor; 43feet (40-feet to the face of the balconies) at the 3rd, 4th, and 5th floors; and 47'-6" at the 6th floor. Floors 2 through 6 will also be set back approximately 17 feet from the rear property line (the required rear yard setback is approximately 34 feet). The residential portion of the proposed project would accommodate approximately 15 one-bedroom and 5 two-bedroom apartments, for a total of 20 dwelling units. The ground-floor garage would provide space for approximately 17 vehicle parking spaces and 20 Class I bicycle parking spaces, and would be accessed via the existing curb cut on Larkin Street. The front façade of the existing structure would remain unaltered with the exception of removing the awning and replacing the steel roll-up garage door and bay windows, which are considered non-historic features. Other proposed work would involve construction of a new slab foundation to support the addition and general maintenance of the building. Excavation, to a maximum depth of approximately two feet below grade, is proposed in order to accommodate the new foundation. The proposed building would contain a total of approximately 35,210 gross square feet, comprised of the following: 19,902 square feet residential space; 3,937 square feet of shared open space; 5,423 square feet of common space (i.e. lobby, storage, corridors, stairs, and elevators); and 5,948 square feet of parking and mechanical space.

## SITE DESCRIPTION AND PRESENT USE

The project site ("Site") is located on a 7,836 square foot lot that measures approximately 137'-6" x 57' in size on the west side of Larkin Street, between California and Pine Streets. The property is located within

the Nob Hill neighborhood, within the Polk Street Neighborhood Commercial Zoning District (NCD) and a 65-A Height and Bulk District.

The existing structure is a one-story-plus-mezzanine brick garage structure designed in the Mission Revival style. The subject property is listed in the San Francisco Architectural Heritage's Downtown Survey of 1977-1978, known as "Splendid Extended", however the property was not assigned a rating in the survey. The building was also evaluated in the San Francisco Planning Department's 1990 Unreinforced Masonry Building (UMB) Survey following the 1989 Loma Prieta Earthquake but was not assigned a priority rating.

The subject property was also evaluated individually as part of the 2009-2010 Van Ness Auto Row Support Structures Survey by William Kostura and was determined eligible for listing in the California Register. Specifically, the property was found to be eligible under Criterion 1 (Events) as an earlier example of a public garage in San Francisco and as a property that had remained in continuous use for automotive business from its completion until 1964. In addition, the property was found to be eligible under Criterion 3 (Design/Construction) as a "fine example of a public garage" that retains a "high level of integrity." As such, the property has a California Historic Resource status code of "3CS 1".

## SURROUNDING PROPERTIES AND NEIGHBORHOOD

The project site is located within the southern portion of the Nob Hill neighborhood, near the northern boundary of the Downtown/Civic Center neighborhood, within an established mixed-use area primarily comprised of medium- to high-density housing and mixed-use structures with active, ground-floor retail uses. The immediate neighborhood predominantly consists of large wood-frame residential buildings, ranging from three to six-stories in height. The architecture of the buildings is diverse, providing a mixed visual character.

Immediately adjacent to the subject property to the north is a brick two-story, commercial building (1349 Larkin) built in 1909 and a four-story, wood frame mixed-use building built in. 1907 (1501-1515 California Street) next to it. On the south side, the subject property abuts a six-story, wood-frame mixed-use building built in 1993 (1400 Pine Street). Along the rear, the property is bordered by a two-story, wood-frame residential building built in 1907 (1541 California Street).

TYPE	REQUIRED PERIOD	NOTIFICATION DATES	DR FILE DATE	DR HEARING DATE	FILING TO HEARING TIME
312 Notice	30 days	September 16, 2015 – October 16, 2015	October 16, 2015	March 31, 2016	168 days

## **BUILDING PERMIT NOTIFICATION**

## HEARING NOTIFICATION

ТҮРЕ	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Posted Notice	10 days	March 21, 2016	March 21, 2016	10 days
Mailed Notice	10 days	March 21, 2016	March 21, 2016	10 days

## PUBLIC COMMENT

	SUPPORT	OPPOSED	NO POSITION
Adjacent neighbor(s)			
Other neighbors on the			
block or directly across			
the street			
Neighborhood groups			

As of the publication date of this packet, the Department has not received any public comment pertaining to the requested Discretionary Review of the proposed project.

### DR REQUESTOR

Karen Chow-Szeto, of 1529 California Street (Block/Lot 0645/021); located adjacent to the subject property (abutting the subject property to the northwest).

### DR REQUESTOR'S CONCERNS AND PROPOSED ALTERNATIVES

**Issue** #1: DR Requestor states the proposed project should be limited to 3-4 stories in total height to maintain the existing character of the neighborhood with regard to height and bulk.

**Issue #2:** DR Requestor states the proposed project will obstruct access to light and air to the following, abutting properties: 1517-1525 California Street; 1529-1533 California Street; and 1451 California Street.

**Issue #3:** DR Requestor states the proposed project should reduce the overall number of dwelling units such that fewer units would require relief from Code Sections 134 (rear yard) and 140 (dwelling unit exposure); in doing so, fewer units could be accommodated in a smaller building.

See attached Discretionary Review Application, dated October 16, 2015.

## PROJECT SPONSOR'S RESPONSE TO DR APPLICATION

**Issue #1:** The Project Sponsor states that the there are no exceptional or extraordinary circumstances associated with the project which merits the exercise of the Commission's discretionary review authority. The project involves a 5-story vertical addition above an existing 1-story automotive garage building, which will facilitate construction of 20 new dwelling units. It will constitute smart, infill development, which is consistent with land use, residential density, height, and bulk controls within the Polk Street NCD.

**Issue #2:** The Project Sponsor states that the project will complement the character and scale of development on Larkin Street and within the surrounding neighborhood. Development in this area generally consists of multi-story residential buildings, ranging from one to six stories. Directly adjacent to the property on its south side is a much larger 6-story building containing approximately 54 units of senior housing (1303 Larkin). In addition, the vertical addition will be set back at the 3rd, 4th and 5th

floors by approximately 43' from the front property line, with the 6th floor further setback to approximately 47'-6". All new floors 2nd through 6th will also be setback approximately 17-feet from the rear property line. These substantial setbacks will minimize the appearance of the vertical addition and building height from Larkin Street, providing a compatible visual transition between the taller and more densely massed 6-story building to the south at 1303, and the two- and three-story structures to the north.

**Issue #3:** The Project Sponsor states that the seeking of Variances from rear yard setback and dwelling unit exposure are minor in scale and common with regarding to infill housing development. Planning Code Section 134 requires a rear yard setback of approximately 34 feet at the property. However, the existing 1-story historic building occupies the full lot area, and the proposed addition must maintain a significant setback from the front façade in order to minimize its visual impact to the special relationship and character of the preserved automobile service station. This significantly restricts the developable area at the site. Accordingly, the proposed project is seeking a Variance to extend approximately 17 feet into the rear yard setback, while still maintaining an approximately 17-foot rear yard area above the building's first floor. This rear yard setback would nearly align with the rear yard of the DR Requestor's building, maintaining a sense of separation, light and open space. Because the project will provide less rear yard setback than required under the existing Planning Code, a Variance has been requested from dwelling unit exposure standards for 10 of the new units which will maintain exposure onto the rear yard setback, providing ample access to light and air for its residents.

See attached Response to Discretionary Review, dated March 1, 2016.

## ENVIRONMENTAL REVIEW

A Categorical Exemption, Class 32 (California Environmental Quality Act (CEQA) Guidelines Section 15332) was issued as of September 21, 2015. See CEQA Categorical Exemption Determination attached to the case report.

## **DEPARTMENT REVIEW**

On January 11, 2016, the project was discussed at the Department's Project Coordination Lite meeting. At that meeting, the Department identified exceptional or extraordinary circumstances associated with the project, and recommended modifications to the project. The modifications included the request for the Project Sponsor to provide a side setback equal to 1/2 of the width of 57'-wide lot (28'-6") for a length equal to the amount required for the required rear yard (approximately 34'). This modification was suggested to provide an increased side setback along the northern edge of the property, thereby creating additional relief from the adjacent properties to the north of the subject property (including DR Requestors property at 1529 California Street (Block/Lot 0645/021)).

## Variance

A Variance is required for this project, pursuant to Code Sections 134 (rear yard) and 140 (dwelling unit exposure). Per Section 134 of the Planning Code the subject property is required to maintain a rear yard of approximately 34.4 feet. The proposed vertical addition would encroach approximately 17 feet into the required rear yard; therefore, the project requires a modification from the rear yard requirement of the Planning Code. Section 140 of the Planning Code requires each dwelling unit to face directly onto a qualifying street, a Code-complying rear yard or open area of adequate size. The subject property does

not feature a Code-complying rear yard and 10 of the 20 new dwelling units do not face directly onto a qualifying street; therefore, the project requires a variance.

A Variance hearing was held on September 23, 2015 and the Zoning Administrator, after hearing public comment, took the decision on the items under advisement until closure of the (30-day) 312 Neighborhood Notification period. As a Discretionary Review was filed during the Neighborhood Notification Period, the Zoning Administrator has deferred his decision on the Variance items, pending the outcome of the DR hearing.

Under the Commission's pending DR Reform Legislation, this project would be referred to the Commission as this project does contain or create exceptional or extraordinary circumstances.

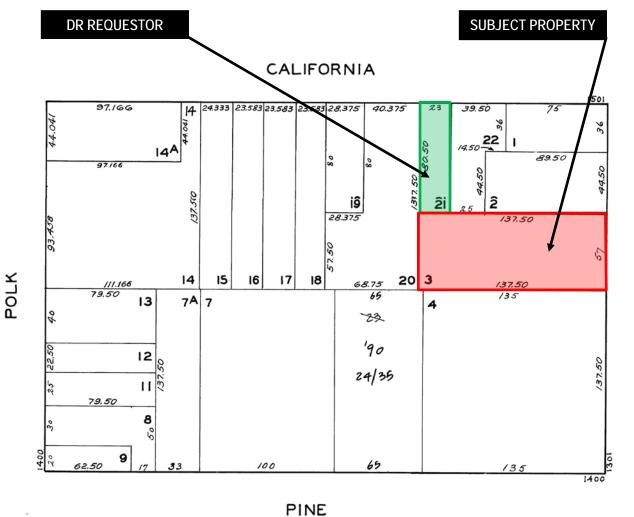
**RECOMMENDATION:** Take DR and approve project with modifications

#### Attachments:

Block Book Map Sanborn Map Zoning Map Aerial Photographs Context Photographs Section 312 Notice CEQA Determination (with Historic Resource Evaluation Response (HRER) Part II) DR Application, dated October 16, 2015 Response to DR Application, dated March 1, 2016 Letter from Project Sponsor, dated March 17, 2016 Reduced Plans

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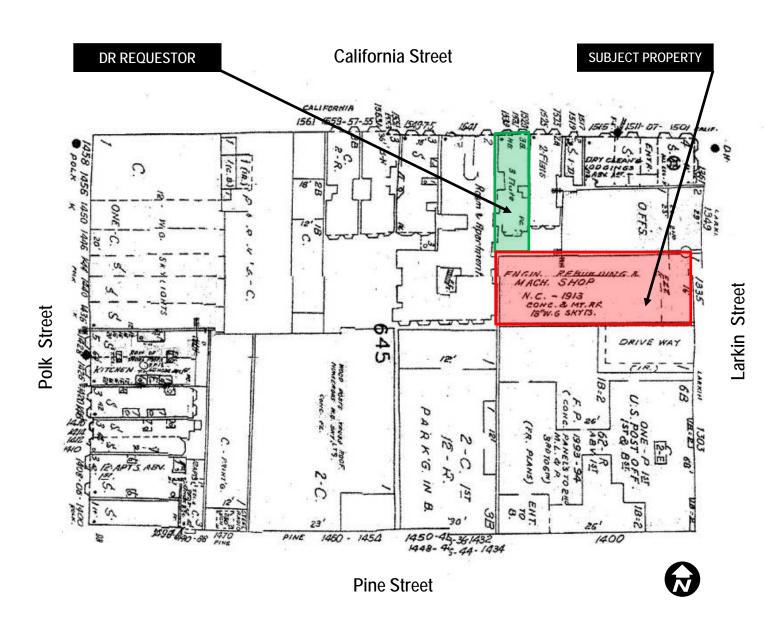
# **Parcel Map**



LARKIN

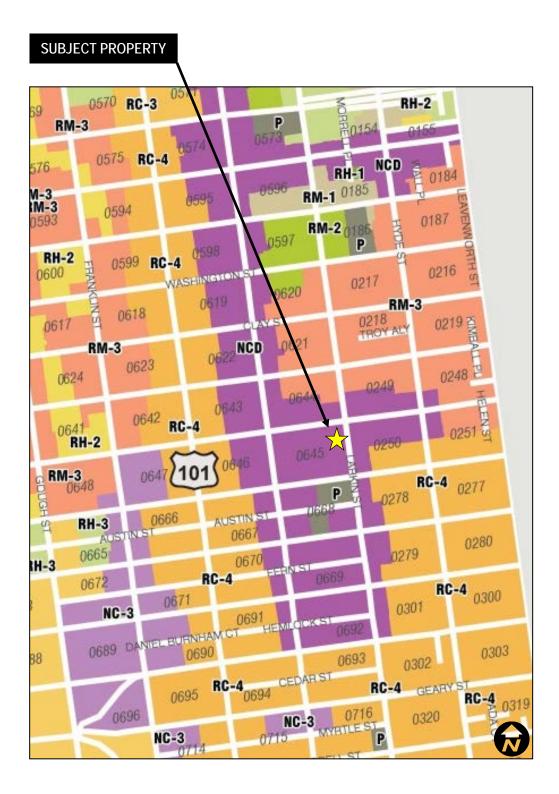
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# Sanborn Map\*



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

# **Zoning Map**



# **Aerial Photo**

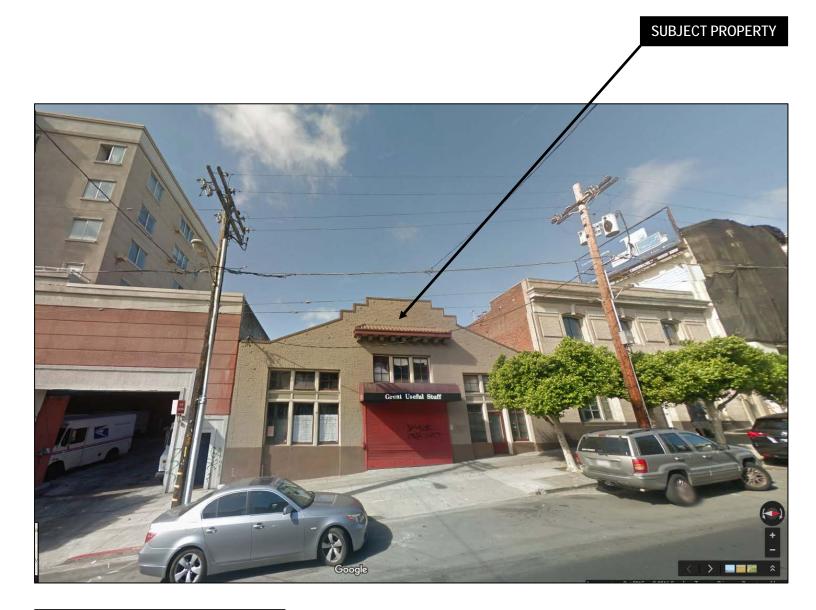


# **Aerial Photo**



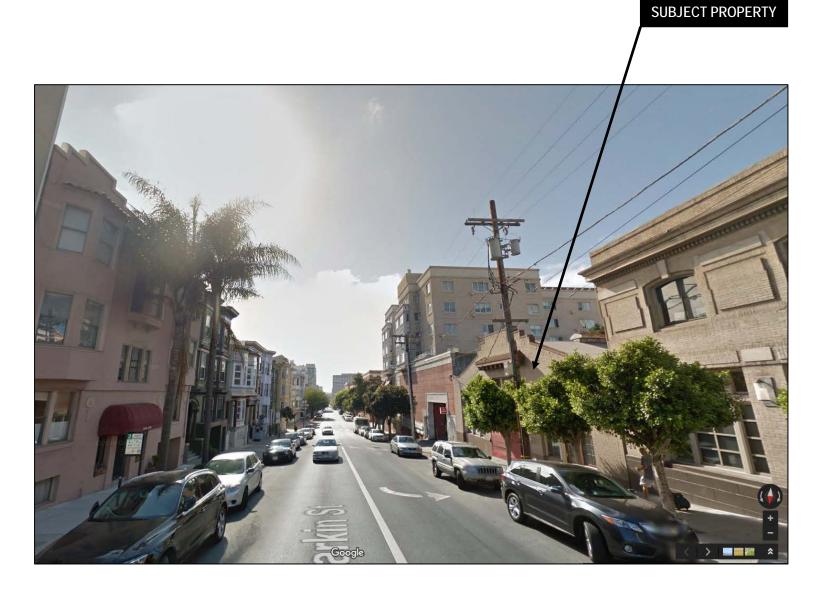


# **Site Photo**



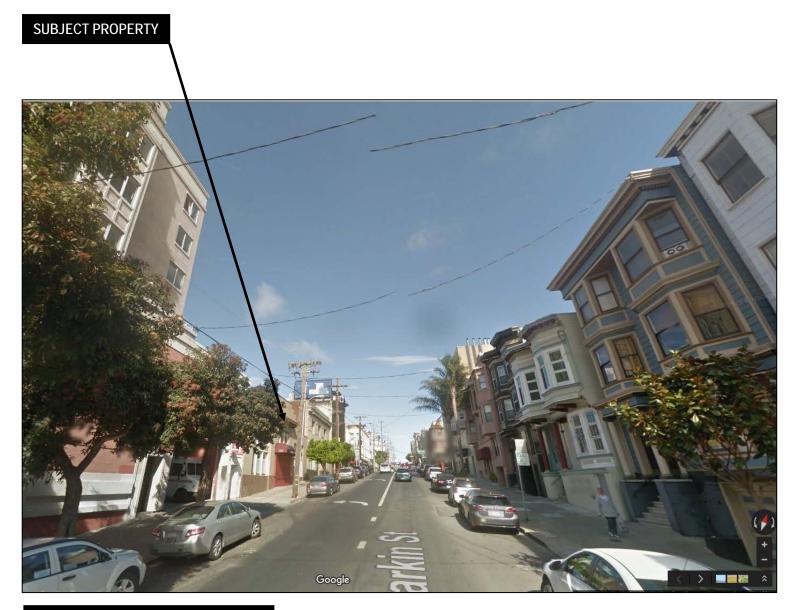
Street View of 1335 Larkin Street.

# **Site Photo**



Street View of 1335 Larkin Street.

# **Site Photo**



Street View of 1335 Larkin Street.

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# SAN FRANCISCO PLANNING DEPARTMENT

1650 Mission Street Suite 400 San Francisco. CA 94103

## **NOTICE OF BUILDING PERMIT APPLICATION (SECTION 311/312)**

On **March 12, 2014**, the Applicant named below filed Building Permit Application No. **2014.03.10.0361** with the City and County of San Francisco.

PROPERTY INFORMATION		APPL	APPLICANT INFORMATION	
Project Address:	1335 Larkin Street	Applicant:	Anthony A. Pantaleoni	
Cross Street(s):	Pine and California Streets	Address:	70 Zoe Street, Suite 200	
Block/Lot No.:	0645/003	City, State:	San Francisco, CA 94107	
Zoning District(s):	Polk Street NCD / 65-A	Telephone:	(415) 495-4051 x 211	

You are receiving this notice as a property owner or resident within 150 feet of the proposed project. You are not required to take any action. For more information about the proposed project, or to express concerns about the project, please contact the Applicant listed above or the Planner named below as soon as possible. If you believe that there are exceptional or extraordinary circumstances associated with the project, you may request the Planning Commission to use its discretionary powers to review this application at a public hearing. Applications requesting a Discretionary Review hearing must be filed during the 30-day review period, prior to the close of business on the Expiration Date shown below, or the next business day if that date is on a week-end or a legal holiday. If no Requests for Discretionary Review are filed, this project will be approved by the Planning Department after the Expiration Date.

Members of the public are not required to provide personal identifying information when they communicate with the Commission or the Department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the Department's website or in other public documents.

	PROJECT SCOPE	
Demolition	New Construction	Alteration
Change of Use	□ Façade Alteration(s)	Front Addition
Rear Addition	□ Side Addition	Vertical Addition
PROJECT FEATURES	EXISTING	PROPOSED
Building Use	Commercial (Parking Garage)	Residential
Front Setback	None	No Change
Side Setbacks	None	No Change
Building Depth	137.5 feet	No Change
Rear Yard	None	No Change
Building Height	26.5 feet	65 feet
Number of Stories	1 + Mezzanine	6
Number of Dwelling Units	0	20
Number of Parking Spaces	0	17

#### **ROJECT DESCRIPTION**

The proposed project is for a vertical addition of 5-stories containing a total of 20 residential units over the existing one-storyplus-mezzanine garage structure to a maximum height of 65-feet (6-stories). The ground floor of the existing building will provide space for 17 vehicles and 20 bicycles for the residential units, as well as residential lobby and utility rooms. The new vertical addition will be setback at the 3rd, 4th and 5th floors approximately 43-feet (40-feet to the face of the balconies) from the front property line with the 6th floor further setback to approximately 47.5-feet. All new floors 2nd through 6th will also be setback approximately 17-feet from the rear property line.

#### For more information, please contact Planning Department staff:

Planner:	Lily Yegazu
Telephone:	(415) 575-9076
E-mail:	lily.yegazu@sfgov.org

Notice Date: 9/16/2015 Expiration Date: 10/16/2015

中文詢問請電: (415) 575-9010

Para información en Español llamar al: (415) 575-9010

# **GENERAL INFORMATION ABOUT PROCEDURES**

Reduced copies of the proposed project plans have been included in this mailing for your information. If you have questions about the plans, please contact the project Applicant listed on the front of this notice. You may wish to discuss the plans with your neighbors or neighborhood association, as they may already be aware of the project. If you have general questions about the Planning Department's review process, please contact the Planning Information Center at 1660 Mission Street, 1st Floor (415/ 558-6377) between 8:00am - 5:00pm Monday-Friday. If you have specific questions about the proposed project, you should contact the planner listed on the front of this notice.

If you believe that the impact on you from the proposed project is significant and you wish to seek to change the project, there are several procedures you may use. We strongly urge that steps 1 and 2 be taken.

- 1. Request a meeting with the project Applicant to get more information and to explain the project's impact on you.
- 2. Contact the nonprofit organization Community Boards at (415) 920-3820, or online at <u>www.communityboards.org</u> for a facilitated discussion in a safe and collaborative environment. Community Boards acts as a neutral third party and has, on many occasions, helped reach mutually agreeable solutions.
- 3. Where you have attempted, through the use of the above steps or other means, to address potential problems without success, please contact the planner listed on the front of this notice to discuss your concerns.

If, after exhausting the procedures outlined above, you still believe that exceptional and extraordinary circumstances exist, you have the option to request that the Planning Commission exercise its discretionary powers to review the project. These powers are reserved for use in exceptional and extraordinary circumstances for projects which generally conflict with the City's General Plan and the Priority Policies of the Planning Code; therefore the Commission exercises its discretion with utmost restraint. This procedure is called Discretionary Review. If you believe the project warrants Discretionary Review by the Planning Commission, you must file a Discretionary Review applications are available at the Planning Information Center (PIC), 1660 Mission Street, 1st Floor, or online at www.sfplanning.org). You must submit the application in person at the Planning Information Center (PIC) between 8:00am - 5:00pm Monday-Friday, with all required materials and a check payable to the Planning Department. To determine the fee for a Discretionary Review, please refer to the Planning Department Fee Schedule available at <u>www.sfplanning.org</u>. If the project includes multiple building permits, i.e. demolition and new construction, a <u>separate request</u> for Discretionary Review must be submitted, with all required materials and fee, for <u>each</u> permit that you feel will have an impact on you. Incomplete applications will not be accepted.

If no Discretionary Review Applications have been filed within the Notification Period, the Planning Department will approve the application and forward it to the Department of Building Inspection for its review.

## **BOARD OF APPEALS**

An appeal of the Planning Commission's decision on a Discretionary Review case may be made to the **Board of Appeals within 15 calendar days after the building permit is issued** (or denied) by the Department of Building Inspection. Appeals must be submitted in person at the Board's office at 1650 Mission Street, 3rd Floor, Room 304. For further information about appeals to the Board of Appeals, including current fees, contact the Board of Appeals at (415) 575-6880.

## ENVIRONMENTAL REVIEW

This project has undergone preliminary review pursuant to California Environmental Quality Act (CEQA). If, as part of this process, the Department's Environmental Review Officer has deemed this project to be exempt from further environmental review, an exemption determination has been prepared and can be obtained through the Exemption Map, on-line, at <u>www.sfplanning.org</u>. An appeal of the decision **to exempt the proposed project from CEQA may be made to the Board of Supervisors within 30 calendar days** after the project approval action identified on the determination. The procedures for filing an appeal of an exemption determination are available from the Clerk of the Board at City Hall, Room 244, or by calling (415) 554-5184.

Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or in written correspondence delivered to the Board of Supervisors, Planning Commission, Planning Department or other City board, commission or department at, or prior to, such hearing, or as part of the appeal hearing process on the CEQA decision.

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# SAN FRANCISCO PLANNING DEPARTMENT

## Certificate of Determination **Exemption from Environmental Review**

Case No.:	2013.0491E
Project Title:	1335 Larkin Street
Zoning:	Polk Street Neighborhood Commercial District (Polk Street NCD)
	65-A Height and Bulk District
Block/Lot:	0645/003
Lot Size:	7,837 square feet
Project Sponsor:	Tony Pantaleoni, Kotas/Pantaleoni Architects
	(415) 495-4051
Staff Contact:	Jenny Delumo – (415) 575-9146
	Jenny.Delumo@sfgov.org

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

Reception: 415.558.6378

Fax: 415.558.6409

Planning Information: 415.558.6377

### **PROJECT DESCRIPTION:**

The project site at 1335 Larkin Street is an approximately 7,837-square-foot (sq. ft.) lot in the Nob Hill neighborhood and within the Polk Street Neighborhood Commercial District (Polk Street NCD). The project site is located on the block bounded by Larkin Street to the east, Polk Street to the west, California Street to the north, and Pine Street to the south. The project site is currently developed with an approximately 8,978-gross-square-foot (gsf), 27-foot-tall, one-story-with-mezzanine auto body shop. The building was constructed in 1913 and is identified as a known historic resource by the San Francisco Planning Department (Planning Department).

The proposed project would retain the front façade of the existing structure, convert the ground floor of the auto body shop to a parking garage, and construct a five-story vertical addition over the garage. The proposed work would result in an approximately 35,210-gsf, six-story, 65-foot-tall (80 feet tall with stair and elevator penthouses) residential building with parking on the ground floor.

[continued on next page]

## **EXEMPTION STATUS:**

Categorical Exemption, Class 32 (California Environmental Quality Act (CEQA) Guidelines Section 15332). See page 306.

#### DETERMINATION:

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

ria

Sarah B. Jones **Environmental Review Officer** 

September 21,2015 Date

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

Tony Pantaleoni, Project Sponsor cc: Lily Yegazu, Current Planner & Preservation Planner Supervisor Julie Christensen, District 3 (via Clerk of the Board)

#### **PROJECT DESCRIPTION (continued):**

The residential portion of the proposed project would accommodate approximately 15 one-bedroom and 5 two-bedroom apartments, for a total of 20 residential dwelling units. The ground-floor garage would provide space for approximately 17 vehicles and 20 bicycles, and would be accessed via an existing curb cut on Larkin Street. The front façade of the existing structure would remain unaltered with the exception of removing the awning and replacing the steel roll-up garage door and bay windows, which are non-historic features. Other proposed work would involve construction of a new slab foundation to support the addition and general maintenance of the building. Excavation, to a maximum depth of approximately two feet below grade, is proposed in order to accommodate the foundation. The proposed building would contain approximately 19,902 sq. ft. of residential space, 3,937 sq. ft. of shared open space, 5,423 sq. ft. of common space (i.e. lobby, storage, corridors, stairs, and elevators), and 5,948 sq. ft. of parking and mechanical space.

#### **Project Approvals**

The proposed project is subject to notification under Section 312 of the City and County of San Francisco (the City) *Planning Code* and would require the following approvals:

- Variance: The proposed project would require a variance from the Zoning Administrator for not meeting minimum exposure requirements pursuant to *Planning Code* Section 140.
- Rear Yard Modification: The proposed project would require authorization from the Zoning Administrator for a rear yard modification pursuant to *Planning Code* Sections 134(a)(1)(C) and 134(e)(1).
- Parking Reduction Authorization: The proposed project would require authorization from the Zoning Administrator for a reduction in parking requirements pursuant to *Planning Code* Section 161(g).
- Site Permit: The proposed project would require issuance of a site permit from the Department of Building Inspection (DBI).

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

#### **EXEMPTION STATUS (continued):**

CEQA Guidelines Section 15332, or Class 32, provides an exemption from environmental review for infill development projects that meet the following conditions. As discussed below, the proposed project satisfies the terms of the Class 32 exemption.

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

The San Francisco General Plan articulates the objectives and policies that guide the City's decision making as it pertains to, among other issues, environmental protection, air quality,

urban design, transportation, housing, and land use. Permits to construct, alter or demolish buildings may not be issued unless the project conforms to the *Planning Code*, or an exemption is granted pursuant to provisions of the *Planning Code*. The project site is comprised of a developed lot located in the Polk Street NCD and a 65-A Height and Bulk District. The use (residential) and height (65 feet tall) of the proposed addition would conform to the use and height restrictions in the district. In addition, the proposed residential density is permitted within the Polk Street NCD. The Polk Street NCD generally allows for 1 unit per 400 sq. ft. of lot area. Since the existing lot is approximately 7,837 sq. ft. the project would be allowed to provide the 20 residential units being proposed.

The proposed project requires a modification and a variance from *Planning Code* requirements from the Zoning Administrator. Pursuant to *Planning Code* Section 134(a)(1)(C), the proposed project must provide an approximately 34-foot-long rear yard, which is 10 feet more than the approximately 20 foot rear yard proposed for the building. Therefore, the proposed project requires a modification from rear yard requirements as prescribed in *Planning Code* Section 134(e)(1). The proposed project must also provide adequate exposure pursuant to *Planning Code* Section 134(e)(1). The proposed project must also provide adequate exposure pursuant to *Planning Code* Section 140. Section 140 stipulates that each dwelling unit must have at least one room which meets the 120 sq. ft. minimum superficial floor area requirement under *Housing Code* Section 503 which directly faces a public right-of-way, code-complying rear yard, or an appropriately sized courtyard. The proposed dwelling units that would face the reduced rear yard would not meet the exposure requirements. Therefore, a variance is required for the lack of required exposure.

The modification and variance are provisionally permitted within the Polk Street NCD, and as such would not conflict with *Planning Code* requirements. In light of the above, the proposed project does not conflict with General Plan objectives and policies, and would meet applicable controls for the area. Therefore, the proposed project would be consistent with General Plan designations and policies and applicable zoning designations.

b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The project site is an approximately .18-acre (7,837 sq. ft.) lot containing a one-story-withmezzanine auto body shop located within a developed area of San Francisco. The lots adjacent to the project site are fully developed and serve residential and neighborhood-oriented commercial uses. Multi-story residential buildings, retail stores, restaurants, a U.S. Post Office branch, and an elementary school are located within the vicinity of the project site. Therefore, the proposed project would be appropriately characterized as in-fill development of fewer than five acres, surrounded by urban uses.

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

The project site is a lot developed with an auto body shop located within a densely developed urban area, and features minimal street-front landscaping. As such, the project site does not contain any known rare or endangered plant or animal species, or habitat for such species. Therefore, the project site has no value as a habitat for endangered, rare, or threatened species.

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

#### Traffic

In order to determine whether the proposed project would result in an adverse environmental impact on traffic conditions within the vicinity of the project site, the Planning Department used the *Transportation Impact Analysis Guidelines for Environmental Review* (the Transportation Guidelines) to evaluate traffic conditions during the weekday PM peak period (4:00 PM – 6:00 PM). Weekday PM peak hours generally represent the time when the transportation system is most heavily used and is more likely to reach maximum capacity.

Based on the residential trip generation rates in the Transportation Guidelines, the proposed project is estimated to add 163 daily person trips. These trips would be distributed among different modes of transportation, including single occupancy vehicles, carpools, public transportation, bicycling, and walking. The estimated daily person trips include roughly 38 daily vehicle trips, seven of which would occur during PM peak hours. The additional vehicle trips are not anticipated to significantly increase traffic in the vicinity of the project site or result in an adverse impact on the level of service. As such, the proposed project would not substantially increase traffic relative to the existing capacity of the surrounding area's street system.

While there would be a flow of construction-related traffic to and from the project site throughout the construction period, construction-related impacts, generally, would not be considered significant due to their temporary and limited duration. Construction workers who drive to the project site would temporarily increase traffic volume and demand for street parking, but the additional trips would not substantially affect traffic conditions. In addition, the project sponsor and construction contractor(s) would meet with the Municipal Transportation Agency's (MTA) Department of Parking and Traffic (DPT), the Fire Department, Muni, and other applicable City agencies to determine feasible traffic modifications to reduce traffic congestion and other potential traffic disruption and pedestrian circulation effects during construction of the project. Therefore, the proposed project would not result in a significant impact on traffic.

#### Noise

Residential uses are considered noise sensitive uses because residential occupants are considered sensitive receptors. The Planning Department requires a detailed noise analysis for projects that propose to locate new residential development in areas where ambient noise is greater than 75 decibels (dBA<sup>1</sup>). The proposed 20-unit residential building would not be located in an area where environmental noise exceeds this threshold. As such, an Environmental Noise Study was not required for the proposed project. However, the proposed project must comply with noise insulation requirements prescribed by Title 24, Part II of the California Code of Regulations (Title 24). Through the building permit process, DBI would ensure that Title 24 requirements would be met.

Operations-related noise primarily comes from two sources: (1) increased vehicular traffic generated by project residents and employees, and by service and delivery trucks requiring

<sup>&</sup>lt;sup>1</sup> A-weighted sound levels (dBA) is the method for measuring environmental noise to reflect that human hearing is less sensitive to low sound frequencies.

access to the project site; and (2) mechanical building noise. Typically, traffic volume would have to double to produce an increase in ambient noise levels noticeable to most people. As previously discussed, the proposed project is estimated to add 163 daily vehicle trips. Potential residents and visitors would increase the number of trips taken within the project area, but it would not result in a doubling of traffic. While the proposed building would include mechanical systems (i.e. an elevator), building mechanical noise is regulated by the San Francisco Noise Ordinance (Article 29 of the *Police Code*). Therefore, the proposed project would not result in a substantial increase in operational noise within the vicinity of the project site.

Construction activities, another potential source of noise, are also regulated by the San Francisco Noise Ordinance. The ordinance stipulates when it is permissible to engage in construction activities (7:00 AM - 8:00 PM), the type of equipment that can be used, and the conditions under which that equipment may be utilized. The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source of the noise. Impact tools (e.g. jackhammers) must have both the intake and exhaust muffled to the satisfaction of the San Francisco Public Works (Public Works) or DBI. Construction-related noise would be temporary and intermittent, and the proposed project would be required to comply with the City's Noise Ordinance. Based on mandatory compliance with all applicable state and municipal codes and the limited duration of construction activities, the proposed project would not result in a significant impact with respect to noise.

#### **Air Quality**

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO2), sulfur dioxide (SO2) and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. The Bay Area Air Quality Management District (BAAQMD), in their CEQA Air Quality Guidelines (May 2011), has developed screening criteria to determine if projects would violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the San Francisco Bay Area Air Basin. The proposed project meets the screening criteria, and therefore would not result in significant criteria air pollutant impacts.<sup>2</sup>

In addition to criteria air pollutants, individual projects may emit toxic air contaminants (TACs). TACs collectively refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long-duration) and acute (i.e., severe but of short-term) adverse effects to human health, including carcinogenic effects. In an effort to identify areas of San Francisco most adversely affected by sources of TACs, San Francisco partnered with the BAAQMD to inventory and assess air pollution and exposures from mobile, stationary, and area sources within San Francisco. Areas with poor air quality, termed the "Air Pollutant Exposure Zone," were identified based on health-protective criteria. Land use projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations. The project site is not located within an Air Pollutant Exposure Zone. Nor would the proposed project include the operation of stationary

<sup>&</sup>lt;sup>2</sup> Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, Updated May 2011. Table 3-1. SAN FRANCISCO **PLANNING DEPARTMENT** 

sources of air pollution. Therefore, the proposed project would not result in a significant impact with respect to exposure of sensitive receptors to substantial levels of air pollution.

Though the proposed project would require construction activities for the approximate 16-month construction phase, construction emissions would be temporary and variable in nature and would not be expected to expose sensitive receptors to substantial air pollutants. The proposed project would also be subject to, and comply with, California regulations limiting idling to no more than five minutes,<sup>3</sup> which would further reduce nearby sensitive receptors' exposure to temporary and variable TAC emissions. Therefore, construction-period TAC emissions would not result in a significant impact with respect to exposing sensitive receptors to substantial levels of air pollution. Overall, the proposed project would not result in significant air quality impacts.

#### Water Quality

The project site is a developed lot covered by impervious surfaces, and would result in a residential development with a similar percentage of impervious surface cover. Wastewater and storm water discharge would flow to the City's combined sewer system and be treated to the standards of the City's National Pollutant Discharge Elimination System Permit prior to discharge to a receiving water body. Therefore, the proposed project would not substantially alter existing groundwater quality or surface flow conditions and would not result in significant water quality impacts.

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

The project site is located in a dense urban area where all public services and facilities are currently available, and the proposed addition would be able to connect to the City's water, wastewater, and electric services. While the proposed project would increase demand on public services and utilities, that demand would not exceed the capacity provided for this area. Therefore, the proposed project is adequately served by all required utilities and public services.

#### DISCUSSION OF OTHER ENVIRONMENTAL ISSUES

CEQA Guidelines Section 15300.2 establishes exceptions to the application of a categorical exemption for a project. None of the established exceptions applies to the proposed project. Guidelines Section 15300.2, subdivision (c), provides that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. As discussed above, there is no possibility of a significant effect on the environment due to unusual circumstances. In addition, the proposed project would not have a significant effect on the environment due to be environment due to unusual circumstances for other environmental topics, including those discussed below.

CEQA Guidelines Section 15300.2, subdivision (f), provides that a categorical exemption shall not be used for a project that may cause a substantial adverse change in the significance of a historical resource. For the reasons discussed below under "Historic Architectural Resources," there is no possibility that the proposed project would have a significant effect on a historic resource.

<sup>3</sup> California Code of Regulations, Title 13, Division 3, § 2485. SAN FRANCISCO PLANNING DEPARTMENT

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**Historic Resources**. Under CEQA Section 21084.1, a property may be considered a historic resource if it is "listed in, or determined to be eligible for listing in, the California Register of Historical Resources" (CRHR). The project site is occupied by a one-story-with-mezzanine auto body garage. The existing structure, which was constructed in 1913, is designed in the Mission Revival style and has been listed in three surveys: (1) the 1977-1978 San Francisco Architectural Heritage Downtown (AHD) Survey; (2) the Planning Department's 1990 Unreinforced Masonry Building (UMB) Survey; (3) the 2009-2010 Van Ness Auto Row Support Structures Survey conducted by William Kostura (the Kostura Survey). The structure was not rated in the AHD or UMB Surveys; however, the Kostura Survey found the structure eligible for the California Register under Criterion 1 (Events) and Criterion 3 (Design/Construction). As such, the Department determined the existing structure to be a Known Historic Resource.<sup>4</sup> Based on the foregoing, the proposed project is subject to the Planning Department's Historic Resources Evaluation (HRE) of the subject property.<sup>5</sup> The Planning Department reviewed the HRE and provided a determination in a Historic Resource Evaluation Response (HRER).<sup>6</sup> The findings from both documents are summarized in this section.

The HRE applied the criteria set forth by the CRHR to the analysis of the historical background of the property, its architecture, and the neighborhood in which it is located. The CRHR stipulates that a property may be considered a historic resource if a historically significant event, person, or architectural style is associated with the property, or if there is potential to gather historically significant information from the site. Properties must also possess historic integrity with respect to location, design, setting, workmanship, materials, aesthetics, and historic events or people associated with the subject property. The Kostura Survey found the structure to be an early example of a public garage in San Francisco that has been continuously used as an automotive business from the time of the structure's completion until 1964, making it California Register-eligible under Criterion 1. The survey also found that the structure has retained its architectural integrity and is a "fine example of a public garage"<sup>7</sup> making it California Register-eligible under Criterion 3. Character-defining features include the building's height and width, brick façade, gabled parapet with stepped top, pent roof, bulkhead with scored stucco surface, the location and dimensions of the vehicle entrance, and all windows featuring wood mullions, muntin, and transom panels. Therefore, the HRE determined that the existing structure is eligible for inclusion on the California Register as an individual resource and as one of the buildings included in the list of Van Ness auto support structures identified in the Kostura Survey.

In order to analyze potential impacts to historic resources, the HRE applied the criteria set forth by the *Secretary of Interior's Standards for Rehabilitation* (the Rehabilitation Standards) *and Illustrated Guidelines for Rehabilitating Historic Buildings* (the Guidelines) to the evaluation of the proposed project. The HRE determined that the proposed project complied with the majority of the Rehabilitation Standards, with the exception of Standards 1, 2, and 9. This is due the height and scale of the proposed addition in

<sup>6</sup> Historic Resource Evaluation Response, 1335 Larkin Street, San Francisco, CA, Lily Yegazu, July 13, 2015.

<sup>&</sup>lt;sup>4</sup> Historic Resources include "resources listed on or formally determined to be eligible for the California Register" and resources listed on adopted local registers, and properties that have been determined to appear or may become eligible, for the California Register." More information about these designations can be found in On San Francisco Preservation Bulletin No. 16: City and County of San Francisco Planning Department CEQA Review Procedures for Historic Resources.

<sup>&</sup>lt;sup>5</sup> Ver Planck Historic Preservation Consulting, *Historic Resource Evaluation*, 1335 Larkin Street, San Francisco, CA, December 2013. This document, and all other documents referred to herein, are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2013.0491E.

<sup>7</sup> Ibid.

relation to the individual historical resource. To address these concerns, the report proposes improvement measures which include reducing the proposed addition's overall height, providing a below-grade parking garage rather than the proposed ground-floor parking garage in order to reduce the height of the structure, and reducing floor-to-ceiling heights. While the HRE determined that the proposed project did not comply with all of the Rehabilitation Standards, the project would not affect the historic auto support structures identified in the Kostura Survey.

The HRER concurred with the majority of the HRE's analysis of the project's conformity to Rehabilitation Standards. However, the Planning Department also applied the U.S. Department of Interior's Preservation Brief 14, New Exterior Additions to Historic Buildings: Preservation Concerns to its analysis of the proposed project. Preservation Brief 14 recommends that new additions to historic structures in urban areas should look like completely separate buildings. The proposed setbacks at the third through sixth floors, which are visible from the public right-of-way, would result in an addition that appears as a distinct building located at the rear of the historic resource. As such, the proposed addition's height and scale would result in a structure in compliance with Preservation Brief 14. Based on this analysis, the HRER found that the proposed project is consistent with all applicable standards, including those related to overall building height and scale, such as Rehabilitation Standards 1, 2, and 9. Moreover, the proposed project would not remove any character-defining features. As such, the HRER concludes that the proposed project would not result in a substantial adverse change to the existing structure that would materially impair the significance of the individual historic resource. The HRER also concurred with the HRE's determination that the proposed project would not pose a risk to the collection of historic auto support structures identified in the Kostura Survey. Therefore, the HRER concludes that the proposed project would not have a significant adverse impact upon historic resources, as defined by CEQA.

Hazards and Hazardous Materials. As the proposed project would include the disturbance of greater than 50 cubic yards of soil on a property that once contained an Underground Storage Tank (UST) and is located in the Maher Zone, the project is subject to Article 22A of the San Francisco *Health Code*, also known as the Maher Ordinance. The Maher Ordinance is administered and overseen by the Department of Public Health (DPH). To comply with the Maher Ordinance, the project sponsor submitted a Maher Application<sup>8</sup> to DPH and retained the services of a consultant to conduct a Phase I Environmental Assessment (ESA).<sup>9</sup> Phase I ESAs are used to determine the potential for site contamination and level of exposure risk associated with the project. The Phase I ESA for the subject property consisted of an examination of current conditions at the project site and properties within the immediate vicinity of the site, review of historical and present environmental activity on the site, review of pertinent government records and data, interviews with persons with knowledge of site operations, and an analysis of all findings.

During the site reconnaissance, the following potential environmental conditions were identified: (1) drums of hazardous substances and petroleum products; (2) hazardous materials storage and use; (3) retail-size chemical containers/petroleum products; (4) floor drains in work areas; and (5) obsolete building materials.<sup>10</sup> The report notes that hazardous materials and waste were stored appropriately and,

<sup>&</sup>lt;sup>8</sup> Al Clifford, Gordon/Clifford Realty, Project Sponsor. *Maher Program Application*, submitted October 9, 2014.

<sup>&</sup>lt;sup>9</sup> Golden Gate Environmental, Inc., Phase I Environmental Site Assessment, 1335 Larkin Street, San Francisco, California, October 30, 2012.

<sup>&</sup>lt;sup>10</sup> Obsolete construction materials include building materials and electrical and lighting equipment typically used in the construction of structures prior to 1980. These materials may include asbestos, lead, PCBs, and mercury.

overall, there was no evidence of environmental impairment due to the management of hazardous substances. The report also found that although the presence of floor drains represents a potential environmental condition, there was no evidence of significant staining on the drains and only de minimis surface oil staining was observed at the project site. Due to the age of the structure, obsolete construction materials may be present on the project site. The report recommends that any future alterations or new development be overseen by contractors familiar with applicable asbestos and lead regulations and procedures. The site investigation found no evidence of mishandled hazardous substances or petroleum products on adjacent properties.

Further site reconnaissance and research revealed that four USTs were once located on an adjacent property, now occupied by a branch of the U.S. Postal Service. The USTs were associated with a contaminate release event, but the investigation found no additional information regarding the release. The report determined that since the site was redeveloped with a post office, the historical environmental issue was resolved. Four additional USTs were identified on nearby properties with no evidence of release events. Two Leaking Underground Storage Tank (LUST) cases associated with properties in the site vicinity were identified, but were determined to have been remediated and closed. A review of records from the San Francisco Local Oversight Program (LOP), Hazardous Materials Unified Program Agency (HMUPA), San Francisco Fire Department, and data obtained through a government database search did not reveal the presence of a UST on the subject property. However, the consultant conducted a metal detector survey which indicated that an anomaly typically associated with a UST could be present under the sidewalk of Larkin Street, adjacent to the subject property. The report notes that no evidence was discovered of a UST on the subject property during the Phase I ESA, but recommend that the project sponsor further investigate the anomaly and, if a UST is present, remove the tank per DPH regulations. Per a UST closure technical report the project sponsor submitted as part of the environmental review,<sup>11</sup> the project site formerly contained an active, approximately 1,500-gallon UST, which was used to store heating oil. The UST was located below surface grade of the sidewalk fronting the subject property on Larkin Street. The UST was closed in place, rather than removed, due to its proximity to a tree and a light pole; the stability of which could have been threatened during removal activities. The closure of the UST and subsequent soil and groundwater sampling was overseen by HMUPA, which determined that, based on the analysis performed during the UST closure process, no additional site investigation or cleanup was required. HMUPA issued a Notice of Completion for the UST closure on January 15, 2013. Two tanks formerly containing paint thinner and water with low levels of hydrocarbons were also once held on the project site. Per the Uniform Hazardous Waste Manifest submitted by the project sponsor, the contents of the tanks were removed and transported for disposal.<sup>12</sup>

Based on the results of the Phase I ESA investigation, the report concludes there is a De Minimis Environmental Condition,<sup>13</sup> due to minor oil staining within the existing structure; however, there is no

<sup>13</sup> De Minimis Environmental Condition - environmental conditions that typically do not pose a threat to human health or the environment and generally would not be subject to an enforcement action.

<sup>&</sup>lt;sup>11</sup> Golden Gate Tank Removal, Inc. Underground Storage Tank Abandonment Report, 1335 Larkin Street, San Francisco, CA 94109, Job No. 94109. January 8, 2013.

<sup>12</sup> Ibid.

indication of a Recognized Environmental Condition<sup>14</sup> or a Historical Recognized Environmental Condition<sup>15</sup> in connection with the subject property.

Pursuant to the Maher Ordinance, DPH has reviewed the Phase I ESA and determined that additional testing and analysis is warranted.<sup>16</sup> DPH requested that the project sponsor prepare a subsurface investigation work plan to analyze potential soil and/or groundwater contamination to the depth of excavation proposed. Should additional analysis reveal the presence of contaminated soil or groundwater, DPH would require the project sponsor to submit a Site Mitigation Plan and remediate any contamination in accordance with Article 22A of the Health Code. Thus, the proposed project would not result in a significant hazard to the public or environment from contaminated soil and/or groundwater.

As discussed in the Phase I ESA, the existing structure was constructed prior to 1980 and therefore may contain hazardous construction materials such as asbestos and lead. Pursuant to Section 19827.5 of the California Health and Safety Code, the project sponsor must demonstrate compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants like asbestos prior to issuance of a demolition or alteration permit. In addition, Building Code Section 3427 (Asbestos Information and Notice) requires the project sponsor to place a notice on the project site at least three days prior to commencement and for the duration of any asbestos-related work. Pursuant to California law, DBI would not issue the required permit until the applicant has complied with applicable noticing requirements. Section 3426 of the Building Code (Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures) regulates any work that could disturb or remove lead paint on a building constructed on or prior to December 31, 1978 and steel structures. Section 3426 requires specific notification and performance standards, and identifies prohibited work methods and penalties. Section 3426 contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance. These regulations and procedures, already established as a part of the permit review process, would ensure that the proposed project would not result in significant impacts with respect to asbestos and lead.

Thus, the proposed project would not result in a significant hazard to the public or the environment through the release of hazardous materials.

**Geology and Soils.** A geotechnical investigation was conducted on the site and the subsequent findings are summarized in this section.<sup>17</sup> The geotechnical investigation involved a subsurface investigation, review of a 1989 investigation of lots adjacent to the subject lot along the southern property line, examination of surface soils, a review of pertinent geologic and geotechnical data and literature, laboratory testing of boring samples, and geotechnical analysis of all findings. One exploratory boring was drilled for a subsurface investigation at the project site to a depth of approximately 17 feet below grade. The investigation revealed a soil mantel consisting of loose sand to medium dense fine sand to the

<sup>&</sup>lt;sup>14</sup> A Recognized Environmental Condition - the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water or the property.

<sup>&</sup>lt;sup>15</sup> Historical Recognized Environmental Condition - the past release of any hazardous substances or petroleum products that has occurred in connection with the subject property that has been remediated and given regulatory closure with no restrictions on land use.

<sup>&</sup>lt;sup>16</sup> S. K. J. Cushing, City and County of San Francisco Department of Public Health, *Request for Work Plan*, 1335 Larkin Street, San Francisco, SMED 976 December 16, 2013.

<sup>&</sup>lt;sup>17</sup> P. Whitehead and Associates Consulting Engineers. *Geotechnical Report* #2014-76, 1335 Larkin Street, Block 0645 Lot 003, San Francisco, California Case, May 22, 2014.

maximum depth explored, and no free ground water was encountered. The consultant also reviewed results from three borings drilled at properties adjacent to the subject lot, to a depth of approximately 60 feet below grade. These borings found silty sand, clayey sand, and medium dense to very dense sand to the maximum depth explored. The consultants encountered a perched water table at 17 feet below grade. The report also found that, according to the U.S. Geological Survey, the soil mantel on the project site is likely underlain with Franciscan-formed bedrock.

Per Planning Department records, the subject property is not located in a Seismic Hazard Zone,<sup>18</sup> nor is it located within an Earthquake Fault Zone. Surface soils, as previously discussed, range from loose sand to very dense sand, and the water table was not located at a shallow depth. Therefore, the potential risk of surface ruptures, liquefaction, land sliding, and lateral spreading is low.

Based on these findings, the geotechnical consultant concluded that the site is suitable for construction of the proposed structures, provided their recommendations are incorporated into the design and implementation of the project.<sup>19</sup> The report recommends that: (1) the building foundation should be a thickened perimeter or raft slab footing foundation that penetrates at least 24 inches into re-compacted sand material; (2) any shoring or underpinning may be accomplished using hand excavated piers, drilled piers or permeation grouting, and should be overseen by a specialist. Additional specifications for foundation and slab-on-grade engineering and installation, retaining walls, and surface drainage are included in the report.

The proposed project would be required to conform to the City's *Building Code*, which ensures the safety of all new construction in the City. Decisions about appropriate foundation and structural design are considered as part of the DBI permit review process. DBI would review background information, including geotechnical and structural engineering reports, to ensure that the security and stability of adjoining properties and the subject property is maintained during and following construction. Therefore, potential damage to structures from geologic hazards on the project site would be addressed through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the *Building Code*. In light of the above, the proposed project would not result in a significant effect related to seismic and geologic hazards.

**Neighborhood Concerns:** A "Notification of Project Receiving Environmental Review" was mailed on July 8, 2014 to community organizations, tenants of affected properties and properties adjacent to the project site, and those persons who own property within a 300 foot radius of the project site. Overall concerns raised by the public in response to the notice were taken into consideration and incorporated into this Certificate of Determination (the "Certificate"), as appropriate for CEQA analysis.

The Planning Department received comments from three people in response to the notice. Concerns related to physical environmental effects were raised regarding the potential impact construction-related activities could have on the traffic system, noise, and air quality. These concerns are addressed in the *Remarks* section of this Certificate. Additional comments regarding the physical environmental effects of the proposed project include: (1) shadow obstructing light to adjacent properties and (2) parking constraints due to increased density. These concerns are addressed below:

<sup>&</sup>lt;sup>18</sup> A Liquefaction Hazard Zone or Landslide Hazard Zone.

<sup>&</sup>lt;sup>19</sup> P. Whitehead and Associates Consulting Engineers. Addendum #1 to Geotechnical Report 2014-76, 1335 Larkin Street, Block 0645 Lot 003, San Francisco, California Case, August 6, 2015.

- (1) Section 295 (Proposition K) of the *Planning Code* restricts structures exceeding 40 feet in height from casting a new shadow on public or open space under the jurisdiction of the San Francisco Recreation and Park Commission, except in cases where the Planning Commission finds the impact to be less than significant. To determine whether this project would comply with Section 295, a shadow fan analysis was prepared by the Planning Department.<sup>20</sup> The analysis concluded that the proposed project would not cast new shade on any properties subject to Section 295. While the proposed buildings would add net new shade to portions of the project site and surrounding properties, the new shade would be typical of that found in urban areas and would not constitute an unusual circumstance.
- (2) Public Resources Code Section 21099(d)(1), effective January 1, 2014, provides that "aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." Parking and aesthetic conditions are no longer considered significant impacts on the environment provided the project meets all of the following criteria:
  - a) The project is residential, mixed-use residential, or an employment center; and
  - b) The project is on an infill site;<sup>21</sup> and
  - c) The project is in a transit priority area.<sup>22</sup>

The proposed project would include construction of 20 residential dwelling units on a developed lot that abuts fully developed lots serving residential and neighborhood-oriented commercial uses, and is located within one-half mile of a major transit stop, thus satisfying the above criteria.<sup>23</sup> Therefore, the adequacy of parking conditions was not considered in determining significance of the proposed project's impacts under CEQA. The following is provided for informational purposes.

The proposed ground-floor garage would provide parking space for 17 vehicles. Section 151 of the *Planning Code* prescribes the minimum number of off-street parking spaces for new construction projects located in the Polk Street NCD. Based on the number of proposed dwelling units, a minimum of 20 parking spaces are required per Section 151. However, Section 161(g) of the *Planning Code* allows the Zoning Administrator to reduce the off-street parking requirement in an NC District pursuant to the criteria of Section 307(i) of the *Planning Code*. In order to provide fewer parking spaces than required by the *Planning Code*, the project sponsor has submitted a Parking Reduction Request application.<sup>24</sup>

Potential residents and visitors to the project site would also have access to alternative means of transportation. The project site is served by Muni bus routes 1, 2, 3, 19, 27, 38, 47, and 49, which

<sup>20 1335</sup> Larkin Street Shadow Analysis, Lily Yegazu, San Francisco Planning Department, June 14, 2013.

<sup>&</sup>lt;sup>21</sup> Infill sites are lots located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

<sup>&</sup>lt;sup>22</sup> Transit priority areas are located within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.

<sup>&</sup>lt;sup>23</sup> Transit-Oriented Infill Project Eligibility Checklist, 1335 Larkin Street, San Francisco, CA, Jenny Delumo, July 24, 2015.

<sup>&</sup>lt;sup>24</sup> Application Packet for Parking Reduction, 1335 Larkin Street, San Francisco, CA Received August 13, 2015.

have stops within .5 miles of the project site.<sup>25</sup> In addition, pursuant to *Planning Code* Section 155.2.11, the project must include at least one bicycle parking space per residential dwelling unit, for a total of 20 spaces. Bike riders would be able to use designated bike routes along California and Polk Streets to reach the proposed residential building. In addition, on-street parking is available on all adjacent streets, including two-hour and residential permit parking with weekly parking restrictions for street cleaning. Metered parking is available on California, Pine, and Polk streets.

Overall, the proposed project would not result in a substantial parking shortfall that would create hazardous traffic conditions or overtax the capacity of the surrounding transportation system.

#### CONCLUSION

The proposed project satisfies the criteria for exemption under the above-cited classification(s). In addition, none of the CEQA Guidelines Section 15300.2 exceptions to the use of a categorical exemption applies to the proposed project. For the above reasons, the proposed project is appropriately exempt from environmental review.

<sup>&</sup>lt;sup>25</sup> Transit-Oriented Infill Project Eligibility Checklist, 1335 Larkin Street, San Francisco, CA, Jenny Delumo, July 24, 2015. San Francisco PLANNING DEPARTMENT



# SAN FRANCISCO PLANNING DEPARTMENT

# **Historic Resource Evaluation Response**

Case No.:2013.0491ERefProject Address:1335 Larkin Street41Zoning:NCD – Polk Street Neighborhood Commercial DistrictFax65-A Height and Bulk District641Block/Lot:0645/003Date of Review:July 13, 2015 (Part II)Staff Contact:Lily Yegazu (Preservation Planner)(415) 575-9022lily.yegazu@sfgov.org

## PART II: PROJECT EVALUATION

#### **PRE-EXISTING HISTORIC RATING / SURVEY**

1355 Larkin Street is located on a lot that is approximately 137.5' x 57' in size on the west side of Larkin Street, between California and Pine Streets. The property at 1335 Larkin Street is a one-story brick garage structure designed in the Mission Revival style. The property is located within the Nob Hill neighborhood of San Francisco. It is also located within the Polk Street Neighborhood Commercial Zoning District and a 65-A Height and Bulk District.

Immediately adjacent to the subject property to the north is a brick two-story, commercial building (1349 Larkin) built in 1909 and a four-story, wood frame mixed-use building built in 1907 (1501-1515 California Street) next to it. On the south side, the subject property abuts a six-story, wood-frame mixed-use building built in 1993 (1400 Pine Street). Along the rear, the property is bordered by a two-story, wood-frame residential building built in 1907 (1541 California Street). The immediate neighborhood predominantly consists of large wood-frame residential buildings, ranging from three to six-stories in height.

The subject property is listed in the San Francisco Architectural Heritage's Downtown Survey of 1977-1978, known as "Splendid Extended", however the property was not assigned a rating in the survey. The building was also evaluated in the San Francisco Planning Department's 1990 Unreinforced Masonry Building (UMB) Survey following the 1989 Loma Prieta Earthquake but was not assigned a priority rating.

The subject property was also evaluated individually as part of the 2009-2010 Van Ness Auto Row Support Structures Survey by William Kostura and was determined eligible for listing in the California Register. Specifically the property was found to be eligible under Criterion 1 (Events) as an earlier example of a public garage in San Francisco and as a property that had remained in continuous use for

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# Historic Resource Evaluation Response July 13, 2015

automotive business from its completion until 1964. In addition, the property was found to be eligible under Criterion 3 (Design/Construction) as a "fine example of a public garage" that retains a "high level of integrity." As such, the property has a California Historic Resouce status code of "3CS<sup>1</sup>".

The character-defining features of the property are mainly located on the front façade and include the following:

- The building's height and width;
- Brick façade;
- Gabled parapet with stepped top;
- Pent roof;
- All windows with wood mullions, muntin, and transom panels;
- Location and dimensions of the vehicle entrance; and
- Bulkhead with scored stucco surface.

PROPOSED PROJECT

Demolition 🛛 Alteration 🗌 New Construction

PER DRAWINGS DATED:

February 24, 2014 (Last Revised April 1, 2015) by Kotas/Pantaleoni Architects

#### PROJECT DESCRIPTION

The proposed project is for a vertical addition of 5-stories containing a total of 20 residential units over the existing one-story-plus-mezzanine garage structure to a maximum height of 65-feet (6-stories). The ground floor of the existing building will provide space for 17 vehicles and 20 bicycles for the residential units, as well as an office, residential lobby area and utility rooms. The new vertical addition will be setback at the 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> floors approximately 43-feet (40-feet to the face of the balconies) with the 6<sup>th</sup> floor further setback to approximately 47.5-feet. All new floors 2<sup>nd</sup> through 6<sup>th</sup> will also be setback approximately 17-feet from the rear property line.

The 2<sup>nd</sup> floor level is proposed to be created by expanding and reconfiguring the existing mezzanine level. Specifically, the existing office, break room and bathroom on the mezzanine level will be reconfigured with a flat roof to accommodate a one bedroom unit at the front of the building. Portions of this unit will be visible beyond the sides of the stepped parapet wall. The rest of the second floor level will be a new addition and will be separated from the front portion by an open space that is approximately 14-feet deep, with a setback approximately 32-feet from the building face. The new portion of the 2<sup>nd</sup> floor will house four, one-bedroom units. The two front facing units will have private decks within the setback area while the two rear facing units will have private decks facing the rear building wall, with landscaping buffer provided between the decks and the building walls. The 3<sup>rd</sup> through 5<sup>th</sup> floors will also have four units each, two rear facing one-bedroom units and two front facing two-bedroom units with balconies. A common open space area is provided at the roof level for those units that do not have private balconies, accessible via an elevator and two stairwells.

<sup>1</sup> "3CS"- appears eligible for California Register as an individual property through survey evaluation

# Historic Resource Evaluation Response July 13, 2015

#### CASE NO. 2013.0491E 1335 Larkin Street

The existing building façade will be rehabilitated with the existing character-defining features including the brick walls, scored stucco bulkhead, wood windows and door, sheet metal-pent roof and stepped parapet wall retained and preserved. Changes to the front façade are limited to the removal of the nonhistoric awning and replacement of non-historic garage door with a new garage door. The three nonhistoric windows on the southern bay that do not currently have divided lights will be replaced with wood windows with divided light, matching the historic windows.

#### **PROJECT EVALUATION**

If the property has been determined to be a historic resource in Part I, please check whether the proposed project would materially impair the resource and identify any modifications to the proposed project that may reduce or avoid impacts.

#### Subject Property/Historic Resource:

The project <u>will not</u> cause a significant adverse impact to the historic resource as proposed.

The project <u>will</u> cause a significant adverse impact to the historic resource as proposed.

#### California Register-Eligible Historic District or Context:

- The project <u>will not</u> cause a significant adverse impact to a California Register-eligible historic district as proposed.
- \_\_\_\_ The project <u>will</u> cause a significant adverse impact to a California Register-eligible historic district as proposed.

Staff has reviewed the project proposal and largely concurs with the Secretary of the Interior's Standards for Rehabilitation (Standards) analysis included in the HRE prepared by Ver Plank Historic Preservation Consulting. However, the HRE concluded that the project, as currently proposed does not comply with Standards 1, 2 and 9 due to the addition's overall height in relation to the small scale appearance of the resource. The HRE also proposes improvement measures including reducing the overall height of the addition, excavate below the existing building to accommodate the parking and utility spaces currently proposed for the 1<sup>st</sup> floor or to reduce the floor-to-ceiling heights. Staff believes that the project is consistent with all applicable standards including the overall height of the building. Specifically, Preservation Brief 14: "New Exterior Additions to Historic Buildings: Preservation Concerns" calls for the design of additions to historic resources in dense urban locations to read as an entirely separate building. The proposed addition is designed to be consistent with this recommendation in that the upper three through six stories that are highly visible from the public right-of-way will be setback a minimum of 40feet to read as a background building at the rear of the resource. Based on this analysis, staff believes that the project would not cause a substantial adverse change in the subject individual resource such that the significance of the building would be materially impaired. Additionally, the project would not result in the removal of any character-defining features and would not materially impair the significance of the individual historic resource.

Staff concurs with the analysis included in the HRE that the proposed project would not pose a risk to the existing inventory of historic auto support structures identified in William Kostura's 2010 Van Ness Auto

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# Historic Resource Evaluation Response July 13, 2015

#### CASE NO. 2013.0491E 1335 Larkin Street

Row Support Structure Survey. Specifically, out of the 64 properties that appear eligible for listing in the California Register in the survey, six (approximately 10%) have applications pending to be demolished or significantly altered. In addition, out of these six structures, five are located within a potential district identified in the survey with only one located outside of the potential district.

The following is an analysis of the new construction per the applicable Secretary of the Interior Standards for Rehabilitation (Secretary's Standards):

#### Standard 1.

A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materias, features, spaces and spatial relationship.

The proposed project involves the conversion of existing commercial parking garage into residential uses. This new use requires alterations to the building, including increasing the overall height to 6-stories by adding 4-stories above the existing one-story-plus-mezzanine building as well as creating a second story at the mezzanine level and the conversion of the ground floor from commercial garage to residential parking. The majority of the new second-story level will be located behind the existing tall, stepped parapet wall with only small portions visible on each side of the stepped parapet wall. The portions of the second floor that are visible are designed to read as dormers. Additionally, the upper four levels of addition will be setback a minim of 40-feet from the building face and will not result in altering any of the character-defining features of the existing building which are mainly located on the front façade of the building. Although the building's spatial relationship and scale will be altered as a result of the additional four stories on the roof of the existing building, the project has been designed with substantial setback (40-feet) to read as an adjacent building at the background. Furthermore, except for the second story addition that is designed to read as dormers projecting beyond the stepped parapet wall and the removal of non-historic elements, the existing building's distinctive materials and features will be preserved. The proposed new residential use with garage proposed on the ground floor is considered a compatible use.

Therefore, the proposed project complies with Rehabilitation Standard 1.

#### Standard 2.

The historic character of a property will be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property will be avoided.

Although the proposed project will convert the commercial garage structure to residential use and will add four-stories within the footprint of the building and change the one-story plus mezzanine resource to a six-story building, the project still proposes to retain the majority of the historic building's exterior materials and feature, including all four brick perimeter walls and all of the character-defining features of the primary façade. Additionally, the upper four levels of the addition would be substantially setback (40-feet) form the face of the building in order to retain the small scale appearance of the resource at the front. In addition, given the substantial setback, the addition will read as a background building on a rear (adjacent) lot. The proposed project will not remove historic features that characterize the resource.

Therefore, the proposed project complies with Rehabilitation Standard 2.

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# Historic Resource Evaluation Response July 13, 2015

### CASE NO. 2013.0491E 1335 Larkin Street

#### Standard 3.

Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

The proposed project involves the conversion of a commercial property to residential use by expanding the mezzanine floor to create a second-story and adding four levels above. The design of the addition is distinctly contemporary in design and materials, and is generally compatible with the overall scale, massing and character-defining features of the historic resource, in that it is substantially setback from the building façade and will not alter any character defining features. As proposed, the new building will continue the tradition of garage use at the ground floor while incorporating residential uses on the new upper level addition. The addition is designed to read as a contemporary adjacent building to the existing resource and will not create a false sense of historical development.

Therefore, the proposed project complies with Rehabilitation Standard 3.

#### Standard 5.

Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

The project is designed to retain all of the distinctive, character-defining features, finishes and construction techniques in that the majority of the second floor addition will be located behind the high, stepped parapet wall and the entire upper four-story addition will be substantially setback (40-feet) to read as a separate building in the background. The proposed project will not result in the removal of any distinctive materials, features, finishes, or construction techniques or examples of craftsmanship that characterize the historic resource, which are mainly found on the front facade.

Therefore, the proposed project complies with Rehabilitation Standard 5.

#### Standard 9.

New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

The proposed project involves the conversion of a commercial property to residential use by expanding the mezzanine floor to create a second-story and adding four levels above. Although the overall building height will increase by 43-feet to a total of six-stories and 65-feet, the perceived massing of the new building is mitigated by the substantial setback provided from the building face of the existing resource. The addition is appropriately scaled and consistent with the adjacent buildings to the south and other buildings in the neighborhood. The design of the addition is distinctly contemporary in design and materials, and is generally compatible with the overall scale, massing and character-defining features of the historic resource. Additionally, the prosed fenestration pattern set within three distinct bays is compatible with the fenestration pattern of the existing building. The four-story addition is substantially setback form the building façade where the character-defining features of the building are located and will not result in altering them. The design of the proposed project is clearly differentiated as a contemporary addition to the historic resource and reads as a background building while referencing the

# Historic Resource Evaluation Response July 13, 2015

#### CASE NO. 2013.0491E 1335 Larkin Street

character-defining features found on the resource in order to provide compatibility with the historic resource.

Therefore, the proposed project complies to comply with Rehabilitation Standard #9.

#### Standard 10.

New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The proposed project involves the conversion of a commercial property to residential use by expanding the mezzanine floor to create a second-story and adding four levels on the roof. Specifically, the addition and conversion will be located within the existing building footprint without demolition any of the exterior walls. Should the addition were to be removed in the future, the integrity of the historic resource and its environment would not be altered.

Therefore, the proposed project complies with Rehabilitation Standard 10.

#### Summary

The Department finds that the proposed project is consistent with the Secretary of the Interior Standards for Rehabilitation (Standards).

As currently proposed, the project will not have a significant adverse impact upon a historic resource, as defined by CEQA.

### PART II: SENIOR PRESERVATION PLANNER REVIEW

Oma Om

Signature:

Tina Tam, Senior Preservation Planner

Date: 7/20/2013

Monica Huggins / Historic Resource Impact Review File
 Jenny Delumo, Environmental Planning
 Tony Pantaleoni, Kotas/Pantaleoni Architects. 70 Zoe Street, Unit 200, San Francisco, CA 94107 (Applicant)
 Keane, Enda P & McMahon, Denis, 3520 20<sup>th</sup> Street, Unit 15, San Francisco, CA 94110 (Owners)
 I:\Cases\2013\2013.0491

LY: G:\Documents\HRER\1335 Larkin St\1335 Larkin Street HRER Part II.docx

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# APPLICATION FOR Discretionary Review

1. Owner/Applicant Information

,

DR APPLICANT'S NAME:		
Karen Chow-Szeto		
DR APPLICANT'S ADDRESS:	ZIP CODE:	TELEPHONE:
1500 California Streat	94109	(415) 308-1011
1529 California Street		<u>I · · _ · _ · _ · _ · _ · _ · _ · _ · _ </u>
PROPERTY OWNER WHO IS DOING THE PROJECT ON WHICH YOU ARE REQUES	TING DISCRETIONARY REVIEW NAME:	
Anthony Dontolooni		
Anthony Pantaleoni	ZIP CODE:	TELEPHONE:
	94109	415, 495-4051
1335 Larkin Street		( )
CONTACT FOR DR APPLICATION:		
Same as Above		
ADDRESS:	ZIP CODE:	TELEPHONE:
		( )
E-MAIL ADDRESS: kgszeto@yahoo.com		
Ngozoto e junoo.com		
1		

## 2. Location and Classification

STREET ADDRESS OF PROJECT:				ZIP CODE:
1335 Larkin Street				94109
CROSS STREETS:				
Pine & California Street	s			
ASSESSORS BLOCK/LOT:	LOT DIMENSIONS:	LOT AREA (SQ FT):	ZONING DISTRICT:	HEIGHT/BULK DISTRICT:
0645 / 003			Polk Street NCD/65-A	
	and the second			
3. Project Description				
Please check all that apply				
	ge of Hours 🗌	New Constru	ction 🗌 Alterations 🔀	Demolition 🗌 🛛 Other 🔛
0	,			
Additions to Building:	Rear 🔀 🛛 Fro	ont 🗀 🛛 Heigh	it 🔀 🛛 Side Yard 🗌	
Present or Previous Use: Present day - warehouse; previously auto body repair shop				
			ion of 5 stories = 6 stories	S
Proposed Use:			······································	
Building Permit Applicatio	n No. 2014.03	.10.0361	Date	Filed: March 12, 2014
Summing remnit ripplicatio				(indicit iz, 2014

RECEIVED

OCT 1 6 2015

CITY & COUNTY OF S.F. PLANNING DEPARTMENT

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### 4. Actions Prior to a Discretionary Review Request

Prior Action	YES	NO
Have you discussed this project with the permit applicant?		
Did you discuss the project with the Planning Department permit review planner?	X	
Did you participate in outside mediation on this case?		<b>X</b>

## 5. Changes Made to the Project as a Result of Mediation

If you have discussed the project with the applicant, planning staff or gone through mediation, please summarize the result, including any changes there were made to the proposed project. On 4/11/14 I met with Mr. Pantaleoni (architect) and Enda Keane (owner)to learn and understand their project. The meeting over at the architect's office went about 45 minutes. They provided me with some

architect drawings showing me the setback of the intended building which is going to be 5 stories with a garage to house up to 16 cars.

They said that if they could, they'd prefer to knock out the brick perimeter (facade and the side wall bordering 1517-1525 California and our property 1529-1533 California) and which butts up to 1541 California St. building's left side.

(continue on page 3)

(2)

## 5) - Continued

I brought photos I took on my iPad as a visual aid to show them the current views from our back windows that currently face the subject property, which is mostly of the current rooftop in unobstructed daylight.

They pointed out that 1517-1525 California St. property would see most of the new wall (with most impact) and then partially block early morning view/light on the very far left bay window. They also suggested that it would have no impact on 1541 California St. building but might be more aesthetically pleasing because its windows would look onto some garden deck.

While I think it's terrific that the project is adding new residential units to the neighborhood, however the proposed 5 -story addition on this block of Larkin St. where the residential units are 2-3 story flats seems out of character with the neighborhood. I left their office understanding that it was still in planning stages but did not hear back from them.

It was when I saw the SF Notice of Public Hearing for a Variance Request for the subject property dated 9/14/15 that I attended the hearing on 9/23/15. It was at time that I voiced my concerns and emailed photos of the subject project in context of neighborhood building heights and questioned the proposed variance request of a 17 feet encroachment into a required rear yard.

There have been no changes to the project since my visit in 2014 that I am aware of, nor did we have time for mediation from the time we received the notice and the public hearing.

# Discretionary Review Request

(continued on page 5)-

In the space below and on separate paper, if necessary, please present facts sufficient to answer each question.

 What are the reasons for requesting Discretionary Review? The project meets the minimum standards of the Planning Code. What are the exceptional and extraordinary circumstances that justify Discretionary Review of the project? How does the project conflict with the City's General Plan or the Planning Code's Priority Policies or Residential Design Guidelines? Please be specific and site specific sections of the Residential Design Guidelines.

This proposed project is currently a 1- story commercial building with a mezzanine. It was formerly an auto repair shop, and most recently used as a warehouse. The building depth is 137.5 feet and its north facing brick wall outlines the rear perimeter of our adjacent property (1529-1533 California Street). Proposed plans are to add 5 stories mid-block to a 6 story building (65 feet), which is within Polk Street

NCD zoning.

2. The Residential Design Guidelines assume some impacts to be reasonable and expected as part of construction. Please explain how this project would cause unreasonable impacts. If you believe your property, the property of others or the neighborhood would be adversely affected, please state who would be affected, and how:

1517-1525 California Street - blockage of all light in the backyard and back rooms due to proposed height.

1529-1533 California Street - blockage of light in back bedrooms; future occupants of proposed project overlooking into bedrooms and affecting property value.

1541 California Street - blockage of light in rear adjacent rooms.

3. What alternatives or changes to the proposed project, beyond the changes (if any) already made would respond to the exceptional and extraordinary circumstances and reduce the adverse effects noted above in question #1?

Limit height to maximum of 3-4 stories to maintain individual street character and form.

Scale back on design, so that the rear yard encroachment is not necessary (Section 134). Work with fewer units, so all future occupants have code-complying rear yard or face directly onto a qualifying street (Section 140).

**(**4)

**Question 1 - Continued** 

However, we reference the SF General Plan that Neighborhood Commercial Districts fall under the Commerce & Industry Element and Urban Design Guidelines:

1) Site Layout: attention should be made to keep individual street character and form - most of the residential buildings on the block were built around 1909 and consists of 1-3 story residential flats. The proposed addition would be towering at 6 stories.

2) Site plan should reflect the arrangement of most other buildings on the block. The proposed mid-block addition will be the tallest residential building other than the Low Income Senior Housing (1303 Larkin St.) at the corner of Pine.

3) In respect to scale, height and bulk – the development should respect and not significantly impede access of light and air nor block views of adjacent building. For occupants in our building, there would be substantial blockage of light in the back bedrooms.

3) the height of the proposed development should relate to the individual neighborhood character and the height and scale of adjacent buildings to avoid an overwhelming or dominating appearance. Here again, the proposed 6-story addition would be overwhelming and dominating to the mostly residential buildings that make up this block of Larkin St. and on its backside to adjacent buildings on California Street.

Also, according to Section 134: subject property is required to maintain a rear yard of approximately 34.4 feet. The proposed vertical addition would encroach approximately 17 feet into the required rear yard.

Section 140 of the Planning Code: requires each dwelling to face directly onto a qualifying street, a Code-complying rear yard or open area of adequate size. The subject property does not feature a Code-complying rear yard and the ten of the 20 new units do not face directly onto a qualifying street.

G)

## Applicant's Affidavit

Under penalty of perjury the following declarations are made:

a: The undersigned is the owner or authorized agent of the owner of this property.

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- b: The information presented is true and correct to the best of my knowledge.
- c: The other information or applications may be required.

Karen alhow Signature:

Date: 10/16/15

Print name, and indicate whether owner, or authorized agent:

Karen Chow-Szeto

Owner / Authorized Agent (circle one)

# **Discretionary Review Application** Submittal Checklist

Applications submitted to the Planning Department must be accompanied by this checklist and all required materials. The checklist is to be completed and signed by the applicant or authorized agent.

REQUIRED MATERIALS (please check correct column)	DR APPLICATION
Application, with all blanks completed	$\square$
Address labels (original), if applicable	ø/
Address labels (copy of the above), if applicable	<b>b</b>
Photocopy of this completed application	
Photographs that illustrate your concerns	
Convenant or Deed Restrictions	
Check payable to Planning Dept.	t.
Letter of authorization for agent	
Other: Section Plan, Detail drawings (i.e. windows, door entries, trim), Specifications (for cleaning, repair, etc.) and/or Product cut sheets for new elements (i.e. windows, doors)	

Ì)

NOTES:

Optional Material.
 O Two sets of original labels and one copy of addresses of adjacent property owners and owners of property across street.

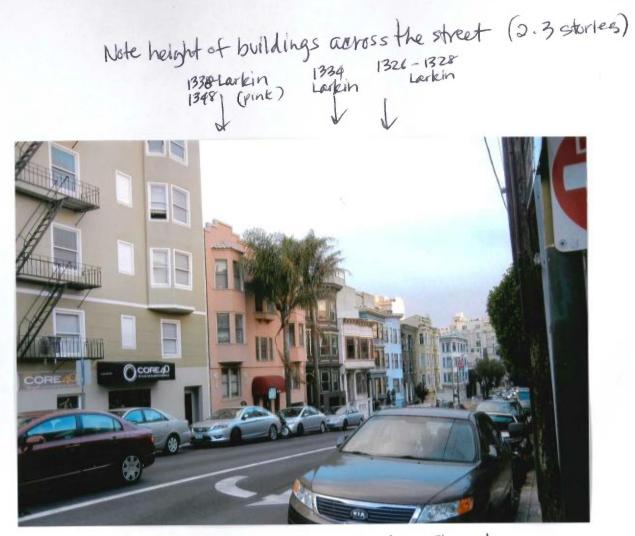
For Depart ent Nse Only Application received by Planning Department:

B

Date: 10/16/25

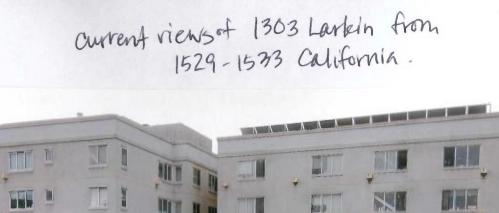


Parking lot of USPS - part of 1303 Larkin St.



southwest view of Larkin Street









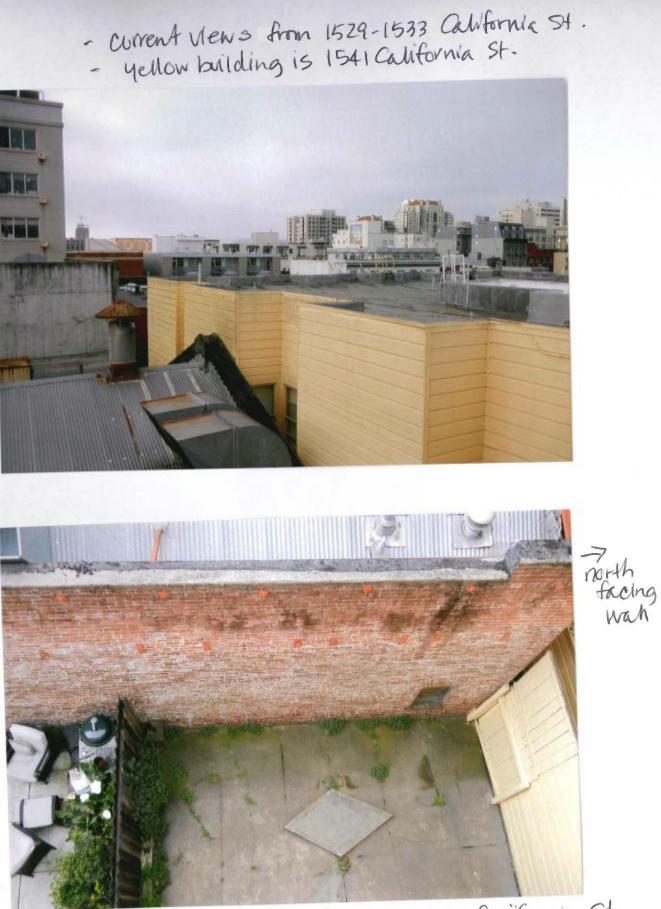
Current views + daylight 1529-1533 California St.



Roct of proposed property. 1336 Levein St.



" north facing wall bordering property (10)



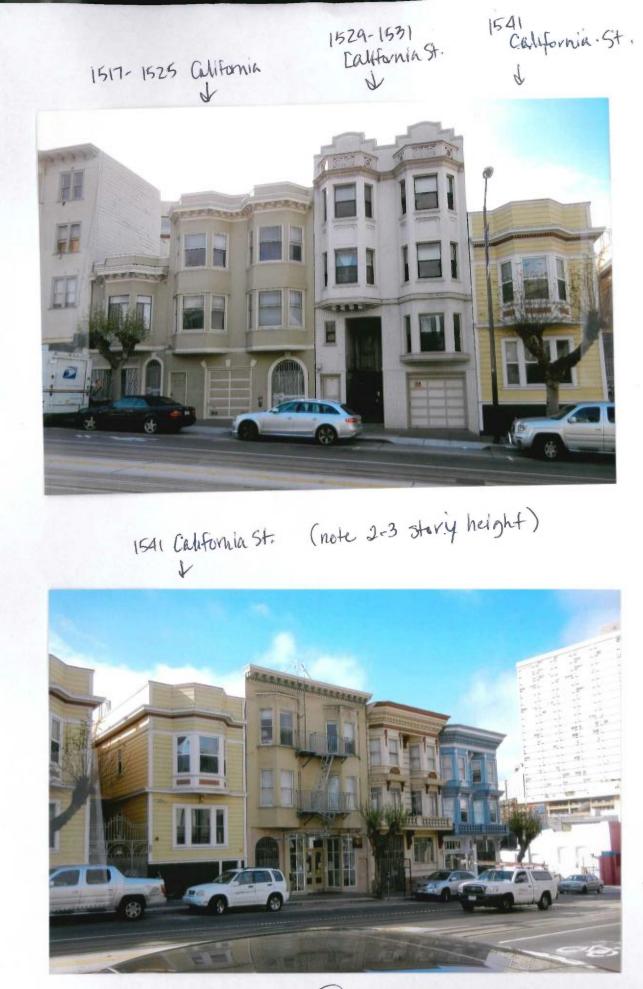
our backgard of 1529-1533 California St.





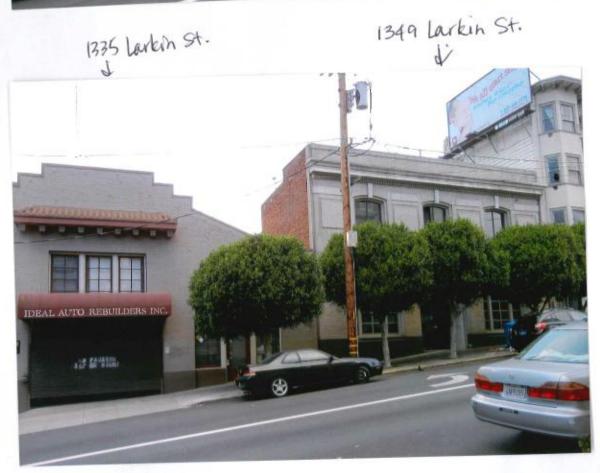
1517-1525, 1529-1533 and 1541 California backside is adjacent to north facing wall of 1935 Larkin St.

Ø



(19)





1349 Larkin St. (2 story)



(nour Pike) 1303 Lotkin St = Low income senior haveing



(12)

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# **Response to Discretionary Review (DRP)**

Project Information	
Property Address: 1335 Larkin Street	<u>Zip Code</u> : 94109
Building Permit Application(s) 201403100361	
Record Number: 2013.0491DRP	Assigned Planner: Nicholas Foster
Project Sponsor	
Name:Anthony A. PantaleoniPhc/o Reuben, Junius & Rose, LLPOne Bush Street, Suite 600San Francisco, CA 94104Attn: Daniel FrattinAgent for Project Sponsor	<u>ione</u> : (415) 567-9000
Email: dfrattin@reubenlaw.com	
Required Questions	

1. Given the concerns of the DR requestor and other concerned parties, why do you feel your project should be approved?

Discretionary Review is a special power of the Commission, intended to provide opportunity to evaluate a Code compliant project that has some exceptional or extraordinary circumstance. The Commission has been advised by the City Attorney that its discretion under this authority is sensitive, and should be exercised with the utmost constraint.

There are no exceptional or extraordinary circumstances associated with the project which merits the exercise of the Commission's discretionary review authority.

The project involves a 5-story vertical addition above an existing 1-story automotive garage building, which will facilitate construction of 20 new dwelling units. It will constitute smart, infill development, which is consistent with land use, residential density, height, and bulk controls within the Polk Street NCD.

Further, the project has been thoughtfully designed to preserve and retain the existing historic, 1-story automotive garage, and incorporates substantial setbacks from the front façade at all levels of the proposed addition. This will serve the dual purposes of creating a clear visual distinction between new construction and existing features and

scale of the existing historic building, consistent with the Secretary of the Interior's Standards for Treatment of Historic Properties, and (2) minimizing the appearance of additional building massing from the public right of way.

The project will also complement the character and scale of development on Larkin Street and adjacent blocks. Development in this area generally consists of multistory residential buildings, ranging from one to six stories. The project is consistent with this pattern. In fact, the property is bordered on its south side by a taller and more densely-massed 6-story building containing approximately 54 units of senior housing (1303 Larkin). The DR Requestor's assertion that the neighborhood is primarily characterized by 1-3 story residential flats is inaccurate. In fact, the neighborhood contains a number of denser, multi-story housing developments which will be in keeping with the proposed project, including the nearby 5-story building at 1424 Polk; 6-story building at 1359 Pine; 8-story building at 1299 Bush; and 12-story building at 1330 Bush.

As noted by the DR Requestor, the project is seeking Variances from rear yard setback and dwelling unit exposure. However, these Variances are minor in scope and common with regarding to infill housing development. Further, the Variances are subject to review and approval by the Zoning Administrator, following a noticed public hearing that allows for community comment. The DR Requestor attended the Variance hearing for the project on 9/23/15 and was afforded an opportunity to comment. Accordingly, the Commission's exercise of Discretionary Review authority is not necessary to evaluate these requests.

In summary, there is nothing extraordinary about the project that would justify the Commission's use of its discretionary review power. The project proposes smart, infill development which would construct 20 additional dwelling units on an under-developed lot in an area well-served by public transit and characterized by multi-story residential development. This would directly furthering goals of the City's Urban Design Element and Housing Elements, including:

- <u>Housing Element, Policy 11.1</u>: Promote the **co**nstruction and rehabilitation of well-designed housing that emphasizes beauty, flexibility, and innovative design, and respects existing neighborhood character.
- <u>Housing Element</u>, <u>Policy 13.1</u>: Support "smart" regional growth that locates new housing close to jobs and transit.
- <u>Urban Design Element, Policy 2.4</u>: Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

Below is a response to the specific concerns raised by the DR Requestor, which are unfounded:

 Site Layout: Attention should be made to keep individual street character and form most of the residential buildings on the block were built around 1909 and consist of 1-3 story residential flats. The proposed addition would be towering at 6 stories. The project will complement the character and scale of development on Larkin Street and within the surrounding neighborhood. Development in this area generally consists of multi-story residential buildings, ranging from one to six stories. Directly adjacent to the property on its south side is a much larger 6-story building containing approximately 54 units of senior housing (1303 Larkin). The DR Requestor's assertion that the neighborhood is primarily characterized by 1-3 story residential flats is inaccurate. In fact, the neighborhood contains a number of denser, multi-story housing developments which will be in keeping with the proposed project, including (among others):

- 4-story residential building at the southwest corner of California and Larkin Streets (1501-1515 California);
- 5-story mixed-use residential building on the west side of the block (1424 Polk);
- 6-story, 172 unit building approximately 300 feet from the property (1359 Pine Street);
- 2-story, 52-unit residential building abutting the property to the west (1541 California);
- 4-story, 85-unit residential building on the southeast corner of California and Larkin Streets (1499 California);
- 12-story, 117 unit residential building one block south (1330 Bush); and
- 8-story, 27-unit residential building (1299 Bush Street).

In addition, the vertical addition will be setback at the 3rd, 4th and 5th floors by approximately 43-feet (40-feet to the face of the balconies) from the front property line, with the 6th floor further setback to approximately 47.5-feet. All new floors 2nd through 6th will also be setback approximately 17-feet from the rear property line. These substantial setbacks will minimize the appearance of the vertical addition and building height from Larkin Street, providing a compatible visual transition between the taller and more densely massed 6-story building to the south at 1303, and the two- and three-story structures to the north.

2. Site Plan should reflect the arrangement of most other buildings on the block. The proposed mid-block addition will be the tallest residential building other than the Low Income Senior Housing Center (1303 Larkin Street) at the corner of Pine.

As shown on sheet A3.0 of the attached plan set, the project will be shorter than the adjacent 6-story building at 1303 Larkin Street. In addition, the appearance of building height from the vertical addition will be minimized by its substantial setback from the Larkin Street frontage, and site topography – Larkin Street slopes upward significantly from south to north in this area, so that the roofline of the adjacent two-story building at 1349 Larkin Street would appear level with the top of the project's third floor, and the roofline of the four-story building at1501-1515 California would appear level with the top of the project's fifth floor.  In respect to scale, height and bulk – the development should respect and not significantly impede access of light and air nor block views of adjacent building. For occupants in our building, there would be substantial blockage of light in the back bedrooms.

DR requestor alleges that the project would block light, air, and views to adjacent development along California Street, including DR Requestor's property. However, the property is located in a dense urban environment, where some reduction of light and private views is to be expected as a result of any infill development. Further, the project would maintain setbacks at the 3rd, 4th and 5th floors by approximately 43-feet (40-feet to the face of the balconies) from the front property line, with the 6th floor further setback to approximately 47.5-feet. All new floors 2nd through 6th will also be setback approximately 17-feet from the rear property line. These setbacks would retain light and air access to adjacent properties. In fact, the project's rear yard, beginning at the second floor, would largely align with the rear yard of the DR Requestor's property. With regard to private views, the rear yard areas on adjacent development along California Street currently overlook the 6-story residential building at 1303 California; the project may improve private view conditions at the DR Requestor's property, which currently overlooks the roof of existing automobile garage. The project would construct an attractively-landscaped rear yard deck in this area.

4. The height of the proposed development should relate to the individual neighborhood character and the height and scale of adjacent buildings to avoid an overwhelming or dominating appearance. Here again, the proposed 6-story addition would be overwhelming and dominating to the mostly residential buildings that make up the block of Larkin Street and on its backside to adjacent buildings on California Street.

The project's maximum height is within the 65-foot limit set for this site. Further, as discussed above, the visual appearance of the project's height would be minimized by (1) the addition's placement adjacent to the taller and more densely-massed multi-unit building at 1303 Larkin Street; (2) the substantial front setback maintained from Larkin Street; and (3) the site topography. Given this context, the project would appropriately relate to the individual neighborhood character and scale, and would not result in an overwhelming or dominating appearance.

- 5. According to Section 134: the subject property is required to maintain a rear yard of approximately 34.4 feet. The proposed vertical addition would encroach approximately 17 feet into the required rear yard.
- 6. Section 140 of the Planning Code requires each dwelling to face directly onto a qualifying street, a Code-complying rear yard or open are of adequate size. The subject property does not feature a Code-complying rear yard and the ten of the 20 new units do not face directly onto a qualifying street.

The DR Requestor correctly states that the project is seeking Variances from rear yard setback and dwelling unit exposure. However, these exceptions are minor in scale and common with regarding to infill housing development. Further, these Variances are subject to review and approval by the Zoning Administrator, following a noticed public hearing that allows for community comment. Accordingly, the Commission's exercise of Discretionary Review authority is not necessary to evaluate these requests. However, a brief description of these Variances is provided below:

<u>Rear Yard</u> -- Planning Code Section 134 requires a rear yard setback of approximately 34.4 feet at the Property. However, the existing 1-story historic building occupies the full lot area, and the proposed addition must maintain a significant setback from the front façade in order to minimize its visual impact to the special relationship and character of the preserved automobile service station. This significantly restricts the developable area at the site. Accordingly, the proposed project is seeking a Variance to extend approximately 17 feet into the rear yard setback, while still maintaining an approximately 17-foot rear yard area above the building's first floor. This rear yard setback would align with the rear yard of the DR Requestor's building, maintaining a sense of separation, light and open space.

<u>Dwelling Unit Exposure</u> – Because the project will provide less rear yard setback than required under the existing Planning Code, a Variance has been requested from dwelling unit exposure standards for 10 of the new units which will maintain exposure onto the rear yard, rather than Larkin Street. This Variance is reasonable, as the project will maintain a 17-foot rear yard setback, providing ample access to light and air for its residents.

2. What alternatives or changes to the proposed project are you willing to make in order to address the concerns of the DR requestor and other concerned parties? If you have already changed the project to meet neighborhood concerns, please explain those changes and indicate whether they were made before or after filing your application with the City.

The project sponsor met with the DR Requestor early on in the design process to discuss the project and potential impacts to the DR Requestor's building.

3. If you are not willing to change the proposed project or pursue other alternatives, please state why you feel that your project would not have any adverse effect on the surrounding properties. Include an explanation of your needs for space or other personal requirements that prevent you from making the changes requested by the DR requester.

As explained in item 1, the project has already been thoughtfully designed to incorporate substantial front and rear property line setbacks, which will serve the dual purposes of creating a clear visual distinction between compatibly-designed new construction and existing historic building features; and (2) minimizing the appearance of additional building massing from the public right of way.

The character and scale of the project are compatible with numerous other multi-story residential buildings throughout the neighborhood and District, including the existing 6-story building to the immediate south of the site. The significant front and rear yard setbacks incorporated by the project would already restrict the developable area of this site, and will effectively maintain light, air, and view access to the DR Requestor's property.

The DR Requestor requests that the project be modified to limit maximum building height to 3-4 stories, and to provide a full 34'4" rear yard setback. Imposition of these additional restrictions would unreasonably constrain development, necessarily limiting the number of new housing units that can be developed at the site.

The project exemplifies smart, infill development that seeks to preserve existing historic building features, and would not result in the sort of extraordinary or exceptional impacts for which DR is intended to address and which are required before DR can be taken.

### **Project Features**

Please provide the following information about the project for both the existing and proposed features. Please attach an additional sheet with project features that are not included in this table.

	Existing	Proposed
Dwelling Units (only one kitchen per unit - additional kitchens count as additional units)	0	20
Occupied Stories (all levels with habitable rooms)	1	6
Basement Levels (may include garage or windowless storage rooms)	0	0
Parking Spaces (Off-Street)	0	17
Bedrooms	0	25
Height	26' 6 3/4"	65'
Building Depth	137' 6"	137 6"
Rental Value (Monthly)		
Property Value		

I attest that the above information is true to the best of my knowledge.

Signature:

Date: 5.4-16

Printed Name: David Silverman

Property OwnerX Authorized Agent

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# REUBEN, JUNIUS & ROSE, LLP

March 17, 2016

### **Delivered via Messenger**

President Rodney Fong San Francisco Planning Commission 1650 Mission Street, Suite 400 San Francisco, CA 94103

> Re: 1335 Larkin Street (0645/003) Brief in Opposition of a DR Request Planning Department Case no. 2013.0491DRP/V Hearing Date: March 31, 2016 Our File No.: 8243.01

Dear President Fong and Commissioners:

Our office represents Enda Keane and Denis McMahon, the owners of a property at 1335 Larkin Street, Assessor's Block 0645, Lot 003 ("**Property**"), and sponsors of a project to construct a 5-story addition above the existing 1-story automotive garage plus mezzanine at the Property, containing 20 new dwelling units ("**Project**").

A Discretionary Review (DR) request was filed by Karen Chow-Szeto ("**DR Requestor**"), who owns the rental property at 1529-1533 California Street. The rear yard of the DR Requestor's building abuts the northwest (rear) corner of the Property.

The DR request should be denied and the Project approved as designed because:

- <u>No</u> exceptional or extraordinary circumstances have been established that would justify taking of DR;
- The DR requests would <u>unreasonably restrict development</u> at the Property, which is already significantly constrained by the imposition of front lot setbacks per the recommendation of preservation staff and rear yard setbacks which total up to approximately 47% percent<sup>1</sup> of the total lot depth. This level of setback is unprecedented for the area, where no front setback and a rear yard setback of just 25% of the lot depth are required.

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<sup>&</sup>lt;sup>1</sup> The Project incorporates progressive, tiered front setbacks as discussed in Section A, below. As a result, the combined front and rear yard setbacks would comprise up to 35% of the lot depth at the Project's second floor; 41% at the  $3^{rd}$  through  $5^{th}$  floors; and 47% at the  $6^{th}$  floor – nearly double the area required by Code.

- The DR requestor's property will be minimally impacted by the Project, which will include a 20-foot rear yard setback adjacent to her property,<sup>2</sup> maintaining adequate light, air and views, and exceeding the setbacks provided on adjacent structures to the north, west, and south; and
- The Project is appropriate and desirable in use, massing, height, and overall scope, and will be compatible with the surrounding neighborhood as well as the context of the existing historic automotive garage.

## A. <u>Project Description</u>

The Property is a 7,837 square foot lot, located on the west side of Larkin Street between California and Pine Streets in the Polk Street NCD Zoning District. The lot is 137.5' deep, with 57 feet of street frontage along Larkin.

This lot is one of only three sites on the block which are within a 65-A height and bulk district. The remainder of the block allows buildings up to 80' tall.

The Property contains a 1-story automotive garage plus mezzanine (the "Garage") which occupies the full lot. The Garage was constructed in 1913, and is an historic resource which has been found individually eligible for inclusion in the California Register.

The Project will preserve the Garage in place and construct a 5-story vertical addition above it, reaching a maximum height of 65 feet. The addition will contain 20 dwelling units in a mix of 15 one-bedroom and 5 two-bedroom units. These units will be moderate in size, ranging from 603 to 1306 square feet ("sf"). An attractively-landscaped rooftop deck will provide 1,126 sf of usable open space for residents. The Project will include 17 off-street parking spaces and 20 "Class 1" bicycle parking spaces. This smart infill development is consistent with land use, residential density, height and bulk controls of the Polk Street NCD. Project plans are attached as **Exhibit A**.

The vertical addition will be set back at the  $2^{nd}$  floor by 32 feet from the front property line and façade of the Garage; at the  $3^{rd}$ ,  $4^{th}$ , and  $5^{th}$  floors by 40 feet, at a the  $6^{th}$  floor by approximately 47 feet. In addition, all new floors will also be setback approximately 17 feet from the rear of the lot, and 20' at the side property lines. These substantial front and rear lot setbacks are shown in the site plan, attached as **Exhibit B**, and section, attached as **Exhibit C**.

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 $<sup>^{2}</sup>$  The rear yard setback is reduced to 17' at the central part of the project. We note that the lesser 17-foot measurement has been used throughout this letter when calculating the combined maximum lot depth occupied by the front and rear setbacks.

## B. <u>Neighborhood Context</u>

The neighborhood contains a mix of residential, institutional, and commercial uses, varying in scale from one to six stories. New development is generally not required to provide front setbacks in this District, and rear yard setbacks are only required for new residential uses. Most residential buildings on the block provide minimal setbacks, and there is no midblock pattern of open space.

The Property is bordered on its south side by a taller and more densely-massed 7-story building containing approximately 54 units of senior housing (1303 Larkin) and extending for its full 137-foot lot depth. To the Property's north along Larkin are a two-story garage structure (1349 Larkin), and 4-story mixed-use residential building (1501-1515 California), both of which occupy their full lot depth with no front or rear yard setbacks.

The rear of the Property is adjacent to the rear of three additional properties fronting on California Street, including a 2-story, 4-unit residential building at 1517-1525 California; 3-story, 3-unit residential building at 1529-1533 California (the DR Requestor's Property); and a 2-story, 52-unit mixed-use residential building at 1541 California.

1517-1525 California and the DR Requestor's properties maintain rear yard setbacks of 17.5 and 15 feet deep, respectively. The rear of the DR Requestor's property abuts the northwest corner of the Property, extending for a length of 23 feet, and thus largely aligning with the Project's proposed 20-foot rear yard setback at the side property line. These structures are shown on the site plan, attached as **Exhibit B**.

## C. The Standard for Discretionary Review Was Not Met

## 1. DR Standard of Review.

Discretionary review is a "special power of the Commission, outside of the normal building permit approval process. It is supposed to be used only when there are *exceptional and extraordinary circumstances* associated with the proposed project."<sup>3</sup> The discretionary review authority is based on Sec. 26(a) of the Business & Tax Regulations Code, and moreover, pursuant to the City Attorney's advice, it is a "sensitive discretion ... which must be exercised with the utmost restraint". Exceptional or extraordinary circumstances have been defined as complex topography, irregular lot configuration, unusual context, or other circumstances not addressed in the design standards.

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<sup>&</sup>lt;sup>3</sup> Planning Department publication for the Application Packet for Discretionary Review; emphasis added.

The DR Requestors <u>have not established any exceptional or extraordinary circumstances</u> that are necessary in a DR case, as more particularly discussed and shown below. The Project entails a 5-story vertical addition above an existing 1-story plus mezzanine Garage, containing a modest 20 dwelling units and reaching a maximum height of 65 feet. It will constitute smart infill development, which is consistent with the land use, residential density, height, and bulk controls in the Polk Street NCD. It will also complement the character and scale of development on Larkin Street and adjacent blocks.

Further, the Project has been thoughtfully designed to preserve and retain the existing historic Garage. At the suggestion of preservation staff, the Project provides front setbacks that encompass up to approximately 47%<sup>4</sup> of the Property's total lot depth, a discussed below. No front setback is required by Code.

As noted by the DR Requestor, the project is seeking Variances from rear yard setback and dwelling unit exposure. However, these Variances are minor in scope and common with regard to infill housing development.

# 2. Any increase to rear yard setback without a commensurate decrease to front setback requirements would unreasonably restrict development.

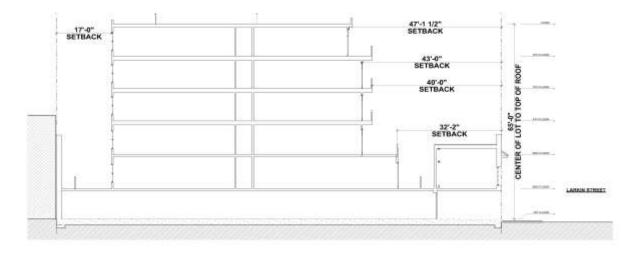
The DR Requestor asks that the Commission impose a 34'4" rear yard setback for the Project. This request ignores the existing pattern of development on the block, and would unreasonably impact development of the already-modest 20-unit Project due to the unprecedented front lot setbacks already provided at the suggestion of preservation staff.

New residential construction in the Polk Street NCD is typically required to provide a rear yard equivalent to 25% of the lot depth, beginning at the first floor containing a dwelling unit. No rear yard is required for commercial or institutional development, which may occupy the full lot. Further, there is no front lot setback required in this District. Accordingly, the block contains numerous buildings (including the Garage) which extend over their full lots. No established pattern of mid-block open space exists, as illustrated in the aerial block image provided at **Exhibit D**. Small (or no) rear yards are typical for this dense city block.

The owners have proposed to retain and preserve the existing historic Garage in place. To ensure compatibility with the historic building, preservation staff has indicated that the residential addition should be setback significantly from the front property line and façade of the Garage. As shown in the image below, this includes a setback of 32' at the addition's second floor; 40' at the  $3^{rd} - 5^{th}$  floors; and 47' 1 <sup>1</sup>/<sub>2</sub>" at the  $6^{th}$  floor. These progressive, tiered front setbacks represent up

<sup>&</sup>lt;sup>4</sup> The Project incorporates progressive, tiered front setbacks as discussed in Section A, below. As a result, the combined front and rear yard setbacks would comprise up to 35% of the lot depth at the Project's second floor; 41% at the  $3^{rd}$  through  $5^{th}$  floors; and 47% at the  $6^{th}$  floor – nearly double the area required by Code.

to approximately *34 percent of the Property's total lot depth.* In total, the front and rear setbacks proposed comprise up to 47% of the lot's buildable depth, where only a 25% rear setback is required by Code. These setbacks are shown in the following image:



The intent of these setbacks is to distinguish the new construction from the context and scale of the historic building, in compliance with the Secretary of the Interior's Standards for Treatment of Historic Properties. However, we note that the Secretary's of the Interior's Standards do not specify a minimum front setback requirement in these circumstances, only that the new construction would be clearly different and not overwhelm the historic building.<sup>5</sup>

The Property has a lot depth of 137.5', requiring rear yard of approximately 34' 4". However, due to the existing block context and substantial front lot setbacks imposed due to preservation concerns, the Project is seeking a Variance to provide a 17-foot rear yard setback (20 feet at the side property line), beginning at the second floor above the preserved Garage. The rear of the DR Requestor's property abuts the northwest corner of the Property, extending for a length of 23 feet, and thus largely aligning with the Project's proposed 17-foot rear yard setback, as shown in **Exhibit B**.

The combination of the Project's mandated front and proposed rear yard setbacks would occupy up to approximately *47 percent of the total lot depth*, which is unprecedented in the neighborhood; nearly double what is required at many building levels. This has substantially constrained the development potential of the site through no fault of the owners.

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<sup>&</sup>lt;sup>5</sup> Kay D. Weeks & Anne E. Grimmer, *Secretary of the Interior's Standards for Treatment of Historic Properties*, U.S. Department of the Interior – National Parks Service, 1995. (*See* Standard for Rehabilitation No. 10: "New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment."

Any further increase to the rear yard without a commensurate decrease to front setback will severely impact the Project, resulting in a reduction of dwelling units. For example, an additional 5 feet of rear yard setback without shifting the addition a massing forward would result in the loss of 5 units – 25% of the Project's total units.

To the extent that the Commission feels an additional rear yard setback is appropriate, the owners ask that the front setback be reduced commensurately. For example, **Exhibit E** provides renderings of the Project with the currently-proposed front lot setbacks, while **Exhibit F** provides renderings of an alternate design with the front setback reduced by 10-feet. These renderings illustrate that a 10-foot front setback reduction could be accomplished without impacting preservation of the historic Garage. This would result in a total front setback similar (though still larger) than that provided by the recently-approved project at 2240 Market Street (Planning Case No. 2014.1510). At that site, a front setback of 24'6" was provided for a 3-4 story residential addition over an existing historic building, which was deemed to comply with the Secretary of the Interior's Standards for Treatment of Historic Properties, and unanimously approved by the Planning Commission.

Such a reduction of the Project's front setback requirements would allow for a more substantial rear yard setback, potentially satisfying the DR Requestor's concerns while still maintaining a visual separation of new construction features from the existing historic building.

In response to the DR Requestor's concerns regarding the proposed rear-yard depth of 17-20 feet, Planning Staff has suggested modifying the building's design to incorporate a 34' by 28' rear yard in the area adjacent to the DR Requestor's property (Property's northwest corner), with no rear yard setback over the southwest corner of the site. However, the *owners do not support this design proposal, as it would negatively impact the size and configuration of units adjacent to the modified rear yard; would not provide a significant benefit to the DR Requestor; and would negatively impact the residential building to the west at 1529-1533 California.* The project sponsors have already given up about 25% of buildable area to setbacks and construction costs will be substantially higher due to preservation of the historic building. The Project cannot afford a further reduction in value.

As discussed above, the currently- proposed 17 foot rear yard setback (20 feet at the side property lines) would extend along the Property's full rear lot line, roughly aligning with the rear of the DR Requestor's property and maintaining the existing view corridor from that site. It would also provide adequate separation from light wells and existing residential units located within the property directly west of the site, which is situated near to the common lot line. Images of these features are provided in **Exhibit H**. The Department's proposal would shift the Project's massing west along the south half of the site, substantially altering the DR Requestor's view, and eliminating the proposed separation from the building to the west.

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3. DR Requestor's Concerns Regarding Project Impact on Neighborhood Character and Form Are Unfounded.

The DR Request suggests that the Project will contrast with the scale with surrounding development, and would "be towering" at 6 stories. This inaccurately portrays the character of development and topography of the neighborhood.

The Project has been designed to complement the character and scale of adjacent development, both on Larkin Street and within the surrounding neighborhood. This area generally consists of multi-story residential and mixed-use buildings, ranging from one to six stories. Directly adjacent to the property on its south side is a much larger 6-story building containing approximately 54 units of senior housing (1303 Larkin). The DR Requestor's assertion that the neighborhood is primarily characterized by 1-3 story residential flats is inaccurate. In fact, the neighborhood contains a number of denser, multi-story housing developments which will be in keeping with the proposed project, including (among others):

- 4-story residential building, two lots north at the southwest corner of California and Larkin Streets (1501-1515 California);
- 5-story mixed-use residential building on the west side of the block (1424 Polk);
- 7-story, 172 unit building approximately 300 feet from the property (1359 Pine Street);
- 2-story, 52-unit residential building abutting the property to the west (1541 California);
- 4-story, 85-unit residential building on the southeast corner of California and Larkin Streets (1499 California);
- 12-story, 117 unit residential building one block south (1330 Bush); and
- 8-story, 27-unit residential building (1299 Bush Street).

In addition, the vertical addition will be setback from Larkin Street at the 2<sup>nd</sup> floor by approximately 32 feet; at the 3rd, 4th and 5th floors by approximately 40-feet from the front property line; and at the 6th floor further setback to approximately 47 feet. All new floors 2nd through 6th will also be setback approximately 17-20 feet from the rear property line.

These substantial setbacks minimize the appearance of the vertical addition and building height from Larkin Street, providing a compatible visual transition between the taller and more densely massed 6-story building to the south at 1303, and the two- and three-story structures to the north.

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4. Request to eliminate the upper floors is unreasonable and ignores the context of development within the Neighborhood.

The DR Requestor's concerns regarding building height are unfounded. The Project would reach a maximum height of 65 feet, which is within the allowable height limit. Development at this level would be limited to 74 feet in length, representing only 53% of the total lot depth and oriented toward the center of the lot.

Further, the Project's height is moderate in comparison to allowable development throughout the District. The Property is one of only three sites on this block which are within a 65-A height and bulk district. The remainder of the block allows development up to 80 feet, with heights of 80-130 feet permitted on all other parcels to the south which front on Larkin within the Polk Street NCD. These surrounding height limits are shown on the zoning map, attached as **Exhibit G**.

It is also important to note that Larkin Street slopes upward significantly from south to north in this area, so that the roofline of the adjacent two-story garage would be level with the Project's third floor, and the roofline of the 4-story building at 1501-1515 California would appear level with the top of the Project's 5<sup>th</sup> floor. The roof of the larger 7-story senior housing building at 1303 Larkin would appear even with the roofline of the Project. This development pattern is illustrated in the following image:



The Project's maximum 65-foot height is appropriate for the neighborhood. The development potential of this site is already significantly restricted by the imposition of substantial front and rear lot setback requirements. The DR Requestor's request that the Project be limited to 3-4 stories would unreasonably restrict development on this site and result in an *undesirable reduction of 7 dwelling units - 40% of the Project's total units*.

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5. The Project will not significantly impede access of light and air nor block DR Requestor's views of adjacent buildings.

DR requestor alleges that the project would block light, air, and views to adjacent development along California Street, including DR Requestor's property. However, the property is located in a dense urban environment, where some reduction of light and private views is to be expected as a result of any infill development.

Further, the project would maintain substantial front and rear yard setbacks above the second floor, as discussed above. These setbacks would retain light and air access to adjacent properties. In fact, the Project's proposed rear yard is 17-20 feet deep. The rear of the DR Requestor's Property is 23' wide, roughly aligning with the proposed rear yard; the Project protrudes only 3 feet.

With regard to private views, the rear yard areas on adjacent development along California Street (including the DR Requestor's property) currently overlook the roof of the existing Garage and the 6-story residential building at 1303 California. The project may improve private view conditions at the DR Requestor's property, by constructing an attractively-landscaped rear yard deck over the Garage in this area.

### D. <u>Conclusion</u>

There are no exceptional or extraordinary circumstances associated with the Project which merit the exercise of the Commission's special discretionary review authority. The Project is appropriately-scaled for the neighborhood and will constitute smart infill development, which is consistent with the land use, residential density, height, and bulk controls in the Polk Street NCD. The Planning Commission should deny the DR, and approve the Project as proposed. Alternately, if the Commission would prefer that additional rear yard setback is provided, setback at the front of the lot should be reduced commensurately in order to avoid an unreasonable constraint on development and undesirable reduction of residential units. Thank you for your consideration.

Very truly yours,

**REUBEN, JUNIUS & ROSE, LLP** 

Daniel a. Fratter

Daniel Frattin

One Bush Street, Suite 600 San Francisco, CA 94104

President Rodney Fong San Francisco Planning Commission March 17, 2016 Page 10

cc: Vice President Cindy Wu Commissioner Michael Antonini Commissioner Rich Hillis Commissioner Christine Johnson Commissioner Christine Johnson Commissioner Dennis Richards John Rahaim – Planning Director Scott Sanchez – Zoning Administrator Jonas Ionin – Commission Secretary Nicholas Foster – Project Planner Enda Keane – Project Sponsor Denis McMahon – Project Sponsor

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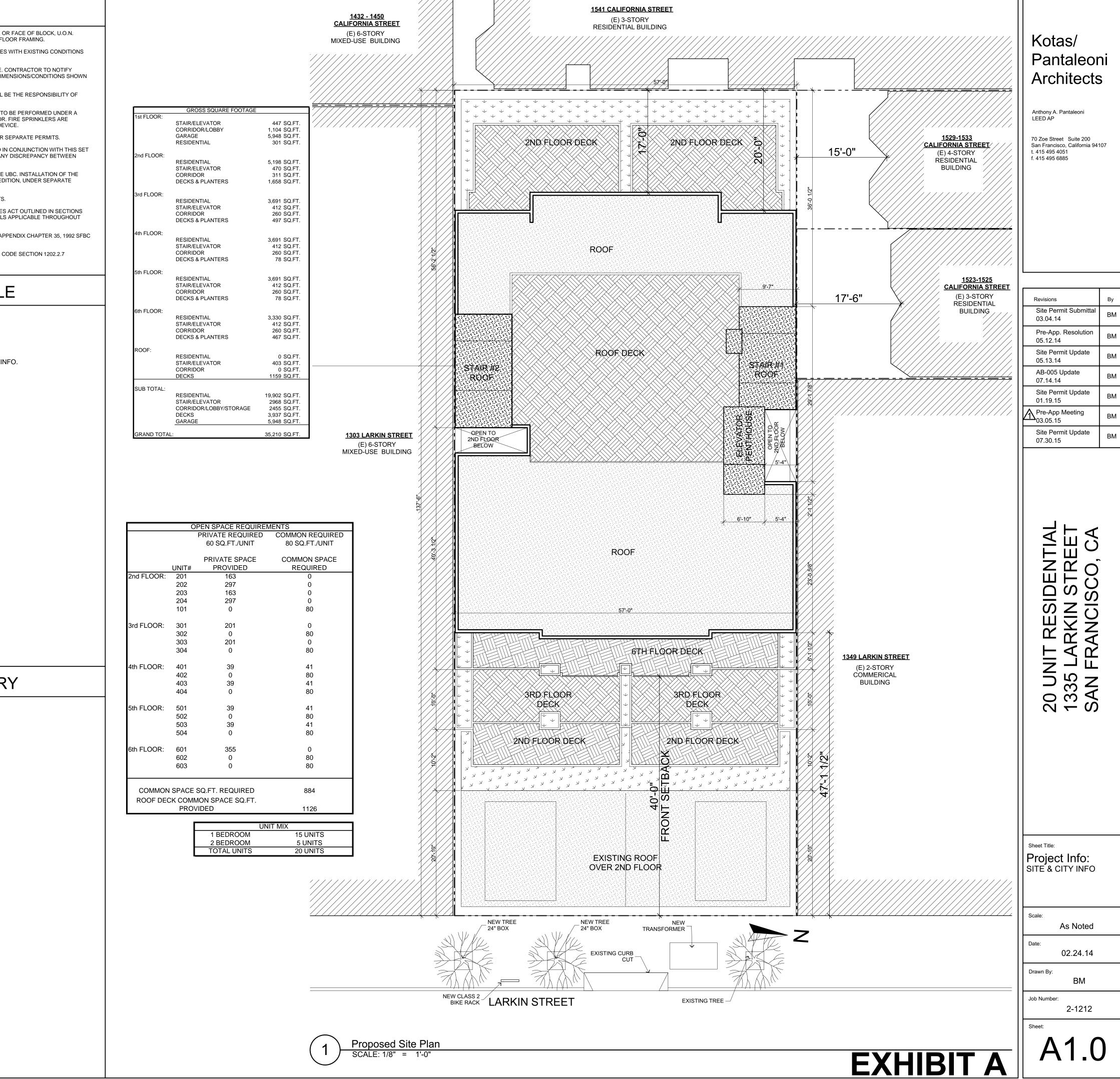
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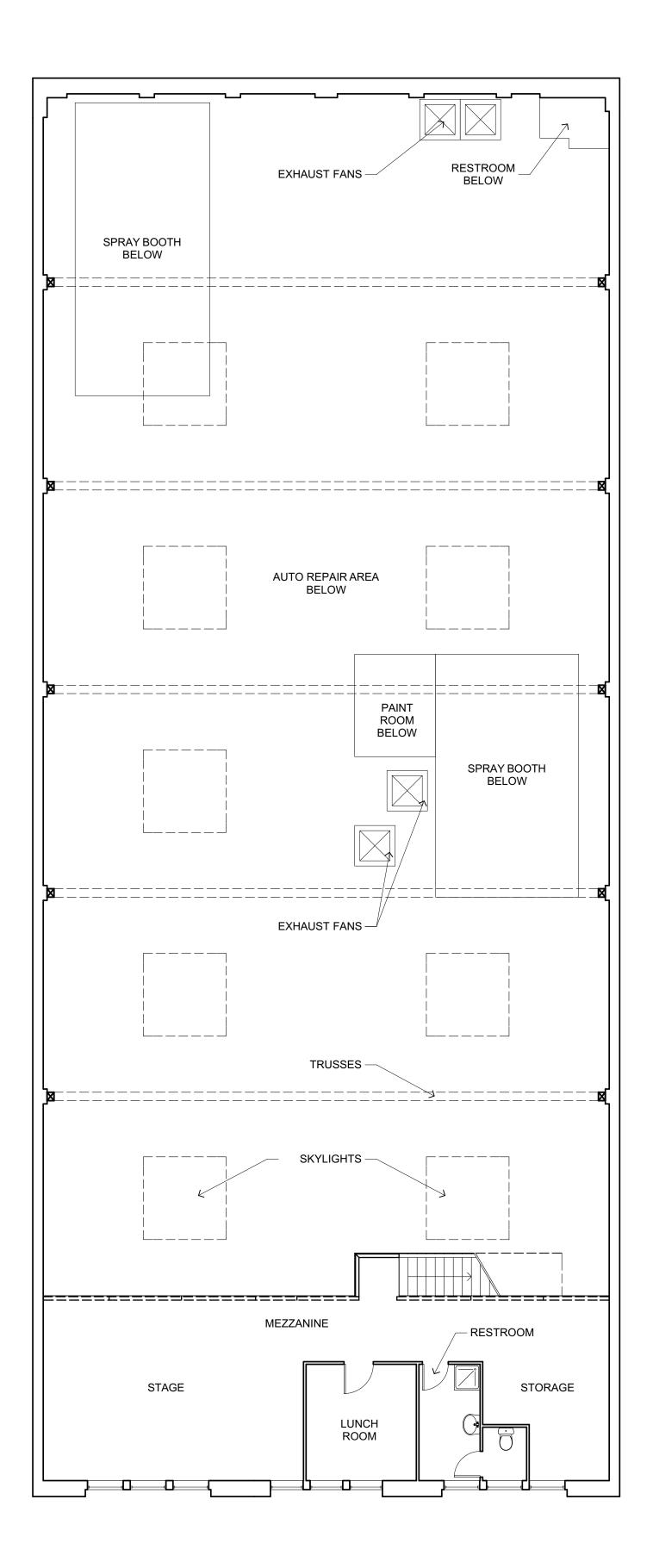
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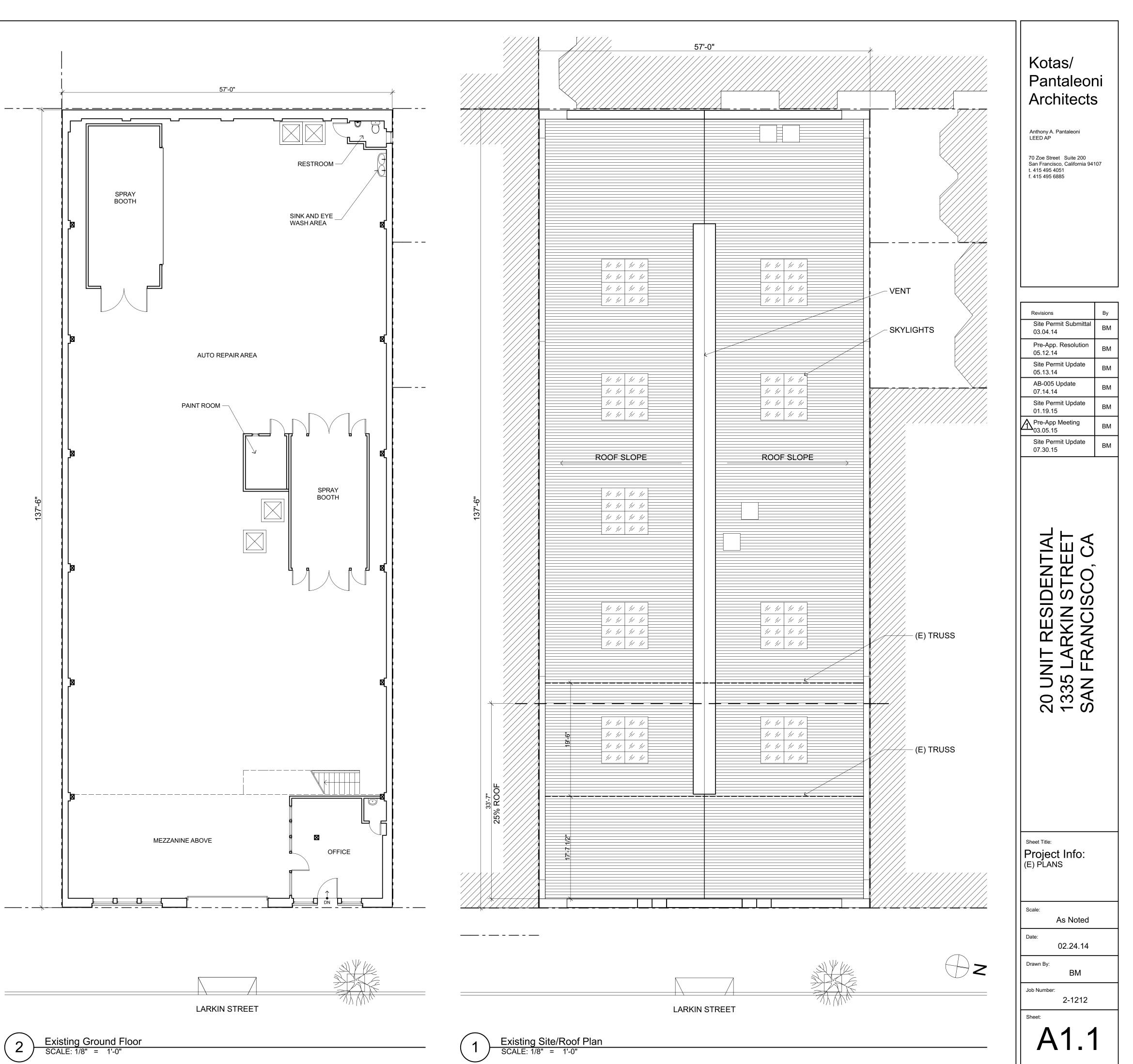
## EXHIBIT A

CI	TY INFORMA		GENERAL NOTES
HT. LIMIT: 65A OCCUPANCY: R-2, S-2 CONSTRUCTION: 3A OVE SQUARE FOOTAGE: LOT SIZE: BUILDING SIZE: DESCRIPTION: RESIDENTIAL UNITS: PARKING: RETAIN EXTERIOR WALLS	DENDUMS TO CBC LE 24 CH. & ELEC. CODES		<ol> <li>ALL DIMENSIONS SHOWN ARE TO FACE OF STUD, FACE OF CONCRETE, O VERTICAL DIMENSIONS ARE SHOWN TO TOP OF SLAB, FLOOR JOISTS OR FLU</li> <li>CONTRACTOR AND SUBCONTRACTORS SHALL FAMILIARIZE THEMSELVES PRIOR TO COMMENCING WORK.</li> <li>DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS TAKE PRECEDENCE, O ARCHITECT OF ANY DISCREPANCIES BETWEEN FIELD CONDITIONS AND DIM IN THESE DRAWINGS.</li> <li>MECHANICAL, PLUMBING, ELECTRICAL AND SPRINKLER PERMITS SHALL E THOSE SUBCONTRACTORS.</li> <li>AUTOMATIC FIRE SPRINKLER SYSTEM DESIGN AND CONSTRUCTION IS TO SEPARATE PERMIT OBTAINED BY THE FIRE PROTECTION SUBCONTRACTOR DESIGNED TO BE ZONED BY FLOOR. FIRE ALARM ZONED BY FLOOR AND DEV</li> <li>STREET AND SIDEWALK IMPROVEMENTS SHALL BE CONDUCTED UNDER ST.</li> <li>CONTRACTOR SHALL REVIEW AND UTILIZE SPECIFICATIONS PROVIDED IN OF CONSTRUCTION DOCUMENTS. ARCHITECT SHOULD BE NOTIFIED OF ANY DRAWINGS AND SPECIFICATIONS.</li> <li>ELEVATOR TO COMPLY WITH CODES SET FORTH IN CHAPTER 30 OF THE ELEVATOR ACCESS HATCH WILL BE IN COMPLIANCE WITH NFPA 72, 1996 ED PERMIT.</li> <li>SHORING AND UNDERPINNING WORK TO BE UNDER SEPARATE PERMITS.</li> <li>ALL WORK PERFORMED WILL COMPLY WITH THE AMERICAN DISABLITIES 10&amp; ALL WORK PERFORMED WILL COMPLY WITH THE AMERICAN DISABLITIES 10&amp; ALL WORK PERFORMED WILL COMPLY WITH THE AMERICAN DISABLITIES 10&amp; ALL WORK PERFORMED WILL COMPLY WITH THE AMERICAN DISABLITIES 10&amp; ALL WORK PERFORMED WILL COMPLY WITH THE AMERICAN DISABLITIES 10&amp; ALL WORK PERFORMED WILL COMPLY WITH THE AMERICAN DISABLITIES 10&amp; ALL WORK PERFORMED WILL COMPLY WITH THE AMERICAN DISABLITIES 10&amp; ALL WORK PERFORMED WILL COMPLY WITH THE AMERICAN DISABLITIES 10&amp; ALL WORK PERFORMED WILL COMPLY WITH THE AMERICAN DISABLITIES 10&amp; ALL WORK PERFORMED WILL COMPLY WITH THE AMERICAN DISABLITIES 10&amp; ALL WORK PERFORMED WILL COMPLY WITH THE AMERICAN DISABLITIES 10&amp; ALL WORK PERFORMED WILL COMPLY WITH THE AMERICAN DISABLITIES 10&amp; ALL WORK PERFORMED WILL COMPLY WITH VENTILATION REQUIRDED BY AP (STC AND IIC OF 50 BETWEEN UN</li></ol>
	VICINITY MA	AP	DRAWING SCHEDUL
POLK ST.	CALIFORNIA ST.		ARCHITECTURAL          A1.0       SITE PLAN, CITY INFORMATION         A1.1       EXISTING PLANS         A1.2       EXISTING ELEVATION, SECTION, WATER FLOW IN         A1.3       DEMO PLANS         A1.4       EXITING PLANS         A1.5       EXITING PLANS         A1.6       EXITING PLANS         A1.7       GREENPOINT RATING         A1.8       DEMOLITION CALCS.         A1.9       PRE APPLICATION RESOLUTIONS         A1.10       PRE APPLICATION RESOLUTIONS         A1.11       PRE APPLICATION RESOLUTIONS         A2.0       FLOOR PLANS         A2.1       FLOOR PLANS         A2.2       FLOOR PLANS         A2.1       FLOOR PLANS         A2.2       FLOOR PLANS         A3.0       ELEVATIONS
	SYMBOLS		A3.1 ELEVATIONS A4.0 SECTIONS A5.0 ADA DETAILS A5.1 ADA DETAILS
3	$\frac{3}{A-3}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{3}$ $\frac{1}{3}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{3}$ $$	INTERIOR & EXTERIOR ELEVATION NO. SHEET NO. INTERIOR ELEV. NO. SHEET NO. ROOM NAME ELEVATION	
A	ABBREVIATIO	ONS	PROJECT DIRECTOR
<ul> <li>ANGLE</li> <li>AT</li> <li>C CENTERLINE DIAMETER OR ROUND</li> <li>POUND OR NUMBER</li> <li>PPOPERTY LINE</li> <li>ABV ABOVE</li> <li>AC AIR CONDITIONER</li> <li>ADJ ADJUSTABLE</li> <li>A.F.F. ABOVE FINISH FLOOR</li> <li>AL. ALUMINUM</li> <li>APPROX. APPROXIMATE</li> <li>ARCH. ARCHITECTURAL</li> <li>BD. BOARD</li> <li>BLDG. BUILDING</li> <li>BLK. BLOCK</li> <li>CAB. CABINET</li> <li>CER. CERAMIC</li> <li>CLG. CEILING</li> <li>CL. CLOSET</li> <li>CLR. CLEAR</li> <li>COL. COLUMN</li> <li>CONC. CONCRETE</li> <li>CONT. CONTINUOUS</li> <li>CTR. CENTER</li> <li>DBL. DOUBLE</li> <li>DEPT. DEPARTMENT</li> <li>D.F. DRINKING FOUNTAIN</li> <li>DET. DETAIL</li> <li>DIA. DIAMETER</li> <li>DIM. DIMENSION</li> <li>DN. DOWN</li> <li>DTL. DETAIL</li> <li>DW DISHWASHER</li> <li>DWG. DRAWING</li> <li>(E) EXISTING</li> <li>EA. EACH</li> <li>EL. ELEVATOR</li> <li>EQ. EQUAL</li> <li>EQPT. EQUIPMENT</li> <li>ELEC. ELECTRICAL</li> <li>ELEV. ELEVATOR</li> <li>EQ. EQUAL</li> <li>EOPT. EQUIPMENT</li> <li>EXP. EXPANSION</li> <li>EXT. EXTERIOR</li> <li>FAU FORCED AIR UNIT</li> </ul>	FDN. FOUNDATION FIN. FINISH FL. FLOOR FLUOR. FLUORESCENT F.O.C. FACE OF CONCRETE F.O.F. FACE OF STUDS FT. FOOT OR FEET FTG. FOOTING FURR. FURRING FUT. FUTURE GA. GAUGE GALV. GALVANIZED GD. GRADE GYP. GYPSUM H.B. HOSE BIB H/C HANDICAPPED H.C. HOLLOW CORE HDW. HARDWARE HDWD. HARDWOOD H.M. HOLLOW METAL HT. HEIGHT HWH HOT WATER HEATER INSUL. INSULATION INT. INTERIOR JAN. JANITOR JT. JOINT LAM. LAMINATE LAV. LAVATORY LT. LIGHT MAX. MAXIMUM MECH. MECHANICAL MEMB. MEMBRANE MFR. MANUFACTURER MIN. MINIMUM MISC. MISCELLANEOUS M.O. MASONRY OPENING MTD. NOT IN CONTRACT NO. MASONRY OPENING MTD. MOUNTED (N) NEW N.I.C. NOT IN CONTRACT NO. MASONRY OPENING MTD. MOUNTED (N) NEW N.I.C. NOT IN CONTRACT NO. MASONRY OPENING MTD. MOUNTED (N) NEW N.I.C. NOT IN CONTRACT NO. OR # NUMBER N.T.S. NOT TO SCALE O.C. ON CENTER O.D. OUTSIDE DIAMETER PLATE PLAM. PLASTIC LAMINATE PLYWD. PLAYWOOD PR. PAIR P.T. PRESSURE TREATED	PT.POINT PARTITIONR.RISERR.D.ROOF DRAIN REF.REF.REFRIGERATOR REINF.REINF.REINFORCED REQ.REQ.REQUIRED RM.RM.ROOMR.O.ROUGH OPENING RWD.RWD.REDWOOD R.W.L.S.C.SOLID CORE SCHED.SCHED.SCHEDULE SECT.SECT.SECTION SHT.DRAWING SHEET SIM.SIMLAR SPEC.SPEC.SPECIFICATION SQ.SQ.SQUARE SST.ST.STANDARD STL.STELSTOR.STORAGE STRL.STRL.STRUCTURAL SUSPENDED SYM.SYMETRICAL S.S.D.SSE STRUCTURAL DRAWINGTTTREAD T.B.D.T.B.D.TO BE DETERMINED T.B.S.TO DE DETERMINED T.G.T.G.TOP OF CURB TEL.TEL.TEL.TEL.TEL.TEL.TEL.TEL.TEL.TEL.TEL.TOP OF PAVEMENT T.W.T.W.TOP OF PAVEMENT T.W.T.W.TOP OF PAVEMENT T.W.T.W.VOP OF WALLTYP.TYPICALW.O.WITH W.C.WATERPROF WD.WD.WODWDO.WINDOW WOOWD.WODWD.WATERPROF WT.WEIGHT <td></td>	





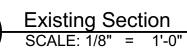




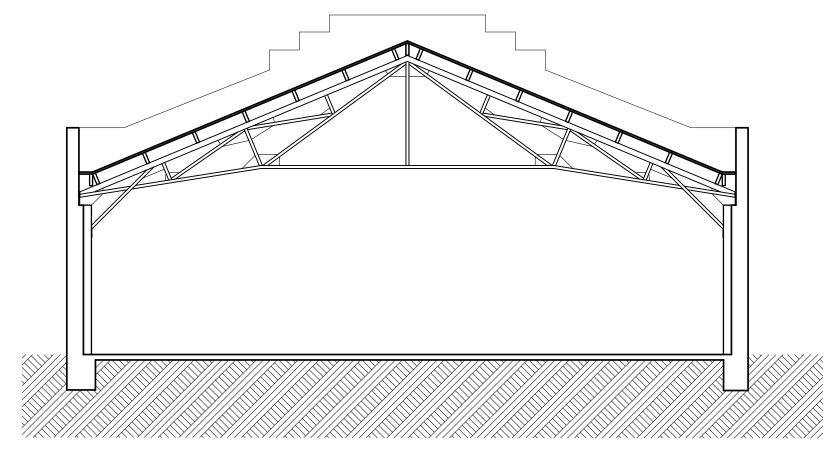
PHONE NO.       (415) 551-7884       FAX NO.       (415) 520-0454       San Francisco CA 94103         OWNER'S NAME/PHONE #       Dennis McMahon (415) 867-7646         ADDRESS FOR WATER FLOW INFORMATION:       PROVIDE SKETCH HERE:	DATE: <u>03 / 06 / 14</u> REQUEST IS FOR: EFIRE FLOW CONTACT PERSON: <u>Brace Baumann</u> ADDRESS: <u>1221 Harrison St, Ste 22</u> PHONE NO. <u>(415) 551-7884</u> FAX NO. <u>(415) 520-0454</u> San Francisco CA 94103 OWNER'S NAME/PHONE # <u>Dennis McMahon (415) 867-7646</u> ADDRESS FOR WATER FLOW INFORMATION: <u>FROVIDE SKETCH HERE</u> : <u>1335 Larkin St</u> CROSS STREETS ( <i>BOTH ARE REQUIRED</i> ): <u>Pine Street</u> / <u>California Street</u> <u>9106</u> SPECIFY STREET FOR POINT OF CONNECTION: <u>LARKIN</u> OCCUPANCY (CIRCLE ONE): R3 R2 LIVE/WORK COMMERCIAL Other <u>Residential / Parking</u> HAZARD CLASSIFICATION: <u>LIGH</u> ORD 1 ORD 2 EXT 1 EXT 2 OTHER NUMBER OF STORIES: <u>6</u> HEIGHT OF BLDG: <u>65</u> • SUBMIT FORM WITH A \$115.00 CHECK MADE PAYABLE TO 'S.F.F.D.' • REQUESTS REQUIRING A FIELD FLOW TEST WILL BE NOTIFIED BY FAX AND AN ADDITIONAL FEE OF \$230.00 WILL BE RETURNED BY FAX OR MAIL. • INCOMPLETE FORMS <u>WILL NOT</u> BE PROCESSED. • PLEASE ALLOW 7-14 WORKING DAYS FOR PROCESSING ************************************		)		SAN FRANCISO FIRE DEPA BUREAU OF FIRE PREVEN PLAN CHECK DIVISION/W 1660 MISSION STREET SAN FRANCISCO CA 9410 FAX # (415) 575-6933
CONTACT PERSON:       Bruce Baumann       ADDRESS:       1221 Harrison St, Ste 22         PHONE NO.       (415) 551-7884       FAX NO.       (415) 520-0454       Sau Francisco CA 94103         OWNER'S NAME/PHONE #       Dennis McMahon (415) 867-7646         ADDRESS FOR WATER FLOW INFORMATION:       PROVIDE SKETCH HERE:         1335 Larkin St       CALFEDUMIA         1335 Larkin St       CALFEDUMIA         Pine Street       / California Street       California Street         Pine Street       / California Street       Pine         SPECIFY STREET FOR POINT OF CONNECTION;       LARKIN       Other         OCCUPANCY (CIRCLE ONE):       R3       R2 LIVE/WORK COMMERCIAL       Other         Residential / Parking       ORD 1       ORD 2       EXT 1       EXT 2       OTHER	OSPRINKLER         CONTACT PERSON:       Bruce Baumann       ADDRESS:       1221 Harrison St, Ste 22         PHONE NO.       (415) 551-7884       FAX NO.       (415) 520-0454       San Francisco CA 94103         OWNER'S NAME/PHONE #       Dennis McMahon (415) 867-7646         ADDRESS FOR WATER FLOW INFORMATION:       ERGVIDE SKEETCH HEREE:         1335 Larkin St       CM: (FORM'IA)         CROSS STREETS (BOTH ARE REQUIRED):		REQUEST FOR WAT	<u>'ER FLOW INF(</u>	DRMATION
PHONE NO.       (415) 551-7884       FAX NO.       (415) 520-0454       San Francisco CA 94103         OWNER'S NAME/PHONE #       Dennis McMahon (415) 867-7646         ADDRESS FOR WATER FLOW INFORMATION:       PROVIDE SKETCH HERE:	PHONE NO.	DATE:	03 / 06 / 14	REQUEST IS FOR:	
OWNER'S NAME/PHONE #	OWNER'S NAME/PHONE #	CONTACT F	PERSON: <u>Bruce Baumann</u>	ADDRESS:	1221 Harrison St, Ste 22
ADDRESS FOR WATER FLOW INFORMATION:       PROVIDE SKETCH HERE:         1335 Larkin St	ADDRESS FOR WATER FLOW INFORMATION:       PROVIDE SKETCH HERE:         1335 Larkin St       CM. FOWMIA         2       Pine Street       California Street         Pine Street       / California Street       Pine         SPECIFY STREET FOR POINT OF CONNECTION:       LARKIN         OCCUPANCY (CIRCLE ONE):       R3       R2 LIVE/WORK COMMERCIAL       Other         Residential / Parking       Image: Control Connection       Larkin       Other         HAZARD CLASSIFICATION:       LIGHT       ORD 1       ORD 2       EXT 1       EXT 2       OTHER         NUMBER OF STORIES:       6       HEIGHT OF BLDG.;       65       65       65       65         • SUBMIT FORM WITH A \$115.00 CHECK MADE PAYABLE TO 'S.F.F.D.'       • <t< td=""><td>PHONE NO.</td><td><u>(415) 551-7884</u> FAX NO.</td><td>(415) 520-0454</td><td>San Francisco CA 94103</td></t<>	PHONE NO.	<u>(415) 551-7884</u> FAX NO.	(415) 520-0454	San Francisco CA 94103
CROSS STREETS (BOTH ARE REQUIRED):	CAUERONIA         CROSS STREETS (BOTH ARE REQUIRED):	OWNER'S N	AME/PHONE #	Dennis McMa	hon (415) 867-7646
CROSS STREETS (BOTH ARE REQUIRED):  Pine Street / California Street  Pine Street / California Street  Pine Street / California Street  SPECIFY STREET FOR POINT OF CONNECTION: LARKIN  OCCUPANCY (CIRCLE ONE): R3 R2 LIVE/WORK COMMERCIAL Other  Residential / Parking  HAZARD CLASSIFICATION: LIGHT ORD 2 EXT 1 EXT 2 OTHER  NUMBER OF STORIES: 6 HEIGHT OF BLDG.: 65  SUBMIT FORM WITH A \$115.00 CHECK MADE PAYABLE TO 'S.F.F.D.'  REQUESTS REQUIRING A FIELD FLOW TEST WILL BE NOTIFIED BY FAX AND AN ADDITIONAL FEE OF \$230.00 WILL BE NECESSARY  WATER FLOW INFORMATION WILL BE RETURNED BY FAX OR MAIL. INCOMPLETE FORMS WILL NOT BE PROCESSED. PLEASE ALLOW 7-14 WORKING DAYS FOR PROCESSING  Flow data provided by: <u>F. BLO MUL</u> STATIC 74 RECORDS ANALYSIS <u>SC</u> RESIDUAL 70 Flow data: FIELD FLOW TEST STATIC 74 RECORDS ANALYSIS <u>C. RESIDUAL 70 FLOW 11500 Cate Page 9 </u>	CROSS STREETS (BOTH ARE REQUIRED): Pine Street / California Street SPECIFY STREET FOR POINT OF CONNECTION: LARKIN OCCUPANCY (CIRCLE ONE): R3 R2 LIVE/WORK COMMERCIAL Other Residential / Parking HAZARD CLASSIFICATION: LIGHT OR D 1 ORD 2 EXT 1 EXT 2 OTHER NUMBER OF STORIES: 6 HEIGHT OF BLDG.: 65 • SUBMIT FORM WITH A \$115.00 CHECK MADE PAYABLE TO 'S.F.F.D.' • REQUESTS REQUIRING A FIELD FLOW TEST WILL BE NOTIFIED BY FAX AND AN ADDITIONAL FEE OF \$230.00 WILL BE NECESSARY • WATER FLOW INFORMATION WILL BE RETURNED BY FAX OR MAIL. • INCOMPLETE FORMS WILL NOT BE PROCESSED. • PLEASE ALLOW 7-14 WORKING DAYS FOR PROCESSING ************************************	ADDRESS F	OR WATER FLOW INFORMATIO	N: PRON	ADE-SKENCHHERE:
Pine Street       / California Street         SPECIFY STREET FOR POINT OF CONNECTION:       LARKIN         OCCUPANCY (CIRCLE ONE):       R3 R2 LIVE/WORK COMMERCIAL       Other         Residential / Parking       Ord 1       ORD 2       EXT 1       EXT 2       OTHER         HAZARD CLASSIFICATION:       LIGHT       ORD 1       ORD 2       EXT 1       EXT 2       OTHER         NUMBER OF STORIES:       6       HEIGHT OF BLDG.:       65         • SUBMIT FORM WITH A \$115.00 CHECK MADE PAYABLE TO 'S.F.F.D.'       • REQUESTS REQUIRING A FIELD FLOW TEST WILL BE NOTIFIED BY FAX AND AN ADDITIONAL FEE OF \$230.00 WILL BE NECESSARY         • WATER FLOW INFORMATION WILL BE RETURNED BY FAX OR MAIL.       • INCOMPLETE FORMS WILL NOT BE PROCESSED.         • PLEASE ALLOW 7-14 WORKING DAYS FOR PROCESSING         ************************************	Pine Street		1335 Larkin St	-	CALIFORNIA
SPECIFY STREET FOR POINT OF CONNECTION:       LARKIN         OCCUPANCY (CIRCLE ONE):       R3       R2       LIVE/WORK COMMERCIAL       Other         Residential / Parking       ORD 1       ORD 2       EXT 1       EXT 2       OTHER         HAZARD CLASSIFICATION:       LIGHT       ORD 1       ORD 2       EXT 1       EXT 2       OTHER         NUMBER OF STORIES:       6       HEIGHT OF BLDG.:       65         •       SUBMIT FORM WITH A \$115.00       CHECK MADE PAYABLE TO 'S.F.F.D.'         •       REQUESTS REQUIRING A FIELD FLOW TEST WILL BE NOTIFIED BY FAX AND AN ADDITIONAL FEE OF \$230.00       WILL BE NECESSARY         •       WATER FLOW INFORMATION WILL BE RETURNED BY FAX OR MAIL.       INCOMPLETE FORMS WILL NOT BE PROCESSED.         •       PLEASE ALLOW 7-14 WORKING DAYS FOR PROCESSING         ************************************	SPECIFY STREET FOR POINT OF CONNECTION:       LARKIN         OCCUPANCY (CIRCLE ONE):       R3       R2       LIVE/WORK COMMERCIAL       Other         Residential / Parking       ORD 1       ORD 2       EXT 1       EXT 2       OTHER         HAZARD CLASSIFICATION:       LIGHT       ORD 1       ORD 2       EXT 1       EXT 2       OTHER         NUMBER OF STORIES:       6       HEIGHT OF BLDG.:       65       65         •       SUBMIT FORM WITH A \$115.00 CHECK MADE PAYABLE TO 'S.F.F.D.'       •       REQUESTS REQUIRING A FIELD FLOW TEST WILL BE NOTIFIED BY FAX AND AN ADDITIONAL FEE OF \$2230.00 WILL BE NECESSARY         •       WATER FLOW INFORMATION WILL BE RETURNED BY FAX OR MAIL.       •       INCOMPLETE FORMS WILL NOT BE PROCESSED.         •       PLEASE ALLOW 7-14 WORKING DAYS FOR PROCESSING       ************************************	CROSS STR	EETS (BOTH ARE REQUIRED):	Ž	
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NUMBER OF STORIES:       6 <ul> <li>SUBMIT FORM WITH A \$115.00 CHECK MADE PAYABLE TO 'S.F.F.D.'</li> <li>REQUESTS REQUIRING A FIELD FLOW TEST WILL BE NOTIFIED BY FAX AND AN ADDITIONAL FEE OF \$230.00 WILL BE NECESSARY</li> <li>WATER FLOW INFORMATION WILL BE RETURNED BY FAX OR MAIL.</li> <li>INCOMPLETE FORMS WILL NOT BE PROCESSED.</li> </ul> INCOMPLETE FORMS WILL NOT BE PROCESSED.           PLEASE ALLOW 7-14 WORKING DAYS FOR PROCESSING           Flow data provided by:         P. Bhow         Date Forwarded         3 - (β - 19')           Flow data         FIELD FLOW TEST         STATIC         79'         RESIDUAL         70         1500<	NUMBER OF STORIES:       6 <ul> <li>SUBMIT FORM WITH A \$115.00 CHECK MADE PAYABLE TO 'S.F.F.D.'</li> <li>REQUESTS REQUIRING A FIELD FLOW TEST WILL BE NOTIFIED BY FAX AND AN ADDITIONAL FEE OF \$230.00 WILL BE NECESSARY</li> <li>WATER FLOW INFORMATION WILL BE RETURNED BY FAX OR MAIL.</li> <li>INCOMPLETE FORMS WILL NOT BE PROCESSED.</li> <li>PLEASE ALLOW 7-14 WORKING DAYS FOR PROCESSING</li> </ul> <ul> <li>Flow data provided by:</li> <li><b>FIELD FLOW TEST</b></li> <li><b>BEORDS ANALYSIS</b></li> <li><b>STATIC</b></li> <li><b>7</b></li> <li><b>FLOW</b></li> <li><b>11570</b></li> <li><b>Gate Page</b></li> <li><b>12</b>, "MAIN on</li> </ul> <ul> <li><b>LARKES</b></li> </ul>			E/WORK COMMERC	IAL Other
<ul> <li>SUBMIT FORM WITH A \$115.00 CHECK MADE PAYABLE TO 'S.F.F.D.'</li> <li>REQUESTS REQUIRING A FIELD FLOW TEST WILL BE NOTIFIED BY FAX AND AN ADDITIONAL FEE OF \$230.00 WILL BE NECESSARY</li> <li>WATER FLOW INFORMATION WILL BE RETURNED BY FAX OR MAIL.</li> <li>INCOMPLETE FORMS <u>WILL NOT</u> BE PROCESSED.</li> <li>PLEASE ALLOW 7-14 WORKING DAYS FOR PROCESSING</li> </ul> Flow data provided by: <u>F. Bhown</u> Date Forwarded <u>3 - (F - 14</u> ) Flow data: FIELD FLOW TEST <u>STATIC</u> <u>74</u> RECORDS ANALYSIS <u>F. BLOW</u> <u>1150</u> Gate Page <u>12, "MAIN on LAPPE</u>	<ul> <li>SUBMIT FORM WITH A \$115.00 CHECK MADE PAYABLE TO 'S.F.F.D.'</li> <li>REQUESTS REQUIRING A FIELD FLOW TEST WILL BE NOTIFIED BY FAX AND AN ADDITIONAL FEE OF \$230.00 WILL BE NECESSARY</li> <li>WATER FLOW INFORMATION WILL BE RETURNED BY FAX OR MAIL.</li> <li>INCOMPLETE FORMS WILL NOT BE PROCESSED.</li> <li>PLEASE ALLOW 7-14 WORKING DAYS FOR PROCESSING</li> </ul> Flow data provided by: <u>F. BROW</u> Date Forwarded <u>3 - (8 - 19</u> Flow data: FIELD FLOW TEST <u>STATIC</u> <u>79</u> RECORDS ANALYSIS <u>F.E.D</u> RESIDUAL <u>70</u> Gate Page <u>1</u> Gate Page <u>12 "MAIN on LARKEN</u>	HAZARD CI	LASSIFICATION: LIGHT ORI	D1 ORD 2 EXT 1	EXT 2 OTHER
<ul> <li>REQUESTS REQUIRING A FIELD FLOW TEST WILL BE NOTIFIED BY FAX AND AN ADDITIONAL FEE OF \$230.00 WILL BE NECESSARY</li> <li>WATER FLOW INFORMATION WILL BE RETURNED BY FAX OR MAIL.</li> <li>INCOMPLETE FORMS WILL NOT BE PROCESSED.</li> <li>PLEASE ALLOW 7-14 WORKING DAYS FOR PROCESSING</li> </ul> ***********************************	<ul> <li>REQUESTS REQUIRING A <u>FIELD FLOW TEST</u> WILL BE NOTIFIED BY FAX AND AN ADDITIONAL FEE OF \$230.00 WILL BE NECESSARY</li> <li>WATER FLOW INFORMATION WILL BE RETURNED BY FAX OR MAIL.</li> <li>INCOMPLETE FORMS <u>WILL NOT</u> BE PROCESSED.</li> <li>PLEASE ALLOW 7-14 WORKING DAYS FOR PROCESSING</li> </ul> Flow data provided by: <u>F. Bhoun</u> Date Forwarded <u>3 - (b - 14</u> ) Flow data: FIELD FLOW TEST <u>STATIC</u> <u>74</u> RECORDS ANALYSIS <u>FIELD FLOW TEST</u> <u>RESIDUAL</u> <u>70</u> FLOW <u>1150</u> Gate Page <u>1</u>	NUMBER O	F STORIES: 6	HEIGHT OF BLDG.:_	<u>65</u> F
Flow data provided by: <u>F. BROWN</u> Date Forwarded <u>3-18-19</u> Flow data: FIELD FLOW TEST <u>STATIC</u> <u>79</u> RECORDS ANALYSIS <u>RESIDUAL</u> <u>70</u> FLOW <u>1150</u> Gate Page <u>(2 "MAIN on LARKE</u>	Flow data provided by: <u>F. Bhoun</u> Date Forwarded <u>3-(<i>A</i>-14</u> ) Flow data: FIELD FLOW TEST <u>STATIC</u> <u>74</u> RECORDS ANALYSIS <u>RESIDUAL</u> <u>70</u> FLOW <u>1150</u> Gate Page <u>(2 "MAIN on LAPPers</u>	<ul> <li>REQ ADE</li> <li>WAT</li> <li>INCO</li> </ul>	UESTS REQUIRING A <u>FIELD FLOW</u> DITIONAL FEE OF <u>\$230.00</u> WILL BE TER FLOW INFORMATION WILL BI DMPLETE FORMS <u>WILL NOT</u> BE P.	<u>' TEST</u> WILL BE NOTII NECESSARY 5 RETURNED BY FAX ROCESSED.	FIED BY FAX AND AN
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	IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT INSPECTOR BROWN @ (415) 558-6	9		(2	_"MAIN on LARIES
	IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT INSPECTOR BROWN @ (415) 558-6				

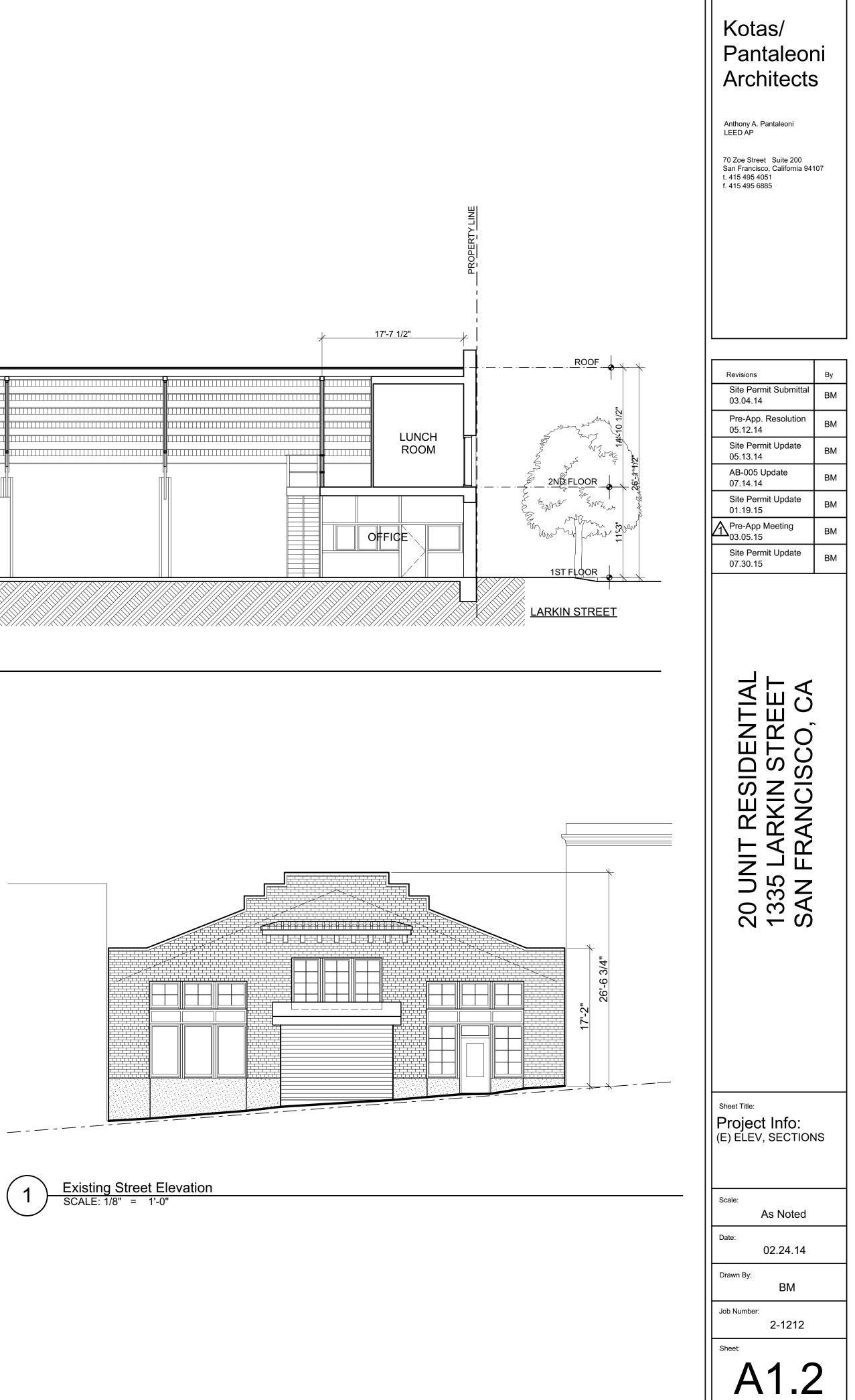
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WaterFlowTest-03.18.14 SCALE: 1' = 1'-0" 4



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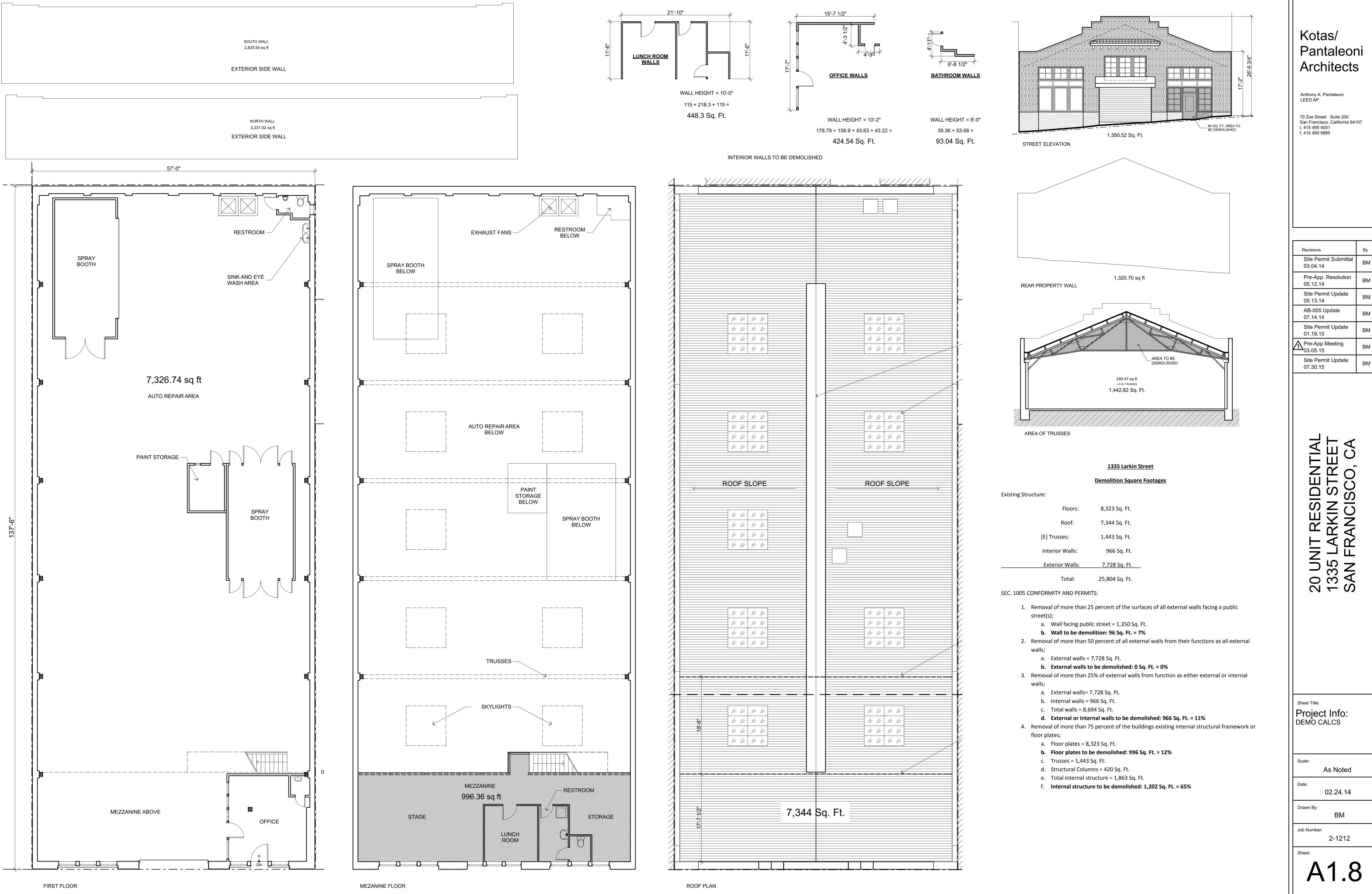


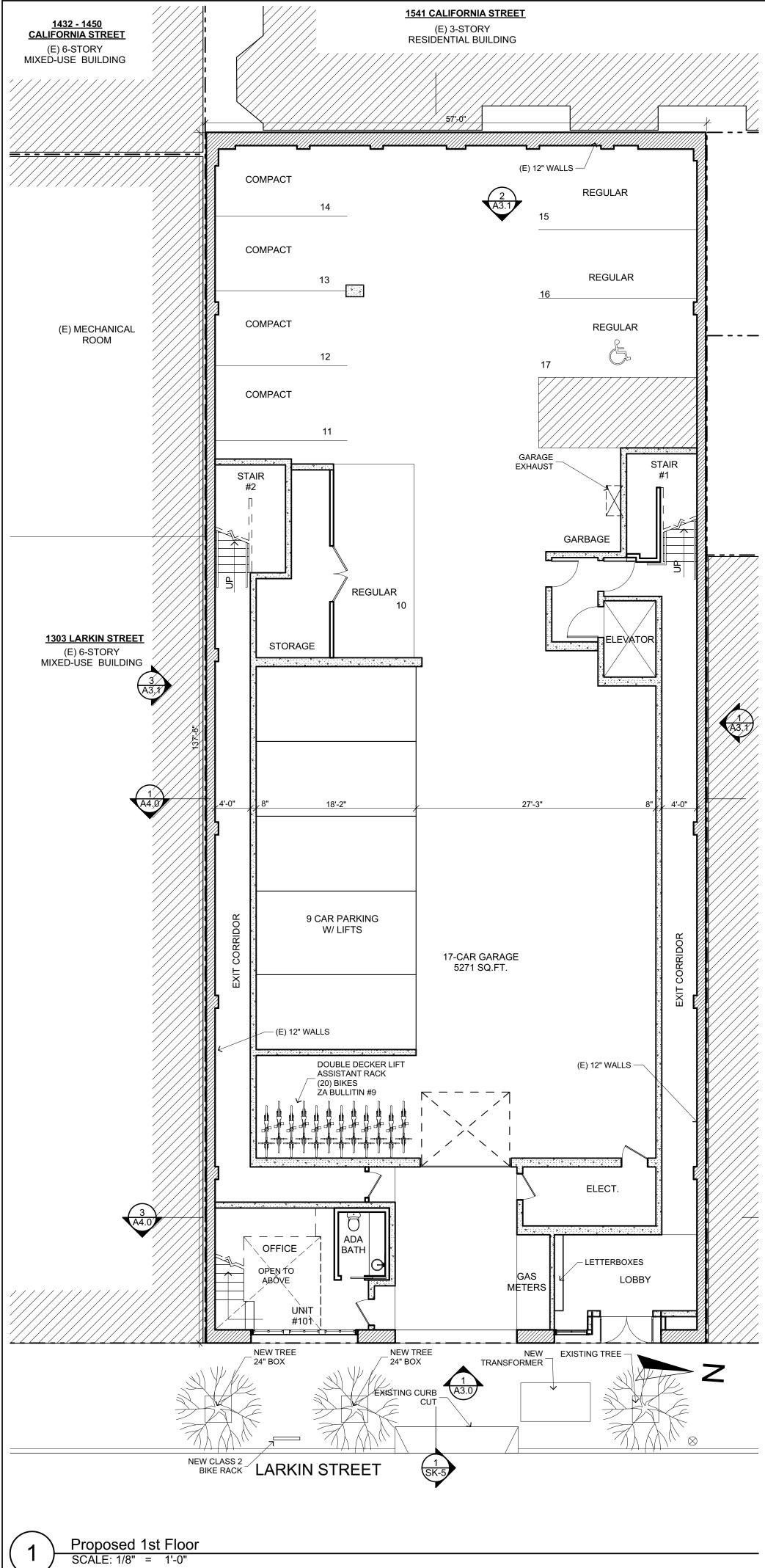


# Existing Longitudinal SCALE: 1/8" = 1'-0"

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(E) ADJACENT BUILDING





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# Kotas/ Pantaleoni Architects Anthony A. Pantaleoni LEED ÁP 70 Zoe Street Suite 200 San Francisco, California 94107 t. 415 495 4051 f. 415 495 6885 Revisions Site Permit Submittal 03.04.14 Pre-App. Resolution 05.12.14 Site Permit Update 05.13.14 AB-005 Update 07.14.14 Site Permit Update 01.19.15 Pre-App Meeting 03.05.15

RM

BM

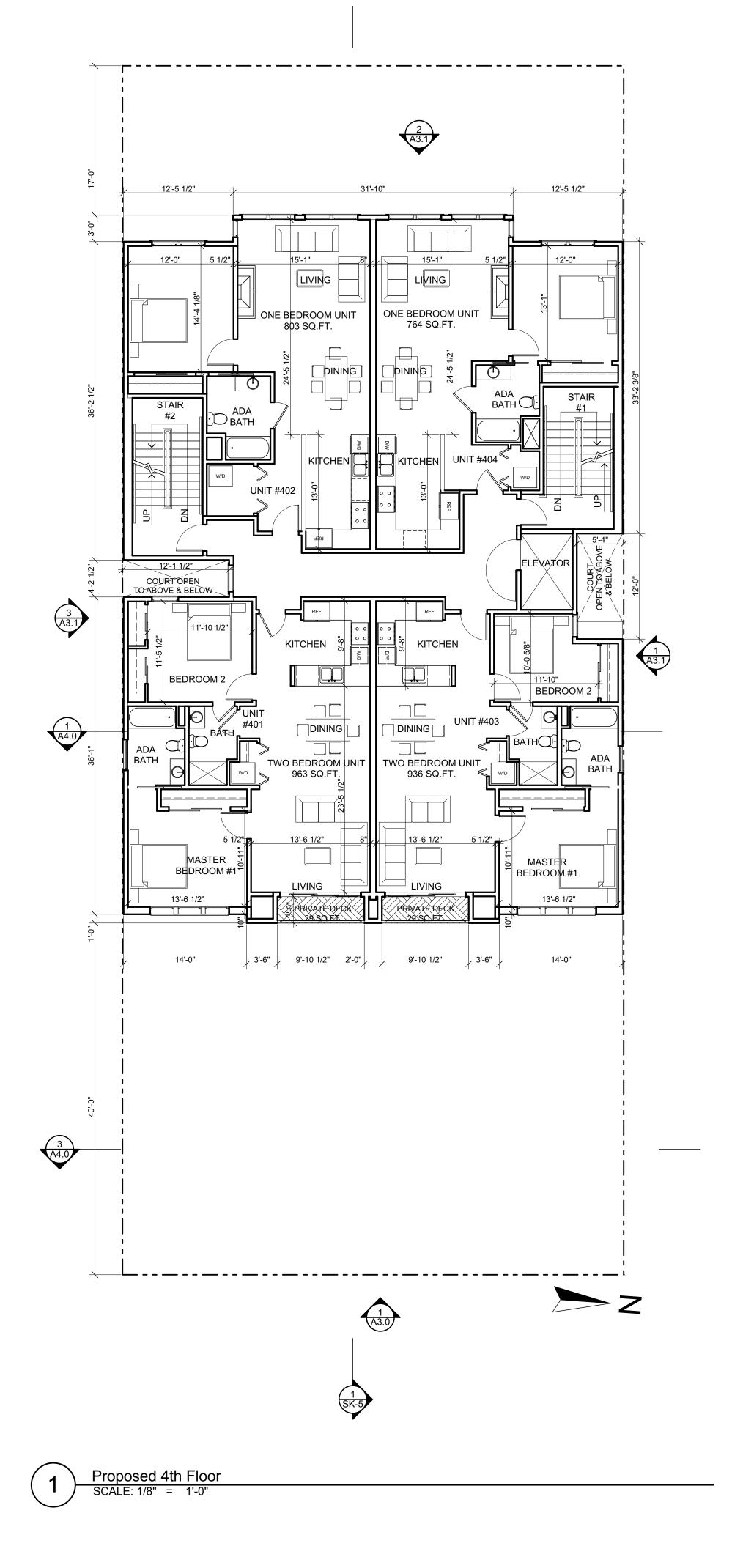
Site Permit Update

07.30.15

RESIDEN RKIN STRI RANCISCO, 20 UNIT 1335 LA SAN FR Ŕ 1 Sheet Title: Floor Plans: 1ST, 2ND, 3RD

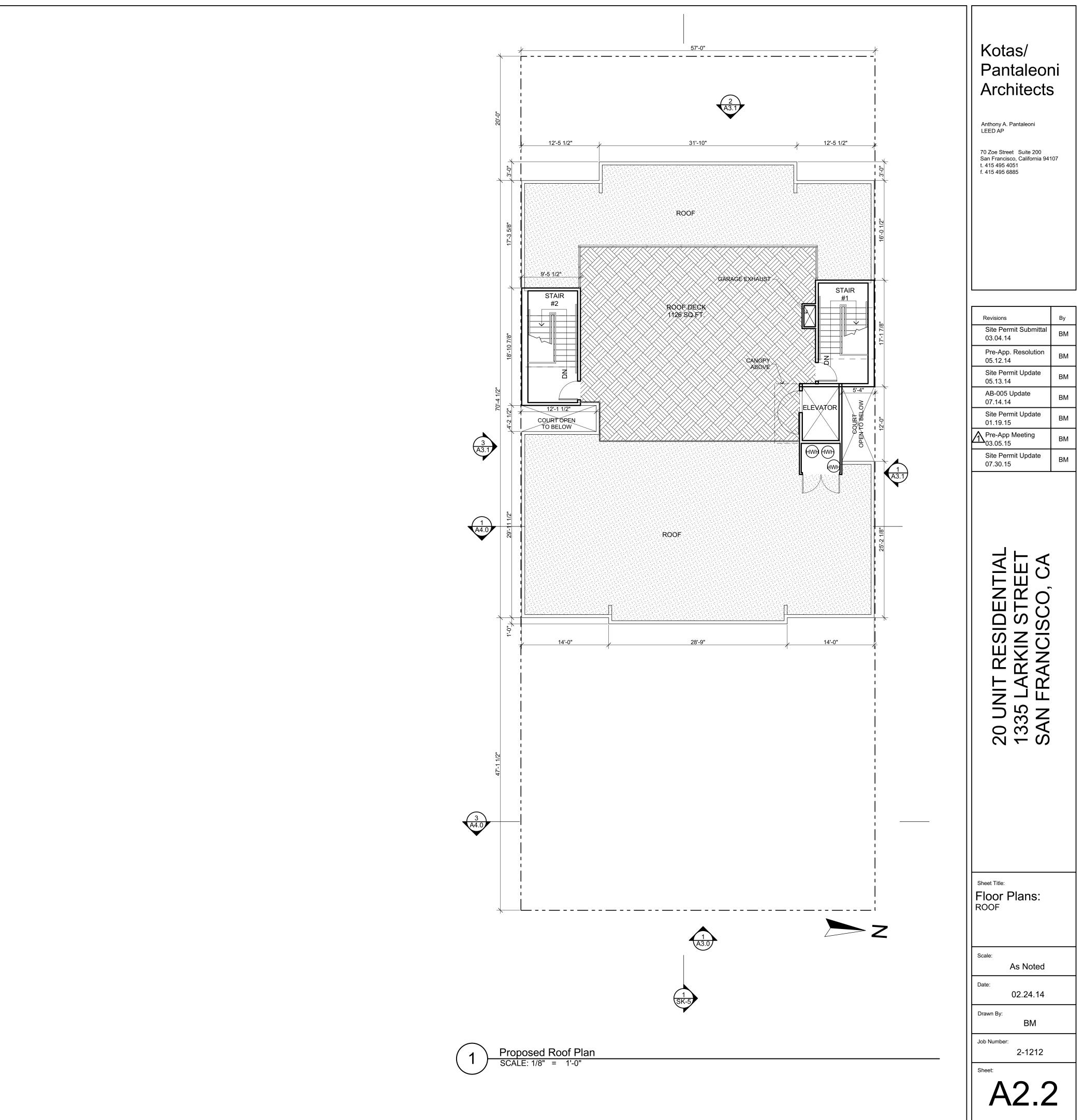
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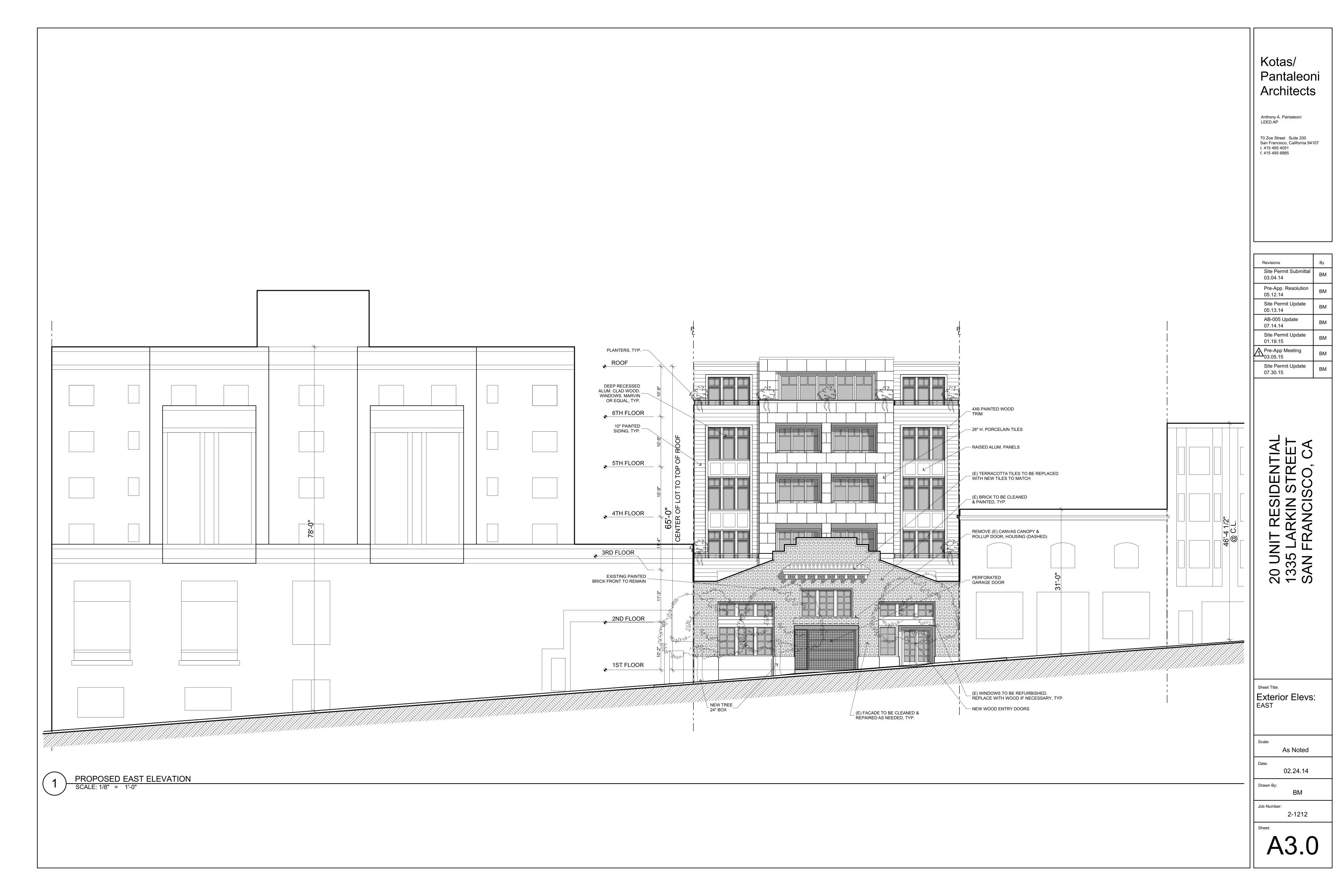




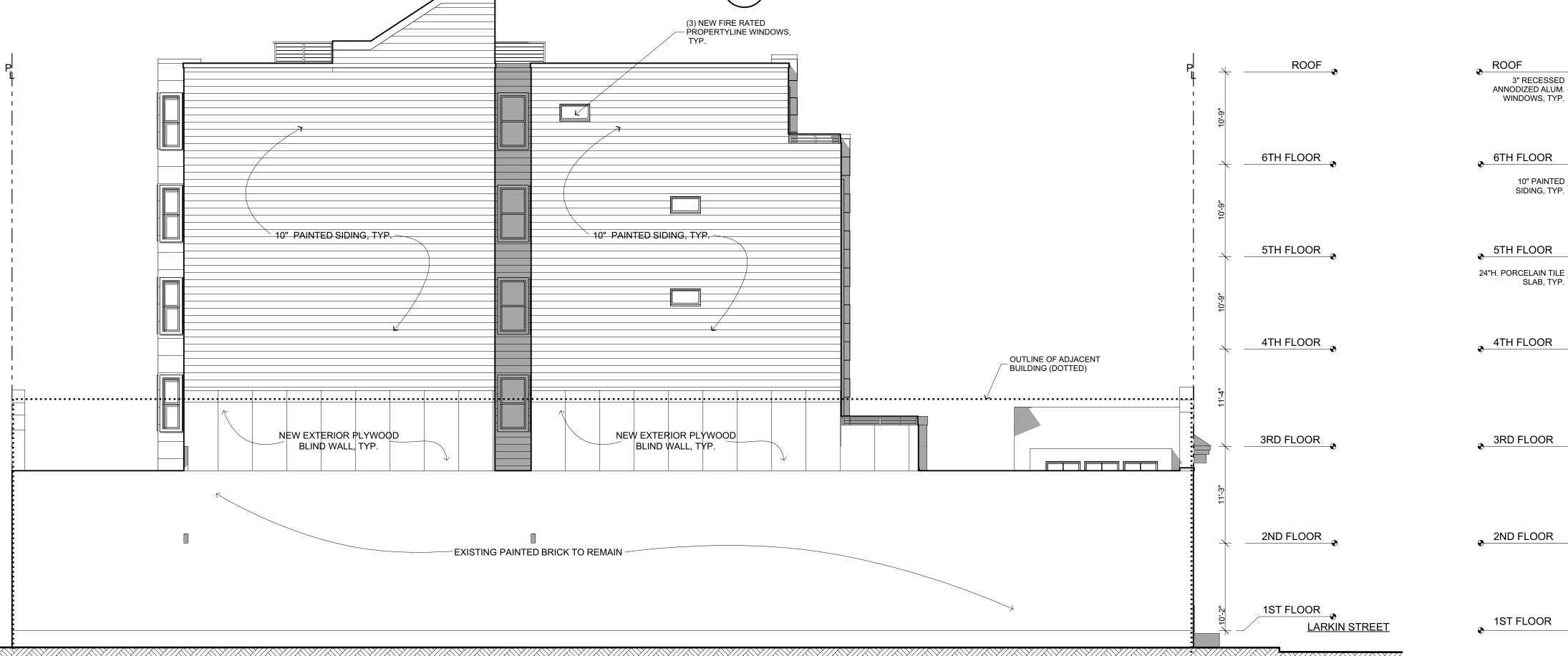




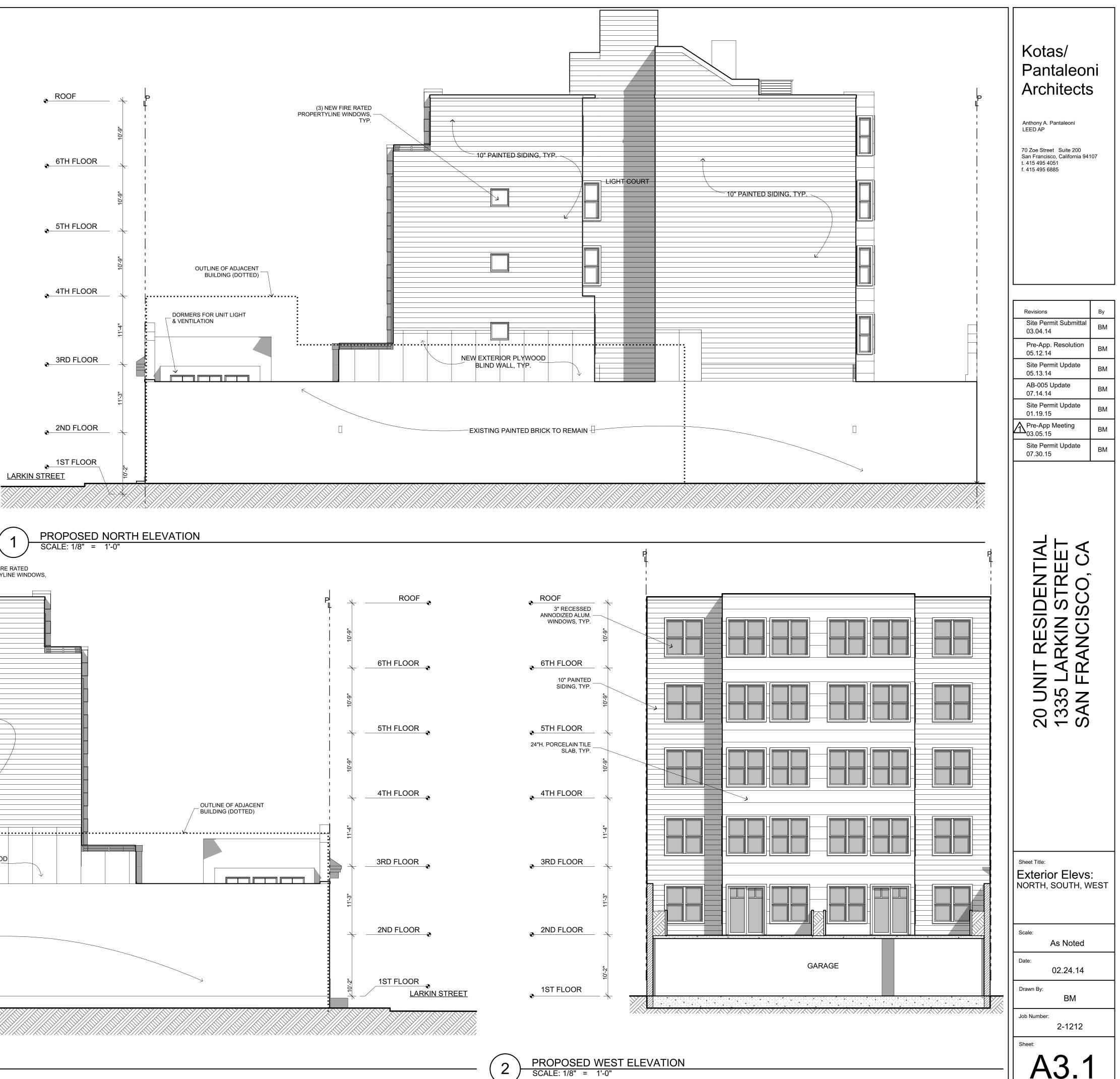




3



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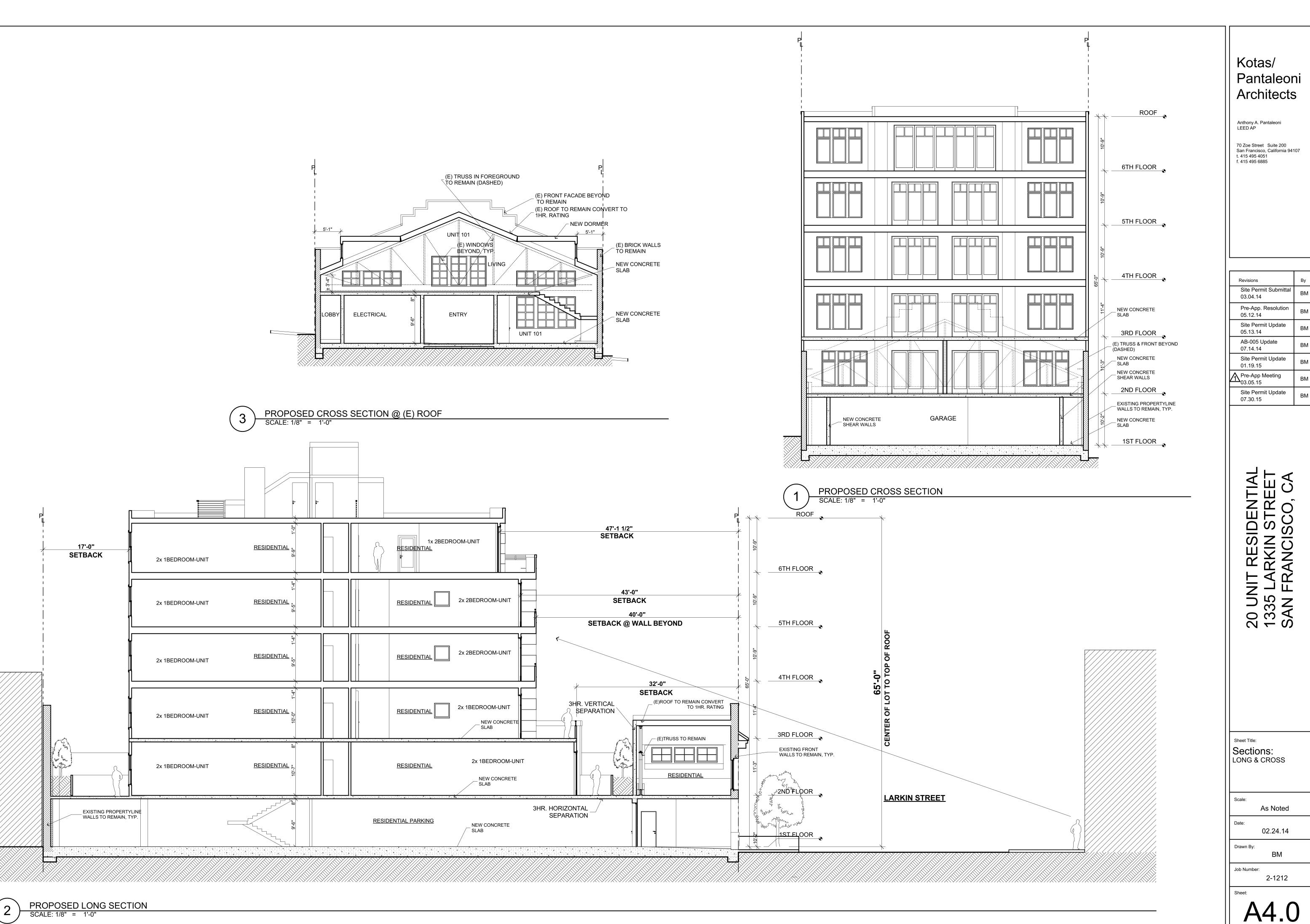


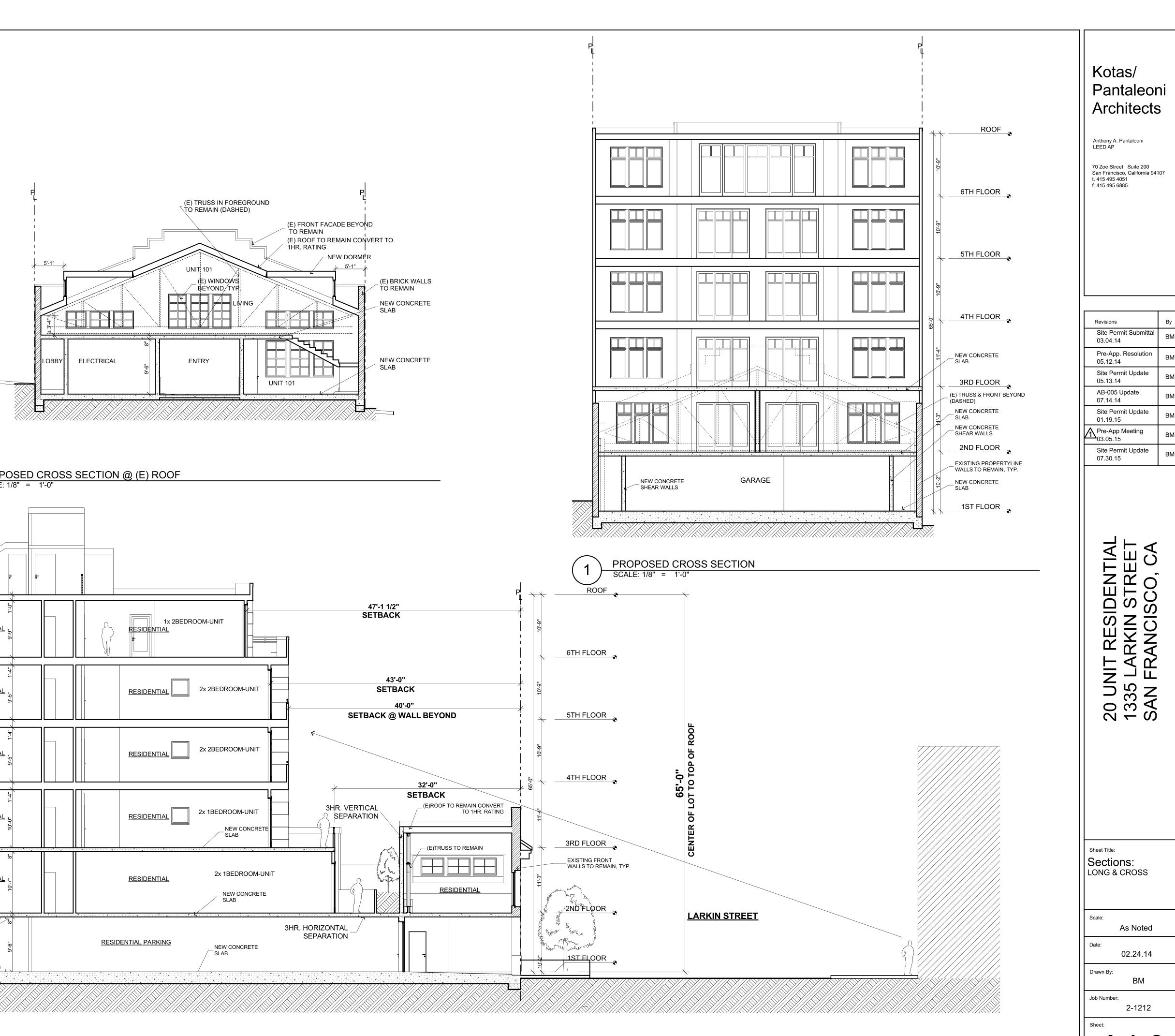


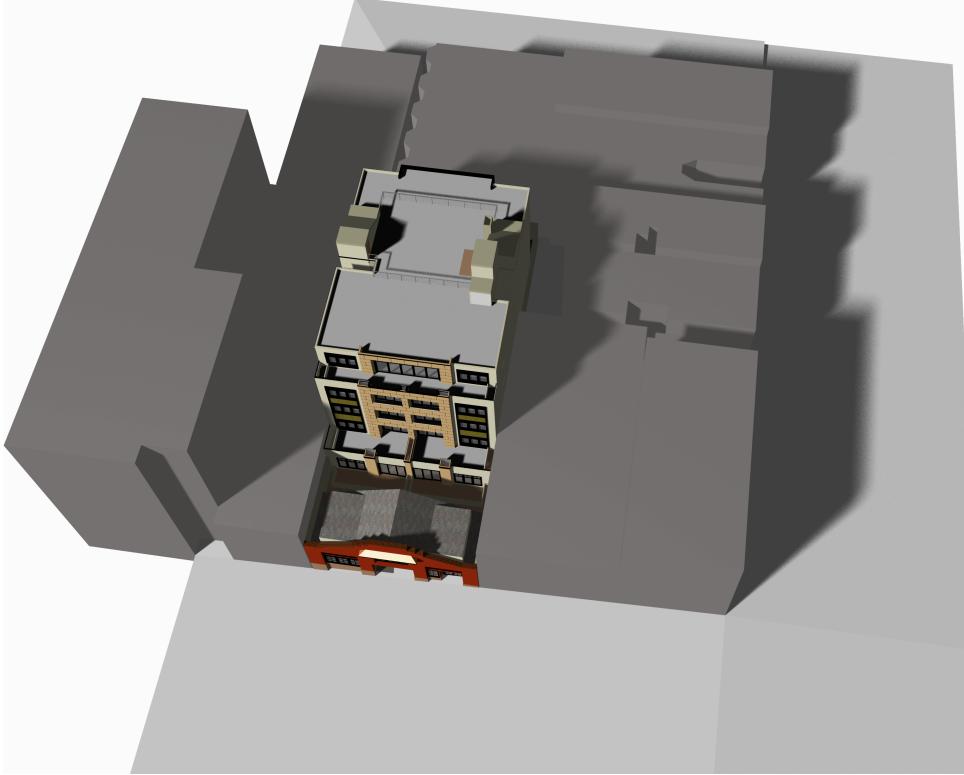
A3.1



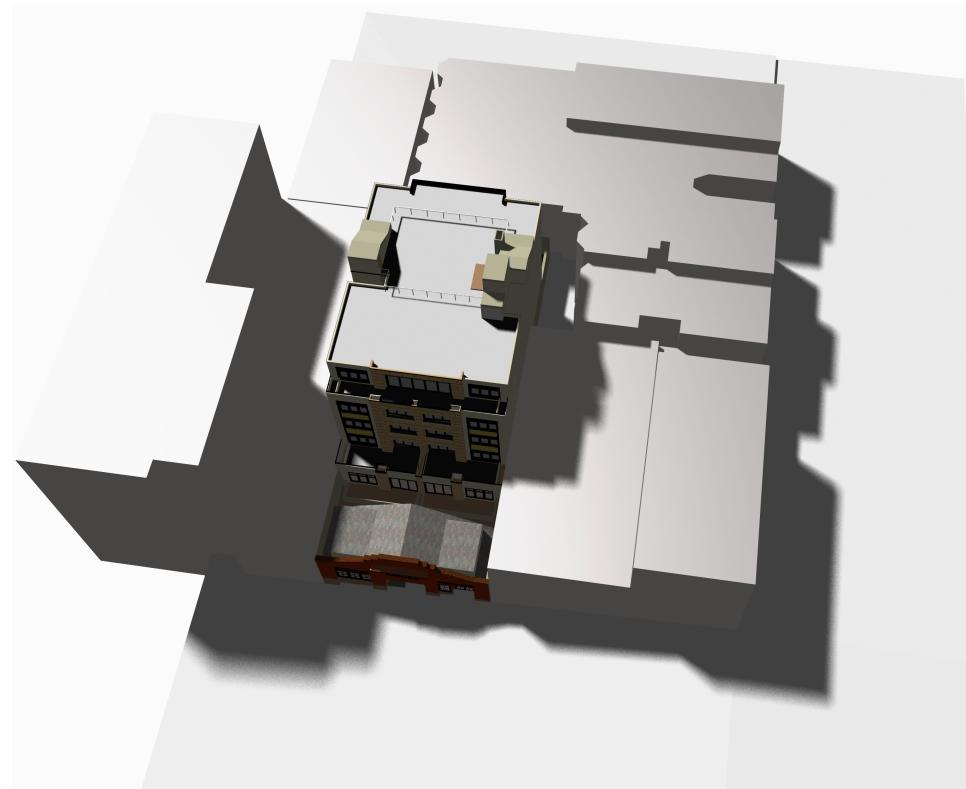
PROPOSED LONG SECTION



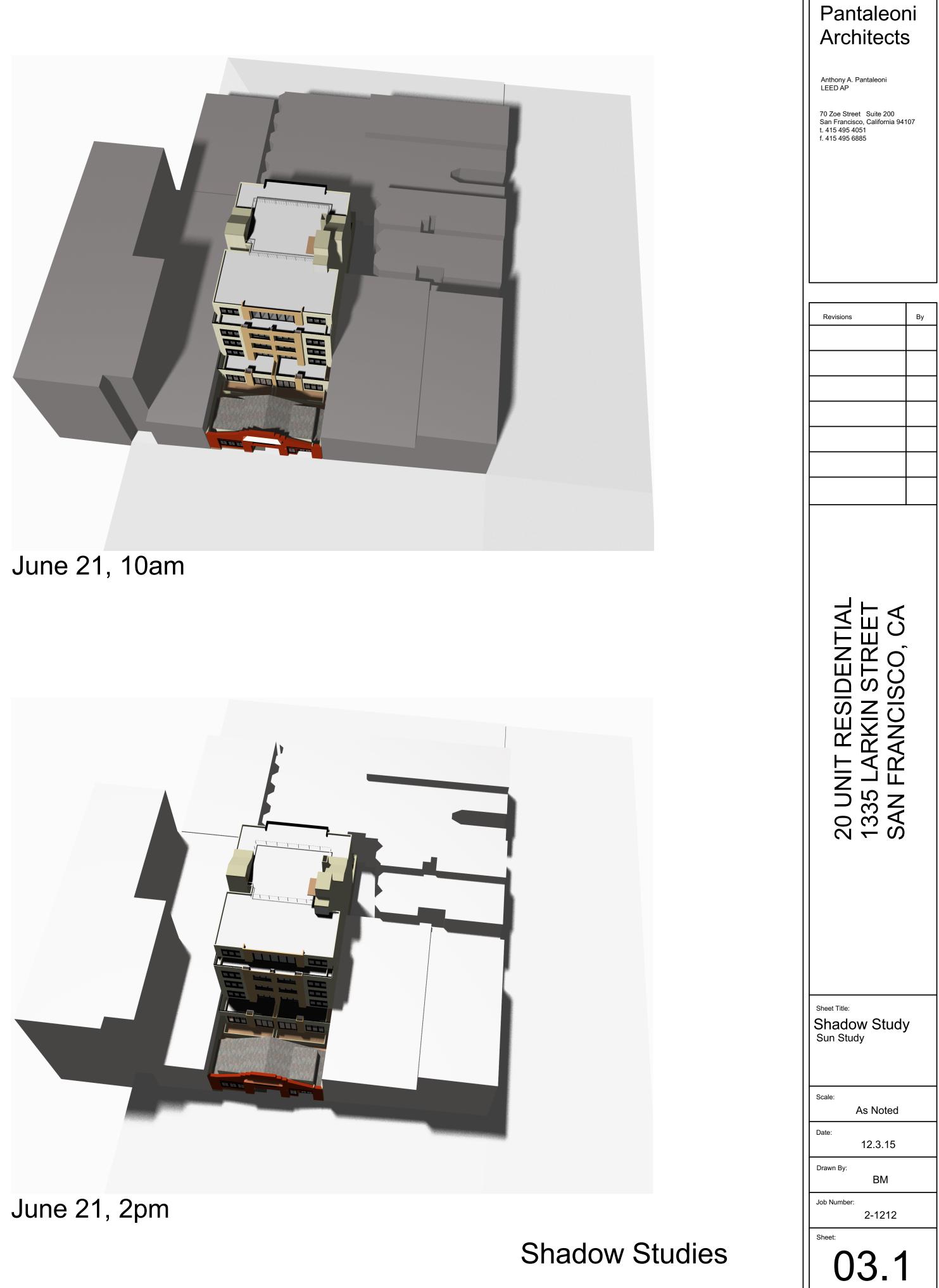




Sept. & March 21, 10am



Sept. & March 21, 2pm





Kotas/





1335 Larkin St. Aerial View West Elevation

# Kotas/ Pantaleoni Architects

Anthony A. Pantaleoni LEED AP

70 Zoe Street Suite 200 San Francisco, California 94107 t. 415 495 4051 f. 415 495 6885

	-
Revisions	Ву
Site Permit Submittal 03.04.14	BM
Pre-App. Resolution 05.12.14	BM
Site Permit Update 05.13.14	BM
AB-005 Update 07.14.14	BM
Site Permit Update 01.19.15	BM
Pre-App Meeting 03.05.15	BM
Site Permit Update 07.30.15	ВМ
1	



20 U 1335 SAN Sheet Title: Rear Render Scale: As Noted Date: 02.24.14 Drawn By: BM Job Number: 2-1212

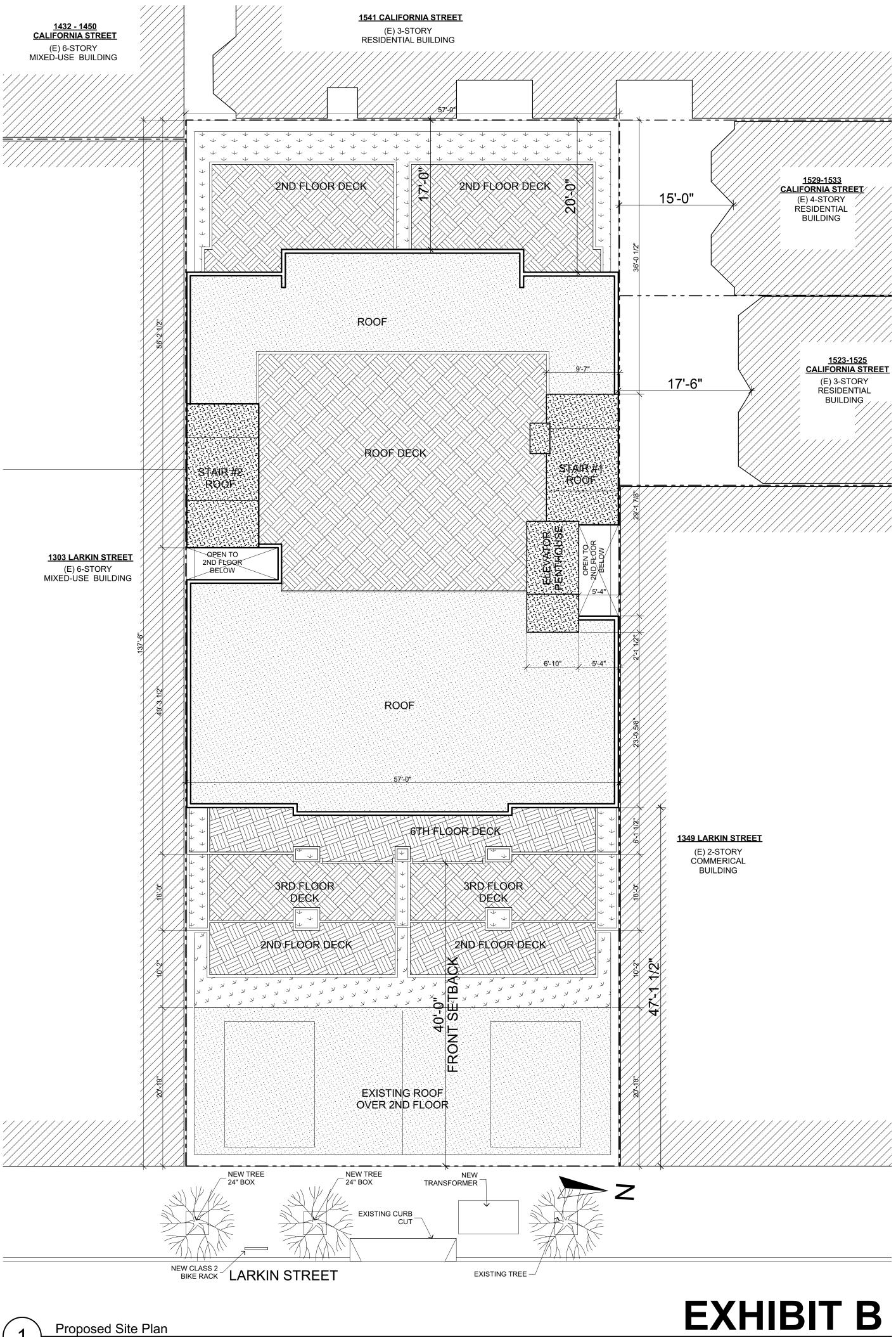
## EXHIBIT B

# <u> 1432 - 1450</u> CALIFORNIA STREET

(E) 6-STORY MIXED-USE BUILDING

1303 LARKIN STREET (E) 6-STORY MIXED-USE BUILDING

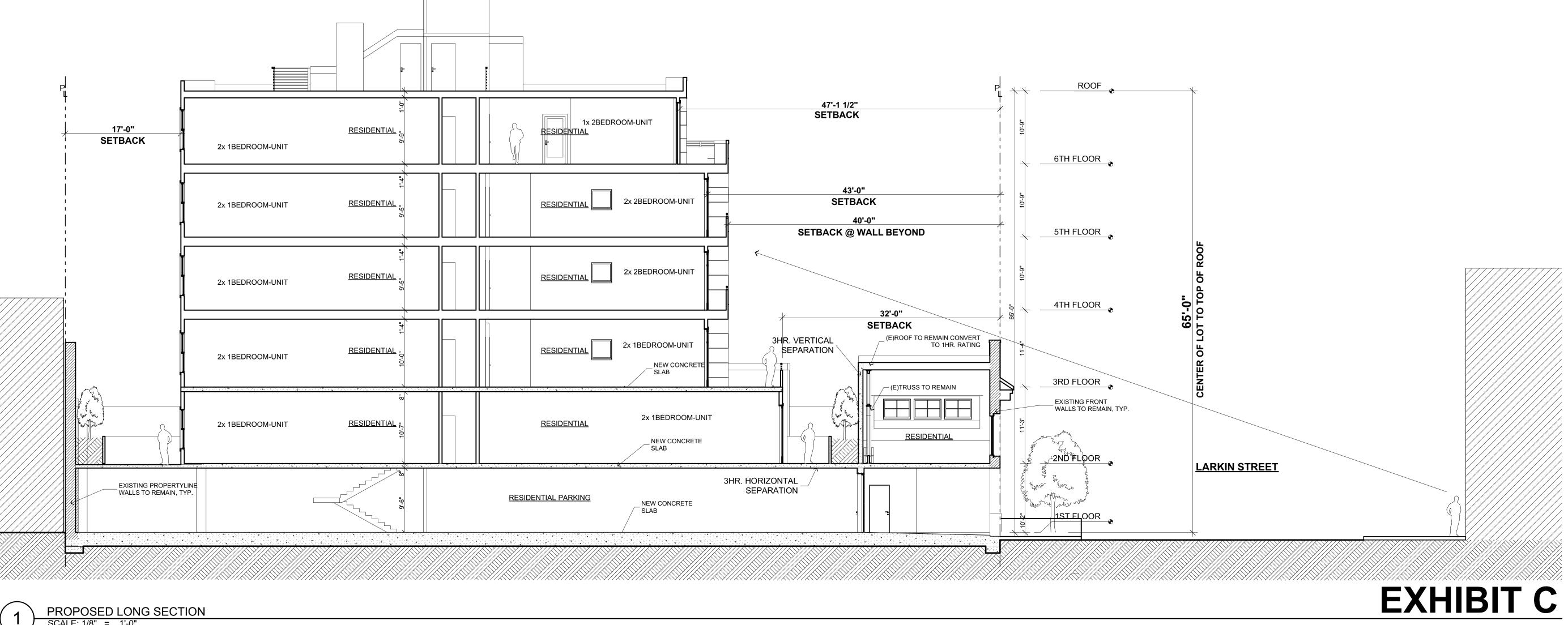






## EXHIBIT C





## EXHIBIT D



THESE SANBORN MAPS ARE DATED TO THE MID 1990's USE ONLY FOR HISTORICAL CONTEXT

## EXHIBIT E



**NEW - NORTHEAST PERSPECTIVE** 



# **NEW - EAST PERSPECTIVE**



**NEW - NORTHEAST PERSPECTIVE** 



**NEW - SOUTHEAST PERSPECTIVE** 

## 20 UNIT BUILDING **1335 LARKIN STREET** SAN FRANCISCO, CA

# Kotas Pantaleoni Architects

70 Zoe Street, Suite 200 San Francisco, CA 94107

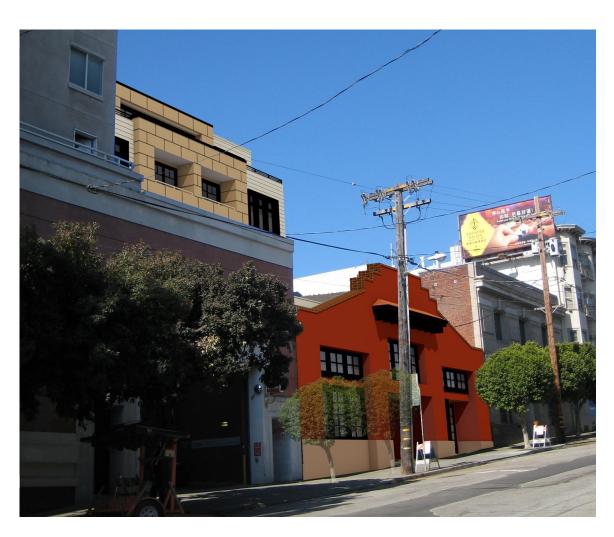
415 495 4051 tel. 415 495 6885 fax www.kp-architects.com

# **EXHIBIT E**

EXHIBIT F



**NEW - NORTHEAST PERSPECTIVE** 10' FORWARD



**NEW - SOUTHEAST PERSPECTIVE** 10' FORWARD



**NEW - NORTHEAST PERSPECTIVE** 10' FORWARD



**NEW - EAST PERSPECTIVE** 10' FORWARD

## 20 UNIT BUILDING **1335 LARKIN STREET** SAN FRANCISCO, CA

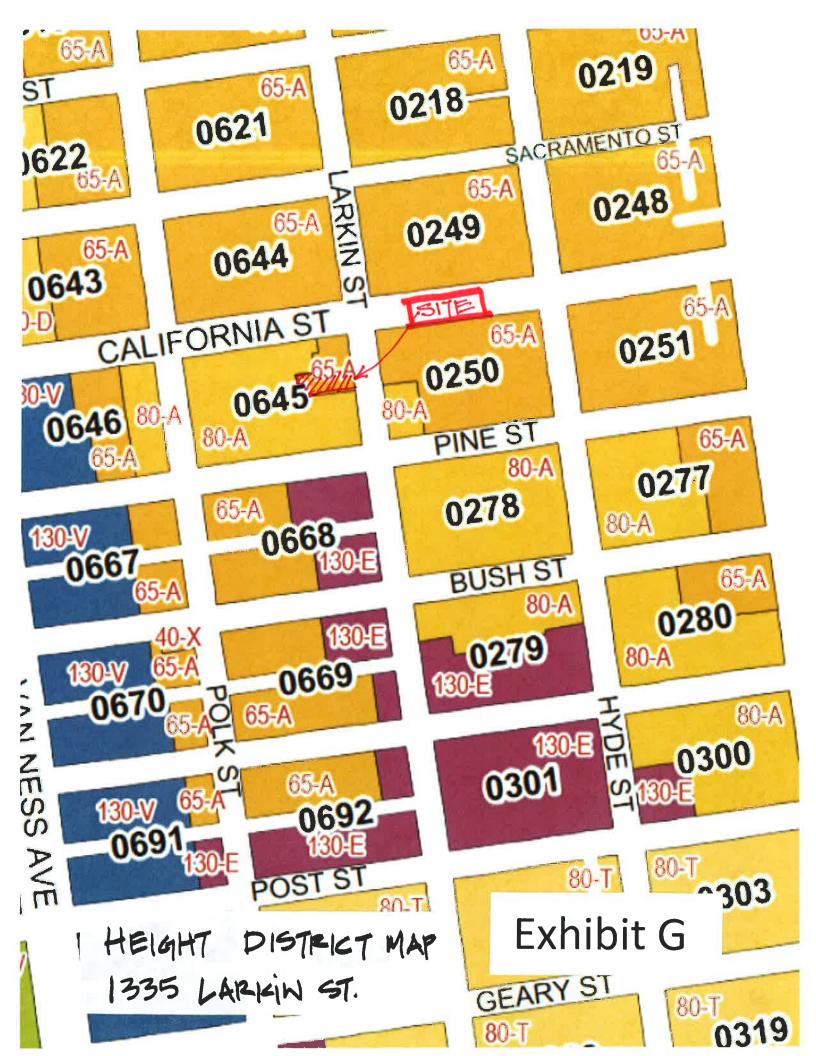
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# **EXHIBIT F**

## EXHIBIT G



## EXHIBIT H



1335 LAPHIN ST.