



SAN FRANCISCO PLANNING DEPARTMENT

Discretionary Review Full Analysis

HEARING DATE: MARCH 31, 2016

Date: March 24, 2016
Case No.: 2013.1383DRP-10 & 2013.1768DRP-09
Project Address: 3516 & 3526 Folsom Street
Permit Application: 2013.12.16.4318 & 2013.12.16.4322
Zoning: RH-1 (Residential, House, One-Family) Zoning District
40-X Height and Bulk District
Bernal Heights Special Use District
Block/Lot: 5626/013 & 014
Project Sponsor: Fabien Lannoye, NOVA designs builds
297C Kansas Street
San Francisco, CA 94103
Staff Contact: Richard Sucre – (415) 575-9108
Richard.Sucre@sfgov.org
Recommendation: **Do Not Take DR & Approve the proposed project As Proposed.**

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PROJECT DESCRIPTION

The proposed scope of work includes the new construction of two single-family residences on two vacant lots within the Bernal Heights neighborhood.

At 3516 Folsom Street, the project would construct a two-and-one-half-story, single-family residence with two off-street parking spaces and a roof deck. The project incorporates a bay window on the front façade and has a side yard along the north lot line. The proposed project would possess 2,227 gross square feet.

At 3526 Folsom Street, the project would construct a two-and-one-half-story, single-family residence with two off-street parking spaces and a roof deck. The project incorporates a recessed entry along the north lot line and a side yard along the south lot line. The proposed project would possess 2,204 gross square feet.

Since publication of the 311 notification, the Project Sponsor has updated the design of the proposed project at 3516 Folsom Street to reduce the amount of off-street parking from three to two. Similarly, the off-street parking at 3526 Folsom Street has been rearranged to allow for independent access for the two required off-street parking spaces. Revised plans have been included. The reduction in off-street parking allows for maneuverability and independent access for the two vehicles. Therefore, the projects do not require a variance from the parking access requirements outlined in Planning Code Section 242(e)(4).

SITE DESCRIPTION AND PRESENT USE

Currently, the two parcels are vacant and the project site does not possess any physical improvements. The project site is located on the west side of Folsom Street between Bernal Heights Boulevard and

Chapman Street. This portion of Folsom Street does not have a direct connection to Bernal Heights Boulevard. Each of the subject lots measure 25-ft by 70-ft (or 1,750 square feet). Currently, these parcels do not have vehicular street access or direct pedestrian access via sidewalks or other street improvements.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The surrounding neighborhood is primarily residential in character. The majority of the nearby buildings are primarily two-story single- or two-family residences. The project site is located off of a paper street (a portion of Folsom Street) across from the Bernal Heights Community Garden, and is located to the south of Bernal Heights Park. To the north of Powhattan Avenue, Folsom Street curves and becomes Chapman Street. To the south of the project site is a vacant lot and the two-story residence at 3574 Folsom Street. Around the project site, the zoning is primarily RH-1 (Residential, House, One-Family) or P (Public).

BUILDING PERMIT APPLICATION NOTIFICATION

TYPE	REQUIRED PERIOD	NOTIFICATION DATES	DR FILE DATE	DR HEARING DATE	FILING TO HEARING TIME
311 Notice	30 days	August 17, 2015 – September 16, 2015	September 15, 2015	March 31, 2016	6 months & 16 days

HEARING NOTIFICATION

TYPE	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)	-	2	-
Other Neighbors on the block or directly across the street	See Below	See Below	-
Neighborhood Groups	-	2	-

Support:

- Raffi Momjian, 347 Mullen Avenue
- Ramon Romero, 66 Banks Street
- Tom Saffell, 307 Mullen Avenue

- Fred & Wendy Testu, 319 Mullen Avenue

Opposed:

- None Received

DR REQUESTOR (FOR 3516 & 3526 FOLSOM STREET)

- **Bernal Heights South Slope Organization**, neighborhood organization
(Representative: Kathy Angus)
- **Bernal Heights East Slope Design Review Board**, neighborhood organization
(Representative: Terry Milne)
- **Herb Felsenfeld**, 3574 Folsom Street
- **Gail Newman**, 3574 Folsom Street
- **Nais Raulet**, 75 Gates Street
- **Cyrena Torrey Simons & Marcus Sangho Ryu**, 55 Gates Street
(Representative: Ryan Patterson, Zacks & Freedman)

DR REQUESTOR (FOR 3516 FOLSOM STREET ONLY)

- **Ann Lockett**, 61 Gates Street
- **Steven Piccus**, 3580 Folsom Street

DR REQUESTOR (FOR 3526 FOLSOM STREET ONLY)

- **Marilyn Waterman**, 61 Gates Street
- **Sam Orr**, 61 Gates Street
- **Linda Ramey**, 65 Gates Street

DR REQUESTOR'S CONCERNS AND PROPOSED ALTERNATIVES

Issue #1 – Paving of Folsom Street: The DR Requestors have concern over the street design and the paving/extension of Folsom Street towards Bernal Heights Park. Currently, this portion of Folsom Street is a paper street and is not improved. The project site does not have vehicular or pedestrian access. The DR Requestors note the steepness of the proposed street (37 degrees), and the difficulty in providing adequate access to the proposed residences.

Issue #2 – Emergency & Infrastructure Access: The DR Requestors have concern over the street design, and the lack of emergency access for firefighters and public safety officers, as well as the lack of access for garage trucks, which will not be able to navigate the proposed steep street. The DR Requestors note that the proposed street extension would hinder emergency access and emergency response times.

Issue #3 – Infrastructure/PG&E Pipeline: The DR Requestors have concern over a PG&E gas transmission pipeline, which is currently beneath Folsom Street. The DR Requestors have concern over construction adjacent to this pipeline, particularly given the steep slope. The DR Requestors note the lack of risk assessment relative to public safety. The DR Requestors note that unreasonable impacts during construction would occur during the construction of the right-of-way.

Issue #4 – Additional Vacant Lots along Folsom Street: The DR Requestors have concern over potential future development, which could occur on the other four lots located off of this portion of Folsom Street. In conjunction with 3516 & 3526 Folsom Street, a total of six vacant lots along Folsom Street could be developed if street access is given.

Issue #5 – Impact on Neighboring Residences: The DR Requestors have concern over the access to the existing garages associated with the neighboring residences along Folsom Street, particularly the driveways for 3574 & 3577 Folsom Street. The DR Requestors have concern over the lack of information regarding the paving plan and street design of this portion of Folsom Street. The DR Requestors have concern over the potential water damage to the properties below the proposed project. Water sluices down steep streets, and the proposed development will alter the current natural drainage systems.

Issue #6 – On-Street Parking: The DR Requestors have concern over the development and its impact on availability of on-street parking. The DR Requestors note that access to the proposed garages will be difficult; therefore, the future occupants will likely park vehicles on Folsom and Chapman Streets.

Issue #7 – Construction Traffic: The DR Requestors have concern over construction traffic and its impact upon their ability to access their residences.

Issue #8 – Compliance with Bernal Heights East Slope Design Guidelines: The DR Requestors have concern over the compliance of the proposed project with the Bernal Heights East Slope Design Guidelines.

Issue #9 – Size/Scale of New Residences: The DR Requestors have concern over the size of the new residences relative to the majority of the surrounding residences. Based upon information provided by the DR Requestors, the average size of the surroundings residences is 1,329 square feet. The adjacent residence is 1,050 square feet. The DR Requestors note that these new residences are out of size, scale, mass and character with the surrounding neighborhood context, particularly along Folsom and Gates Streets.

Issue #10 – Sideyard Setback of New Residences: The DR Requestors have concern over the side yard setback and its consistency with the existing block pattern and neighboring residences. The DR Requestors note that side yard pattern contributes to a sense of open space.

Issue #11 – Off-Street Parking: The DR Requestors have concerns over the variance and the three-car garage and tandem parking arrangement. The DR Requestors note that tandem-style garage parking on a narrow and steep street is difficult.

Issue #12 – Rooftop Stair Penthouse: The DR Requestors have concern over the size and visibility of a penthouse stairwell, which is adjacent to Bernal Heights Park, Bernal Heights Boulevard, and the Bernal Heights Community Garden. The DR Requestors note that public views are impeded by the rooftop penthouse.

Issue #13 – North Elevation & Public Views from Bernal Heights Park: The DR Requestors have concerns over the design of the north elevation facing Bernal Heights Park. The DR Requestors note that

the project would create a wall within the public view of Bernal Heights Park. Further, the facades would not have visually interest, as identified in the Bernal Heights East Slope Design Guidelines.

Issue #14 – 3D Model: The DR Requestors have concern over the lack of a 3D Model, which represents the proposed project at 3516 & 3526 Folsom Street.

Issue #15 – Affordability: The DR Requestors have concerns over the affordability of the proposed residences, and the changes in the economic diversity of the surrounding neighborhood.

Issue #16 – Impact on Open Space: The DR Requestors have concerns over the proposed project and its impact upon open space. As noted by one of the DR Requestors, the project will “create a total effect that forever alters the unique, rural and special character of this particular piece of undeveloped land. It will obliterate the unique, rural and special character of the land; the total effect will be to ruin, negate and destroy its distinctive natural beauty.”

Issue #17 – Alternatives: The DR Requestors have requested the following alternatives:

- The project should incorporate side yards that extend the length of the lot.
- The project should construct small-scale housing that is consistent with the neighborhood character. The project should be reduced in height to one- or two-stories. In addition, the total square footage should be comparable to the neighbors along Folsom Street.
- The project should have animated planes, materials and elements that step down along the hillside, along with carve-outs and appropriate changes in roof treatment.
- The project should eliminate the garage, external stairways and roof garden.
- The project should maintain the existing public trail through the project site, install stairs to Bernal Heights Boulevard, and contribute to the expansion of the existing community garden.
- The project should resolve the public safety issues regarding the pipeline by having the pipeline lowered, which would allow for a safely graded street.
- The project should retain the project site as open space given Bernal Hill’s dangerous terrain. The project site is currently part of a hillside, which is a natural area with diverse native and non-native plants and wildlife within City limits.

Please refer to the *Discretionary Review Application* for additional information (See Attached).

PROJECT SPONSOR’S RESPONSE

Issue #1 – Paving of Folsom Street (Response): The Project Sponsor notes that numerous layouts were reviewed by the Department of Public Works (DPW) and the Planning Department. Better Streets requested a straight layout. DPW Bureau of Streets & Mapping (BSM) will not permit a retaining wall, which has the potential to reduce the steepness of the slope. Due to the public garden, a road with direct access to Bernal Heights Boulevard is not feasible. Per state requirements, one driveway is allowed to access a maximum of two lots. The road extension will provide new driveway access to the two existing residences (at 3574 & 3577 Folsom Street), as well as the two proposed residences.

Issue #2 – Emergency & Infrastructure Access (Response): The Project Sponsor notes that Bernal Heights has many steep access roads due to its topography and density, which limit the size of trucks and access. The Project Sponsor has been in contact with Recology to determine how trash would be picked up from the proposed residences. The Project Sponsor has contacted San Francisco Fire Department (SFFD), who has reviewed the application and deemed the project acceptable for distance to the nearby fire hydrants. The proposed residences will be equipped with a full fire protection sprinkler system.

Issue #3 – Infrastructure/PG&E Pipeline (Response): The Project Sponsor notes that the pipeline was installed in 1981. The pipeline runs along the entire length of Folsom Street on the south slope of Bernal Hill from Alemany Boulevard to Bernal Heights Boulevard. The proposed project will require exploration of the pipeline and further assessment of its current condition. This work would occur as part of the street improvement permit. DPW Street Improvement Permit Review is reviewing the PG&E issues. A PG&E spokesperson attended one of the East Slope Design Review Board (ESDRB) meetings, and answered questions and comments.

Issue #4 – Additional Vacant Lots along Folsom Street (Response): The Project Sponsor notes that the vacant lots along this portion of Folsom Street were laid out and created at the same time as the surrounding neighborhood. The Project Sponsor has no involvement with the remaining four vacant lots.

Issue #5 – Impact on Neighboring Residences (Response): The Project Sponsor has consulted with the three neighbors whose driveways are impacted by the proposed street extension/paving. DPW-BSM has requested additional time to review the street extension. The Project Sponsor has offered to pay for all driveway improvements associated with the impacted neighbors.

Issue #6 – On-Street Parking (Response): No Response.

Issue #7 – Construction Traffic (Response): No Response.

Issue #8 – Compliance with Bernal Heights East Slope Design Guidelines (Response): The Project Sponsor notes that the proposed project meets the Bernal Heights East Slope Design Guidelines. Relative to the adjacent 23 houses on Blocks 5626 and 5627, only two have pitched roofs. All others have flat roofs and box-like volumes. The proposed project offers roofs composed of green planting, and deck and solar panels, thus making them visually more pleasant.

To address comments on the south façade of 3526 Folsom Street, the Project Sponsor intends to engage artist, Mona Caron, to create a mural on this façade.

Issue #9 – Size/Scale of New Residences (Response): The Project Sponsor notes that the proposed project is two-stories-over-basement, and is not three-stories tall. The proposed project provides the required amount of off-street parking (two per residence). The proposed driveway slopes 14.46% on the downhill side, while sloping down 19.53% on the uphill side of the driveway. At 3516 Folsom Street, the project meets the mass reduction requirement with 856 square feet of reduced mass from the buildable volume. At 3526 Folsom Street, the project meets the mass reduction requirement with 735 square feet of reduced mass from the buildable volume.

At 3516 Folsom Street, the Project Sponsor notes that the proposed residences are smaller or equal to 15 of the 39 adjacent residences. In addition, the proposed project at 3516 Folsom Street is 1,762 square feet (or 1,942 gross square feet) above ground.

At 3526 Folsom Street, the Project Sponsor notes that the proposed residences are smaller or equal to 19 of the 39 adjacent residences.

Issue #10 – Sideyard Setback of New Residences (Response): The Project Sponsor notes that the side yard setback is not a requirement of the Planning Code; rather, side yards are required by the Bernal Heights East Slope Design Guidelines. The ESDRB has reviewed and accepted the proposed design as complying with the side yard requirements of the Bernal Heights East Slope Design Guidelines. The Project Sponsor notes that Block 5626 has 16 lots. On this block, 3 lots (including 3516 & 3526 Folsom Street) are undeveloped, and 4 out of the 13 developed lots have side yards. The other 9 lots/buildings on this block do not possess side yards. Similarly, Block 5627 has 14 lots. On this block, 4 lots are undeveloped, and 10 out of 10 developed lots have no side yards.

Issue #11 – Off-Street Parking (Response): The Project Sponsor notes that the proposed project provides the required amount of off-street parking, as defined in Planning Code Section 242.

Issue #12 – Rooftop Stair Penthouse (Response): The Project Sponsor notes that the rooftop stair penthouses have been removed from the proposed project.

Issue #13 – North Elevation & Public Views from Bernal Heights Park (Response): The Project Sponsor notes that the north elevation has partial setbacks, is composed of various materials and has several windows. Therefore, this wall does provide visual interest.

The Project Sponsor notes that the proposed project does not impact views from Bernal Heights Park, and would not impact the adjacent Bernal Heights Community Garden. Based upon renderings, the proposed project would have minimum impact on the views from the public areas. The proposed roof sits below the elevation of Bernal Heights Boulevard. Green roof-planted areas are proposed to maximize a positive presence, and provide a visual continuum with the natural planting. In addition, a shadow study was prepared and provided to demonstrate no shadow impact.

Issue #14 – 3D Model (Response): The Project Sponsor notes that a 3D Model and renderings have been prepared.

Issue #15 – Affordability (Response): See Response to 2013.1383DRP-04.

Issue #16 – Impact on Open Space (Response): The Project Sponsor notes that the vacant lots are undeveloped, privately-owned residential lots.

Issue #17 – Alternatives (Response): The Project Sponsor notes that the proposed project at 3516 Folsom Street was reduced from 2,396 gross square feet to 2,227 gross square feet in size. In addition, the amount

of off-street parking was reduced from 3 to 2. The proposed project at 3526 Folsom Street was reduced from 2,364 square feet to 2,204 square feet in size.

Please refer to the *Response to Discretionary Review* for additional information (See Attached).

PROJECT ANALYSIS

Department staff reviewed the DR Requestor's concerns with the proposed project and presents the following comments:

Issue #1 – Paving of Folsom Street (Department Response): The Department of Public Works (DPW) is the responsible agency for the extension or paving of Folsom Street. This issue is beyond the purview of the Planning Commission.

Issue #2 – Emergency & Infrastructure Access (Department Response): The Department of Public Works (DPW), Department of Building Inspection (DBI), and San Francisco Fire Department (SFFD) are the responsible agencies for emergency access and infrastructure. This issue is beyond the purview of the Planning Commission.

Issue #3 – Infrastructure/PG&E Pipeline (Department Response): The Department of Public Works (DPW) is the responsible agency for the construction of new infrastructure. This issue is beyond the purview of the Planning Commission.

Issue #4 – Additional Vacant Lots along Folsom Street (Department Response): Currently, the Department has not received any development applications for the other four vacant parcels off Folsom Street.

Issue #5 – Impact on Neighboring Residences (Department Response): The Department of Public Works (DPW) is the responsible agency for the extension or paving of Folsom Street. This issue is beyond the purview of the Planning Commission.

Issue #6 – On-Street Parking (Department Response): The Department finds that the proposed project would not cause any unusual or extraordinary impacts to on-street parking.

Issue #7 – Construction Traffic (Department Response): The Department finds that the proposed project would not cause any unusual or extraordinary impacts due to construction traffic.

Issue #8 – Compliance with Bernal Heights East Slope Design Guidelines (Response): The Department finds that the proposed project meets the Bernal Heights East Slope Design Guidelines. The proposed project incorporates a 10-ft wide garage door, landscaping, a raised entry, an articulated massing with a code-complying rear yard, and the appropriate side yard setbacks. The proposed project incorporates a useable flat roof with landscaping.

Issue #9 – Size/Scale of New Residences (Department Response): The Department is in support of the overall height, scale and form of the proposed project, since it is in alignment with the underlying zoning

district and height/bulk limits. The proposed project appropriately incorporates mass reduction, which is a unique requirement in the Bernal Heights Special Use District. In addition, the subject block has several other examples of two-story buildings, including the two neighboring properties to the south.

Issue #10 – Sideyard Setback of New Residences (Department Response): Currently, the Planning Code does not require side yard setbacks for the proposed project. Per the Bernal Heights East Slope Design Guidelines, side yard setbacks are required to reduce the building bulk and provide access to rear yards. The Bernal Heights East Slope Design Guidelines provide a variety of options for meeting the side yard setback requirement. 3516 Folsom Street incorporates the appropriate side yard zones (Zone 1, 4 and 5) along the north lot line. 3526 Folsom also incorporates the appropriate side yard zones (Zone 1, 4, and 5) along the south lot line. Therefore, the Department finds that the proposed project appropriately meets the side yard setback requirement.

Issue #11 – Off-Street Parking (Department Response): Planning Code Section 242 requires off-street parking for new residential properties within the Bernal Heights Special Use District. For new construction with 1,301 to 2,250 square feet of useable floor area, two off-street parking spaces are required. The project provides two code-complying off-street parking spaces within each new residence. Since publication of the 311 Notification, the project plans have been refined to provide independent access for each parking space. Therefore, the proposed projects do not require a variance from Planning Code Section 242(e)(4).

Issue #12 – Rooftop Stair Penthouse (Department Response): The Project Sponsor has eliminated the rooftop stair penthouses from the proposed project.

Issue #13 – North Elevation & Public Views from Bernal Heights Park (Department Response): The Department finds that the proposed project does not obstruct views from Bernal Heights Park. Further, the Department finds that the north elevation meets the Bernal Heights East Slope Design Guidelines, and the requirements of the Planning Code.

Issue #14 – 3D Model (Department Response): The Department has received renderings and a 3D Model of the proposed project at 3516 & 3526 Folsom Street from the Project Sponsor. This information has been included in the Commission's hearing packet.

Issue #15 – Affordability (Department Response): The Project Sponsor has states that the proposed project is not an affordable housing project. Further, the proposed project is not required to provide affordable housing, per Planning Code Section 415.

Issue #16 – Impact on Open Space (Department Response): The Department concurs with the Project Sponsor regarding the characterization of the six vacant lots, which are undeveloped, privately-owned lots located within the RH-1 Zoning District.

Issue #17 – Alternatives (Department Response): The Department is in general support of the proposed project. The Project Sponsor has consistently conducted outreach and has attempted to address comments from the community. The Project Sponsor has revised the project to present a code-complying project, which addresses all of the requirements of the Planning Code.

ENVIRONMENTAL REVIEW

The proposed project received an exemption from the California Environmental Quality Act (“CEQA”) as a Class 3 Categorical Exemption (CEQA Guideline Section 15303(a)) on March 26, 2014.

RESIDENTIAL DESIGN TEAM REVIEW

The Residential Design Team (RDT) finds that the project does not create extraordinary or exceptional circumstances. The proposed buildings are consistent with the scale for the area and topography. Further, the project provides an appropriate architectural response when viewed against the predominant neighborhood context.

Under the Commission’s pending DR Reform Legislation, this project would be referred to the Commission, as this project involves new construction.

BASIS FOR RECOMMENDATION

- The overall architectural expression of the project is in keeping with the neighborhood’s residential character.
- The proposed two-story massing of the two residences is compatible with the surrounding neighborhood in height, scale and form.
- The proposed project provides two new, family-sized, single-family residences, thus contributing to the mix of housing within the City.
- The proposed project is located within a transit-rich corridor and supports recent initiatives to support the use of public transportation and the bicycle network.
- The Project Sponsor has modified and reduced the scope of the project to avoid a variance from the parking access requirements.
- The proposed density, height, and parking are consistent with the Bernal Heights Special Use District.
- The proposed project meets the requirements of the San Francisco Planning Code, and does not seek any additional entitlements or exceptions.

RECOMMENDATION:	Do Not Take DR and Approve the Project As Proposed.
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Attachments:

Block Book Map
Sanborn Map
Zoning Map
Height & Bulk Map
Aerial Photographs
Site Photos
Revised Plans & Renderings
Section 311 Notice
311 Plans

DR Applications (x19)
Additional Material provided by DR Requestors
Response to DR Applications
Categorical Exemption
Public Correspondence

Design Review Checklist

NEIGHBORHOOD CHARACTER (PAGES 7-10)

QUESTION	
The visual character is: (check one)	
Defined	X
Mixed	

Comments: The surrounding neighborhood has a defined neighborhood character consisting predominantly of two-story single-family residences designed in a variety of architectural styles. The surrounding neighborhood also has a few three-story residences.

SITE DESIGN (PAGES 11 - 21)

QUESTION	YES	NO	N/A
Topography (page 11)			
Does the building respect the topography of the site and the surrounding area?	X		
Is the building placed on its site so it responds to its position on the block and to the placement of surrounding buildings?	X		
Front Setback (pages 12 - 15)			
Does the front setback provide a pedestrian scale and enhance the street?	X		
In areas with varied front setbacks, is the building designed to act as transition between adjacent buildings and to unify the overall streetscape?			X
Does the building provide landscaping in the front setback?	X		
Side Spacing (page 15)			
Does the building respect the existing pattern of side spacing?			X
Rear Yard (pages 16 - 17)			
Is the building articulated to minimize impacts on light to adjacent properties?			X
Is the building articulated to minimize impacts on privacy to adjacent properties?			X
Views (page 18)			
Does the project protect major public views from public spaces?	X		
Special Building Locations (pages 19 - 21)			
Is greater visual emphasis provided for corner buildings?			X
Is the building facade designed to enhance and complement adjacent public spaces?	X		
Is the building articulated to minimize impacts on light to adjacent cottages?			X

Comments: The immediate neighborhood is located on a steeply sloped street. Currently, this portion of Folsom Street slopes upward to the north, and is not improved. The project site is currently vacant, and there is another vacant lot in between the nearest adjacent property to the south (3574 Folsom Street). Some of the nearby buildings possess a side yard; however, this feature is not consistently found in all nearby residential properties. The project is located to the south of Bernal Heights Park. As evidenced by

the proposed renderings, the project would not extend past the elevation of Bernal Heights Boulevard, and is within the permitted height and bulk.

BUILDING SCALE AND FORM (PAGES 23 - 30)

QUESTION	YES	NO	N/A
Building Scale (pages 23 - 27)			
Is the building's height and depth compatible with the existing building scale at the street?	X		
Is the building's height and depth compatible with the existing building scale at the mid-block open space?	X		
Building Form (pages 28 - 30)			
Is the building's form compatible with that of surrounding buildings?	X		
Is the building's facade width compatible with those found on surrounding buildings?	X		
Are the building's proportions compatible with those found on surrounding buildings?	X		
Is the building's roofline compatible with those found on surrounding buildings?	X		

Comments: Most of the properties on the adjacent block and within the immediate neighborhood are primarily two-stories in height. The proposed buildings would be two-and-one-half-stories in height, and would maintain a code-complying rear yard. The building form is similar in nature to the other residences on the subject block.

ARCHITECTURAL FEATURES (PAGES 31 - 41)

QUESTION	YES	NO	N/A
Building Entrances (pages 31 - 33)			
Does the building entrance enhance the connection between the public realm of the street and sidewalk and the private realm of the building?	X		
Does the location of the building entrance respect the existing pattern of building entrances?	X		
Is the building's front porch compatible with existing porches of surrounding buildings?			X
Are utility panels located so they are not visible on the front building wall or on the sidewalk?			X
Bay Windows (page 34)			
Are the length, height and type of bay windows compatible with those found on surrounding buildings?	X		
Garages (pages 34 - 37)			
Is the garage structure detailed to create a visually interesting street frontage?	X		
Are the design and placement of the garage entrance and door compatible with the building and the surrounding area?	X		
Is the width of the garage entrance minimized?	X		

Is the placement of the curb cut coordinated to maximize on-street parking?	X		
Rooftop Architectural Features (pages 38 - 41)			
Is the stair penthouse designed to minimize its visibility from the street?			X
Are the parapets compatible with the overall building proportions and other building elements?	X		
Are the dormers compatible with the architectural character of surrounding buildings?			X
Are the windscreens designed to minimize impacts on the building's design and on light to adjacent buildings?			X

Comments: The building entrances and garage location of the proposed project are consistent with the other nearby properties on the subject block. The proposed project provides a code-complying bay window. The project does feature a roof deck, which will be landscaped according to the Project Sponsor. The proposals do not feature stair penthouses.

BUILDING DETAILS (PAGES 43 - 48)

QUESTION	YES	NO	N/A
Architectural Details (pages 43 - 44)			
Are the placement and scale of architectural details compatible with the building and the surrounding area?	X		
Windows (pages 44 - 46)			
Do the windows contribute to the architectural character of the building and the neighborhood?	X		
Are the proportion and size of the windows related to that of existing buildings in the neighborhood?	X		
Are the window features designed to be compatible with the building's architectural character, as well as other buildings in the neighborhood?	X		
Are the window materials compatible with those found on surrounding buildings, especially on facades visible from the street?	X		
Exterior Materials (pages 47 - 48)			
Are the type, finish and quality of the building's materials compatible with those used in the surrounding area?	X		
Are the building's exposed walls covered and finished with quality materials that are compatible with the front facade and adjacent buildings?	X		
Are the building's materials properly detailed and appropriately applied?	X		

Comments: The proposed windows and exterior materials compliment the surrounding neighborhood. The project provides an appropriate architectural response to the surrounding neighborhood.

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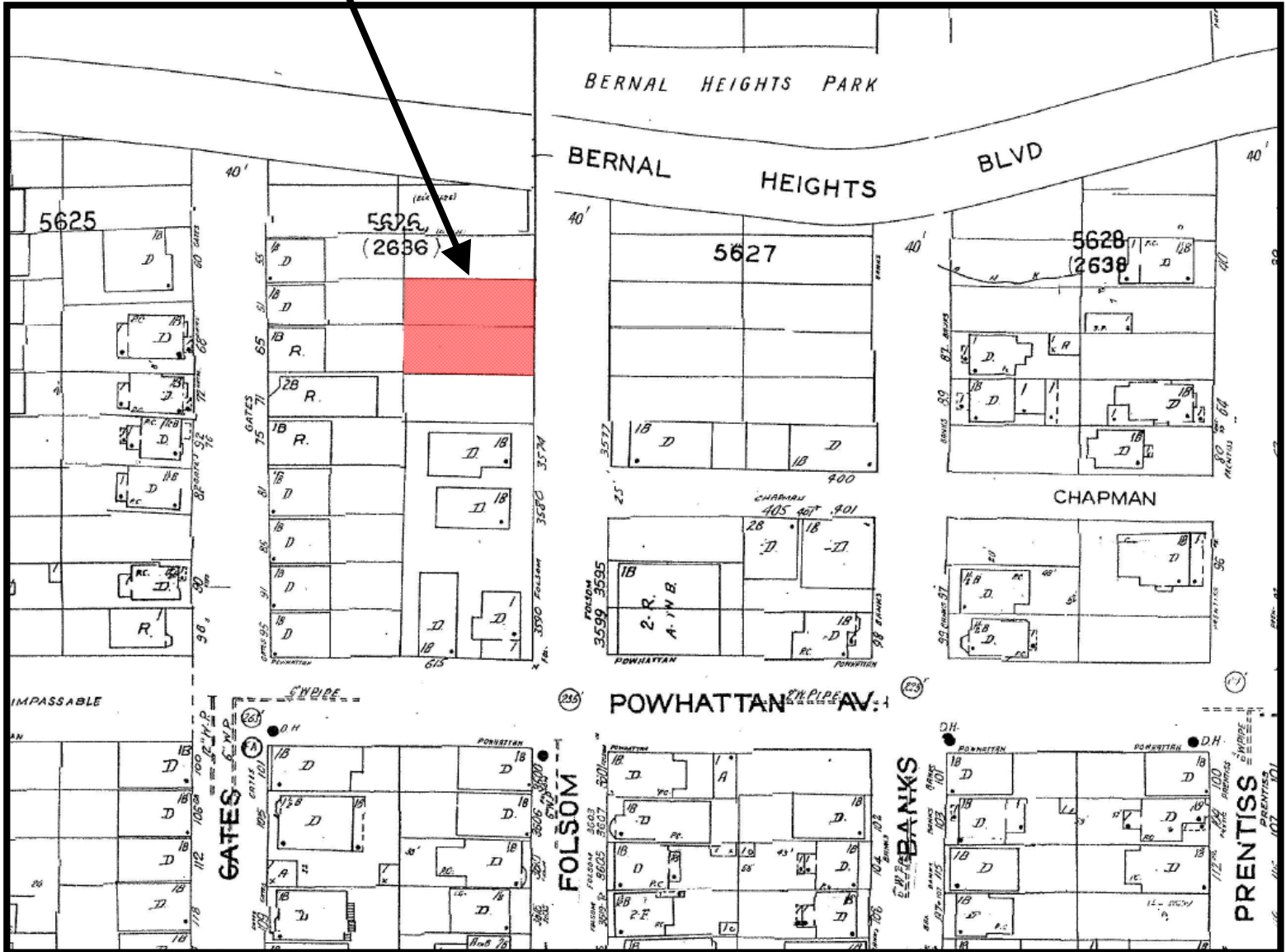
Parcel Map



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3516 & 3526 Folsom Street

Sanborn Map*

SUBJECT PROPERTY



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



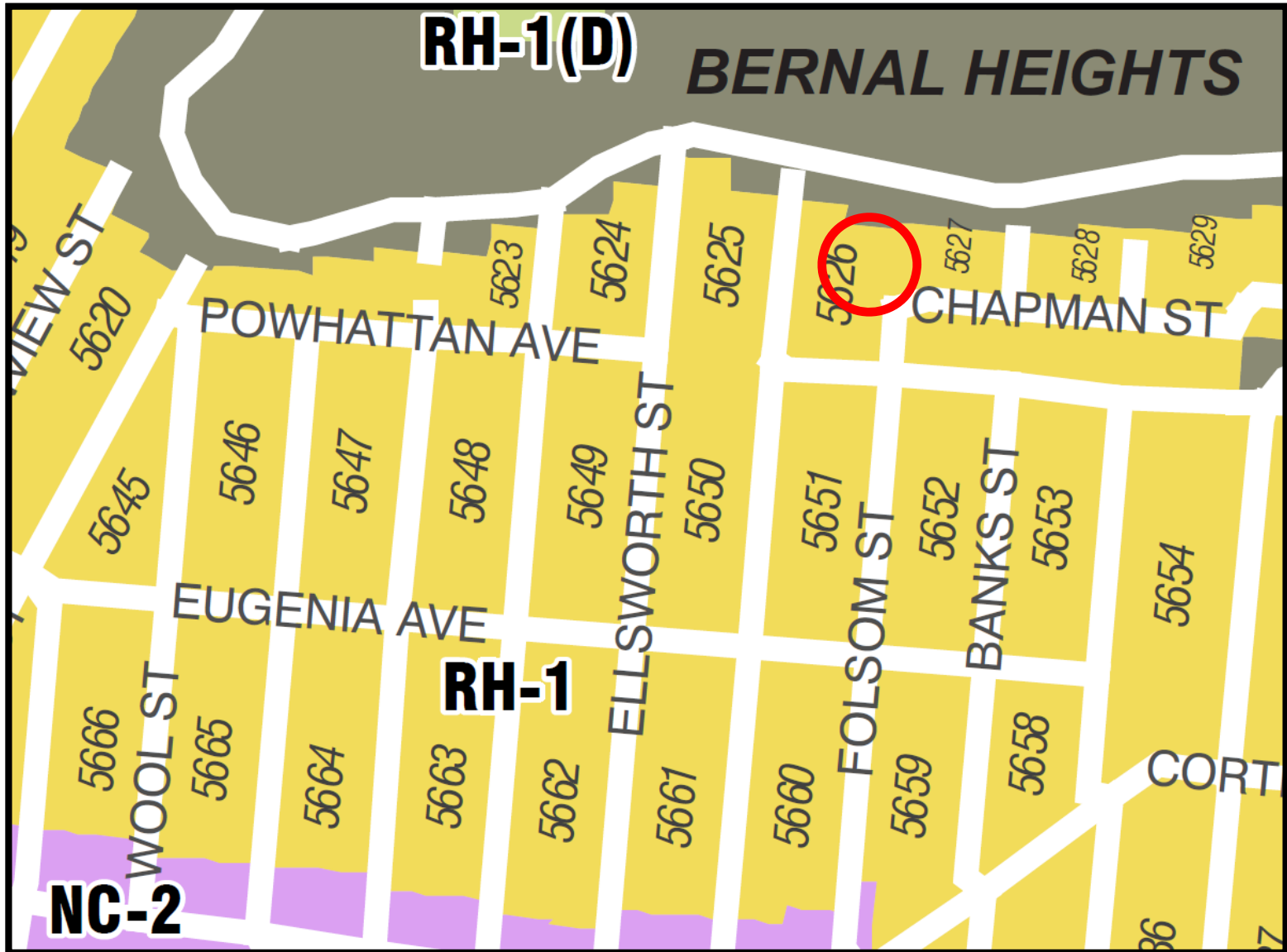
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3516 & 3526 Folsom Street

Zoning Map



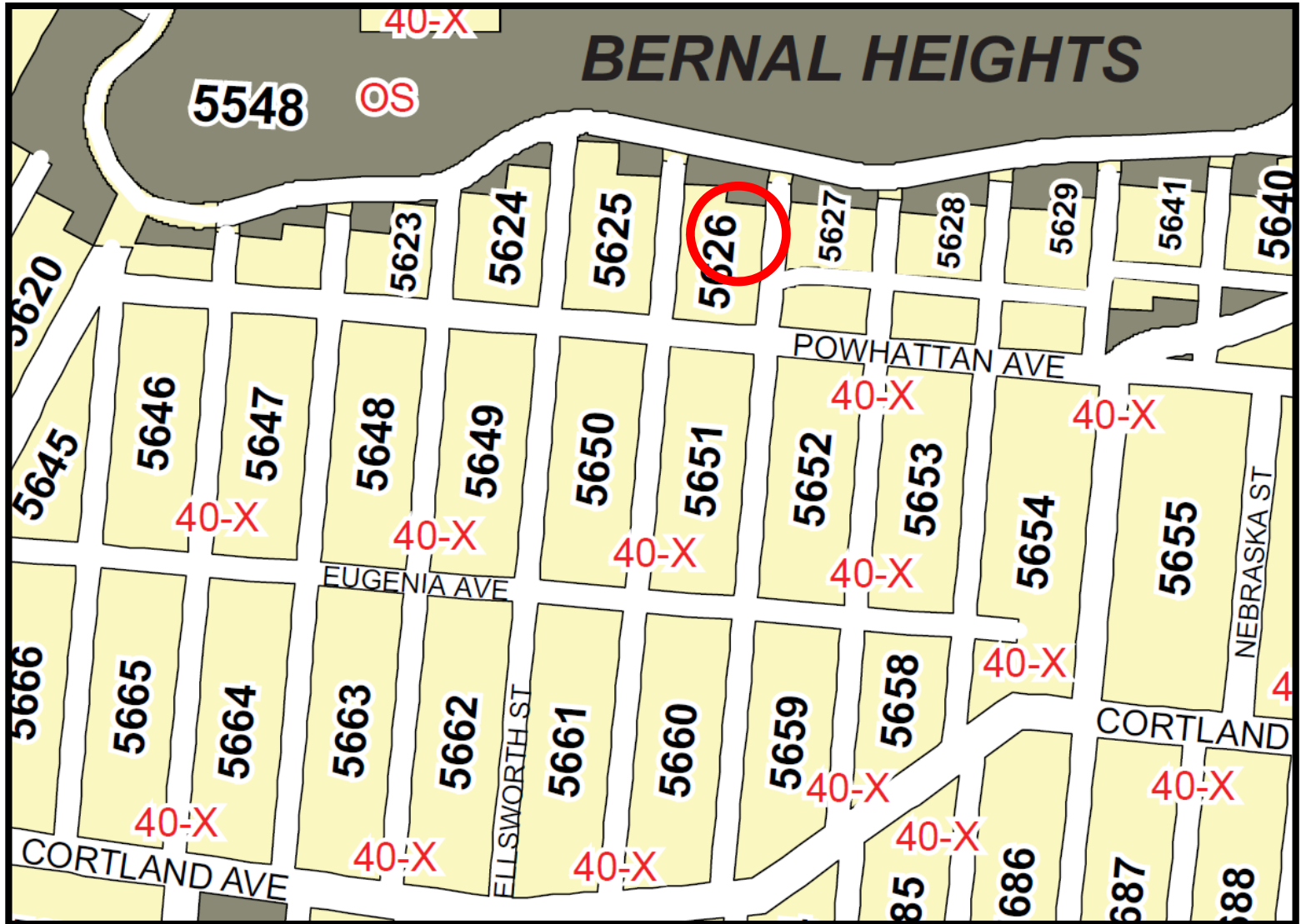
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3516 & 3526 Folsom Street

Height & Bulk Map



Discretionary Review Hearing

Case Numbers:

2013.1383DRP-10 & 2013.1768DRP-09

3516 & 3526 Folsom Street

Aerial Photo

PROJECT SITE



Site Photo

PROJECT SITE



View of Folsom Street (looking up to Project Site)
(Source: Google Maps, July 2015; Accessed March 18, 2016)

Discretionary Review Hearing
Case Numbers:
2013.1383DRP-10 & 2013.1768DRP-09
3516 & 3526 Folsom Street

Site Photo

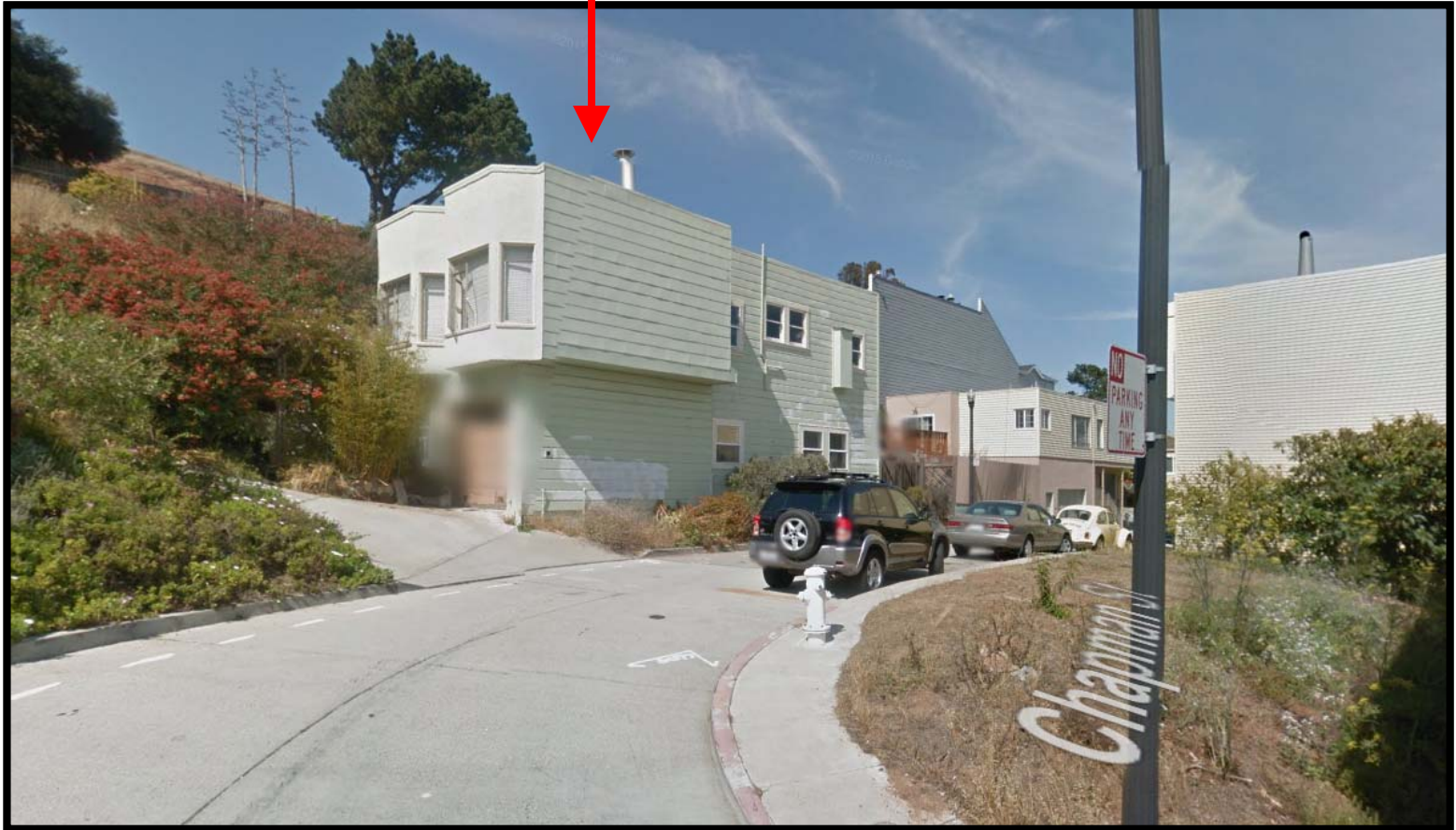


View of Intersection of Folsom and Chapman Streets
(Source: Google Maps, July 2015; Accessed March 18, 2016)

Discretionary Review Hearing
Case Numbers:
2013.1383DRP-10 & 2013.1768DRP-09
3516 & 3526 Folsom Street

Site Photo

3577 FOLSOM ST



View of Intersection of Folsom and Chapman Streets
(Source: Google Maps, July 2015; Accessed March 23, 2016)

Discretionary Review Hearing
Case Numbers:
2013.1383DRP-10 & 2013.1768DRP-09
3516 & 3526 Folsom Street

Site Photo



**View from Bernal Heights Boulevard, near intersection with Folsom Street
(Source: Google Maps, July 2015; Accessed March 23, 2016)**

Discretionary Review Hearing
Case Numbers:
2013.1383DRP-10 & 2013.1768DRP-09
3516 & 3526 Folsom Street

Site Photo



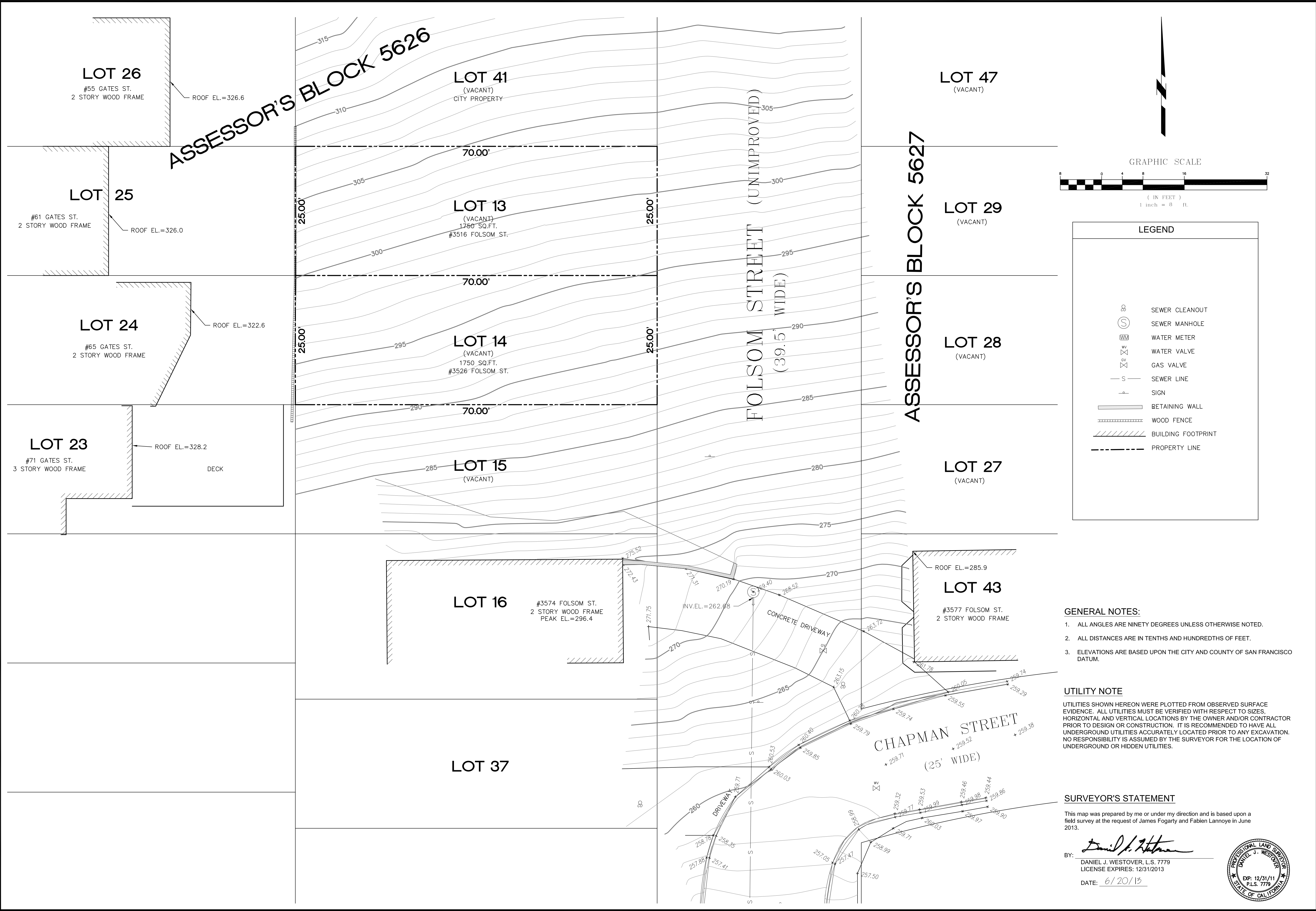
**View of Bernal Heights Boulevard, showing entrance to Bernal Heights Community Garden
(Source: Google Maps, July 2015; Accessed March 23, 2016)**

Discretionary Review Hearing

Case Numbers:

2013.1383DRP-10 & 2013.1768DRP-09

3516 & 3526 Folsom Street



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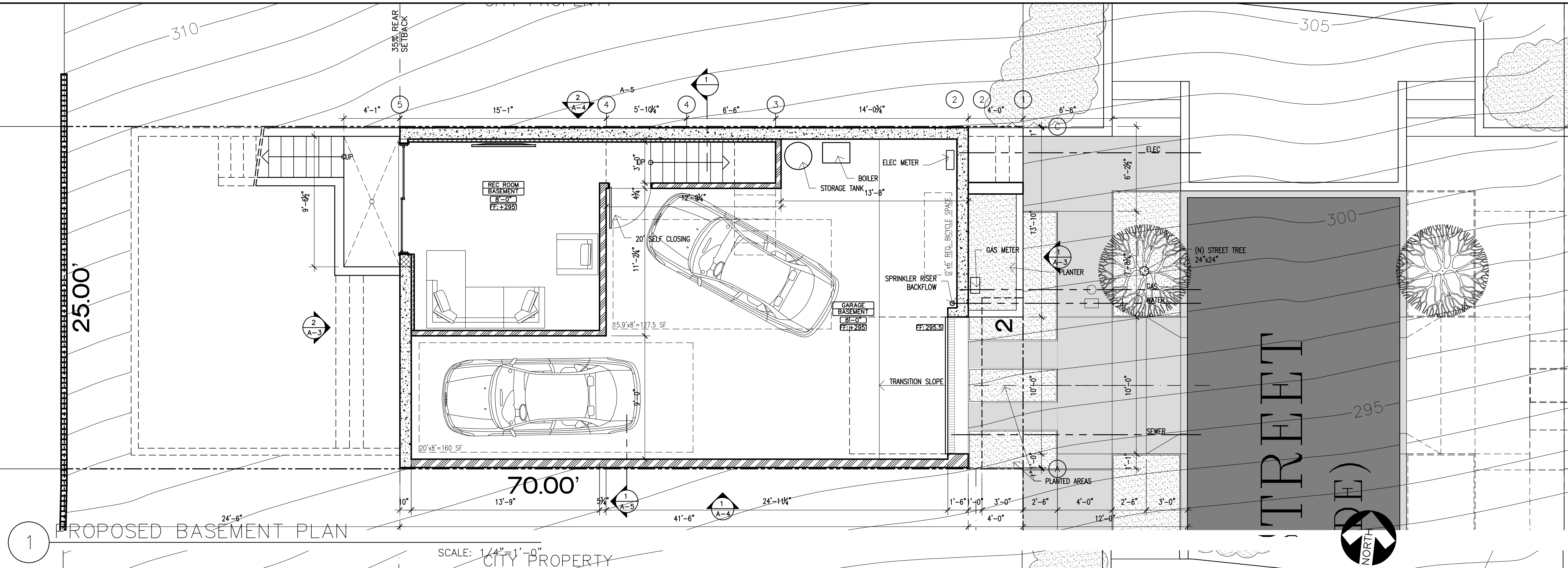
SURVEY DATE: 6/20/2013	DRAWN BY: DJW	CHECKED BY: DJW	SCALE: 1"=8'	NO.	DATE	COMMENTS	JOB NO.
							13029

SITE SURVEY

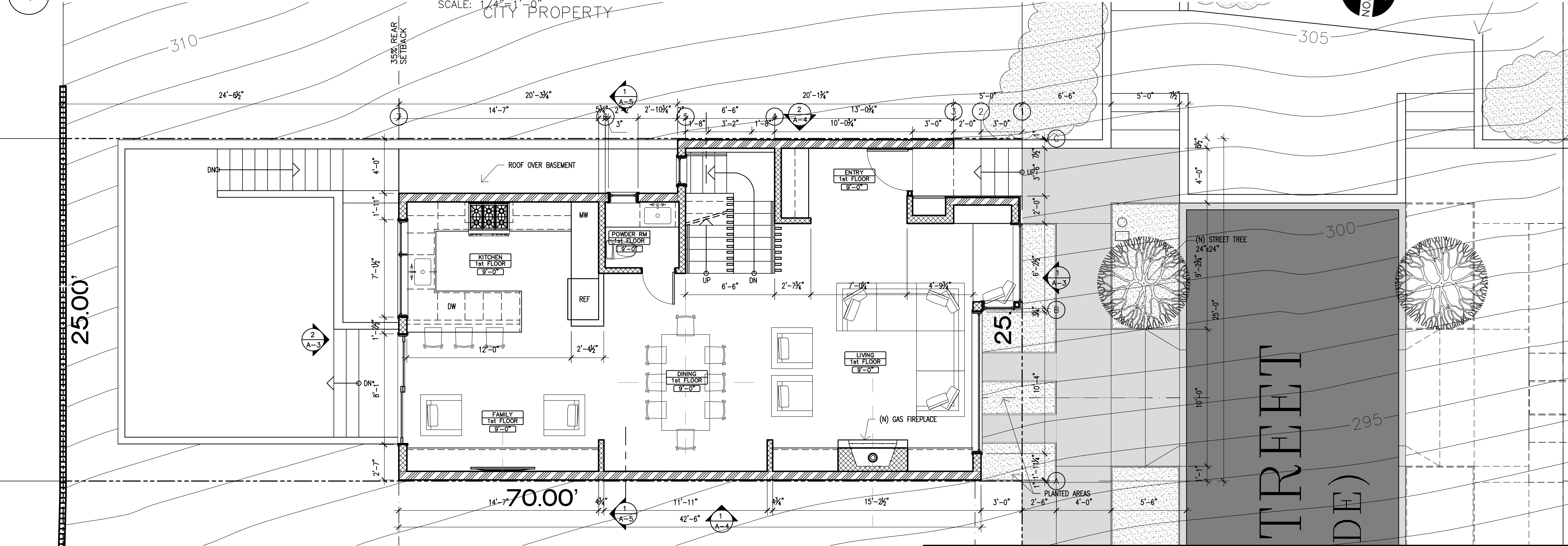
3516 and 3526 FOLSOM STREET
LOTS 13 AND 14 OF ASSESSOR'S BLOCK 5626
SAN FRANCISCO, CALIFORNIA

SHEET

1 OF 1



1 PROPOSED BASEMENT PLAN



2 PROPOSED 1st FLOOR PLAN

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

SYMBOLS / LEGEND

NEW CONCRETE

EXISTING CONSTRUCTION TO BE REMOVED

EXISTING WALL TO REMAIN

NEW WALL

1 HR FIRE RATED WALL (TYP. ● P.L.)

SOFFIT

LOCATION HEIGHT

ELEVATION CALL OUT

XXX
YYY

X'-X"

1
A3.1

1
A3.1

ROOM NAME
FLOOR FINISH
CEILING HEIGHT

ELEVATION MARK

SECTION MARK

DOOR TAG

WINDOW TAG

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CA, 94131
TEL: 415-533-0415
fabien@bluorange.com

ISSUES AND REVISIONS

NO.	DATE	ISSUE	BY
1	08/28/13	Project Review	F.JL
2	12/11/13	Pre-Application	F.JL
3	04/30/14	Site Permit Revisions	F.JL
4	08/29/14	Site Permit Revisions	F.JL
5	11/14/14	Site Permit Revisions	F.JL
6	04/22/15	Site Permit Revisions	F.JL

PROJECT:

NEW SINGLE FAMILY RESIDENCE
3516 FOLSOM STREET
SAN FRANCISCO, CA 94110
BLOCK # 5626 / LOT # 013

JOB#:

1301

DATE:

12/05/13

DWN:

F.JL

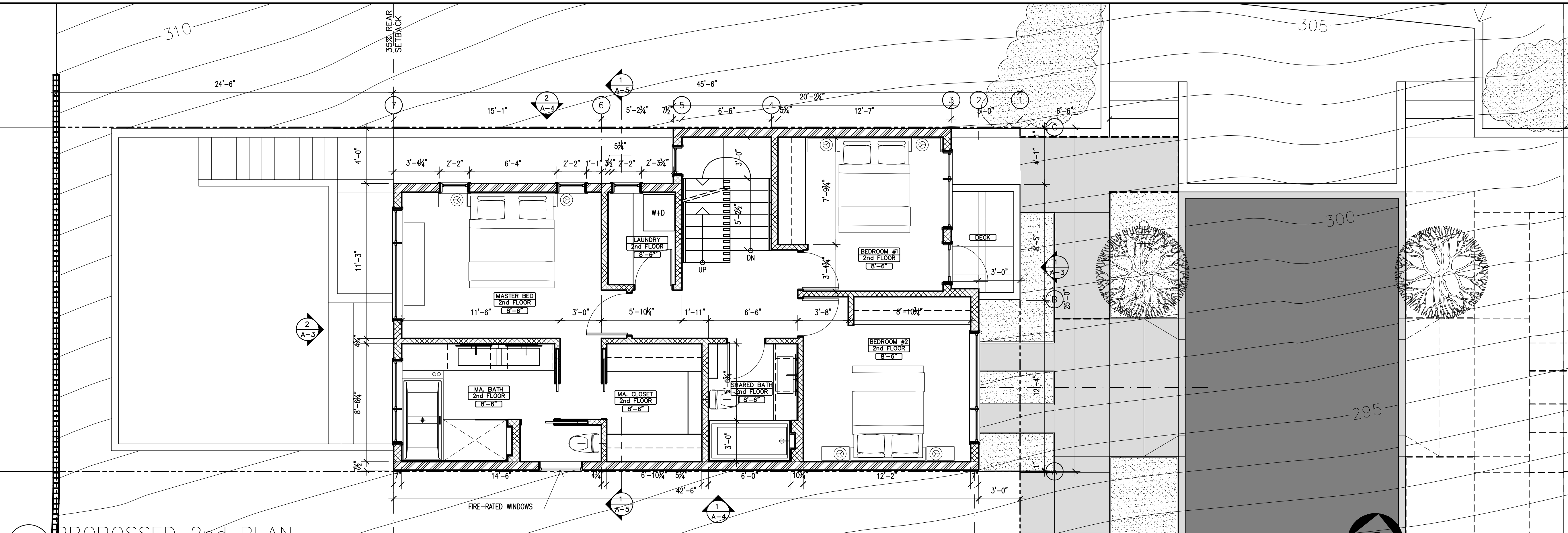
SCALE:

1/4" = 1'-0"

SHEET TITLE:

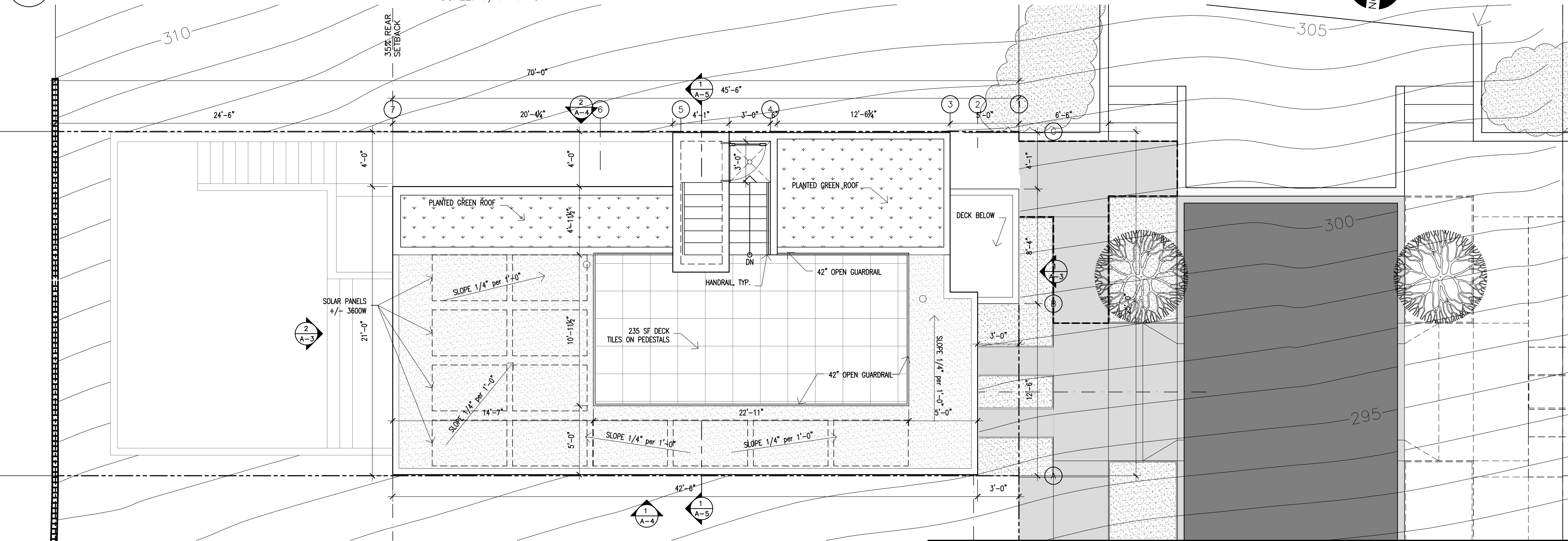
BASEMENT &
1st FLOOR PLAN

A-1



1 PROPOSED 2nd PLAN

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



2 PROPOSED ROOF PLAN

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

SYMBOLS / LEGEND

	NEW CONCRETE
	EXISTING CONSTRUCTION TO BE REMOVED
	EXISTING WALL TO REMAIN
	NEW WALL
	1 HR FIRE RATED WALL (TYP. ● P.L.)
	SOFFIT
	LOCATION HEIGHT
	ELEVATION CALL OUT

XXX
YYY

X'-X"

1
A3.1

1
A3.1

ROOM NAME
FLOOR FINISH
CEILING HEIGHT

ELEVATION MARK

SECTION MARK



DOOR TAG



WINDOW TAG

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ISSUES AND REVISIONS

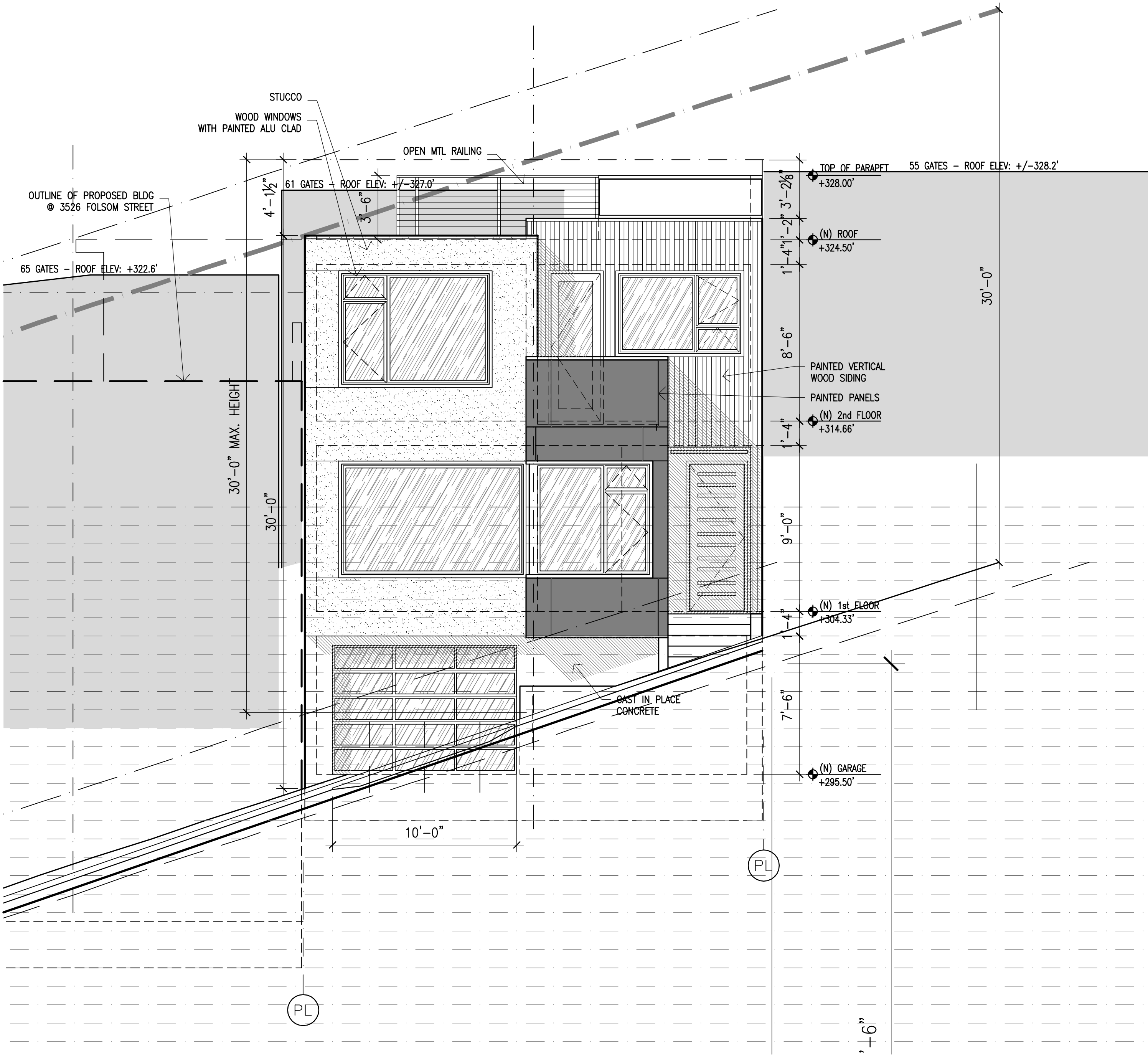
NO.	DATE	ISSUE	BY
1	08/28/13	Project Review	F.J.L.
2	12/11/13	Pre-Application	F.J.L.
3	04/30/14	Site Permit Revisions	F.J.L.
4	08/29/14	Site Permit Revisions	F.J.L.
5	11/14/14	Site Permit Revisions	F.J.L.
6	04/22/15	Site Permit Revisions	F.J.L.

PROJECT:
NEW SINGLE FAMILY RESIDENCE
3516 FOLSOM STREET
SAN FRANCISCO, CA 94110
BLOCK # 5626 / LOT # 013

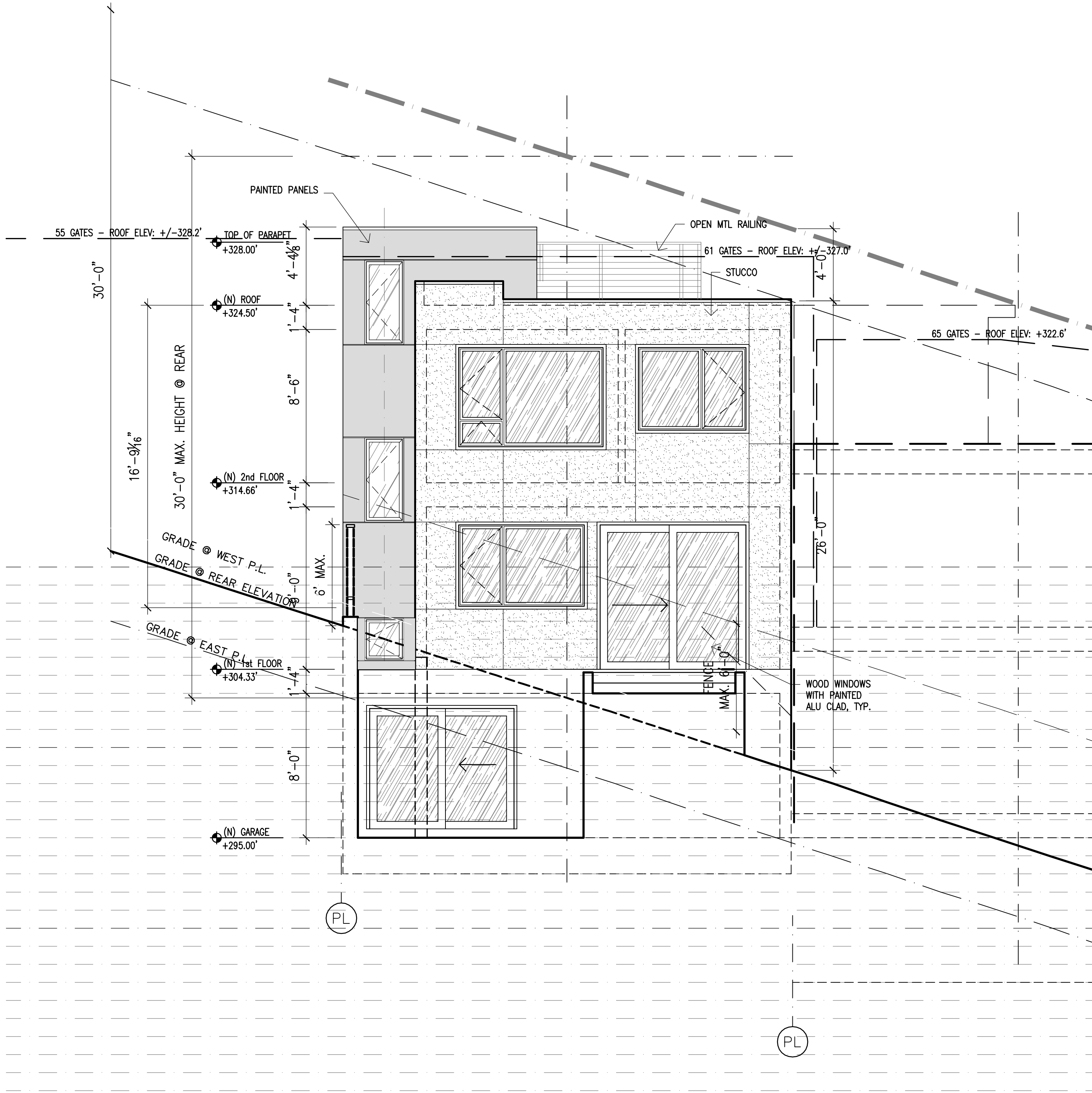
JOB#: 1301
DATE: 12/05/13
DWN: FJL
SCALE: 1/4" = 1'-0"

SHEET TITLE:
2nd FLOOR PLAN
ROOF PLAN

A-2



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



2 PROPOSED REAR (WEST) ELEVATION
SCALE: 1/4"=1'-0"

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ISSUES AND REVISIONS

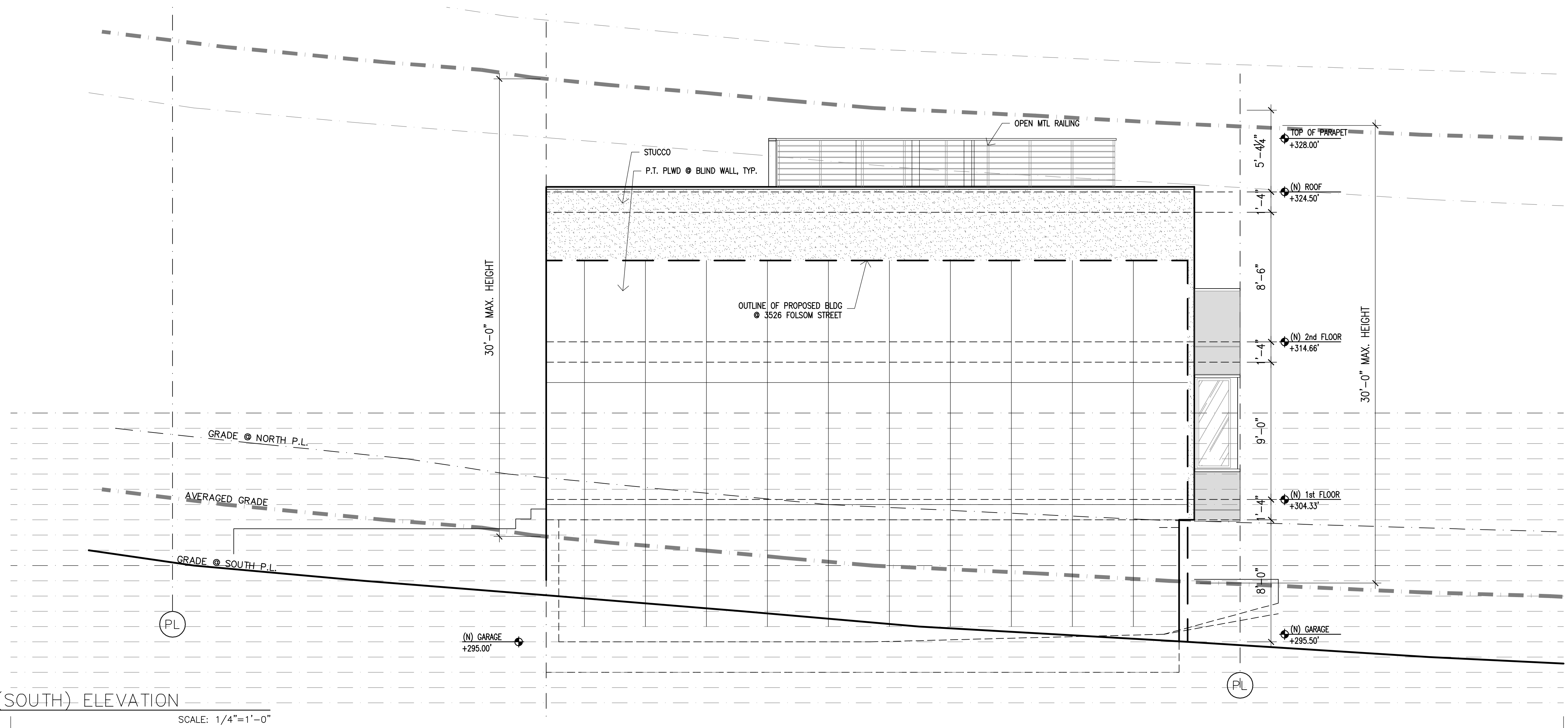
NO.	DATE	ISSUE	BY
1	08/28/13	Project Review	FJL
2	12/11/13	Pre-Application	FJL
3	04/30/14	Site Permit Revisions	FJL
4	08/29/14	Site Permit Revisions	FJL
5	11/14/14	Site Permit Revisions	FJL
6	04/22/15	Site Permit Revisions	FJL

PROJECT:
NEW SINGLE FAMILY RESIDENCE
3516 FOLSOM STREET
SAN FRANCISCO, CA 94110
BLOCK # 5626 / LOT # 013

JOB#: 1301
DATE: 12/05/13
DWN: FJL
SCALE: 1/4" = 1'-0"

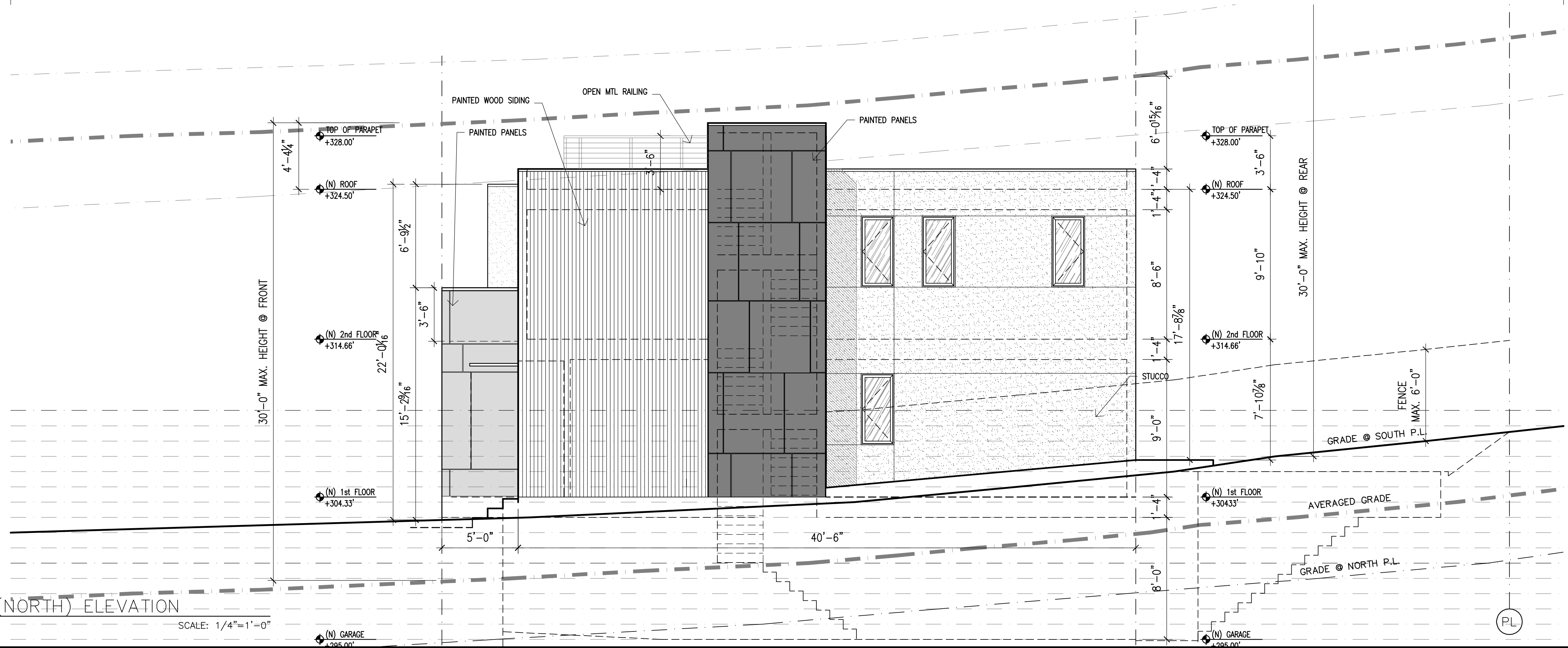
SHEET TITLE:
EAST & WEST
ELEVATIONS

A-3



1 PROPOSED SIDE (SOUTH) ELEVATION

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



2 PROPOSED SIDE (NORTH) ELEVATION

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

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ISSUES AND REVISIONS

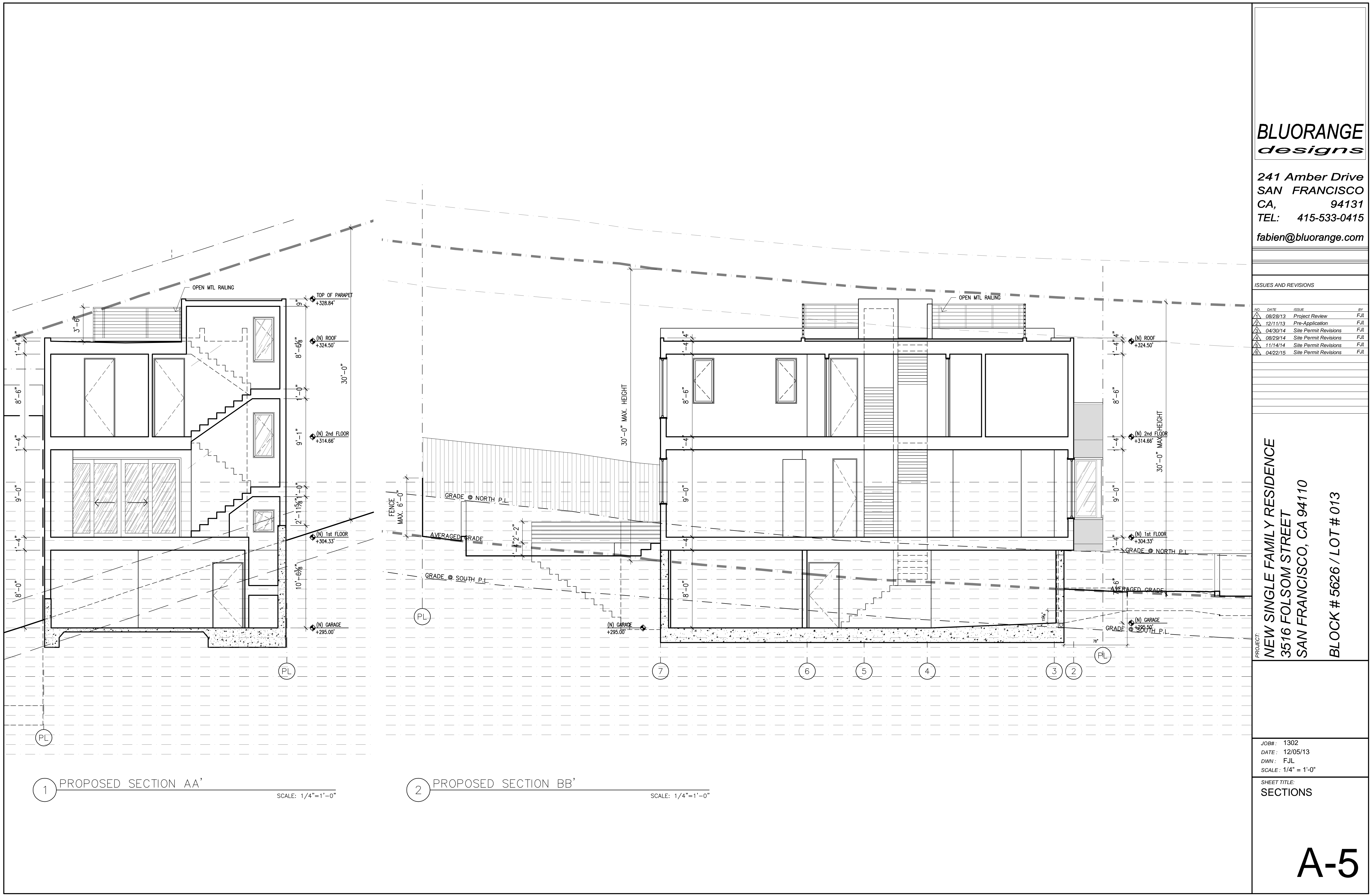
NO.	DATE	ISSUE	BY
0828/13	Project Review	FJL	
12/11/13	Pre-Application	FJL	
04/30/14	Site Permit Revisions	FJL	
08/29/14	Site Permit Revisions	FJL	
11/14/14	Site Permit Revisions	FJL	
04/22/15	Site Permit Revisions	FJL	

PROJECT:
NEW SINGLE FAMILY RESIDENCE
3516 FOLSOM STREET
SAN FRANCISCO, CA 94110
BLOCK # 5626 / LOT # 013

JOB#: 1301
DATE: 12/05/13
DWN: FJL
SCALE: 1/4" = 1'-0"

SHEET TITLE:
PROPOSED NORTH
+SOUTH ELEVATION

A-4



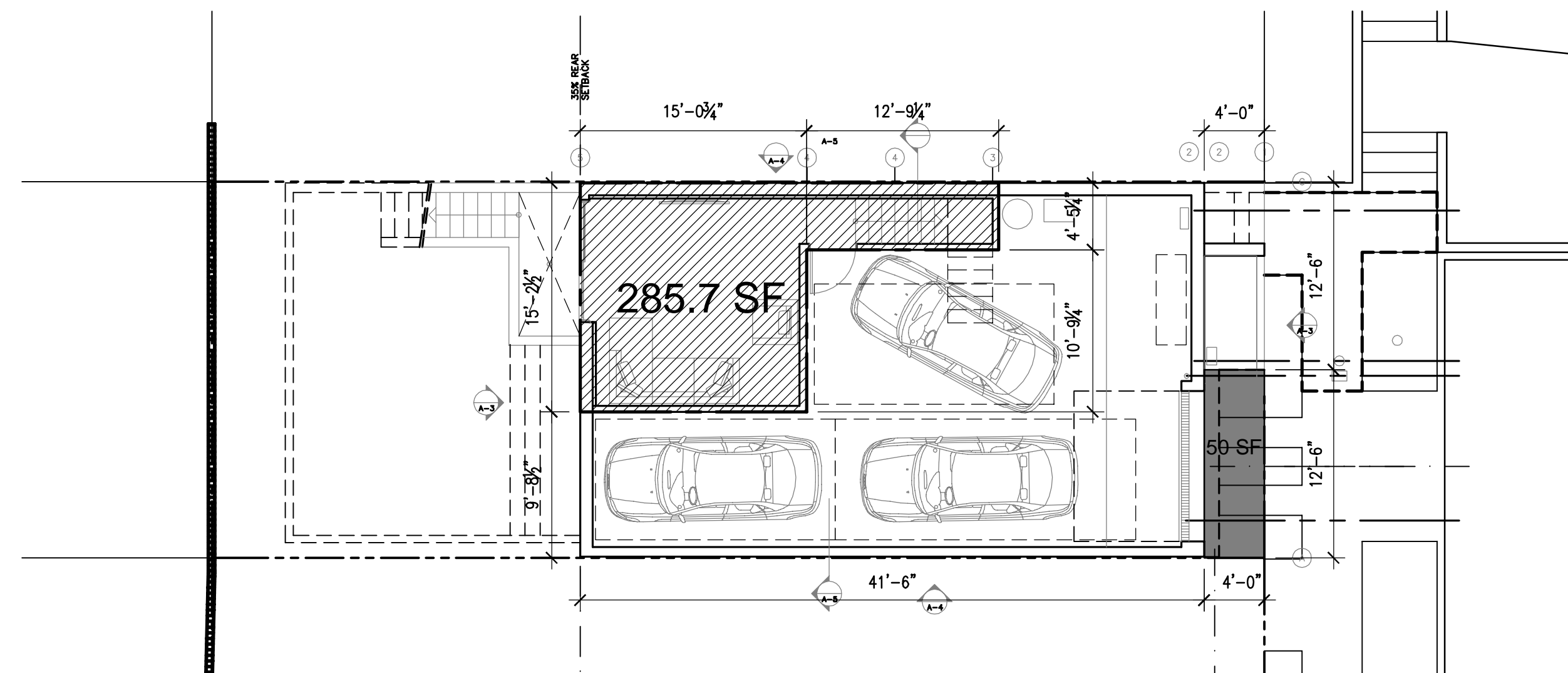
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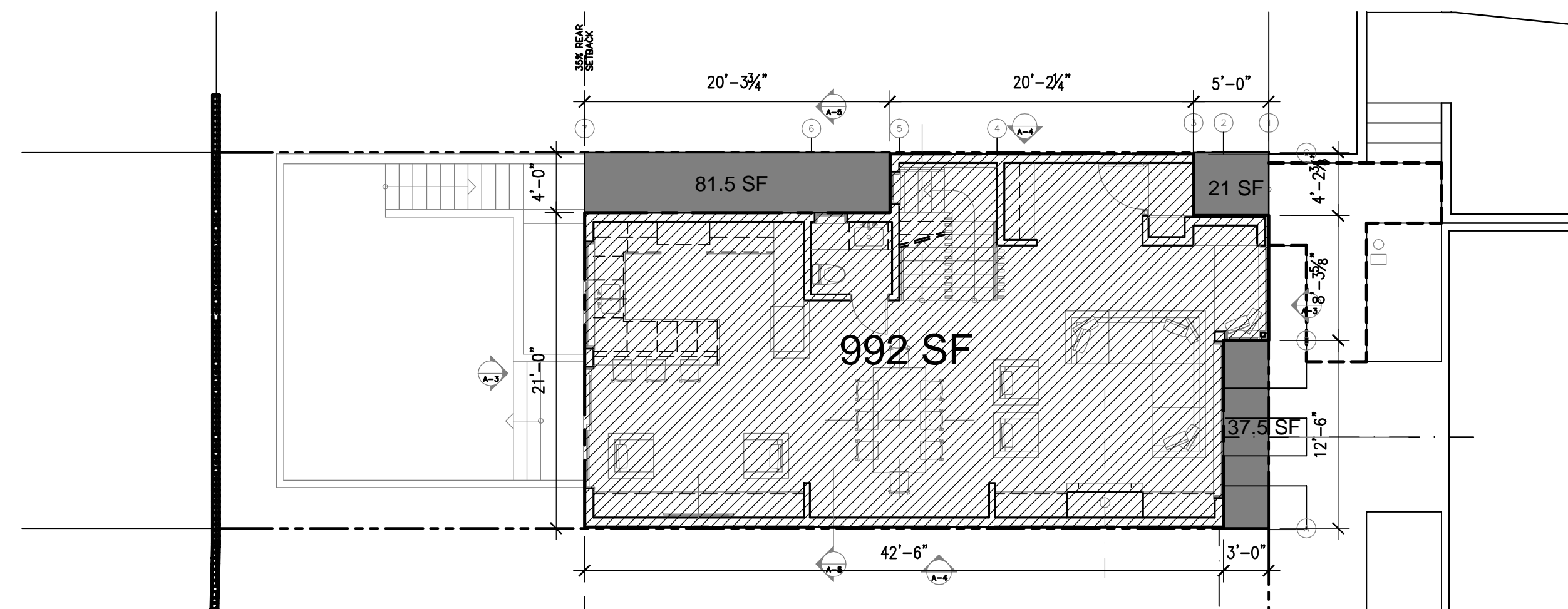
ISSUES AND REVISIONS			
NO.	DATE	ISSUE	BY
1	08/28/13	Project Review	F.JL
2	12/11/13	Pre-Application	F.JL
3	04/30/14	Site Permit Revisions	F.JL
4	08/29/14	Site Permit Revisions	F.JL
5	11/14/14	Site Permit Revisions	F.JL
6	04/22/15	Site Permit Revisions	F.JL

PROJECT:
NEW SINGLE FAMILY RESIDENCE
3516 FOLSOM STREET
SAN FRANCISCO, CA 94110
BLOCK # 5626 / LOT # 013

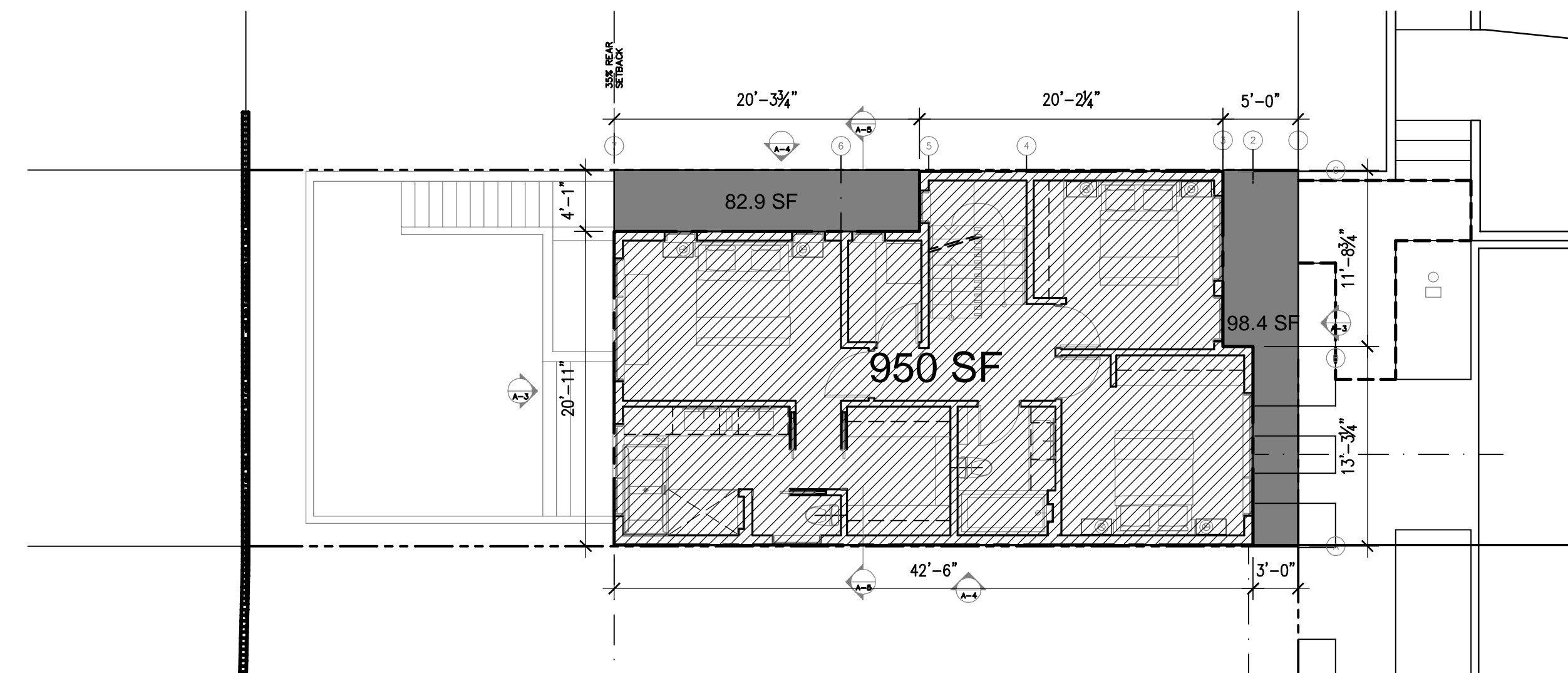
JOB#: 1302
DATE: 12/05/13
DWN: FJL
SCALE: 1/4" = 1'-0"
SHEET TITLE:
SECTIONS



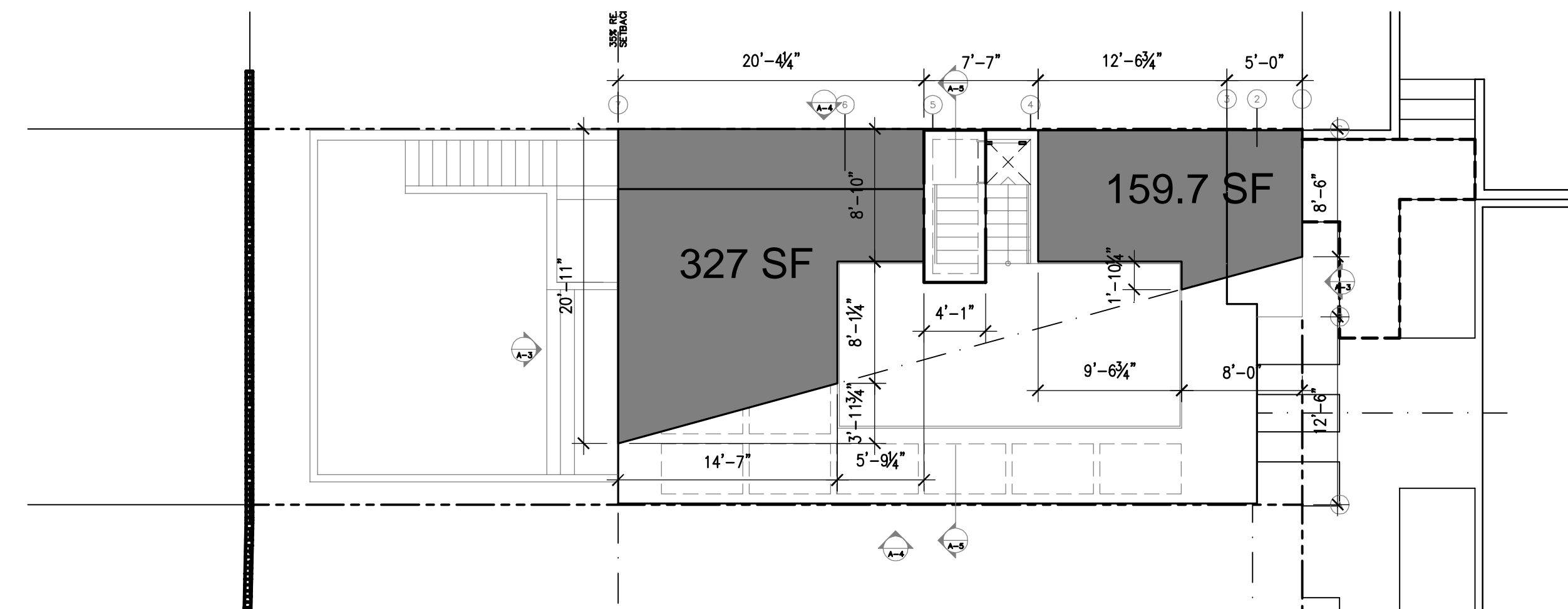
1 PROPOSED BASEMENT PLAN
SCALE: 1/8"=1'-0"



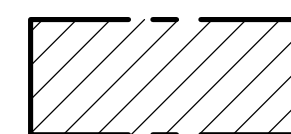
2 PROPOSED 1st FLOOR PLAN
SCALE: 1/8"=1'-0"



3 PROPOSED 2nd FLOOR PLAN
SCALE: 1/8"=1'-0"



4 PROPOSED ROOF PLAN
SCALE: 1/8"=1'-0"



GROSS AREA:

Basement: 285.7 S.F.
1st Floor: 992 S.F.
2nd Floor: 950 S.F.
Total: 2,227.7 S.F.

2 car garage required



MASS REDUCTION:

Mass Reduction per Sect 242(e)(3): 650 S.F. REQUIRED

Basement: 50.0 S.F.
1st Floor: 140.0 S.F. (81.5 + 37.5 + 21)
2nd Floor: 179.9 S.F. (98.4 + 81.5)
3rd Floor: 486.7 S.F. (327 + 159.7)
Total: 856.6 S.F. Mass Reduction Proposed



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ISSUES AND REVISIONS

NO.	DATE	ISSUE	BY
0828/13	Project Review	F.JL	
12/11/13	Pre-Application	F.JL	
04/30/14	Site Permit Revisions	F.JL	
08/29/14	Site Permit Revisions	F.JL	
11/14/14	Site Permit Revisions	F.JL	
04/22/15	Site Permit Revisions	F.JL	

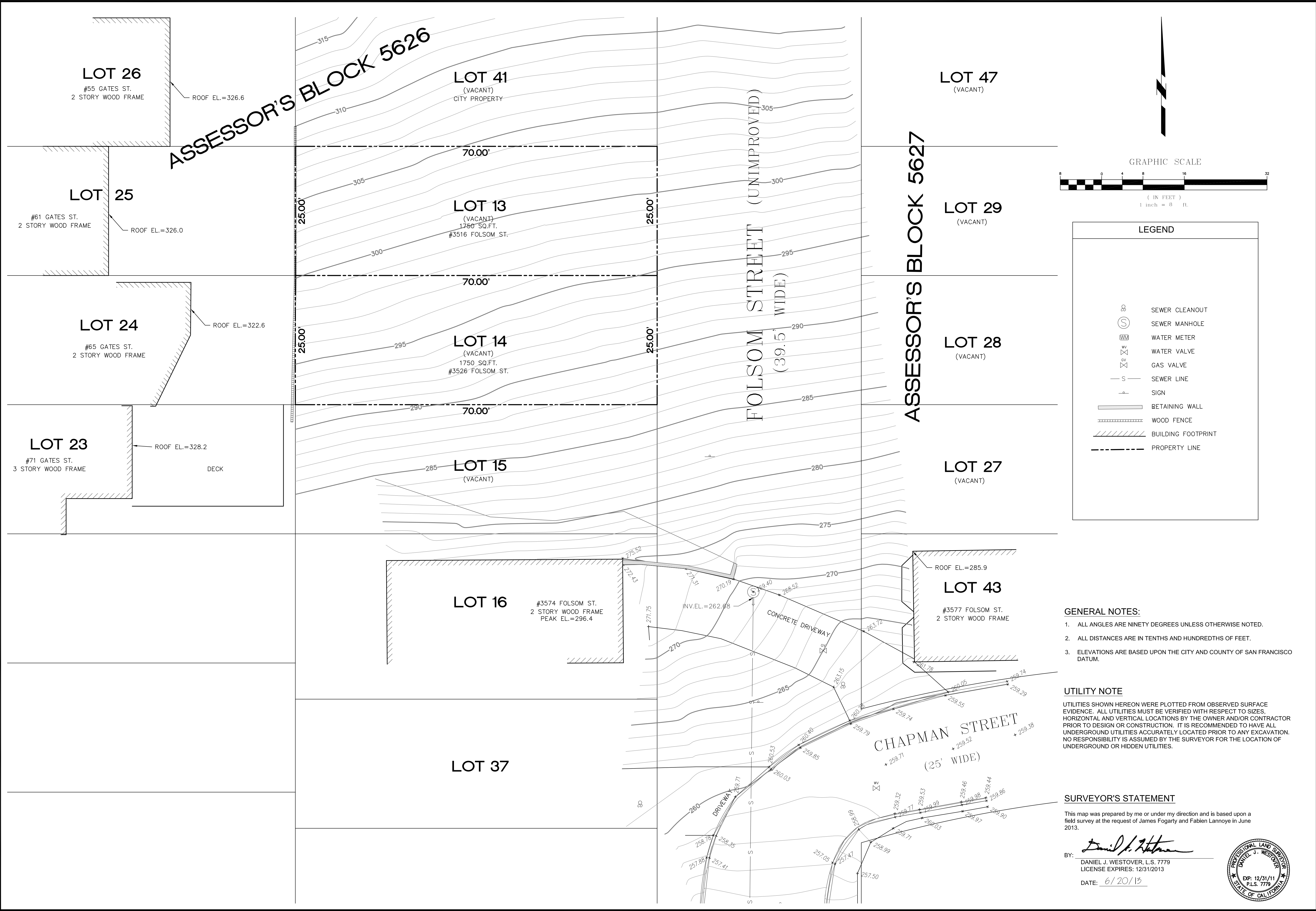
PROJECT:
NEW SINGLE FAMILY RESIDENCE
3516 FOLSOM STREET
SAN FRANCISCO, CA 94110
BLOCK # 5626 / LOT # 013

JOB#: 1301
DATE: 04/17/15
DWN: F.JL
SCALE: 1/8" = 1'-0"

SHEET TITLE:
BASEMENT SF
MASS REDUCTION

A-6

[illegible]



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SURVEY DATE: 6/20/2013	DRAWN BY: DJW	CHECKED BY: DJW	SCALE: 1"=8'	NO.	DATE	COMMENTS	JOB NO.
							13029

SITE SURVEY

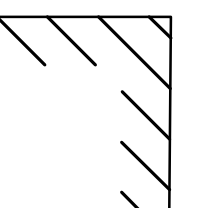
3516 and 3526 FOLSOM STREET
LOTS 13 AND 14 OF ASSESSOR'S BLOCK 5626
SAN FRANCISCO, CALIFORNIA

SHEET

1 OF 1

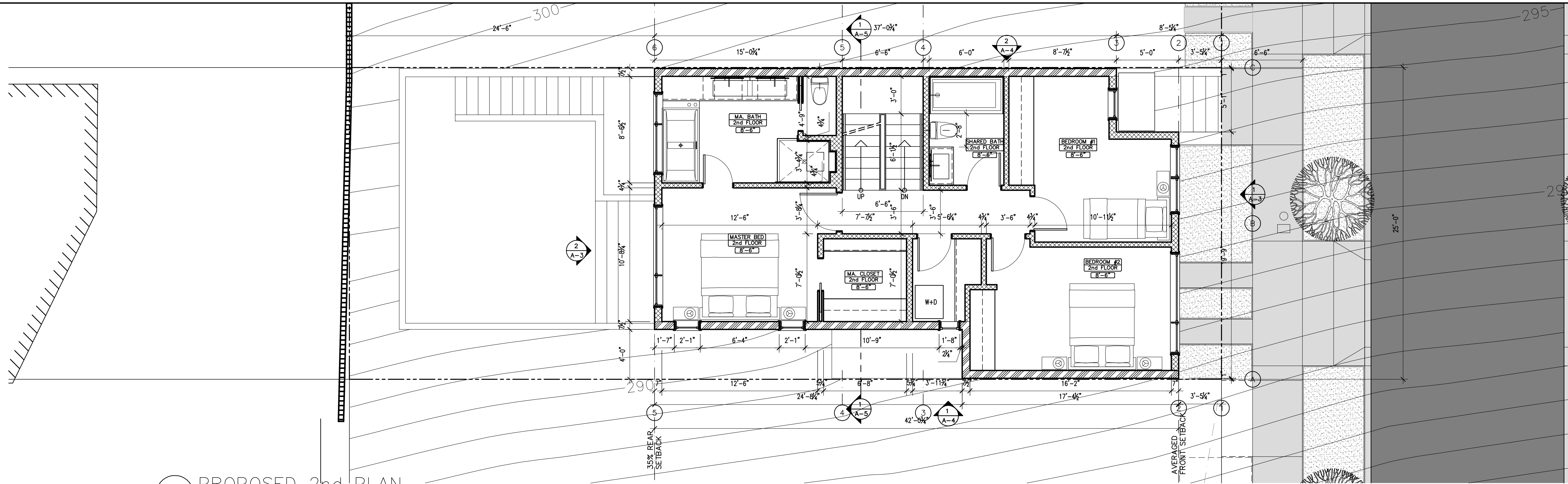


SCALE: 1/4"=1'-0"

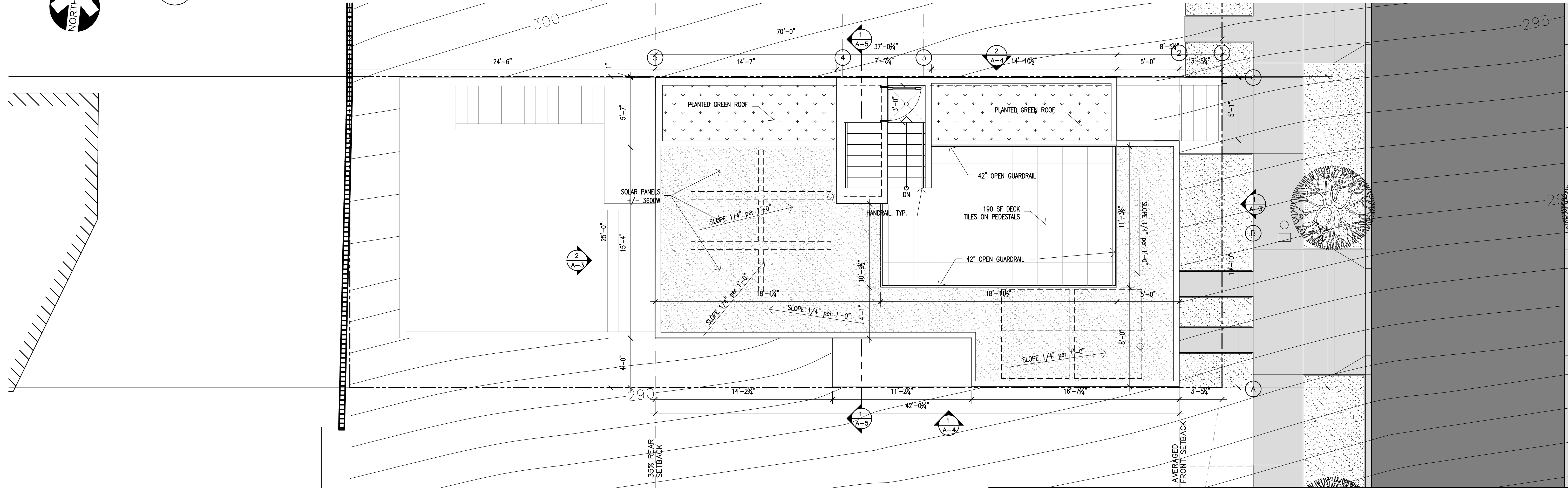


SCALE: 1/4"=1'-0'

A-1



1 PROPOSED 2nd PLAN



2 PROPOSED ROOF PLAN

SYMBOLS / LEGEND

	NEW CONCRETE		ROOM NAME
	EXISTING CONSTRUCTION TO BE REMOVED		FLOOR FINISH
	EXISTING WALL TO REMAIN		CEILING HEIGHT
	NEW WALL		ELEVATION MARK
	1 HR FIRE RATED WALL (TYP. ● P.L.)		SECTION MARK
	SOFFIT		
	LOCATION HEIGHT		

DOOR TAG

WINDOW TAG

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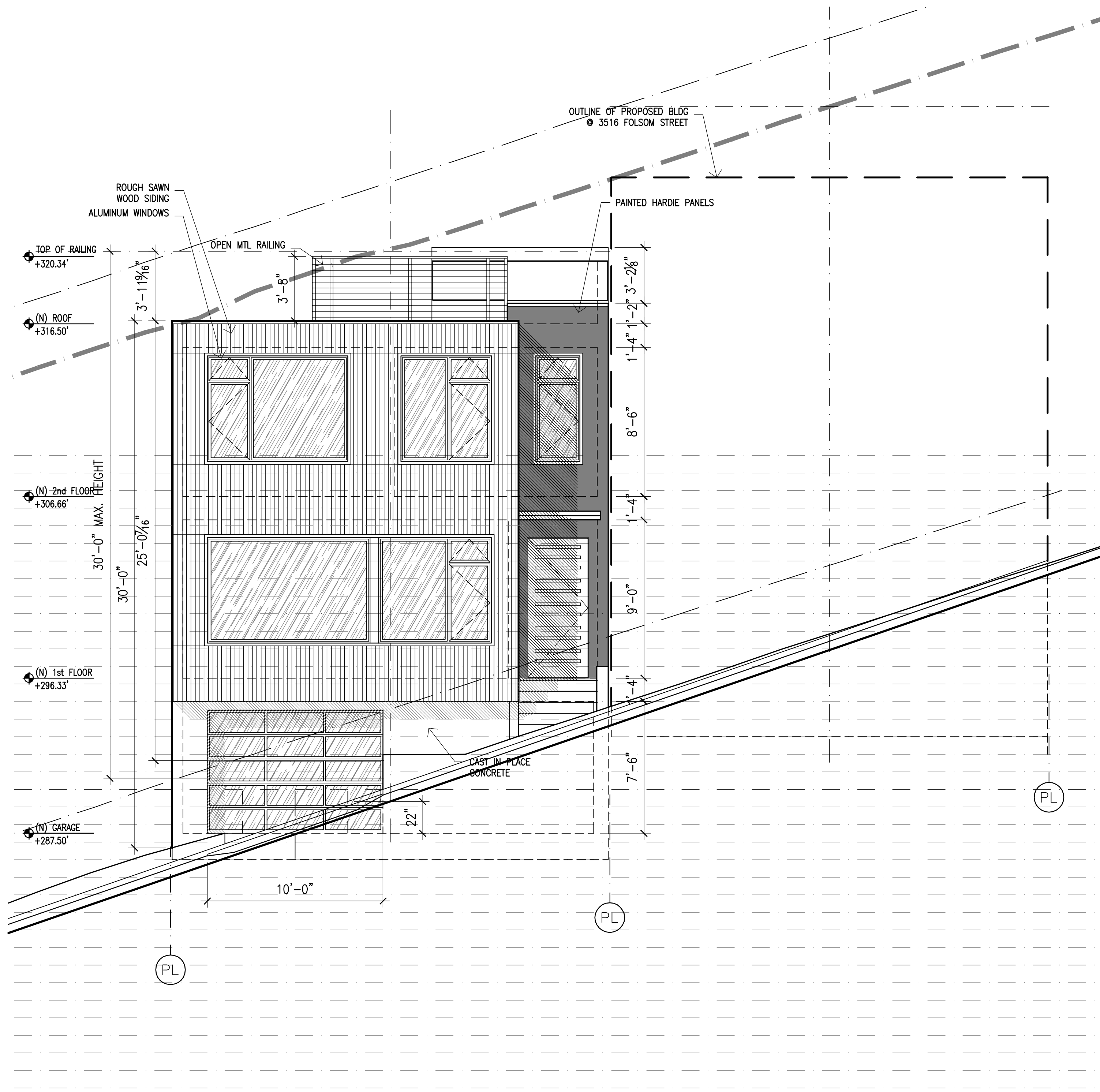
ISSUES AND REVISIONS			
NO.	DATE	ISSUE	BY
1	08/28/13	Project Review	F.JL
2	12/11/13	Pre Application	F.JL
3	04/28/14	Site Permit Revisions	F.JL
4	09/02/14	Site Permit Revisions	F.JL
5	12/27/14	Site Permit Revisions	F.JL
6	04/22/15	Site Permit Revisions	F.JL

PROJECT:
NEW SINGLE FAMILY RESIDENCE
3526 FOLSOM STREET
SAN FRANCISCO, CA 94110
BLOCK # 5626 / LOT # 014

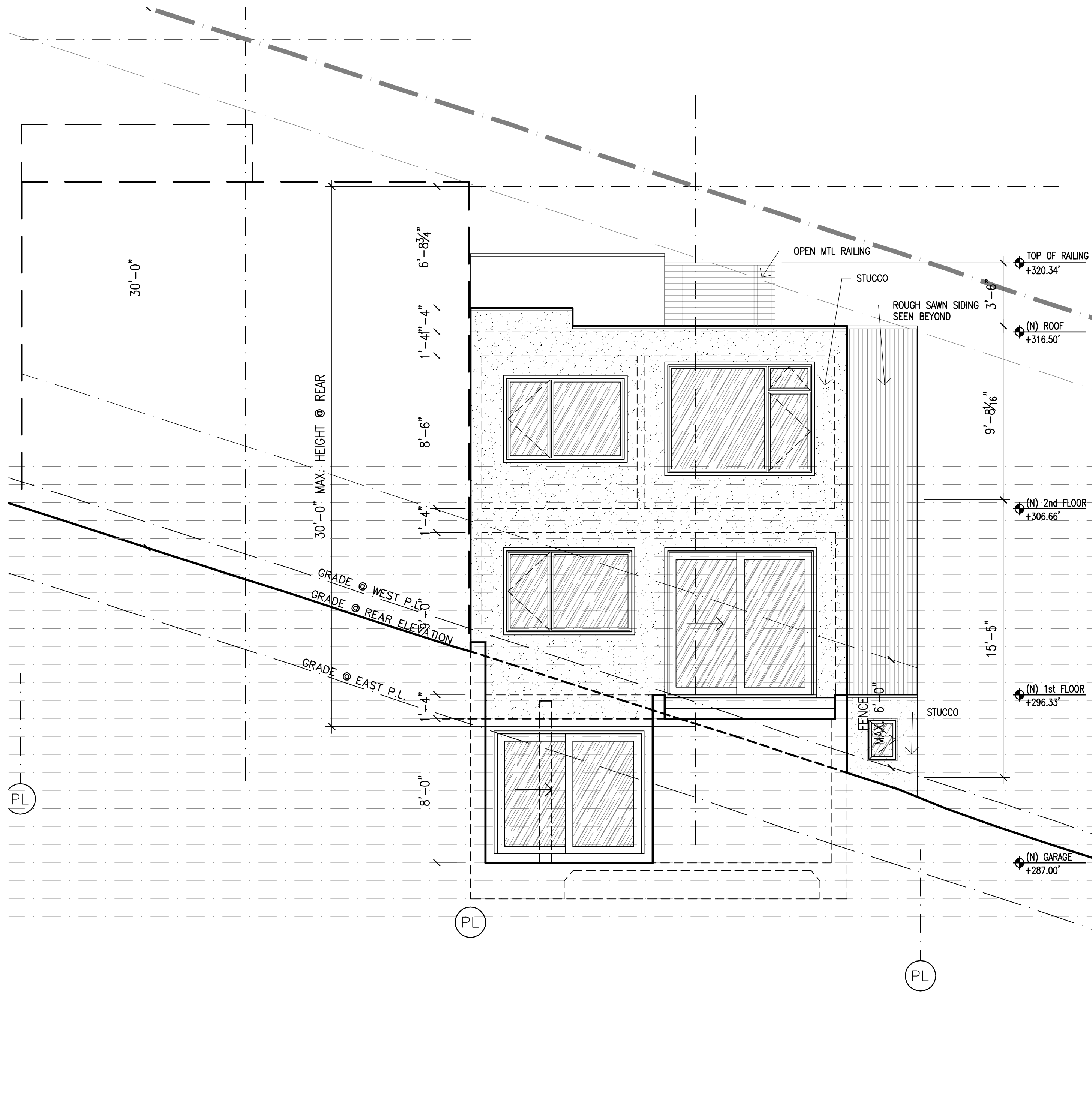
JOB#: 1302
DATE: 12/05/13
DWN: FJL
SCALE: 1/4" = 1'-0"

SHEET TITLE:
2nd FLOOR PLAN
ROOF PLAN

A-2



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



2 PROPOSED REAR (WEST) ELEVATION
SCALE: 1/4"=1'-0"

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ISSUES AND REVISIONS

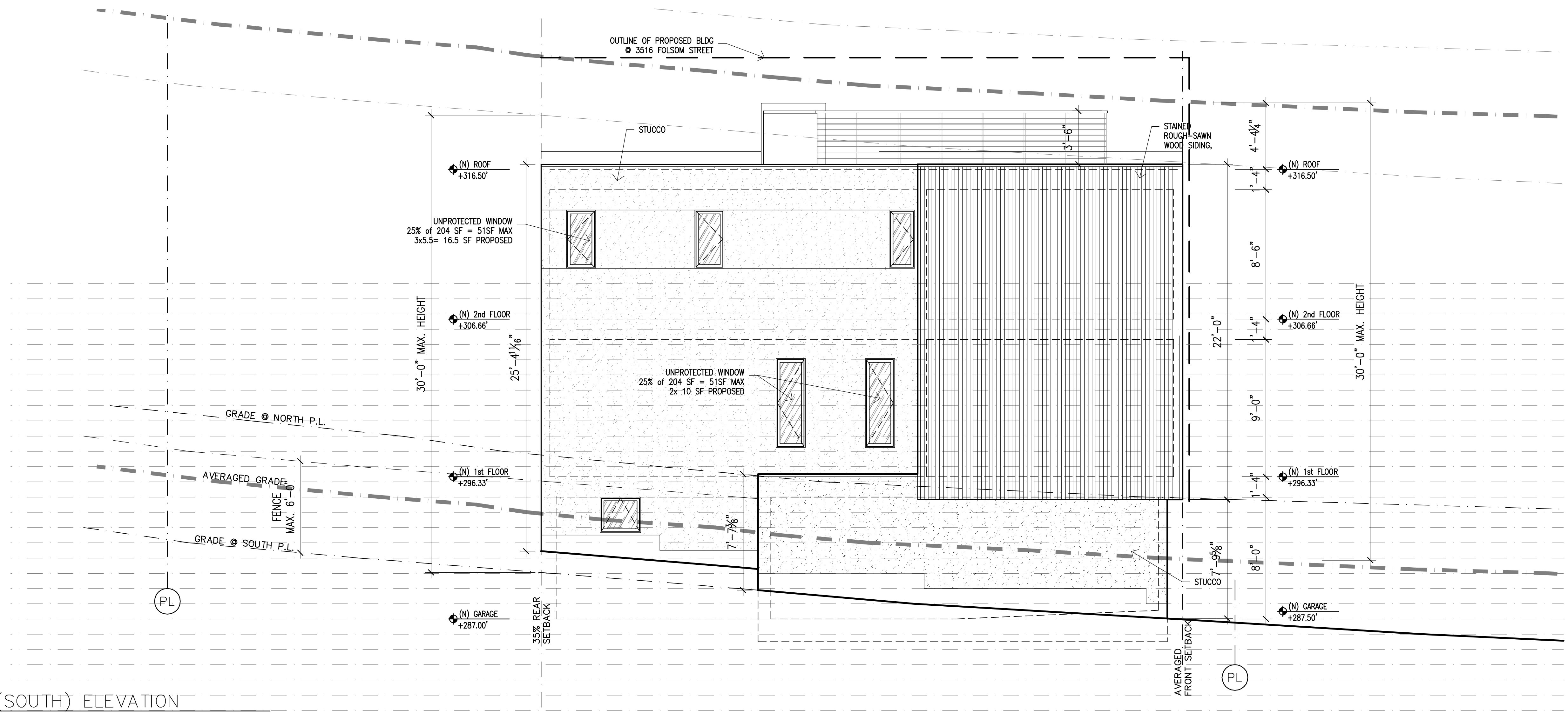
NO.	DATE	ISSUE	BY
1	08/28/13	Project Review	F.JL
2	12/11/13	Pre Application	F.JL
3	04/28/14	Site Permit Revisions	F.JL
4	09/02/14	Site Permit Revisions	F.JL
5	12/27/14	Site Permit Revisions	F.JL
6	04/22/15	Site Permit Revisions	F.JL

PROJECT:
NEW SINGLE FAMILY RESIDENCE
3526 FOLSOM STREET
SAN FRANCISCO, CA 94110
BLOCK # 5626 / LOT # 014

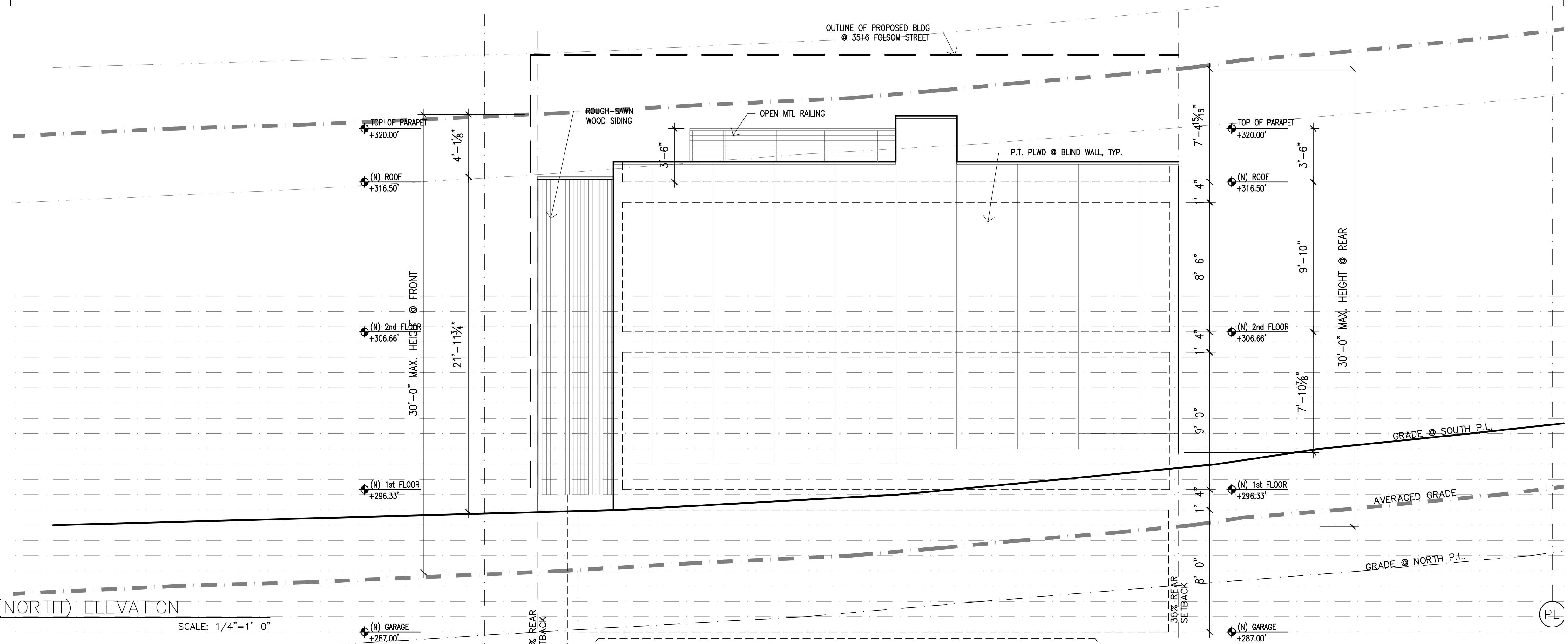
JOB#: 1303
DATE: 12/05/13
DWN: FJL
SCALE: 1/4" = 1'-0"

SHEET TITLE:
EAST & WEST
ELEVATIONS

A-3



1 PROPOSED SIDE (SOUTH) ELEVATION
SCALE: 1/4"=1'-0"



2 PROPOSED SIDE (NORTH) ELEVATION
SCALE: 1/4"=1'-0"

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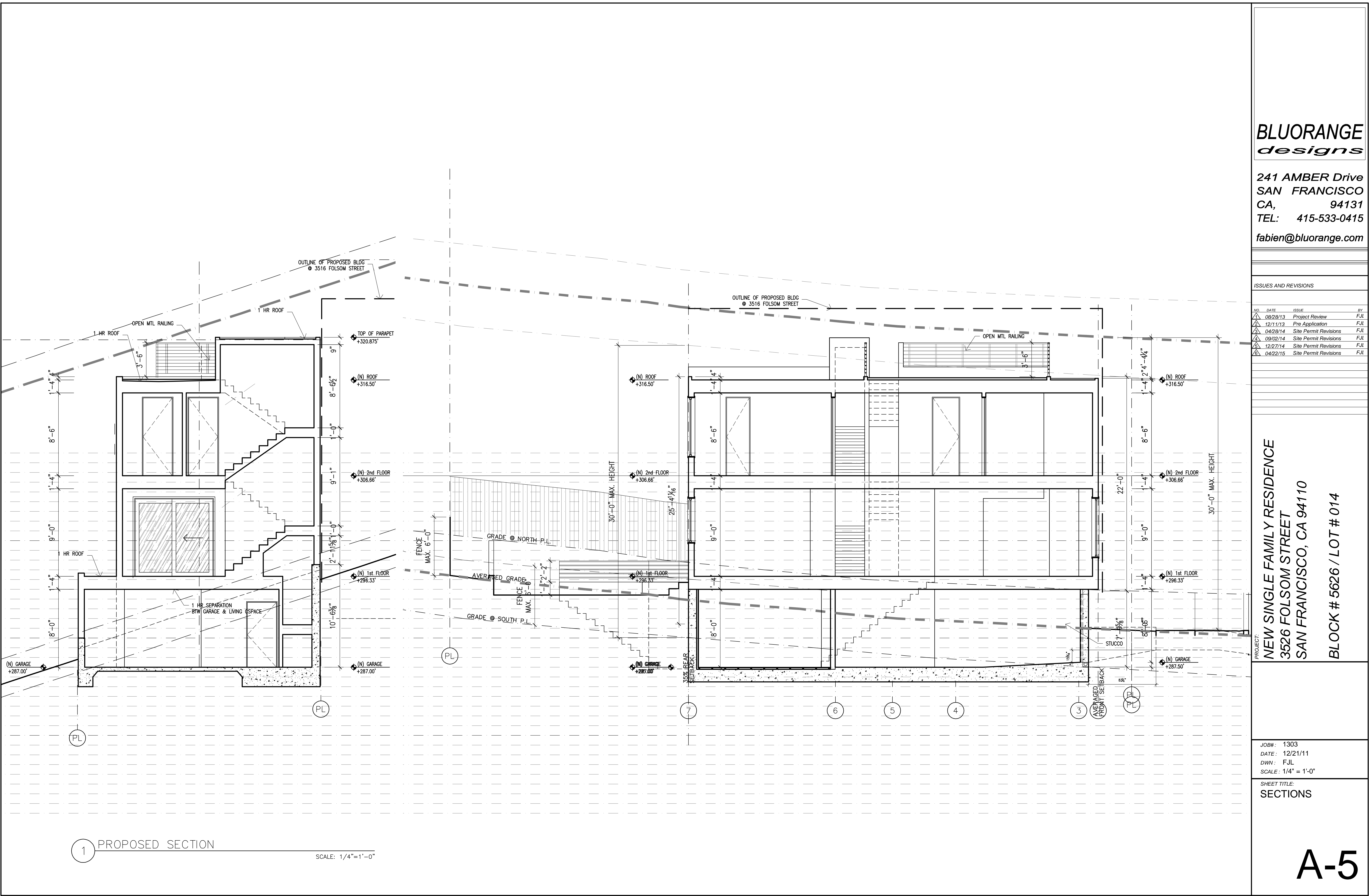
ISSUES AND REVISIONS			
NO.	DATE	ISSUE	BY
1	08/28/13	Project Review	F.J.L.
2	12/11/13	Pre Application	F.J.L.
3	04/28/14	Site Permit Revisions	F.J.L.
4	09/02/14	Site Permit Revisions	F.J.L.
5	12/27/14	Site Permit Revisions	F.J.L.
6	04/22/15	Site Permit Revisions	F.J.L.

PROJECT:
NEW SINGLE FAMILY RESIDENCE
3526 FOLSOM STREET
SAN FRANCISCO, CA 94110
BLOCK # 5626 / LOT # 014

JOB#: 1303
DATE: 12/05/13
DWN: F.J.L.
SCALE: 1/4" = 1'-0"

SHEET TITLE:
PROPOSED NORTH
+SOUTH ELEVATION

A-4



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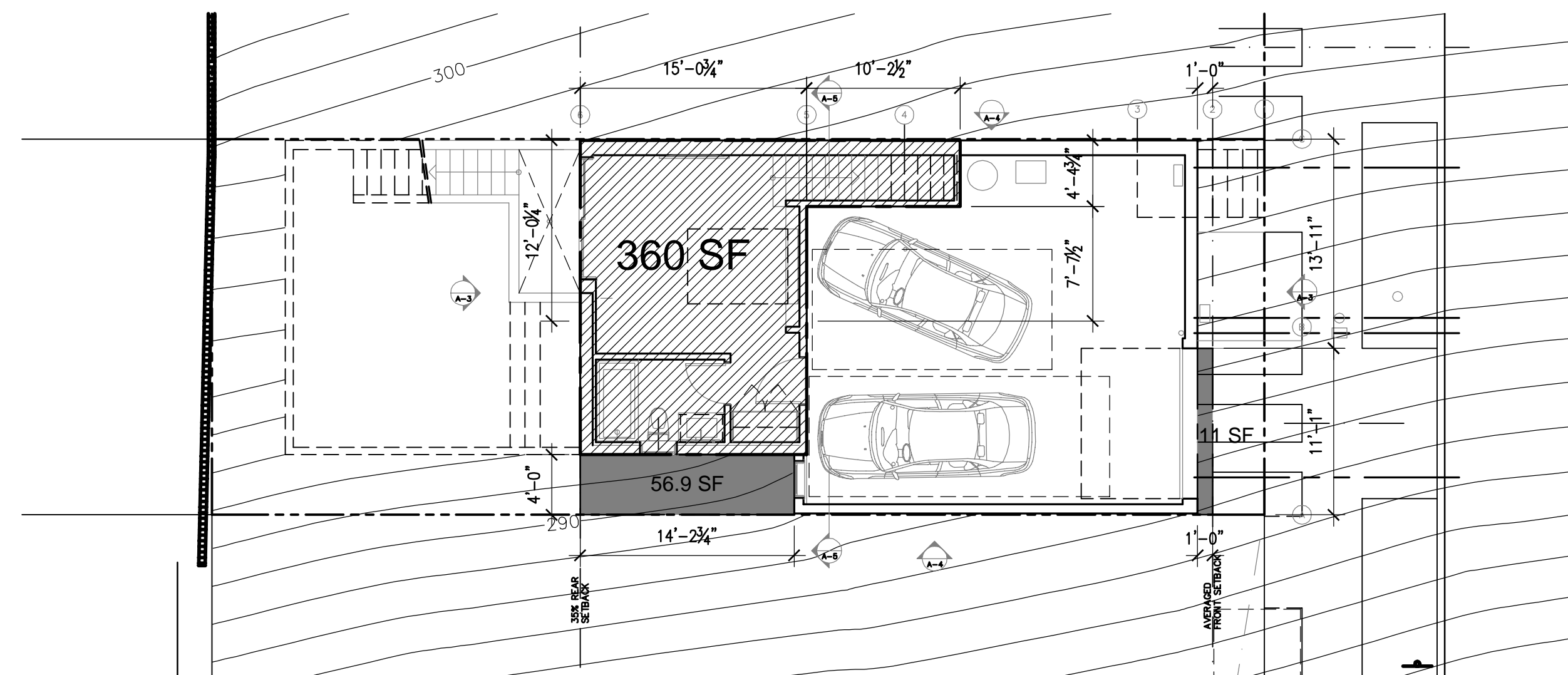
241 AMBER Drive
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CA, 94131
TEL: 415-533-0415
fabien@bluorange.com

ISSUES AND REVISIONS			
NO.	DATE	ISSUE	BY
08/28/13		Project Review	FJL
12/11/13		Pre Application	FJL
04/28/14		Site Permit Revisions	FJL
09/02/14		Site Permit Revisions	FJL
12/27/14		Site Permit Revisions	FJL
04/22/15		Site Permit Revisions	FJL

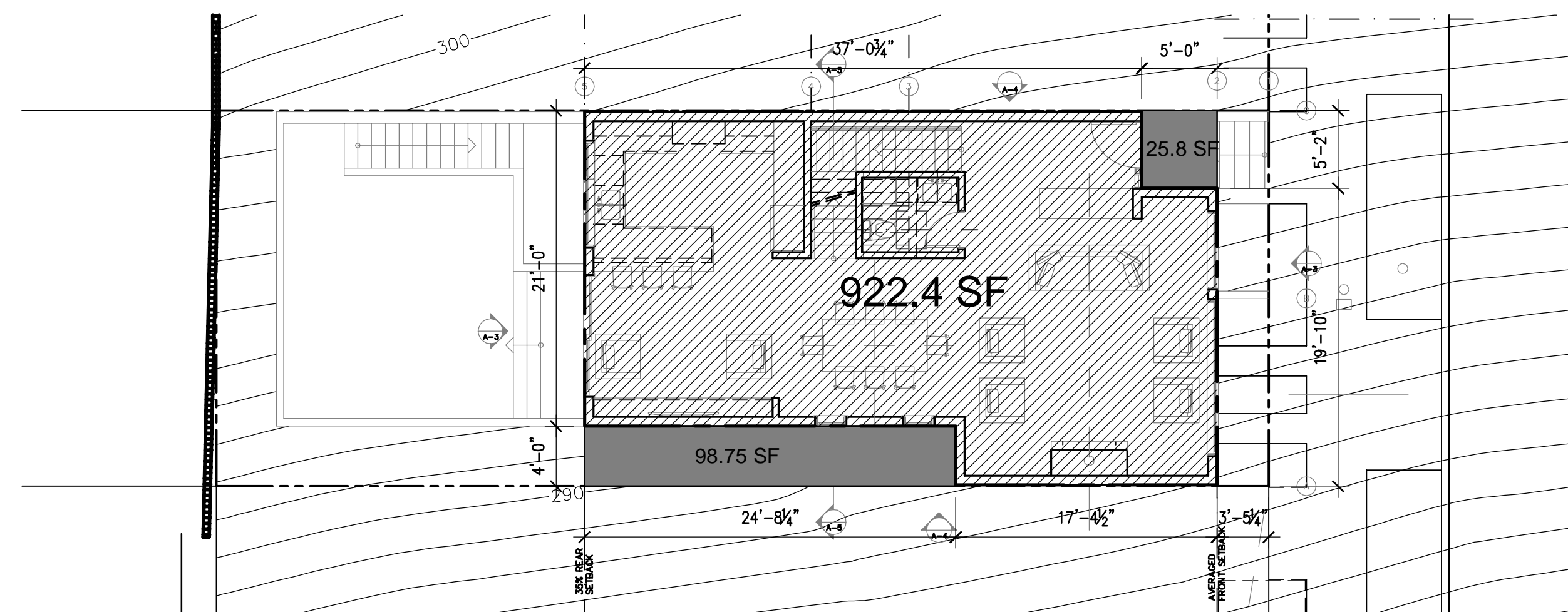
PROJECT:
NEW SINGLE FAMILY RESIDENCE
3526 FOLSOM STREET
SAN FRANCISCO, CA 94110
BLOCK # 5626 / LOT # 014

JOB#: 1303
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DWN: FJL
SCALE: 1/4" = 1'-0"
SHEET TITLE:
SECTIONS

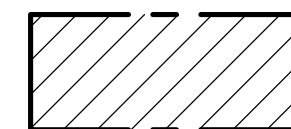
A-5



SCALE: 1/8"=1'-0"



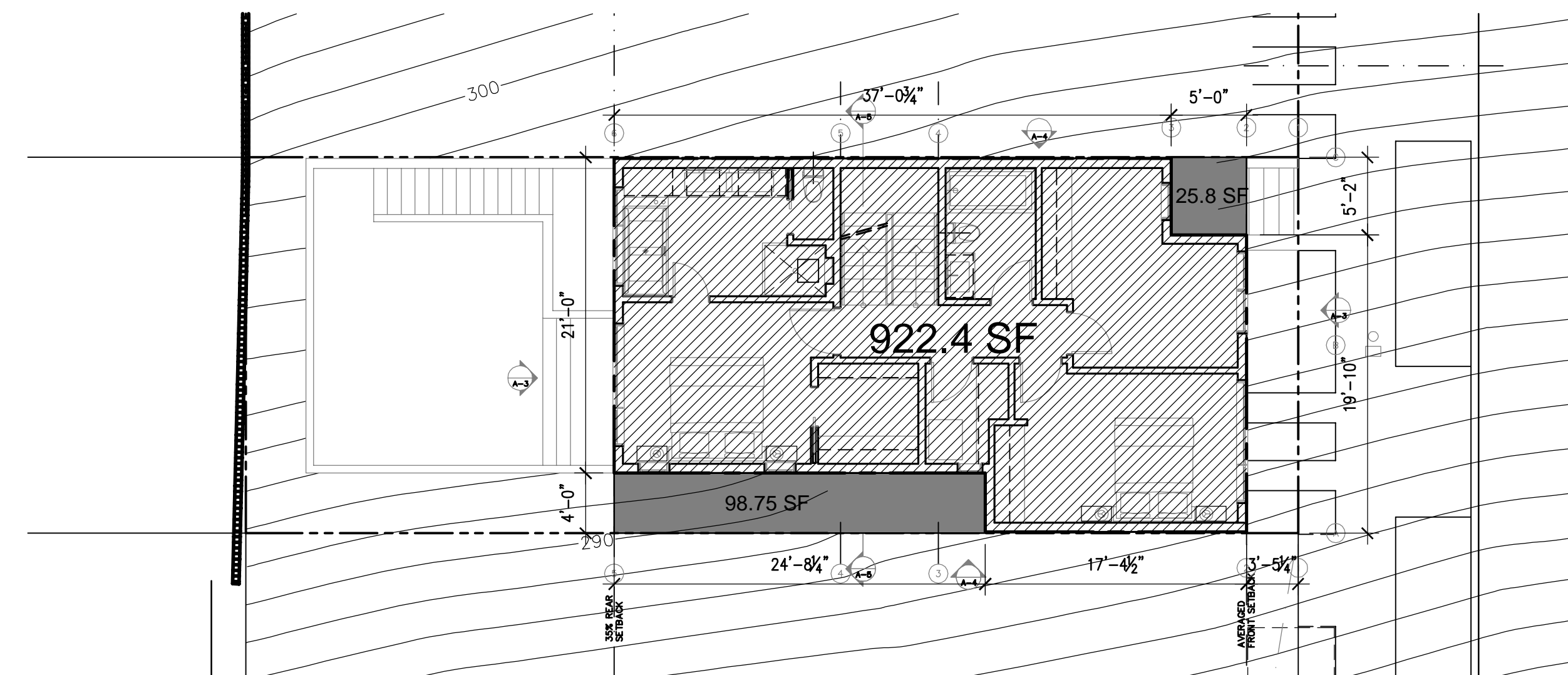
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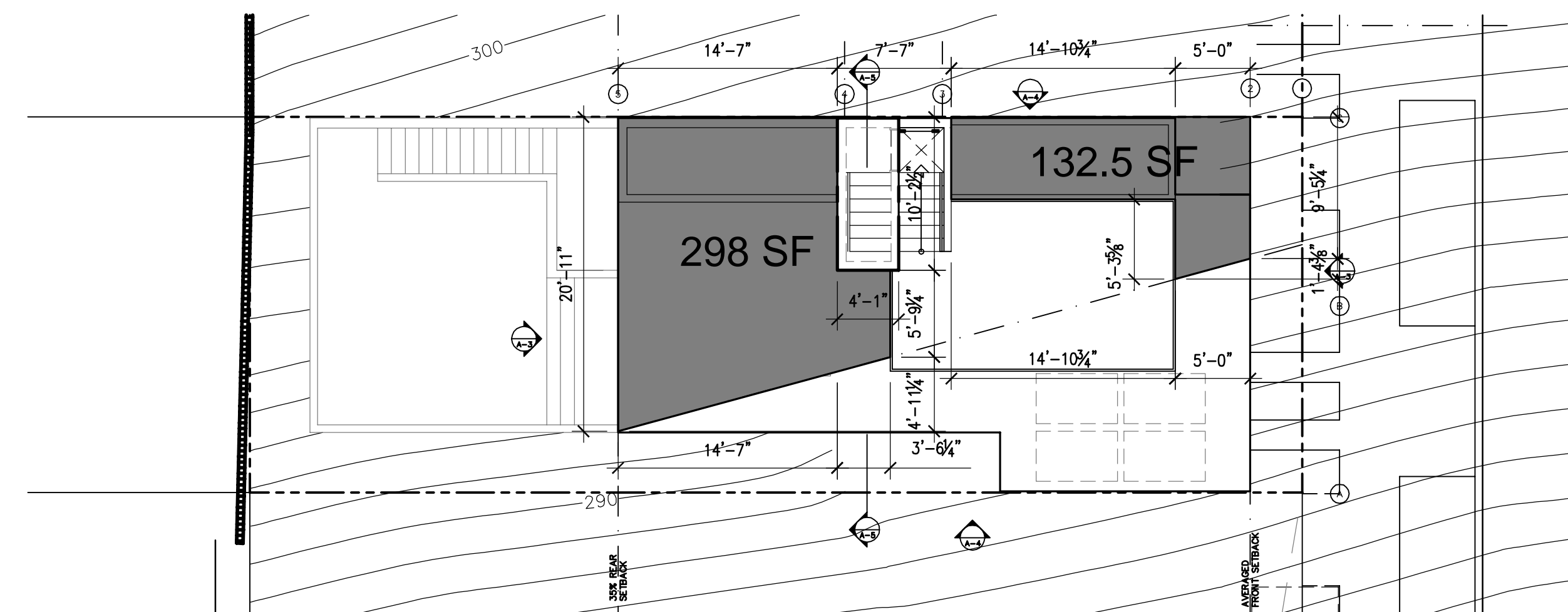
GROSS AREA:

Basement:	360.0 S.F.
1st Floor:	922.4 S.F.
2nd Floor:	922.4 S.F.
Total:	2,204.8 S.F.

2 car garage required



SCALE: 1/8"=1'-0"



SCALE: 1/8"=1'-0"



MASS REDUCTION:

Mass Reduction per Sect 242(e)(3): 650 S.F. REQUIRED

Basement	67.9 S.F.	(11 + 56.9)
1st Floor:	124.55 S.F.	(98.75 + 25.8)
2nd Floor:	124.55 S.F.	(98.75 + 25.8)
3rd Floor:	<u>430.5 S.F.</u>	(298 + 132.5)
Total:	747.5 S.F.	Mass Reduction Proposed

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ISSUES AND REVISIONS

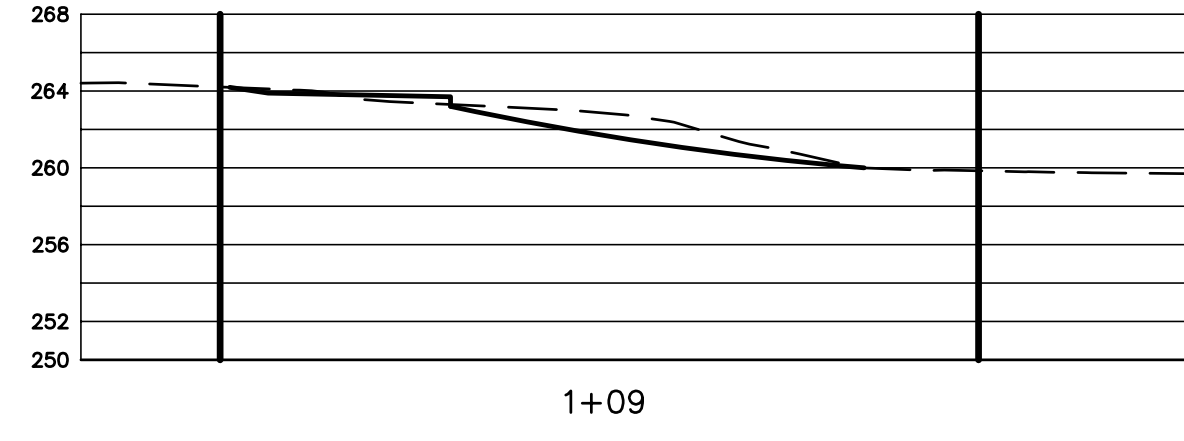
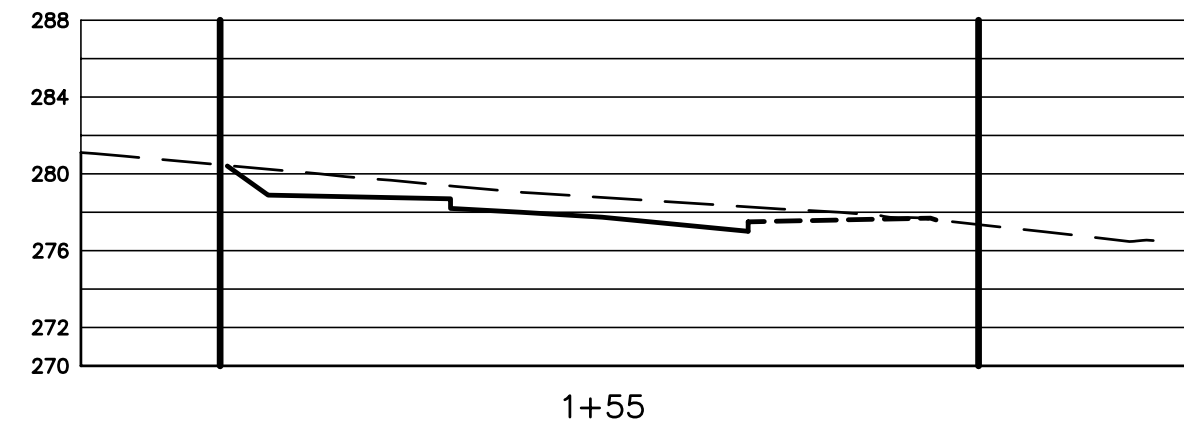
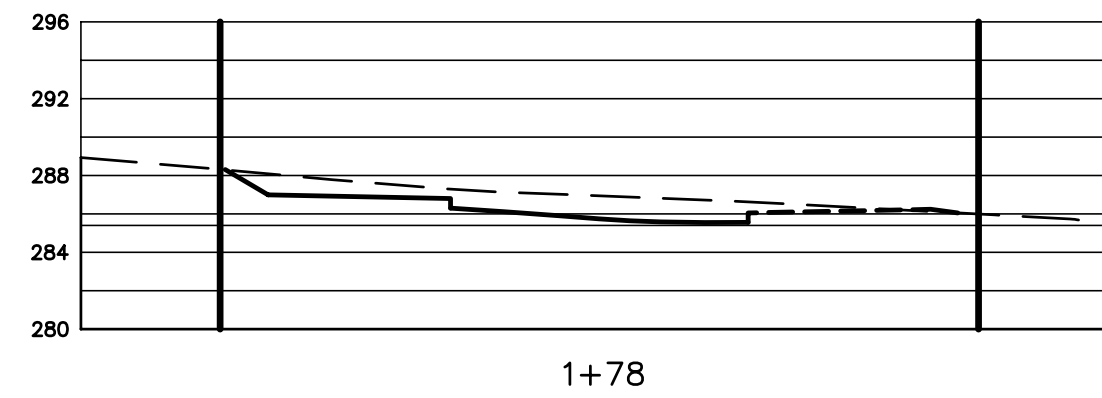
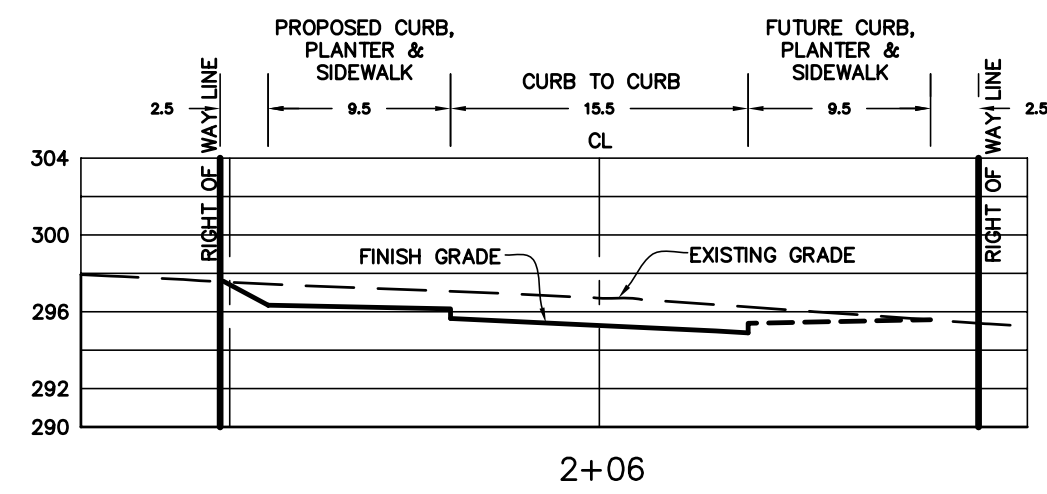
NO.	DATE	ISSUE	BY
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2	12/11/13	Pre Application	FJL
3	04/28/14	Site Permit Revisions	FJL
4	09/02/14	Site Permit Revisions	FJL
5	12/27/14	Site Permit Revisions	FJL
6	04/22/15	Site Permit Revisions	FJL

PROJECT:
NEW SINGLE FAMILY RESIDENCE
3526 FOLSOM STREET
SAN FRANCISCO, CA 94110
BLOCK # 5626 / LOT # 014

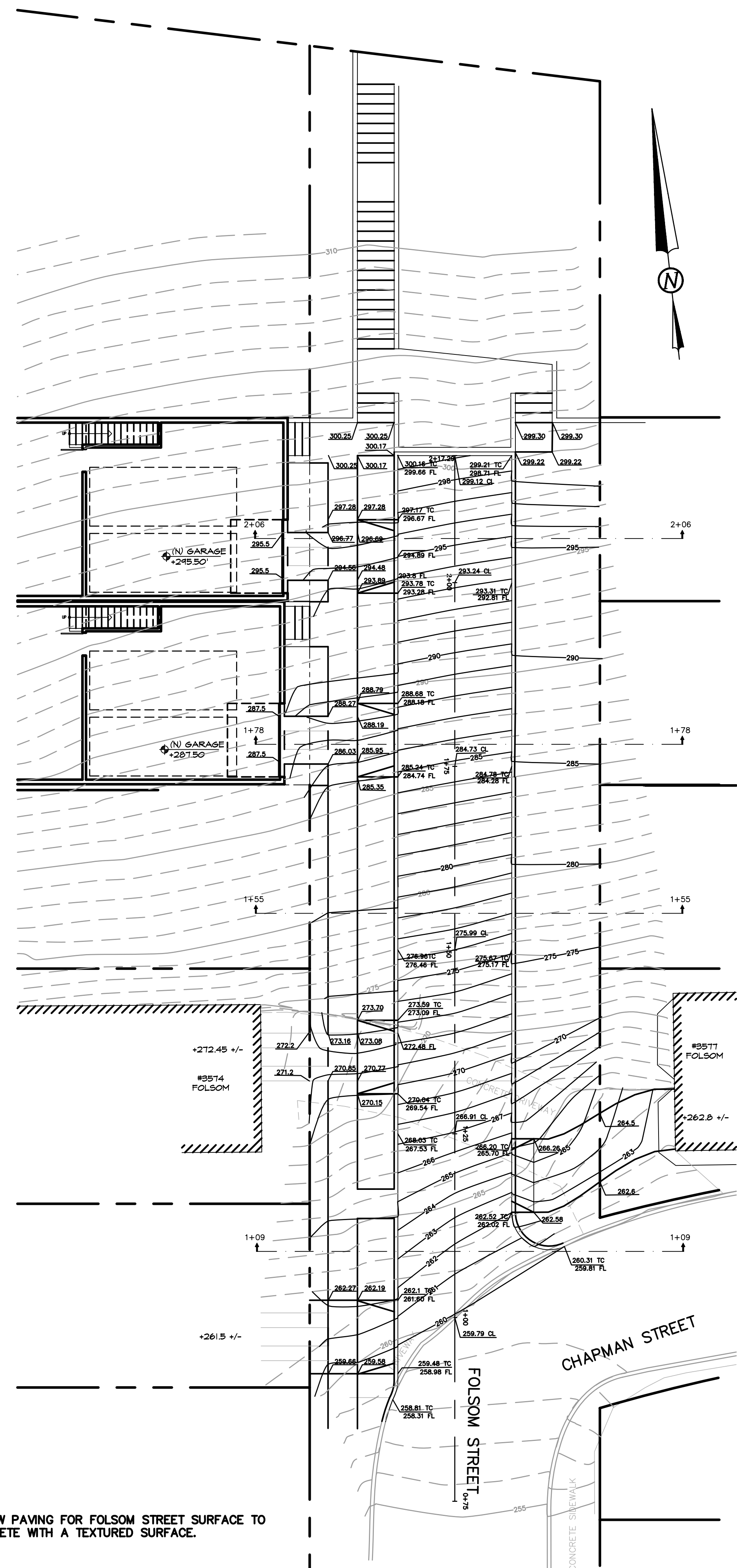
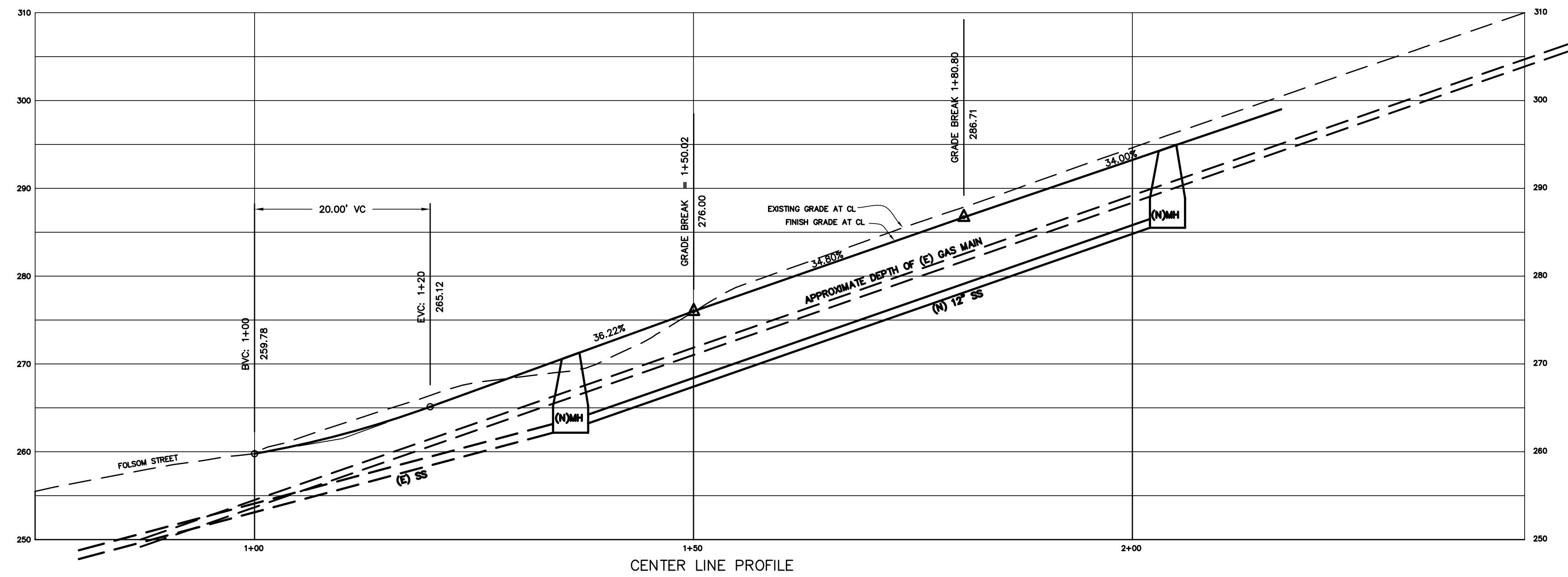
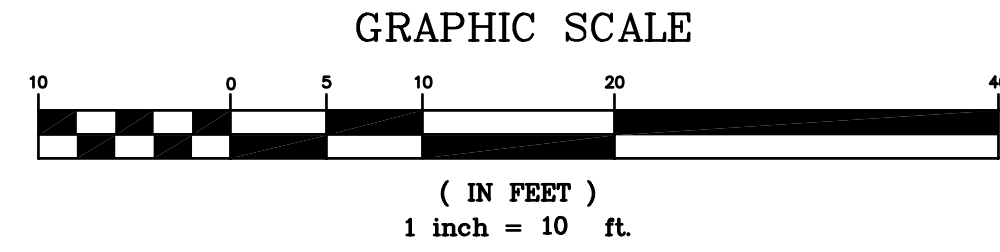
JOB#: 1301
DATE: 04/17/15
DWN: FJL
SCALE: 1/8" = 1'-0"

SHEET TITLE:
BASEMENT SF
MASS REDUCTION

A-6



- LEGEND
- BO BLOW OFF
 - BVC BEGIN VERTICAL CURVE
 - CL CENTER LINE
 - CO CLEAN OUT
 - ELEV ELEVATION
 - EVC END VERTICAL CURVE
 - FL FLOW LINE
 - G GAS
 - GV GAS VALVE
 - INV INVERT
 - JT JOINT SERVICE TRENCH
 - MH MAN HOLE
 - STA STATION
 - SS SEWER SANITARY & STORM
 - TC TOP OF CURB
 - VC VERTICAL CURVE
 - W WATER
 - WM WATER METER
 - WV WATER VALVE



NOTE: NEW PAVING FOR FOLSOM STREET SURFACE TO BE CONCRETE WITH A TEXTURED SURFACE.

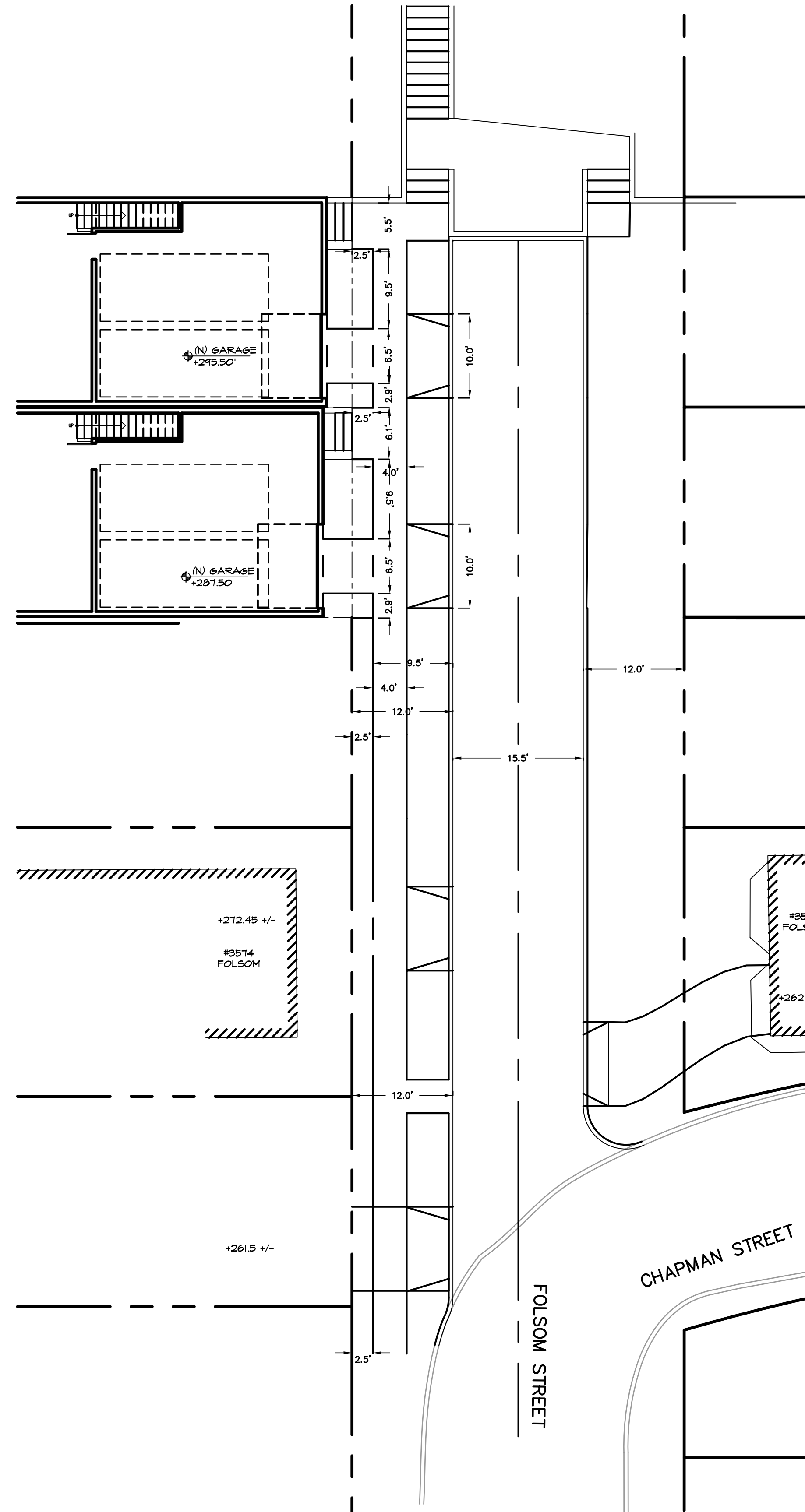
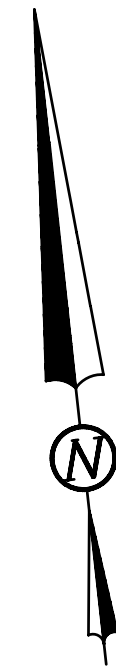
DAVID J. FRANCO
CIVIL ENGINEER
1930 SHATTUCK AVENUE
BERKELEY, CALIFORNIA 94704
TEL. (510) 848-1930 FAX (510) 848-9725

3516 & 3526 FOLSOM STREET
STREET AND UTILITY IMPROVEMENT PLAN
SAN FRANCISCO, CALIFORNIA

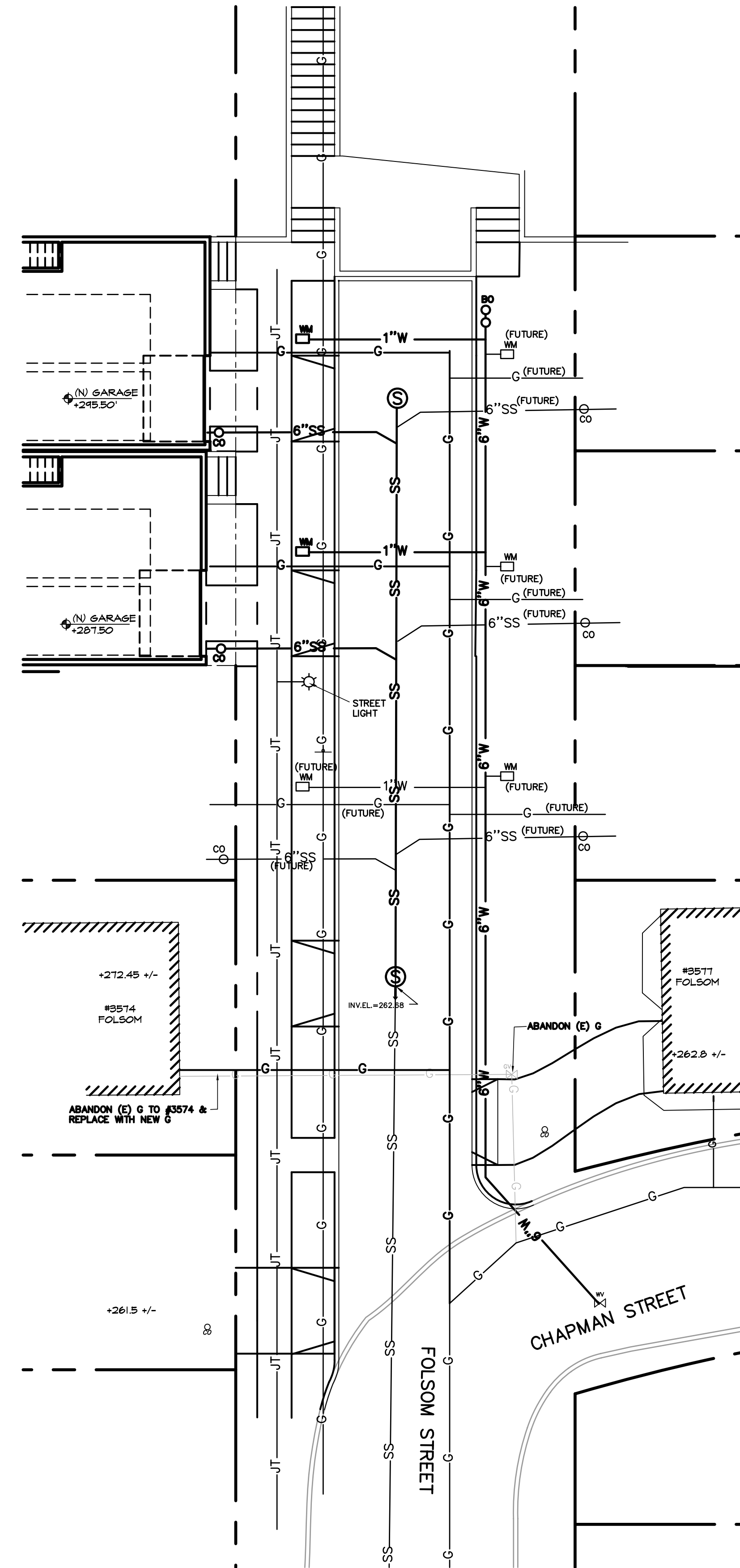
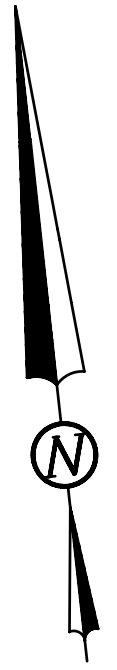
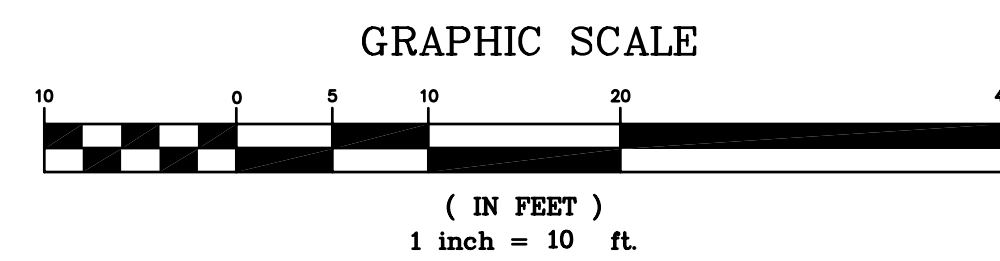
GRADING
PLAN

DRAWING	FOLSOMCIVIL
F.B. NO.	NA
SCALE	1" = 10'
DATE	DECEMBER 09, 2015
REVISIONS	
SHEET NO.	1 OF 2
JOB NO.	F14-373

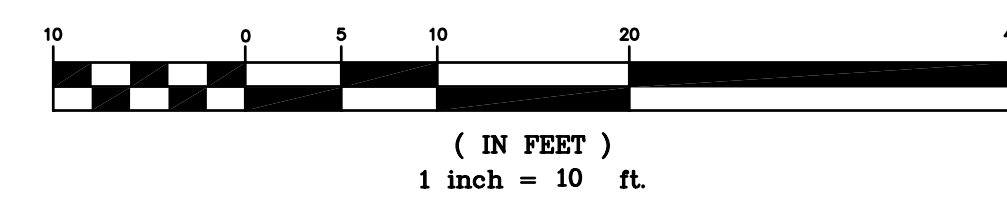
C1.0



DIMENSION PLAN



UTILITY PLAN



DAVID J. FRANCO
CIVIL ENGINEER
1930 SHATTUCK AVENUE
BERKELEY, CALIFORNIA 94704
TEL. (510) 848-1930 FAX (510) 848-9725

3516 & 3526 FOLSOM STREET
STREET AND UTILITY IMPROVEMENT PLAN
SAN FRANCISCO, CALIFORNIA

UTILITY
&
DIMENSION
PLAN

DRAWING
FOLSOMCIVIL

F.B. NO.
NA

SCALE
1" = 10'

DATE
DECEMBER 09, 2015
REVISIONS

SHEET NO.
2 OF 2

JOB NO.
F14-373

C2.0





CAMERA 1: View from Bernal Hill looking West.



CAMERA 2: View from Bernal Hill looking South.



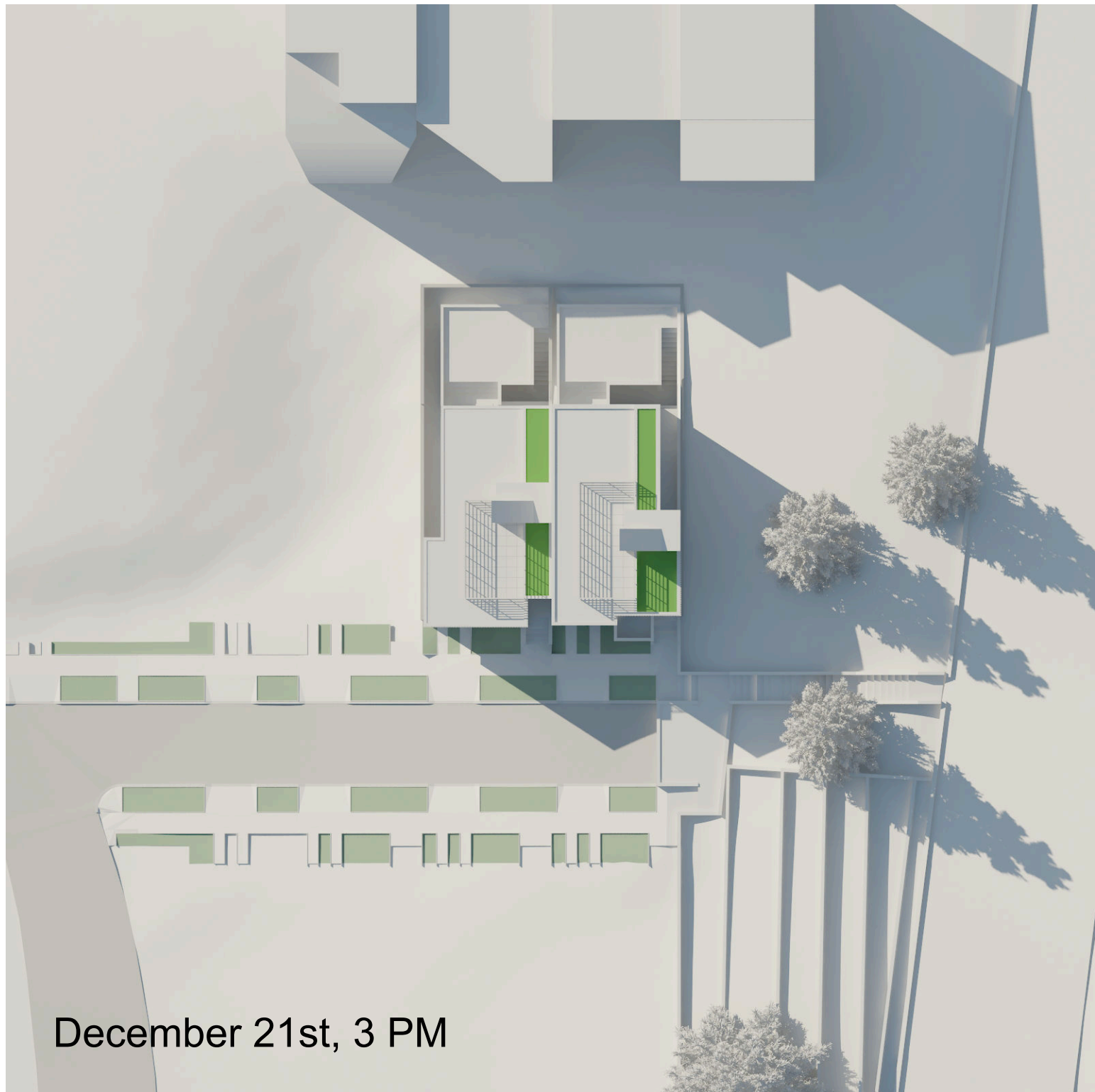
CAMERA 3: View from Public Garden looking South-West.



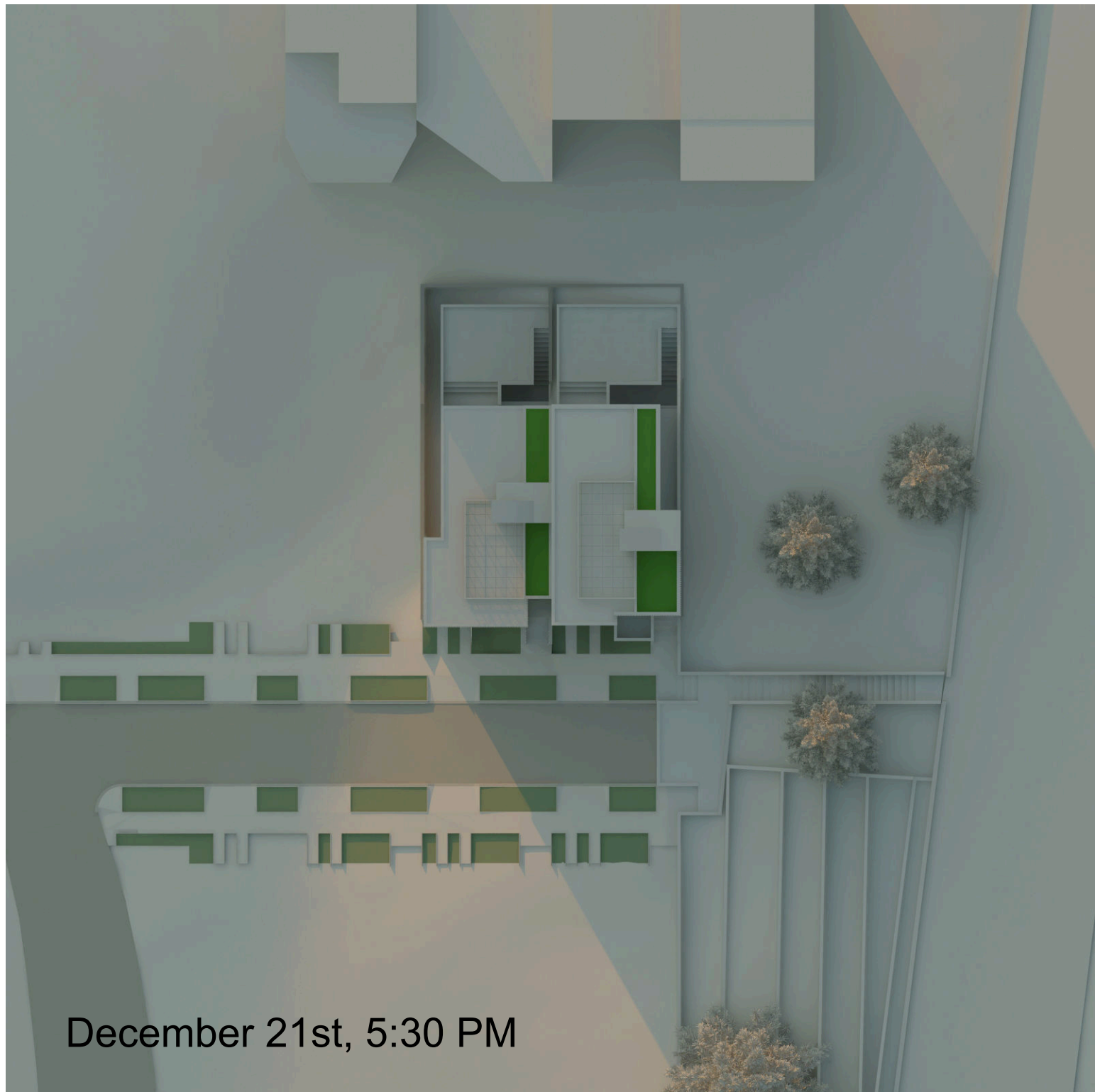
CAMERA 4: View from Bernal Blvd looking South-East.



CAMERA 5: View from Chapman Street at Folsom Street looking North-West



December 21st, 3 PM



December 21st, 5:30 PM



December 21st, 12 PM



June 21st, 3 PM



June 21st, 5:30 PM



June 21st, 12 PM



March 21st, 3 PM



March 21st, 5:30 PM



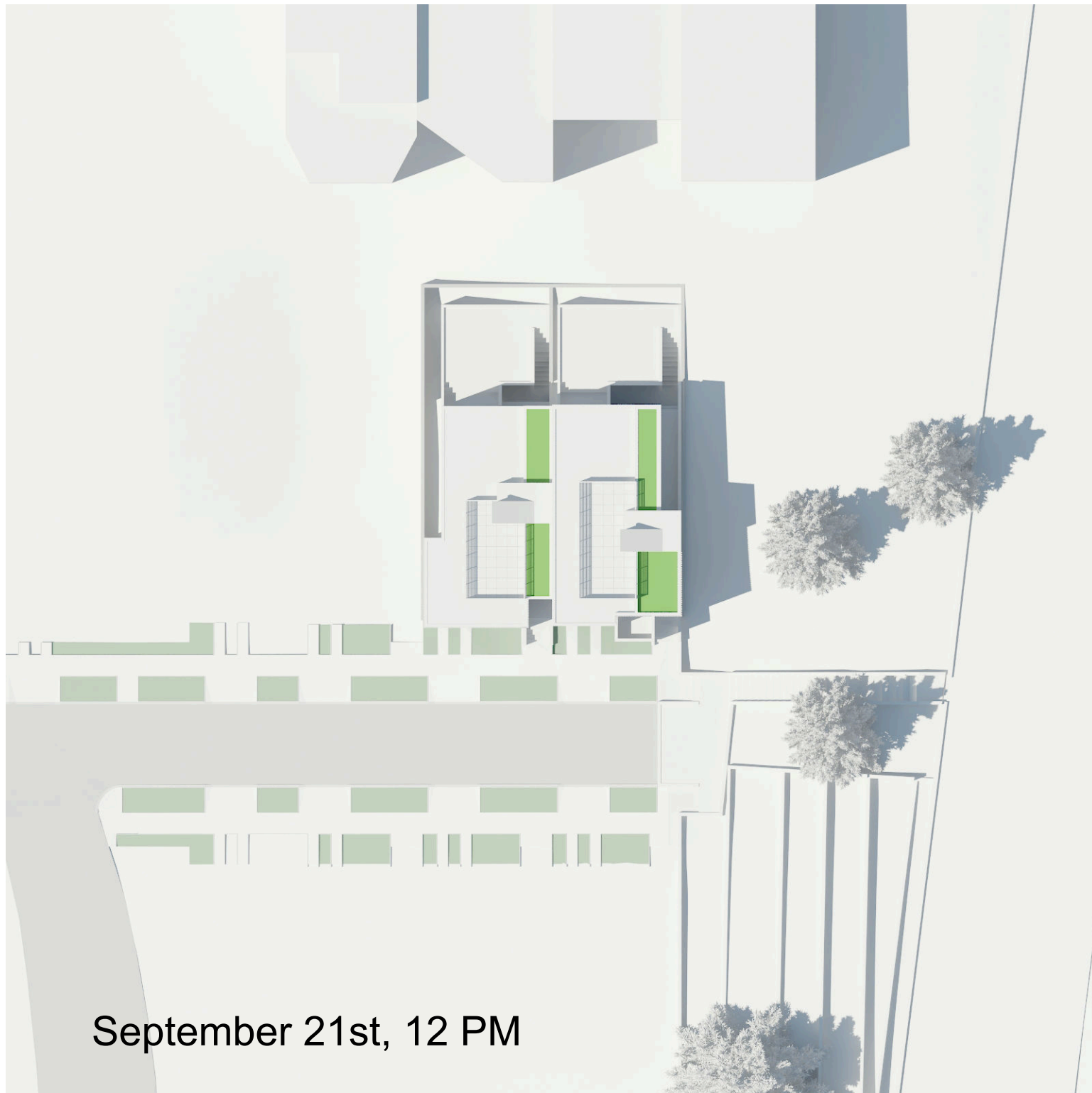
March 21st, 12 PM



September 21st, 3 PM



September 21st, 5:30 PM



September 21st, 12 PM



SAN FRANCISCO PLANNING DEPARTMENT

1650 Mission Street Suite 400 San Francisco, CA 94103

NOTICE OF BUILDING PERMIT APPLICATION (SECTION 311)

On **December 17, 2013**, the Applicant named below filed Building Permit Application No. **2013.12.16.4322** with the City and County of San Francisco.

PROPERTY INFORMATION		APPLICANT INFORMATION	
Project Address:	3516 Folsom Street	Applicant:	Fabien Lannoye
Cross Street(s):	Chapman Street	Address:	297c Kansas Street
Block/Lot No.:	5626/013	City, State:	San Francisco, CA 94103
Zoning District(s):	RH-1 / 40-X / Bernal Heights SUD	Telephone:	(415) 626-8868

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		
<input type="checkbox"/> Demolition	<input checked="" type="checkbox"/> New Construction	<input type="checkbox"/> Alteration
<input type="checkbox"/> Change of Use	<input type="checkbox"/> Façade Alteration(s)	<input type="checkbox"/> Front Addition
<input type="checkbox"/> Rear Addition	<input type="checkbox"/> Side Addition	<input type="checkbox"/> Vertical Addition
PROJECT FEATURES	EXISTING	PROPOSED
Building Use	Vacant Lot	Single-Family Dwelling
Front Setback	n/a	None
Side Setback	n/a	None
Building Depth	n/a	45-ft 6-in
Rear Yard (To Rear Wall)	n/a	24-ft 6-in
Building Height (from Average Grade to Top of Stair Penthouse)	n/a	29-ft
Number of Stories	n/a	2.5
Number of Dwelling Units	n/a	1
Number of Parking Spaces	n/a	3
PROJECT DESCRIPTION		
The proposal includes new construction of a two-and-one-half-story, single-family residence with three off-street parking spaces and a roof deck. The project incorporates a bay window on the front façade and has a side yard along the north lot line.		
The project also requires a variance from the Zoning Administrator to address the Planning Code requirements for parking access (Planning Code Section 242(e)(4); See Case No. 2013.1383V). Separate notice of the variance will occur. The issuance of the building permit by the Department of Building Inspection or the Planning Commission project approval at a discretionary review hearing would constitute as the Approval Action for the project for the purposes of CEQA, pursuant to Section 31.04(h) of the San Francisco Administrative Code.		

For more information, please contact Planning Department staff:

Planner: Rich Sucre
Telephone: (415) 575-9108
E-mail: richard.sucre@sfgov.org

Notice Date:
Expiration Date:

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 www.communityboards.org 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 application prior to the Expiration Date shown on the front of this notice.** 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 www.sfplanning.org. If the project includes multiple building permits, i.e. demolition and new construction, a **separate request for Discretionary Review must be submitted, with all required materials and fee, for each 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 www.sfplanning.org. 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.

SITE PLAN

LOT 41
(VACANT)
CITY PROPERTY

SUBJECT PROPERTY
BLOCK 5626, LOT 013 - 3516 FOLSOM STREET
(N) PROPOSED 2 STORY OVER BASEMENT
SITE (APPROX.) = 1,750 S.F.
(N) BUILDING (APPROX.)= 1,060 S.F.

LOT 14
(VACANT)
1750 SQ.FT.
#3526 FOLSOM ST.

LOT 15

FOLSOM STREET
(39.5' WIDE)

35% REAR SETBACK

35% REAR SETBACK

AVERAGED FRONT SETBACK

NORTH

ROOF EL.=322.6

28.2

SITE PLAN

LOT 41
(VACANT)
CITY PROPERTY

SUBJECT PROPERTY
BLOCK 5626, LOT 013 - 3516 FOLSOM STREET
(N) PROPOSED 2 STORY OVER BASEMENT
SITE (APPROX.) = 1,750 S.F.
(N) BUILDING (APPROX.)= 1,060 S.F.

LOT 14
(VACANT)
1750 SQ.FT.
#3526 FOLSOM ST.

LOT 15

FOLSOM STREET
(39.5' WIDE)

35% REAR SETBACK

35% REAR SETBACK

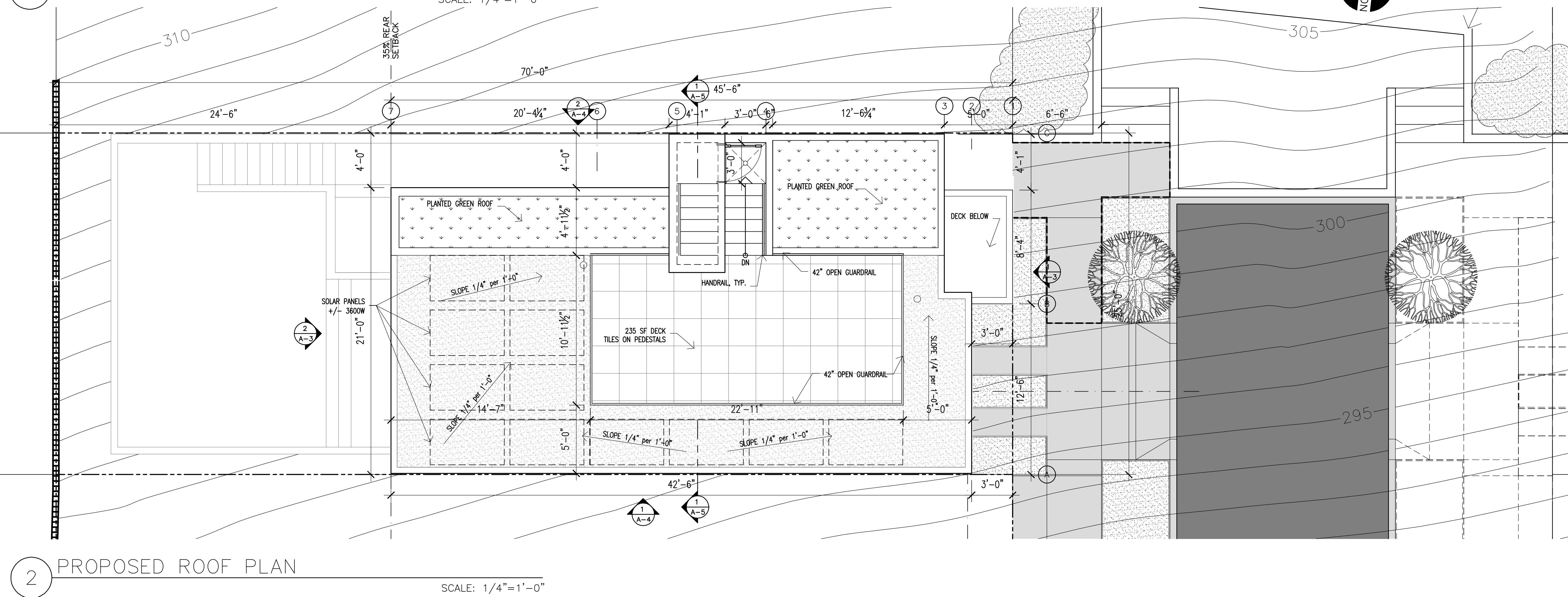
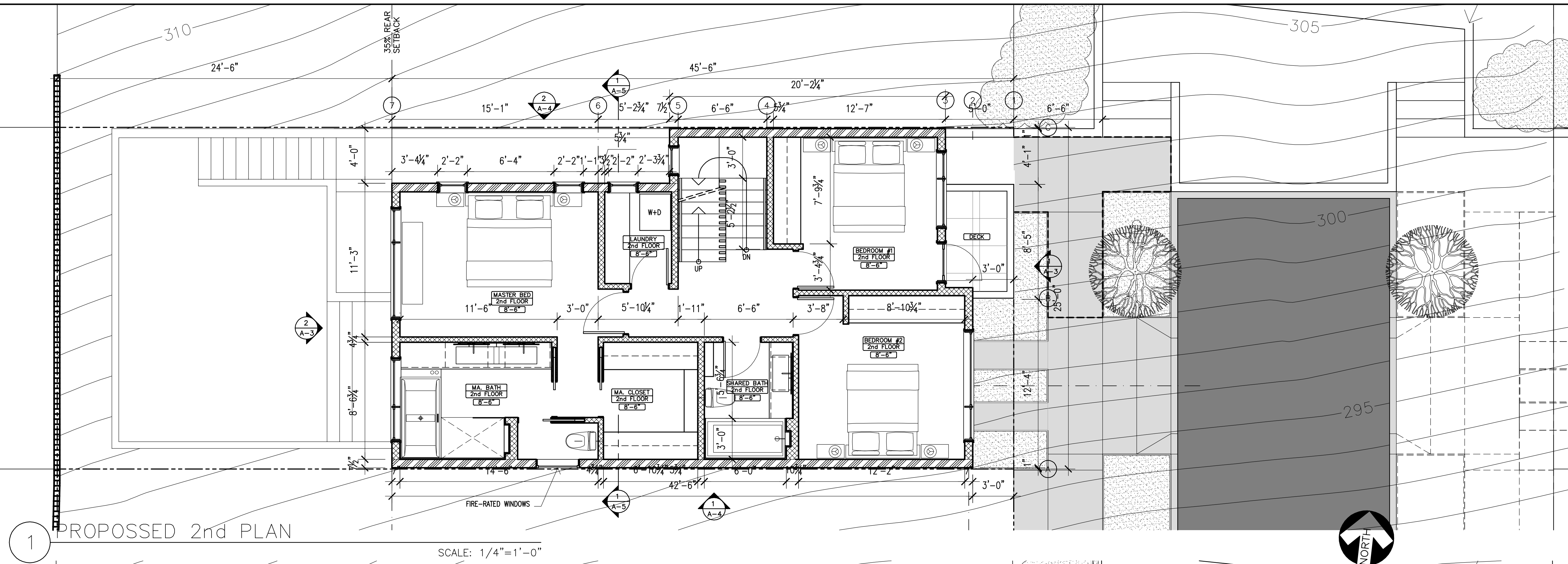
AVERAGED FRONT SETBACK

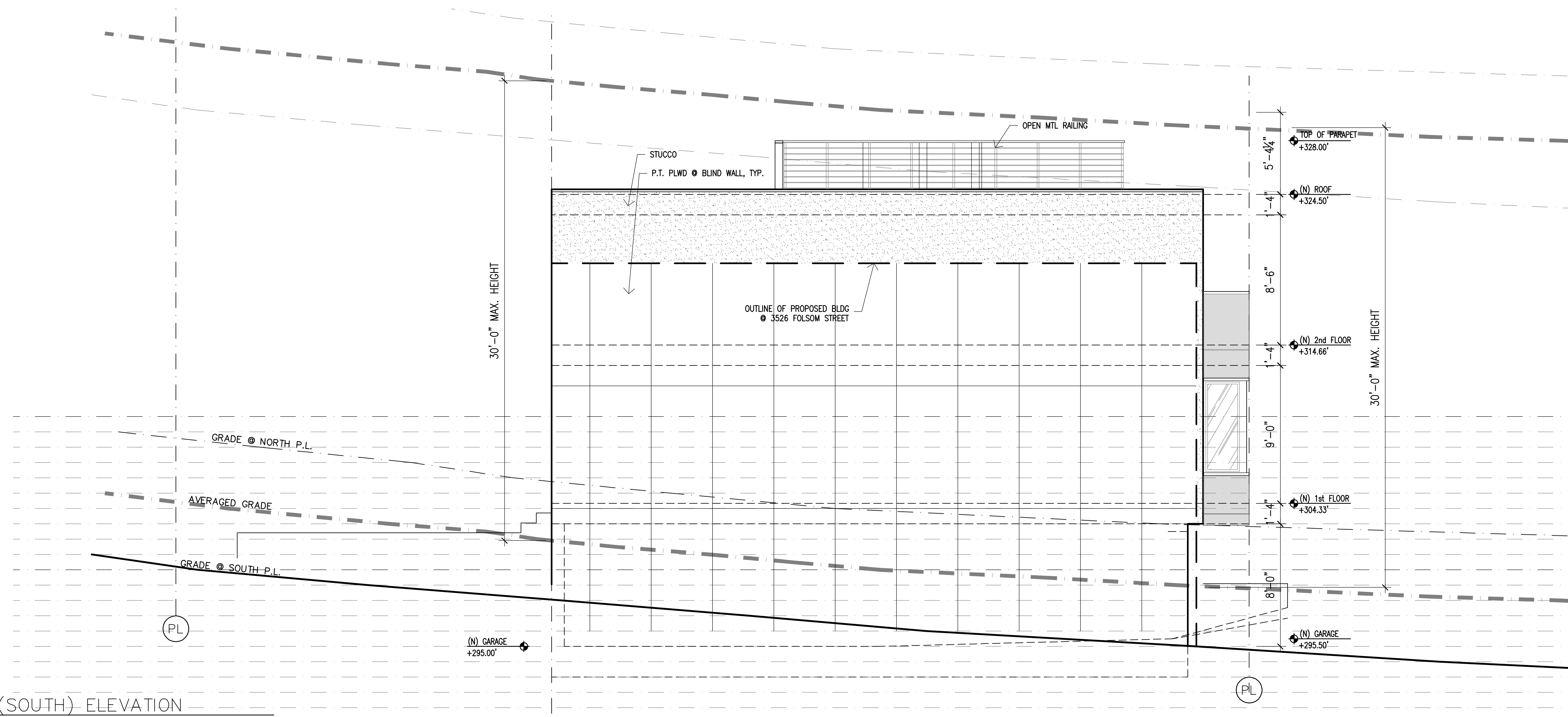
NORTH

ROOF EL.=322.6

28.2

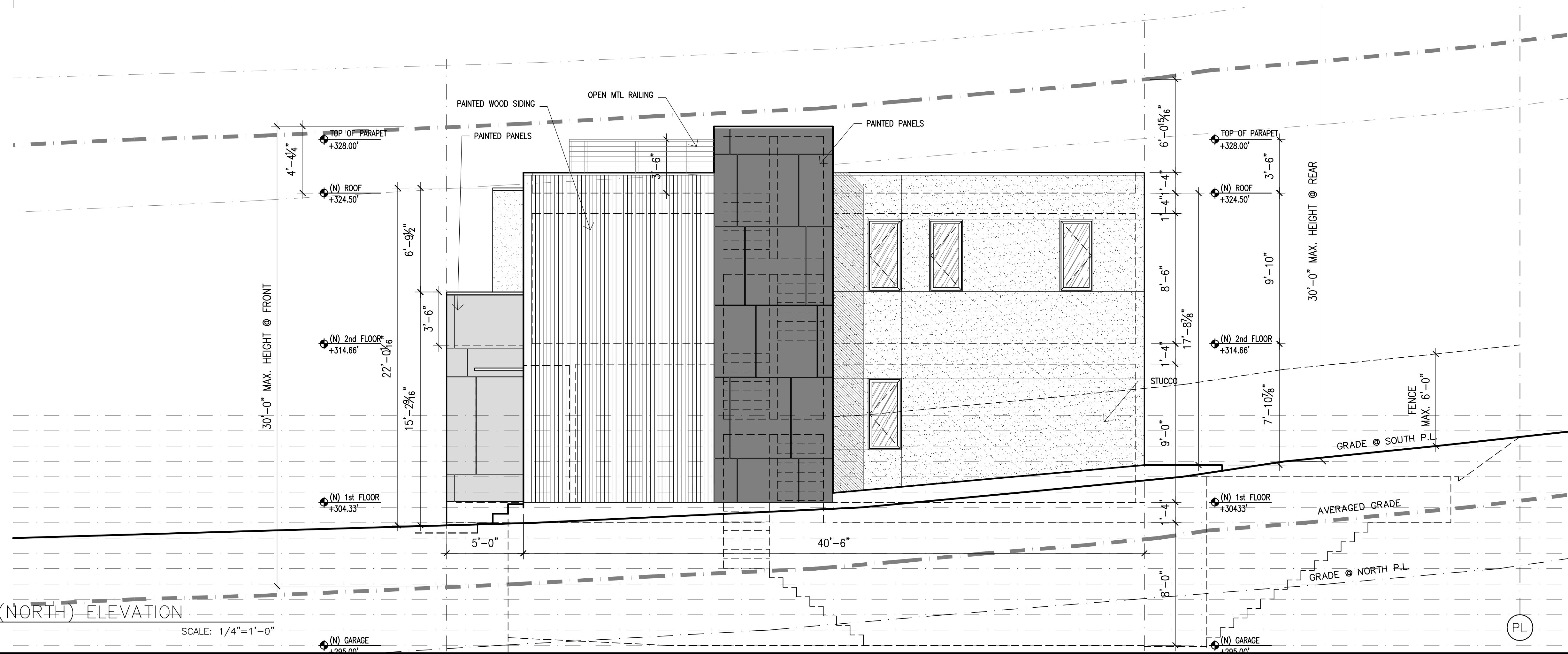






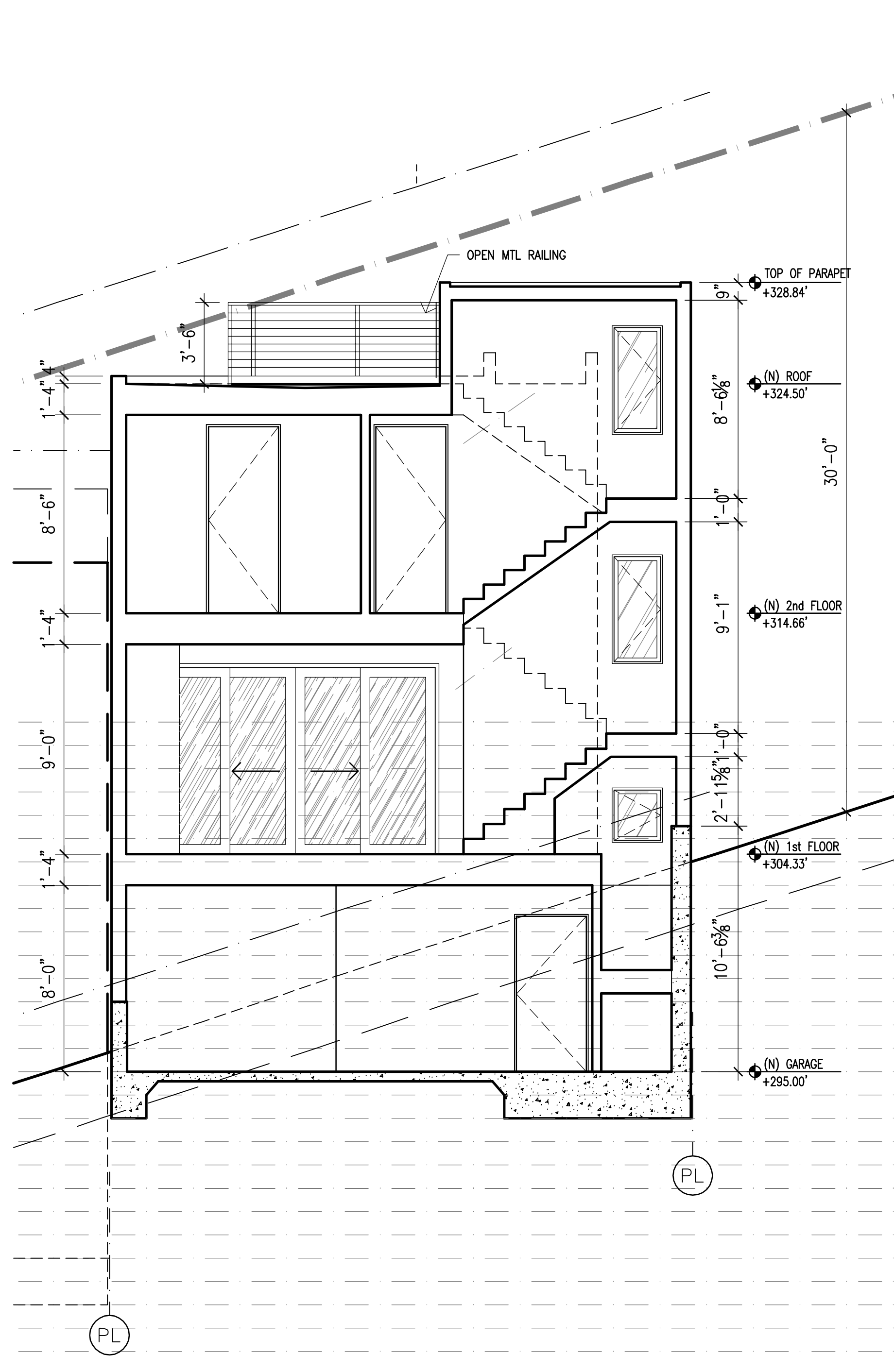
1 PROPOSED SIDE (SOUTH) ELEVATION

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

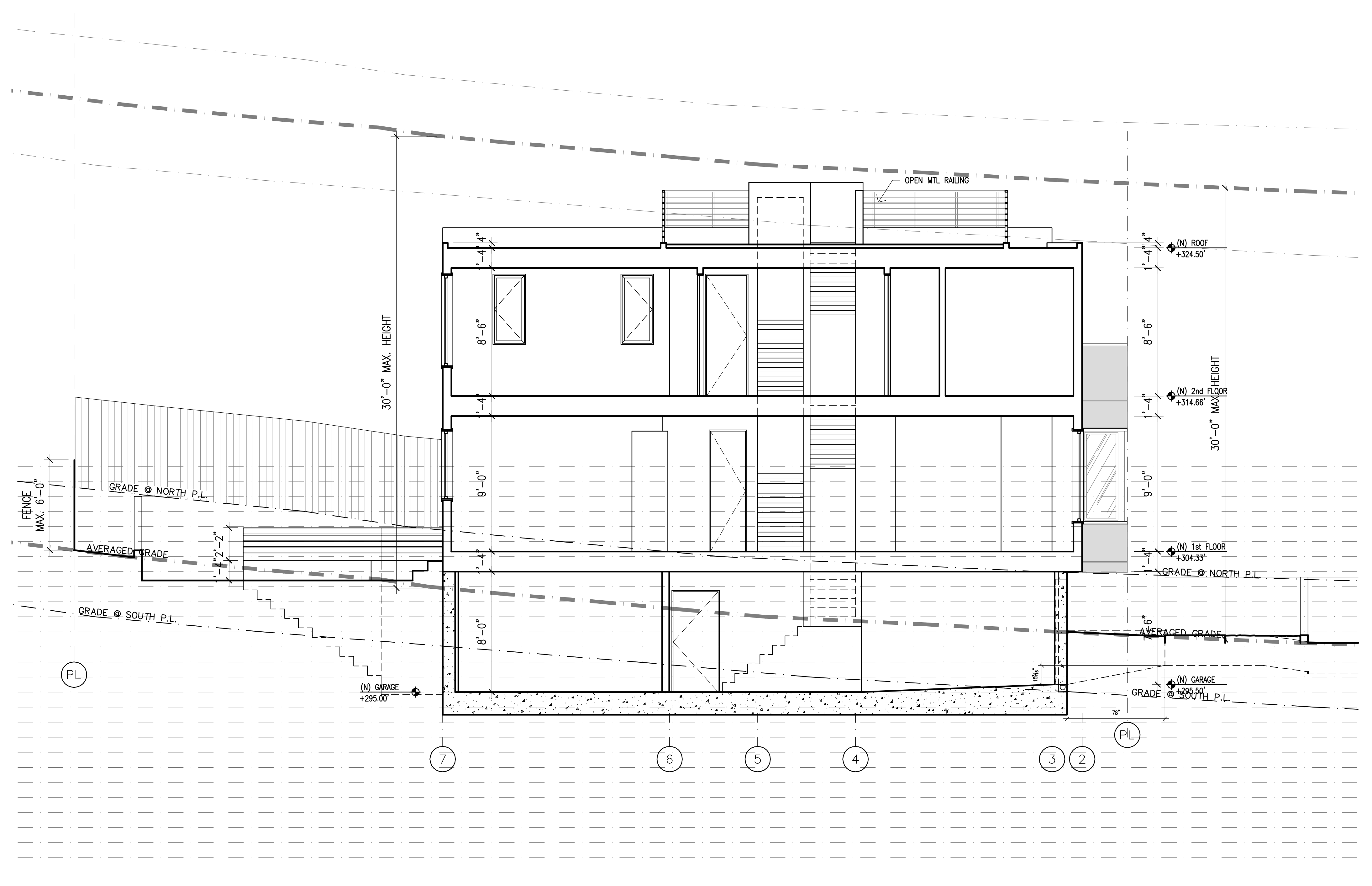


2 PROPOSED SIDE (NORTH) ELEVATION

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



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



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



SAN FRANCISCO PLANNING DEPARTMENT

1650 Mission Street Suite 400 San Francisco, CA 94103

NOTICE OF BUILDING PERMIT APPLICATION (SECTION 311)

On **December 17, 2013**, the Applicant named below filed Building Permit Application No. **2013.12.16.4318** with the City and County of San Francisco.

PROPERTY INFORMATION		APPLICANT INFORMATION	
Project Address:	3526 Folsom Street	Applicant:	Fabien Lannoye
Cross Street(s):	Chapman Street	Address:	297c Kansas Street
Block/Lot No.:	5626/014	City, State:	San Francisco, CA 94103
Zoning District(s):	RH-1 / 40-X / Bernal Heights SUD	Telephone:	(415) 626-8868

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.

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PROJECT SCOPE		
<input type="checkbox"/> Demolition	<input checked="" type="checkbox"/> New Construction	<input type="checkbox"/> Alteration
<input type="checkbox"/> Change of Use	<input type="checkbox"/> Façade Alteration(s)	<input type="checkbox"/> Front Addition
<input type="checkbox"/> Rear Addition	<input type="checkbox"/> Side Addition	<input type="checkbox"/> Vertical Addition
PROJECT FEATURES	EXISTING	PROPOSED
Building Use	Vacant Lot	Single-Family Dwelling
Front Setback	n/a	3-ft 5-in
Side Setback	n/a	None
Building Depth	n/a	42-ft
Rear Yard (To Rear Wall)	n/a	24-ft 6-in
Building Height (from Average Grade to Top of Stair Penthouse)	n/a	28-ft 7-in
Number of Stories	n/a	2.5
Number of Dwelling Units	n/a	1
Number of Parking Spaces	n/a	2
PROJECT DESCRIPTION		
The proposal includes new construction of a two-and-one-half-story, single-family residence with two off-street parking spaces and a roof deck. The project incorporates a recessed entry along the north lot line and a side yard along the south lot line.		
The project also requires a variance from the Zoning Administrator to address the Planning Code requirements for required off-street parking and parking access (Planning Code Section 242(e)(4); See Case No. 2013.1768V). Separate notice of the variance will occur. The issuance of the building permit by the Department of Building Inspection or the Planning Commission project approval at a discretionary review hearing would constitute as the Approval Action for the project for the purposes of CEQA, pursuant to Section 31.04(h) of the San Francisco Administrative Code.		

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SITE PLAN

LOT 26

LOT 25

1 GATES ST.
RY WOOD FRAME

LOT 24

5 GATES ST.
RY WOOD FRAME

3

ME

ROOF EL.=322.6

ROOF EL.=328.2

DECK

LOT 41

(VACANT)
CITY PROPERTY

LOT 47

(VACANT)

LIMIT OF (E) PUBLIC GARDEN

70.00'

LOT 13

(VACANT)
1750 SQ.FT.
#3516 FOLSOM ST.

37'-0 1/2"

14'-7"

4'-0"

3'-0 1/2"

14'-10 1/2"

5'-0"

3'-5 1/2"

5'-0"

3'-5 1/2"

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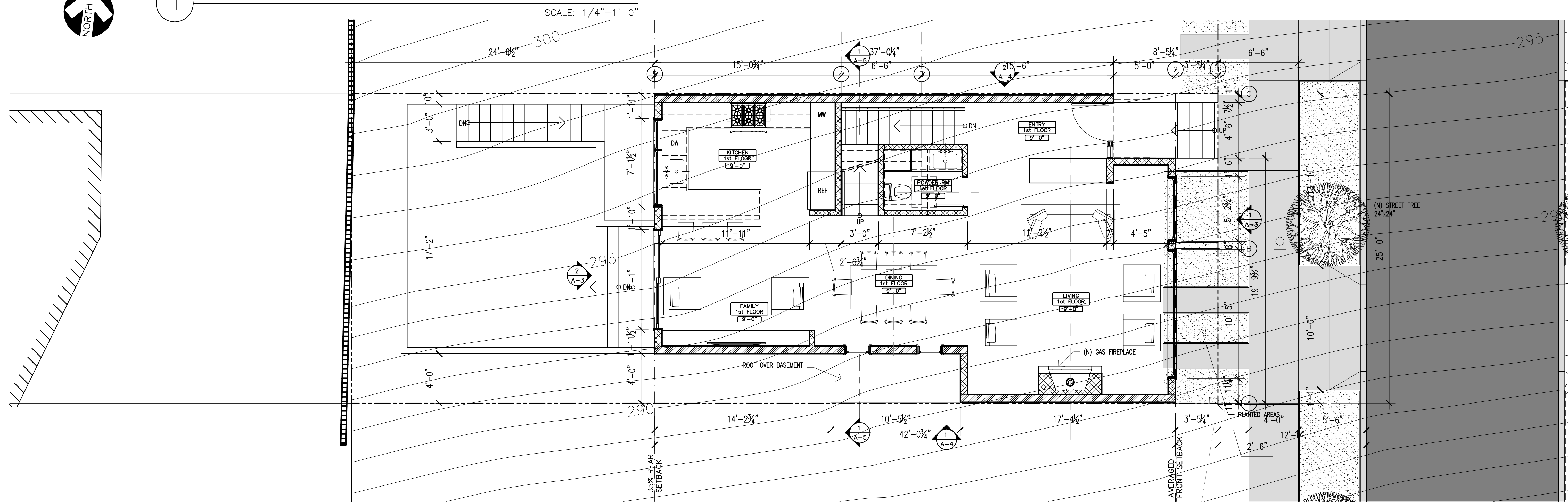
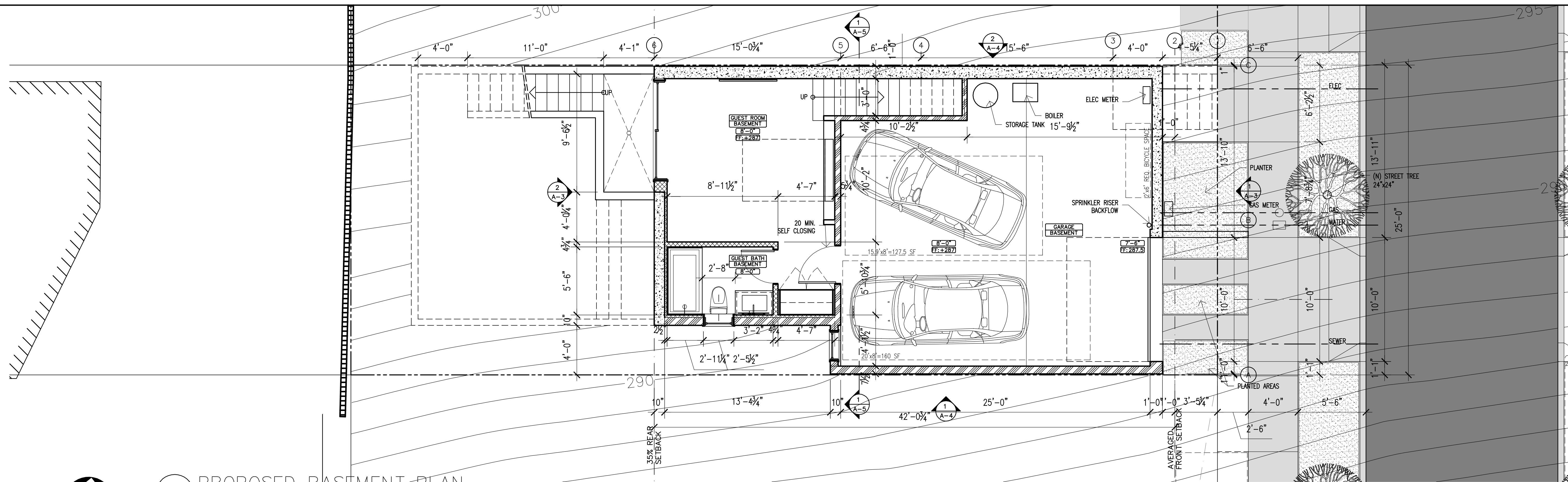
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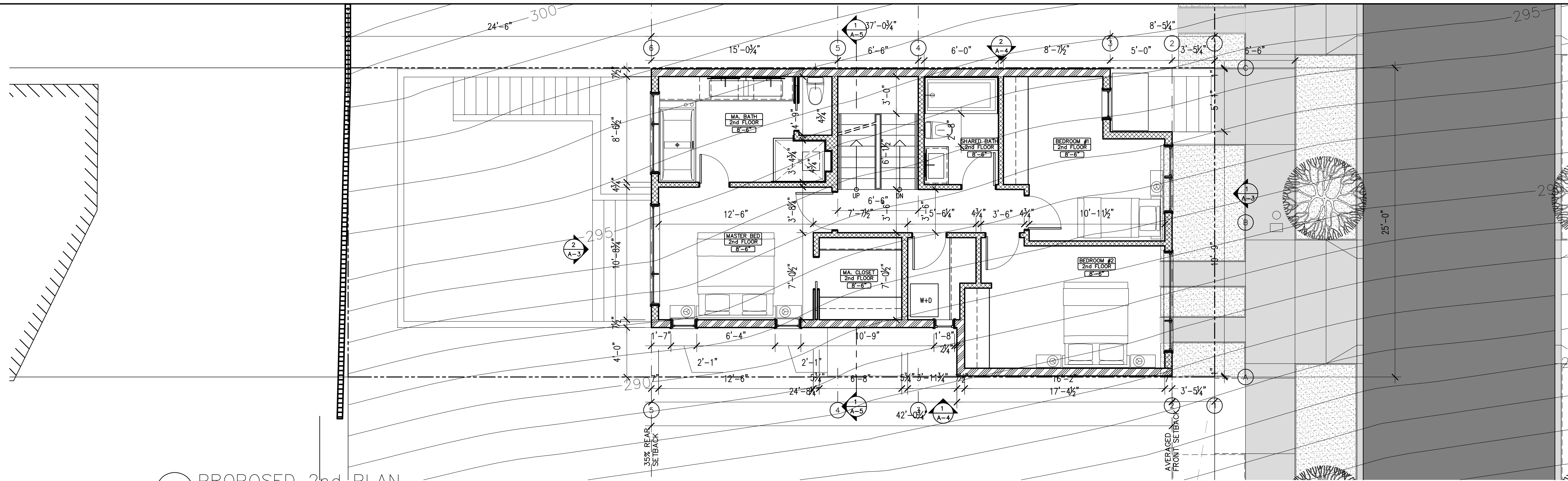
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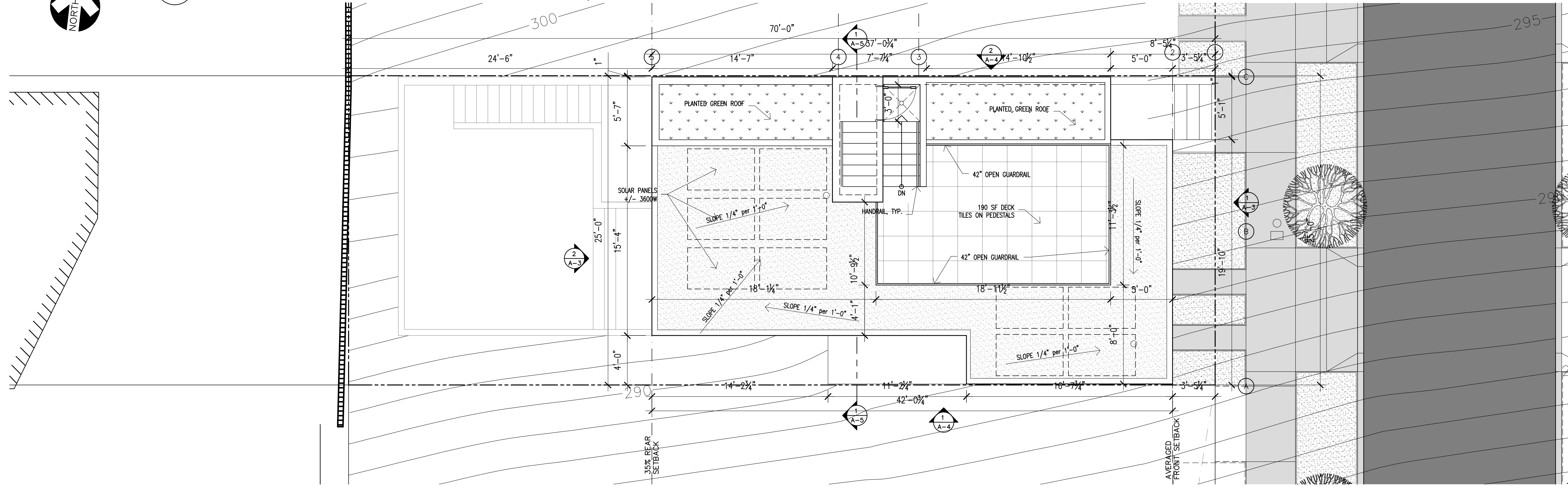
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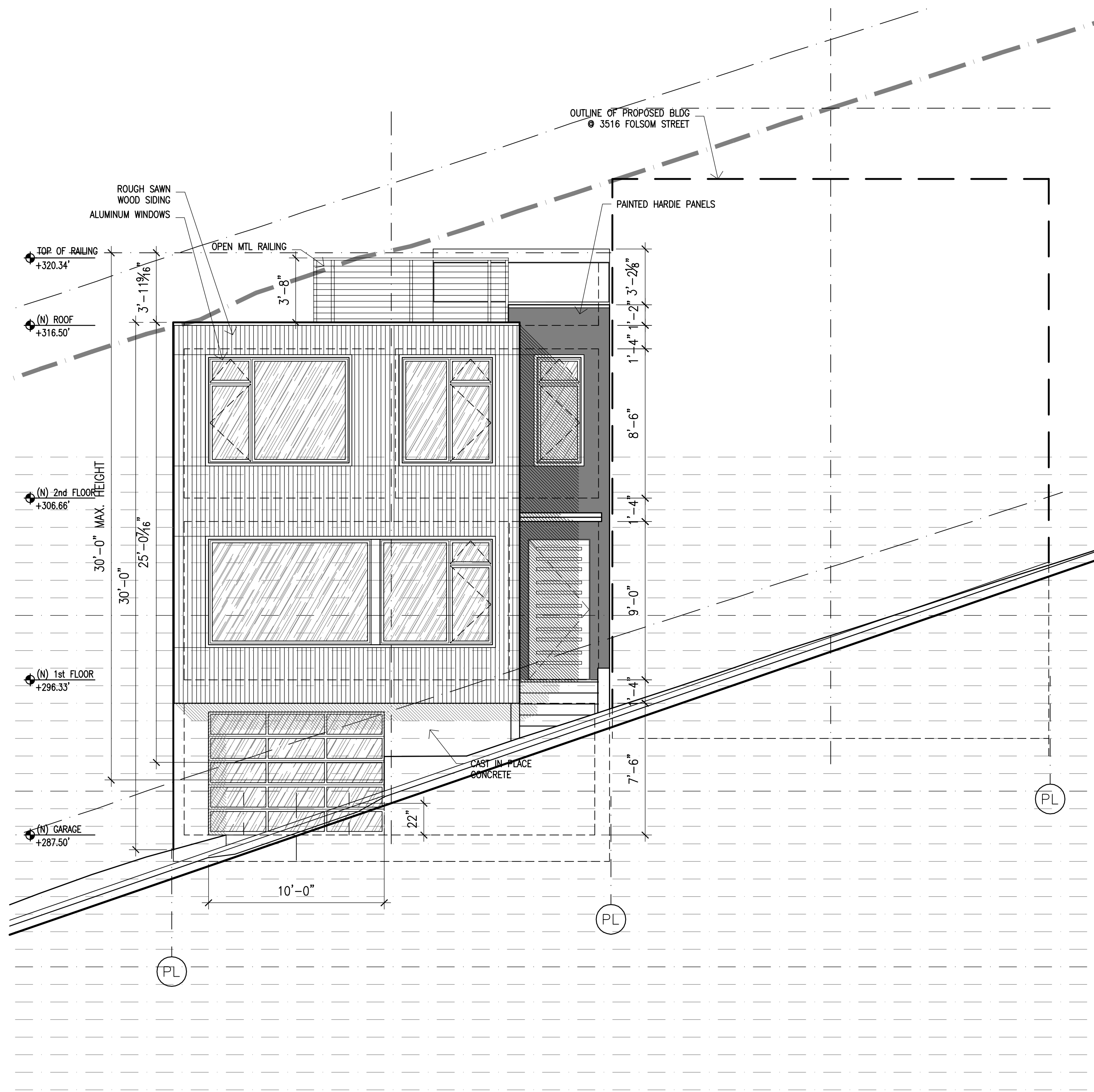


1 PROPOSED 2nd PLAN

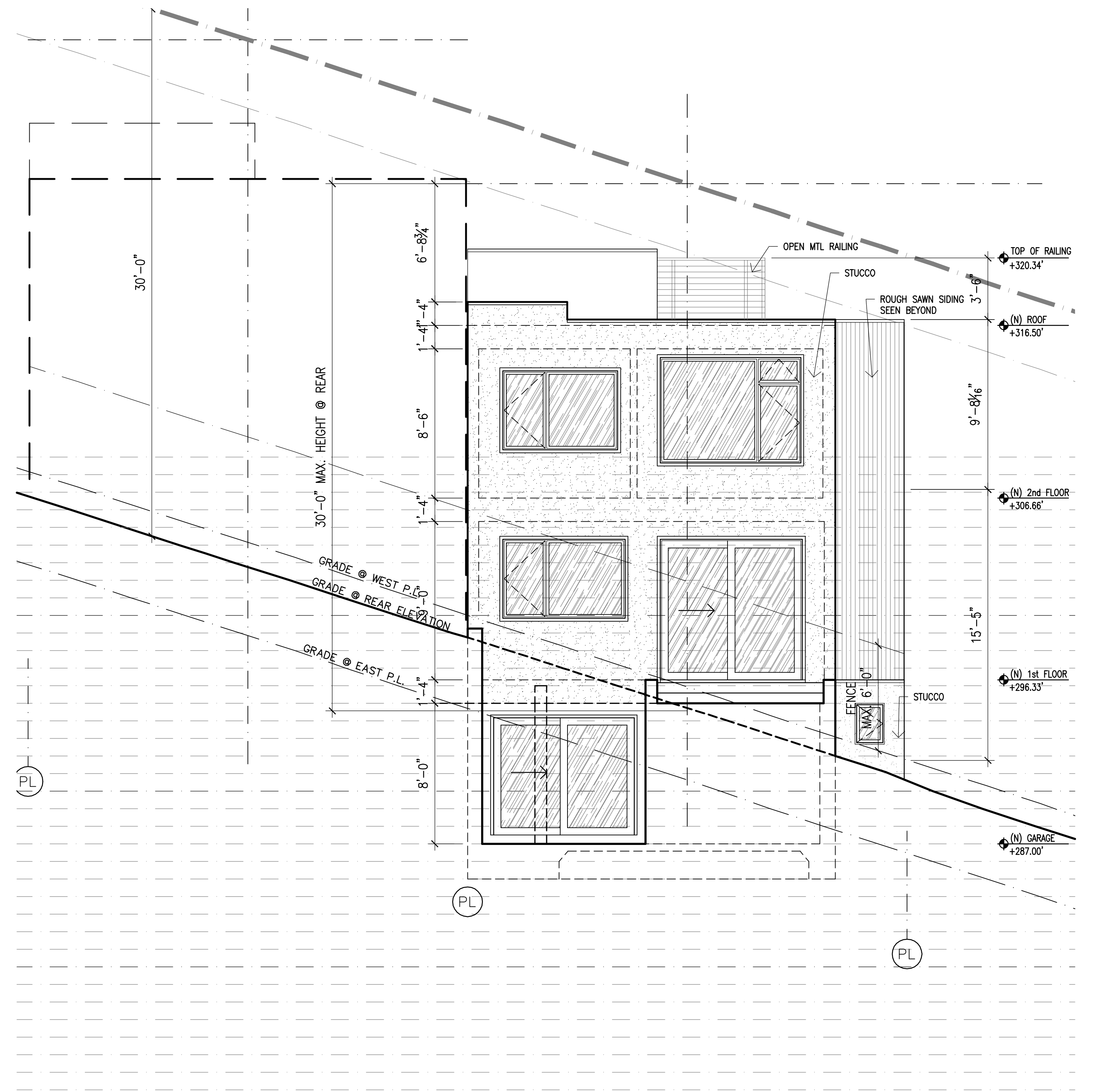


2 PROPOSED ROOF PLAN

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

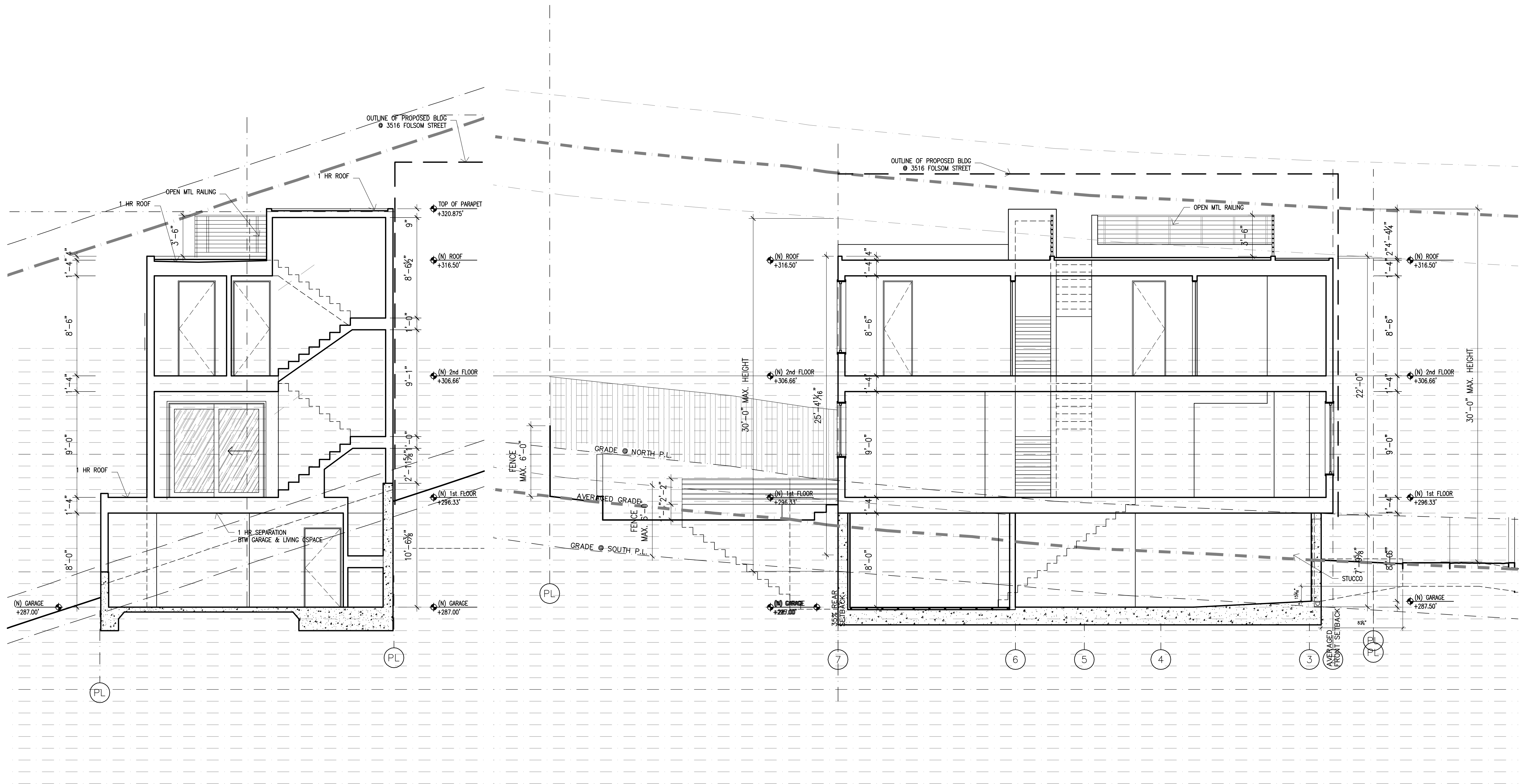


1 PROPOSED STREET (EAST) ELEVATION
SCALE: 1/4"=1'-0"



2 PROPOSED REAR (WEST) ELEVATION
SCALE: 1/4"=1'-0"





1 PROPOSED SECTION

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

CASE NUMBER:
For Staff Use only

APPLICATION FOR Discretionary Review

1. Owner/Applicant Information

DR APPLICANT'S NAME: Various Neighbors - Bernal Safe and Livable (c/o Sam Orr)			(415) 816-5140
DR APPLICANT'S ADDRESS: See attached List (c/o 61 Gates Street) - <i>SIGNATURE LIST ATTACHED</i>	ZIP CODE: 94110	TELEPHONE: (415) 816-5140	

PROPERTY OWNER WHO IS DOING THE PROJECT ON WHICH YOU ARE REQUESTING DISCRETIONARY REVIEW NAME: Fabien Lannoye		
ADDRESS: 297c Kansas Street, San Francisco	ZIP CODE: SF	TELEPHONE: (415) 626-8868

CONTACT FOR DR APPLICATION:		
Same as Above <input checked="" type="checkbox"/>		
ADDRESS:	ZIP CODE:	TELEPHONE: ()
E-MAIL ADDRESS:		

2. Location and Classification

STREET ADDRESS OF PROJECT: 3516 Folsom Street		ZIP CODE:
CROSS STREETS: Chapman Street		
ASSESSORS BLOCK/LOT: 5616 / 013	LOT DIMENSIONS: 25X70	LOT AREA (SQ FT): 1750
ZONING DISTRICT: RH-1/40-XBernal Hts. SUD		HEIGHT/BULK DISTRICT:

3. Project Description

Please check all that apply

Change of Use ☐ Change of Hours ☐ New Construction ☒ Alterations ☐ Demolition ☐ Other ☐

Additions to Building: Rear ☐ Front ☐ Height ☐ Side Yard ☐
Open space, walking paths to Bernal park; school children field trips

Present or Previous Use:

Proposed Use: Single family house

Building Permit Application No. 2013.12.16.4322

Date Filed: 12/17/13

4. Actions Prior to a Discretionary Review Request

Prior Action	YES	NO
Have you discussed this project with the permit applicant?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you discuss the project with the Planning Department permit review planner?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Did you participate in outside mediation on this case?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

See attached.

Discretionary Review Request

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

1. 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.

See attached.

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:

See attached.

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?

See attached.

5. Changes made to project as a result of mediation.

Bernal Heights East Slope Special Use District met at least five times with the developer. Meetings were attended by large numbers of residents. Changes made to project were incremental at best, a fact underscored by Bernal Heights East Slope Design Review Board not supporting the project. Developer was asked to meet with neighbors but did not follow through. Neighborhood character issues remain outstanding, dominated by a three-story house with three-car garage (variance required) - notably out-of-proportion to small neighboring houses - and vaguely fleshed out access issues impacting neighbors' homes and garages on steep ROW. Despite concerns about maintaining public views from Bernal Heights Blvd., developer added a penthouse stairwell in last rendition of publicly presented plans. North elevations were minimally changed but not enough to address objections to wall-like exterior facing Bernal Park.

Proposed street design changes remain confusing, obfuscating actual implementation of plans regarding: access to existing garages and homes impacted by proposed new street; right-of-way construction on a major aging PG&E gas transmission pipeline (with lost PGE records and tree intrusions); break-over angles; and the addition of another dangerously steep street in Bernal with emergency and regular vehicle access issues.

1. What are the reason for requesting Discretionary Review? Exceptional and extraordinary circumstances? How does the project conflict with the City's General Plan Planning Code's Priority Policies or Residential Guidelines? Cite specific sections of the SFRDG.

Reason #1 - Proposed three-story/three-car garage (variance required) project is out-of-scale to predominantly two-story/single-car garage homes and threatens Bernal East Slope's SUD protected small-house neighborhood character and socio-economic diversity by creating a de facto speculation zone of tear-downs to be replaced by larger, more profitable developments.

According to SF Assessor's data base, the size of Bernal houses within a 300 foot radius of project is 1329 square feet (see enclosed chart). The adjacent house is 1050 sf (3580 Folsom St. within 50 feet). Current docs/design do not include project's size but it is sizably out of scale.

Codes cited:

- General Plan Priority #2 - Existing housing and neighborhood character be conserved and protected in order to preserve cultural and economic diversity.
- General Plan Priority #3 - That the city's supply of affordable housing be preserved and enhanced.
- Sec. 242,b - In order to reflect the special characteristics and hillside topography of an area of the City that has a collection of older buildings situated on lots generally smaller than the lot patterns in other low-density areas of the City, and to encourage development in context and scale with the established character, there shall be a Bernal Heights Special Use District.
- SFRDG, Pg. 8 - When considering the immediate context of a project, the concern is how the proposed project relates to the adjacent buildings.
- SFRDG, PG. 8 - When considering the broader context of a project, the concern is how the proposed project relates to the visual character created by other buildings in the general vicinity.
- SF General Plan Urban Design Element, Fundamental Principles of Conservation, pg. 23, #4A - A plan seeking to avoid excessive bulkiness must consider the existing scale of development in each area of the city
- Bernal Heights East Slope Guidelines, Pg. 2 - Much recent development is not only inconsistent but often at odds with the smaller scale existing structures. As a result the East Slope's rural characteristics rapidly are disappearing along with views, open space"

- Bernal Heights East Slope Guidelines, Pg. 15, sec. 4 - Intent: Promote harmony in the visual relationship and transitions between new and older buildings.
- Sec. 242, pg. 7, Garage variance required for square footage above 1300 square feet of living space. Usable floor space to parking space ratios: 0 to 1300 square feet for the first parking space. 1301 - 2250 for the second parking space. 2251 to 2850 for the third parking space.

Reason #2 - Exceptional and Extraordinary conditions exist (as defined by the Planning Commission's definition for DR) due to "unusual context" and "complex topography" "not addressed in the design standards:" An aging, major PGE Gas Transmission Pipeline - one of three feeding natural gas into SF - runs through the proposed access area up a dangerously steep grade, the main reason this site has never been developed. The catastrophic risk is further heightened by the threat of earthquakes during construction.

No risk-assessment has been done regarding the public safety concerns surrounding this project. The proposed new access road would be a ROW over aging and troubled PGE Gas Transmission Pipeline 109 (with lost maintenance records and pre-existing tree intrusions violating federal guidelines, see photo). Encased under asphalt, the aging pipeline is typically unreactive - but this area is unpaved. The pipeline is on a pitched, undeveloped patch of Bernal hill. Pipeline 109 is the same type of transmission pipeline that exploded catastrophically in San Bruno and Fresno - and caused serious accidents in Carmel, Walnut Creek and at least four other local cities (see articles and letter by Carmel Mayor).

Federally recommended safe practices that use additional site-specific safety precautions have not been incorporated into final designs (see citation). The Planning Department has approved a building permit without knowing the pipeline's depth and exact location, located within a few feet of the property, which may substantially change project design, including garage access, building location and break-over angle - against recommended federal safe practices (see citation).

Developer proposes creating the third steepest street in SF at 37 degrees (actual grade unknown since depth of pipeline is unknown) - and he will be responsible for grading over transmission pipeline with heavy-duty equipment (see Fresno explosion photo).

An accidental gas leak of PG&E's Gas Transmission 109 Pipeline would be catastrophic to local residents, Community Garden users, and Bernal Park visitors (see photos). Noted gas transmission pipeline expert, Robert Bea, confirmed neighbor's concern regarding danger as legitimate (see letter). In 2007, during street construction at the exact base of this location, a cement truck overturned while trying to make a turn, rupturing a waterline. (See photo)

Citations:

- General Plan Priority #5 - That the City achieve the greatest possible preparedness to protect against injury and the loss of life during an earthquake.
- US Department of Transportation PHPSA "Consultation Zones and Planning Areas" pg. 1 - Local governments should consider implementing "planning areas" to enhance safety when new land uses and property development are planned near transmission pipelines....these are areas where additional development regulations, standards or guidelines to ensure safety should be considered."
- Pipelines and Informed Planning Alliance (PIPA) "Partnering to Further Enhance Pipeline Safety through Risk-Informed Land Use Planning," Appendix C, Ex. 14 and 15a,b,c "Trees should be avoided." "Tree roots may damage transmission pipeline." (See photo)

REASON #3 - "Unusual context" of location of proposed development, next to Bernal Heights Park, threatens public views - and creates a "wall" where there was once open space.

The north elevation of this house is adjacent to Bernal Heights Park and Bernal Heights Blvd and Community Garden, where hundreds of visitors walk, bike, garden and drive every day. A

penthouse stairwell - taller than the railing of the rooftop garden and extending into the public viewing vista - was added to the plans at the last ESDRB meeting. It rises up on the north side of the house, adjacent to the park, impeding views. Since then, the penthouse stairwell has been enlarged and broadened, further impeding views.

The ESDRB letter to the developer informing him of why his project was not in compliance with ESDRB Guidelines specifically notes the elevations facing Bernal are "visually prominent" and remain "largely undeveloped and uncomposed." (See letter)

Citations:

- SF General Plan Urban Design Element, Fundamental Principles of Conservation, Pg. 27, #17 - Blocking, construction or other impairment of pleasing views of the Bay or Ocean, distant hills, or other parts of the city can destroy an important characteristic of the unique setting and quality of the city.
- SF General Plan Urban Design Element, Fundamental Principles of Conservation, pg. 23, #4A - A plan seeking to avoid excessive bulkiness must consider the existing scale of development in each area of the city
- SFRDG pg 38 - Limit the size of the penthouse in order to reduce its visibility from the street....Stair penthouses may also be entirely eliminated.

Reason #4 - Three-car garage with tandem parking (variance required) is out of character for neighborhood and out of compliance with sec. 242.

This is a particularly perplexing aspect of proposed project, given the predominant neighborhood character of small houses and single car-garages and a few, rare two-car garages with side by side access. It also adds to an already dangerous traffic situation (See overturned cement truck photo.) The fact the house is located on a 37 degree slope makes it particularly improbable that actual tandem parking will be utilized - and/or done safely. (Try maneuvering on a street that steep.) This appears to be a way to circumvent the system in order to maximize the building

steep.) This appears to be a way to circumvent the system in order to maximize the building actual tandem parking will be utilized - and/or done safely. (Try maneuvering on a street that

actual tandem parking will be utilized - and/or done safely. (Try maneuvering on a street that steep.) This appears to be a way to circumvent the system in order to maximize the building envelope and make this house as large as possible.

Codes cited:

- Sec. 242 pg.7, No tandem parking are permitted for the first two parking spaces for new construction.
- Sec. 242, pg. 7, Usable floor space to parking space ratios: 0 to 1300 square feet for first parking space. 1301 - 2250 sf for second parking space. 2251 to 2850 sf for third parking space.
- General Plan Priority #2 - Existing housing and neighborhood character be conserved and protected in order to preserve cultural and economic diversity.
- Sec. 242,b - In order to reflect the special characteristics and hillside topography of an area of the City that has a collection of older buildings situated on lots generally smaller than the lot patterns in other low-density areas of the City, and to encourage development in context and scale with the established character, there shall be a Bernal Heights Special Use District.
- SFRDG, Pg. 8 - When considering the immediate context of a project, the concern is how the proposed project relates to the adjacent buildings.
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- SF General Plan Urban Design Element, Fundamental Principles of Conservation, pg. 23, #4A - A plan seeking to avoid excessive bulkiness must consider the existing scale of development in each area of the city
- Bernal Heights East Slope Guidelines, Pg. 2 - Much recent development is not only inconsistent but often at odds with the smaller scale existing structures. As a result the East Slope's rural characteristics rapidly are disappearing along with views, open space"

2) Unreasonable impacts during construction:

Of particular concern, construction will happen over and close to an aging transmission pipeline on an unusually steep grade in an urban area with high-risk consequences if an accident happens. Bernal residents have a reasonable expectation not to live in fear of a catastrophic explosion - and so far no government entity is taking responsibility for ensuring citizens safety. Additionally, construction activities will block access for emergency vehicles to this section of Bernal. The development will open up hill to further development of all six lots, prolonging the development period and *significant public safety concerns* of nearby neighbors.

3) What alternatives...would reduce the adverse effects noted above in question #1?

First, resolve public safety issues and final design questions regarding pipeline and dangerously steep street. Lower pipeline so street can be safely graded to match the slope of parallel streets that have been graded down for safe vehicle access. Reduce the size of house to a scale that conforms and enhances neighborhood character.

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

Signature: _____



Date: _____

9/15/15

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

SAM ORR, coordinator

Owner / Authorized Agent (circle one)

Bernal Safe + Livable
(neighborhood ad hoc group
representing 82 supporters
at this time)

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	<input checked="" type="checkbox"/>
Address labels (original), if applicable	<input checked="" type="checkbox"/>
Address labels (copy of the above), if applicable	<input checked="" type="checkbox"/>
Photocopy of this completed application	<input checked="" type="checkbox"/>
Photographs that illustrate your concerns	<input type="checkbox"/>
Covenant or Deed Restrictions	<input type="checkbox"/>
Check payable to Planning Dept.	<input checked="" type="checkbox"/>
Letter of authorization for agent	<input type="checkbox"/>
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)	<input type="checkbox"/>

NOTES:

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

RECEIVED

SEP 15 2015

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
P I C

For Department Use Only

Application received by Planning Department:

By: Isoken OmokaroDate: 9-15-15

September 15

We, the undersigned Bernal Heights neighbors, support the Application for Discretionary Review by **Bernal Safe and Livable**--residents concerned about proposed development of a street and houses on a dangerously steep undeveloped hill over a major gas transmission pipeline in our residential area.

The proposed project addresses are 3516 & 3526 Folsom Street.

<u>NAME</u>	<u>ADDRESS</u>	<u>SIGNATURE</u>
Beth Abrams	123 Gates Street	Beth Abrams
Jennifer Kim	914 Gates	Jennifer Kim
DREW TAYLOR	334 Banks St.	Drew Taylor
Robert H. Math	191 Elsie	Robert H. Math
Michael S. Scharf	150 Grandman	Michael S. Scharf
Alex Plant	1020 COSTLAND AVE.	Alex Plant
Julie Tse	15 Gates St.	Julie Tse
TOMAS LERMAN	734 Anselm	Tomas Lerman
David Knopp	187 Crescent Ave	David Knopp
Alissa Jose	3633 Folsom St	Alissa Jose
Jesús Quilos	3633 Folsom St	Jesús Quilos
Mercedes Quilos	3633 Folsom St	Mercedes Quilos
Nirios Rodriguez	355 Mission St	Nirios Rodriguez
Victor Valiente	3639 Folsom St	Victor Valiente
Cedric Dermal	359 Folsom St	Cedric Dermal
Cheryl Carandang	3111 Folsom	Cheryl Carandang
Linnie Wong	270 ELLSWORTH	Linnie Wong
Joe Long	3686 Folsom St.	Joe Long
Darren Morgan	201 GATES ST	Darren Morgan
Susan Maiorana	249 A Banks St	Susan Maiorana
Tanya McTearns de	228 Gates St	Tanya McTearns de
Mateo Jaramillo	195 Gates St	Mateo Jaramillo
MARILYN WATERMAN	61 GATES ST.	MARILYN WATERMAN
Anna Kichert	61 GATES ST	Anna Kichert

We the undersigned Bernal Heights neighbors support the Application for Discretionary Review by
BERNAL SAFE AND LIVABLE, an organization concerned about proposed development of a road and
houses on steep open space over a major gas transmission pipeline in our residential area.

<u>NAME</u>	<u>ADDRESS</u>	<u>SIGNATURE</u>
LINDA RAMEY	65 GATE ST. 94110	L. Ramey
RAFFI BASHLIAN	60 GATES ST. 94110	R. Bashlian
PAMELA LOPINTO	75 GATES ST 94110	Pamela Lopez
Kelly Purdom	266 Gates ST 94110	Kelly Purdom
Carol Cantwell	203 Bates St 94110	Carol Cantwell
STEVE PICCUS	3580 FOLSOM ST. 94110	Steve Piccus
MIDORI OKUBA	3580 Folsom ST 94110	Midori Okuba
James MacPike	151 Anderson St 94110	James MacPike
Margaret Kriete	199 Montclair	Margaret Kriete
Reverly Gavin	1649 York ST 94110	Reverly Gavin
Phyllis Schenwald	377 Franciscan St 94110	Phyllis Schenwald
SCOTT Cunningham	252 ELSIE SF 94110	Scott Cunningham
Darryl Forman	158 Wood SF 94110	Darryl Forman
TONY CHRISANTHIS	375 CRESCENT AVE	Tony Chrisanthis
Nails Baulet	75 Gates St 94110	Nails Baulet
John D Webster.	112 Gates ST 94110	John D Webster
Beth Zonderman	118 Gates St 94110	Beth Zonderman
Kathryn Bender	90 Gates St 94110	Kathryn Bender
ALICIA CHAZEN	68 Gates ST 94110	Alicia Chazen
MARK HESLER	60 GATES ST 94110	Mark Hesler

September 2015

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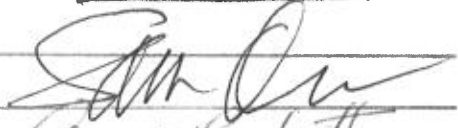






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<u>NAME</u>	<u>ADDRESS</u>	<u>SIGNATURE</u>
Giuliana Milanese	137 Anderson St 94110	[Signature]
ROBERT WEISBLATT	140 MULLEN AVE 94110	[Signature]
Laurel MUDIZ	302 Winfield St. 94110	[Signature]
TOM GALLAGHER	239 MULLEN AVE 94110	[Signature]
JOSE L MUDIZ	302 WINFIELD ST 94110	[Signature]
LINDA WEINER	72 GATES ST. 94110	[Signature]
Judith Kurtz	192 Bocana St 94110	[Signature]
Michael Lesser	246 Ripley 94110	[Signature]
Diane Ross	246 Ripley 94110	[Signature]
CYRENA TORRES SIMONS	55 GATES ST 94110	[Signature]
MARCUS SANTIAGO RIVERO	55 GATES ST 94110	[Signature]

September 2015

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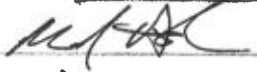



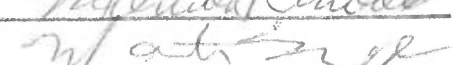




The proposed project addresses are 3516 & 3526 Folsom Street.

<u>NAME</u>	<u>ADDRESS</u>	<u>SIGNATURE</u>
SAM ORR	61 Gates St.	
GANN LOCKETT	61 Gates St.	
Ofelia Luy	3101 21st St. S.E.	
Talya Courtney	135 Park St.	
Lisa Bishop	135 Park St., SF	
GERRY COURTNEY	135 PARK ST. SF	
John Hodges	139 PARK ST ST	

September 2015

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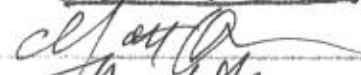
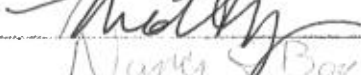
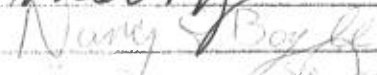

The proposed project addresses are 3516 & 3526 Folsom Street.

<u>NAME</u>	<u>ADDRESS</u>	<u>SIGNATURE</u>
MARK HESHER	60 GATES ST	
James Pendle	81 GATES ST.	
Barbara Tell	563 Penalta Ave	
Julie Kendall	39 ELLSWORTH ST	
Melinda Kendall	39 ELLSWORTH ST	
Martha Soutup	105 Manchester St	
Joy Eppel	185 ANDERSON ST	
BEVERLY ANDERSON	168 MOULTRIE	
HELEN NORRIS	43 ELLSWORTH	

September 15

We, the undersigned Bernal Heights neighbors, support the Application for Discretionary Review by **Bernal Safe and Livable**--residents concerned about proposed development of a street and houses on a dangerously steep undeveloped hill over a major gas transmission pipeline in our residential area.

The proposed project addresses are 3516 & 3526 Folsom Street.

<u>NAME</u>	<u>ADDRESS</u>	<u>SIGNATURE</u>
MATT TWYMAN	672 MOULTRIE ST.	
Nicole Twyman	672 Moultrie St	
NANCY E. BOYLE	153 ELLSWORTH ST.	
Francine Peier	185 ANDERSON ST.	

September 2015

We the undersigned Bernal Heights neighbors support the Application for Discretionary Review by **Bernal Safe and Livable**, an organization concerned about proposed development of a street and houses on steep open space over a major gas transmission pipeline in our residential area.

The proposed project addresses are 3516 & 3526 Folsom Street.

<u>NAME</u>	<u>ADDRESS</u>	<u>SIGNATURE</u>
Karen Miller	147 Nevada St.	Karen Miller
Fam LoPinto	75 Gates St.	[Signature]
Jais Rauler	75 Gates St.	[Signature]
Jane Penick	81 GATES ST	[Signature]
Tom SCHULZ	65 GATES ST.	Tom Schulz

**Additional Supporters of the Bernal Safe and Livable
Discretionary Review Application**
(authorizing emails attached)

Paul Hessinger
212 Gates Street

Elaine Elinson
100 Winfield Street

Nancy Slepicka
608 Peralta Aveevue

Giuliana Milanese
137 Anderson Street

Connie Ewald
76 Gates St.

Peter Ewald
76 Gates St.

Rosanne Liggett
125 Gates Street

Malcolm Gaines
85 Gates St

Sam Orr <sam.orr1@gmail.com>

To: Ann Lockett

Fwd: Folsom Development

September 14, 2015 9:19 PM

Begin forwarded message:

From: Llewellyn Keller <llewkeller@icloud.com>

Subject: Folsom Development

Date: September 12, 2015 at 6:33:06 PM PDT

To: "sam.orr1@gmail.com" <sam.orr1@gmail.com>

Hi Sam - I responded to Gail a few days ago with my name & address to be added, but if this new solicitation isn't the same thing - please feel free to list my support - Llew Keller - 90 Gates

Sent from my iPhone

Sam Orr <sam.orr1@gmail.com>

To: Ann Lockett

Fwd: Bernal Safe

September 14, 2015 9:21 PM

Begin forwarded message:

From: Rosanne Liggett <rosanneadana@hotmail.com>

Subject: Bernal Safe

Date: September 13, 2015 at 1:51:03 PM PDT

To: "sam.orr1@gmail.com" <sam.orr1@gmail.com>

Please add my name and address to the list of people concerned (and opposed) to the building project on the site next to the community garden:

Rosanne Liggett
125 Gates Street
SF 94110

Thanks for the heroic community work to stop this project!

Rosanne

Sam Orr <sam.orr1@gmail.com>

To: Ann Lockett

Fwd: Support

September 14, 2015 9:18 PM

Begin forwarded message:

From: Connie Ewald <ewaldconnie@yahoo.com>

Subject: Support

Date: September 13, 2015 at 1:05:31 PM PDT

To: "sam.orr1@gmail.com" <sam.orr1@gmail.com>

Hello Sam,

We are traveling at the moment but want to lend support in any way that we can, so please add our names to the list of those supporting a discretionary review:

Connie Ewald

76 Gates St.

ewaldconnie@yahoo.com

Peter Ewald

76 Gates St.

pewald31545@gmail.com

Sent from Yahoo Mail for iPad

Sam Orr <sam.orr1@gmail.com>

To: Ann Lockett

Fwd: Petition

September 14, 2015 9:19 PM

Begin forwarded message:

From: Elaine Elinson <eelinson@gmail.com>

Subject: Petition

Date: September 12, 2015 at 3:09:19 PM PDT

To: sam.orr1@gmail.com

Hi Sam -- You can add my name to the petition -- Elaine Elinson, 100 Winfield Street, S.F. 94110. I misunderstood Ann's earlier e-mail, I thought I had to sign in person.

Thanks! and good luck!

Elaine

Sam Orr <sam.orr1@gmail.com>

To: Ann Lockett

Fwd: I support review

September 14, 2015 9:19 PM

Begin forwarded message:

From: 5jaguar5@comcast.net

Subject: I support review

Date: September 12, 2015 at 2:48:21 PM PDT

To: "sam.orr1@gmail.com" <sam.orr1@gmail.com>

I support the petition for review this is Paul Hessinger 212 Gate St.

Sent from my iPhone

Sam Orr <sam.orr1@gmail.com>

To: Ann Lockett

September 14, 2015 9:31 PM

Fwd: Request for Planning Commission review -- Due Tuesday

Begin forwarded message:

From: Giuliana Milanese <gfmilanese@gmail.com>

Subject: Re: Request for Planning Commission review -- Due Tuesday

Date: September 12, 2015 at 2:38:59 PM PDT

To: Sam Orr <sam.orr1@gmail.com>

please my name Giuliana Milanese 137 Anderson st 94110

On Sat, Sep 12, 2015 at 2:24 PM, Sam Orr <sam.orr1@gmail.com> wrote:

Dear Neighbor,

With apologies, we are e-mailing you because you signed earlier petitions expressing concern about a proposed development below the Community Garden on Bernal Heights.

The Planning Commission has recently approved the design for two houses at what would be 3516 and 3526 Folsom, currently an open slope with no street. In doing this the Commission overrode the Bernal Heights East Slope Design Review Board's unwillingness to approve the designs.

We are gathering support for an application — due this Tuesday — for what is called a Discretionary Review by the Planning Commission. The review offers the opportunity for a public hearing and the presentation of concerns about the proposed development by the people affected. The focus of our ad hoc neighborhood group, Bernal Safe and Livable, is the out-of-character size of the proposed houses for this neighborhood and the extreme safety issues arising from construction on the steep slope over a major PG&E trunk pipeline.

Neighbors comprising Bernal Safe and Livable have been circulating petitions of support for this application. About 40 people have signed. If you have signed already, THANK YOU. If you would like to offer email support for Bernal Safe and Livable's application requesting a review by the Planning Commission, please join the list of supporters by sending your name and address to sam.orr1@gmail.com.

The list of supporters will be enclosed with the Bernal Safe and Livable Discretionary Review Application that is due Tuesday morning, September 15.

Thanks much,
Bernal Safe and Livable

|

Sam Orr <sam.orr1@gmail.com>

To: Ann Lockett

September 14, 2015 9:33 PM

Fwd: support Bernal Safe and Livable application

Begin forwarded message:

From: Nancy Slepicka <nrslepicka@gmail.com>

Subject: support Bernal Safe and Livable application

Date: September 12, 2015 at 2:29:14 PM PDT

To: sam.orr1@gmail.com

Nancy Slepicka
608 Peralta Ave.
SF 94110

Malcolm Gaines <malcolm@malcolmgaines.us>

September 14, 2015, 2:48 PM

to Sam Orr <sam.orr1@gmail.com>

Cc: Marilyn Waterman <yaviene@yahoo.com>, Ann Lockett <lockett7@gmail.com>

Re: Request for Planning Commission review -- Due Tuesday

Thanks so much, Sam, for working on this with everyone else. I'd like to lend my support to the DR application.

Malcolm Gaines
85 Gates St
SF 94110

--

Malcolm Gaines
malcolm@malcolmgaines.us

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Thanks much,
Bernal Safe and Livable

Sam Orr <sam.orr1@gmail.com>

September 14, 2015 9:33 PM

To: Ann Lockett

Fwd: support Bernal Safe and Livable application

Begin forwarded message:

From: Nancy Slepicka <nrslepicka@gmail.com>

Subject: support Bernal Safe and Livable application

Date: September 12, 2015 at 2:29:14 PM PDT

To: sam.orr1@gmail.com

Nancy Slepicka
608 Peralta Ave.
SF 94110

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Thanks much,
Bernal Safe and Livable

SFGATE <http://www.sfgate.com/bayarea/article/PG-E-s-Line-109-also-seen-as-posing-safety-risks-2375453.php>

PG&E's Line 109 also seen as posing safety risks

SAN BRUNO BLAST Missing records, vulnerable welds for pipe from South Bay to S.F.

By Jaxon Van Derbeken Published 4:00 am, Sunday, April 10, 2011

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IMAGE 1 OF 3

An exposed section of PG&E's Line 109 gas transmission pipeline spans a creek on a steep hillside in Redwood City, Calif. on Friday, April 1, 2011.

(Published Apr. 10, 2011)

The other pipeline that Pacific Gas and Electric Co. has long relied on to deliver natural gas up the Peninsula has problems similar to the ruptured line in San Bruno - flawed or missing records and at-risk welds, including 80-year-old technology recognized as prone to earthquake failures, The Chronicle has learned.

Like PG&E transmission Line 132 - the pipe that ruptured and exploded in San Bruno on Sept. 9 - Line 109 runs from Milpitas through the South Bay and Peninsula and up to San Francisco, where it terminates in the Dogpatch neighborhood.

ADVERTISING

Since the blast that killed eight people and destroyed 38 homes, PG&E has avoided service disruptions in the upper Peninsula by using a part of Line 109 to route gas around the blast site, thus keeping most of Line 132 in service.

Federal investigators have keyed into PG&E's inaccurate records on Line 132 in San Bruno - records that showed the 1956-vintage pipe had no seam when, in fact, it had a flawed seam weld since tied to the rupture. The company vouched for the line's safety using a method in 2009 that was incapable of finding bad welds.

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Line 109 may be equally problematic for the company, documents show. Like all the lines running into San Francisco, PG&E has cut the pressure on Line 109 by 20 percent in the wake of the San Bruno disaster, but experts say that given its questionable state, the cut affords little assurance of safety.

"You don't know the right level of safety to begin with, so you don't know if you are cutting pressure by enough," said Richard Kuprewicz, a pipeline safety expert in Redmond, Wash.

Missing records

Perhaps the most damaging revelation about Line 109 came last month when the utility acknowledged that it lacks any records for a 5-mile segment in San Bruno that was installed by 1995. The undocumented segment starts south of the rupture site on Skyline Boulevard at San Bruno Avenue, and heads inland to Junipero Serra Boulevard and hooks up to the old route on Skyline at Hickey Boulevard.

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superfatburningfats.com

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The 5-mile part of the line is among 140 miles of transmission pipe for which PG&E has said it has so far found no documents to prove it is operating safely. PG&E has until the end of August to look for the records as part of a \$3 million fine settlement still pending and slated to be argued Monday before the California Public Utilities Commission.

The undocumented part of the line apparently was installed to route around three active earthquake faults in the area on Skyline Boulevard, PG&E records show. The replacement route is now reflected on PG&E's current maps, but the utility lacks records of construction documents and has no proof that it did legally mandated high-pressure water tests.

UC engineering Professor Bob Bea said the lack of records for a 1995-era project is "astounding."

"To have that long a section of an important pipeline without records on its condition - that would be alarming," he said. "I think we have a problem, Houston."

PG&E has acknowledged that the line has other identified risks, but says it inspected the line in 2009 and found no leaks over the past decade.

Brittle welds

PG&E has noted that a 2-mile portion of Line 109 along Alemany Boulevard in San Francisco dates from 1932 and was constructed using oxyacetylene welds, notoriously brittle and susceptible to failure in earthquakes. The at-risk part of the line runs under the street roughly from Sickles Avenue to Rousseau Street.

Oxyacetylene technology - which dates to the early part of the 20th century - is problematic because the hot gases used in the welding process generate bubbles in the welding bond, Bea said.

"It's difficult to get a weld with high integrity," he said. "You end up with a lot of gas and bubbles trapped in the metal."

Kuprewicz added, "Oxyacetylene welds are like glass. They don't bend, they snap. They are very brittle."

Dozens of those welds failed in the 1971 quake in Sylmar (Los Angeles County), according to a 2008 seismic report done for the U.S. Geological Survey on the vulnerability of that kind of weld. The report also found that in the 1989 Loma Prieta quake, PG&E had three transmission line failures involving such welds, and in the 1994 quake in Northridge (Los Angeles County), more than two dozen such welds failed or were damaged.

The 2008 report recommended replacement with upgraded pipes, or at least using automatic shutoff valves, pointing out that oxyacetylene welds were almost 100 times more likely to fail in a quake than more modern technology.

PG&E has long downplayed the usefulness of automatic valves, citing industry data showing most blast damage is done in the first 30 seconds of an explosion, but since the San Bruno blast has said it will install them in many high-risk areas.

Rehab versus replace

PG&E had been replacing dozens of miles a year of old pipes since 1985 - including the 5-mile reroute near San Bruno - but told regulators in 1995 that it now intended to begin finding ways to rehab old lines rather than replace them.

One of its first efforts in that vein was to install, that year, a plastic liner in Line 109 under Alemany Boulevard that had 1932-vintage oxyacetylene welds. The purpose of the liner was to create an internal membrane to contain any gas release if vulnerable girth welds failed in an earthquake.

PG&E bought the liner from Paltem Systems Inc. of Missouri, and it was touted as being able to withstand pressures up to 900 pounds per square inch. Paltem is not currently in business in the United States.

"The purpose of this project was to install a safe composite lining, in order to provide additional support and protection," PG&E spokesman Joe Molica said about the liner.

Before installing the liner, he said, PG&E had tested that part of the line using high-pressure water. At the time, the company said it would track any leaks and inspect the line a year after installation.

PG&E recently told San Francisco City Attorney Dennis Herrera, who asked for details about the project, that it did an initial camera inspection but did not do a follow-up inspection. PG&E says the inspection could have damaged the liner and there had been no leaks in the past decade.

Inspection aside, experts question the value of the liner in a major quake. Glen Stevick, a Berkeley engineer and pipeline safety expert, said such an interior liner "does provide a lot of flexibility and it can take a certain amount of leakage without rupture."

But, he said, substantial ground movement during a quake could have a "guillotine" action in severing a circumferential weld, slicing the liner in the process.

Doug Honegger, an Arroyo Grande (San Luis Obispo County) consultant on pipeline seismic safety, agreed the liner's value is limited.

"The question is why they put the liner in. If the threat was from large ground movement, I'm not sure the (liner) would be what they needed," he said. "The preferred option would be to replace that section."

Vulnerable welds

Still other parts of Line 109 were constructed with low-frequency electric resistance welds, considered vulnerable during normal operations and tied to more than 100 failures nationwide.

PG&E inspected Line 109 in 2009 using a method that was incapable of finding flawed seam welds. Yet two stretches of the line have such welds, according to PG&E records. PG&E officials have said they had been intentionally boosting the pressure on lines with such welds every five years or so since 2003, but stopped the practice after the San Bruno explosion. The company says it had been elevating the pressure because federal regulations - based on peak pressure levels - would otherwise kick in and limit its ability to meet peak demand.

Federal officials say they don't understand why PG&E was boosting pressure on vulnerable lines.

PG&E last spiked the pressure on the San Francisco part of Line 109 on April 12 of last year to 147 pounds per square inch; the line's maximum capacity is 150 psi. It first spiked the pressure on the line in December 2003 to 150 psi. Experts have questioned the safety of the spiking practice on such vulnerable welds, saying they could make them more prone to failure.

Portion above ground

Outside San Francisco, at the higher-pressure segment of the line, experts point to another potential problem spot: an above-ground, 50-foot span where Line 109 crosses a dry creek bed. PG&E inspected the line in 2009 and said any safety concerns were addressed.

But UC Berkeley's Bea said erosion on the creek banks during recent storms could potentially weaken support on either side spanning the creekbed. He worries the line has no underpinnings to support the crossing.

Experts point to the totality of Line 109 problems as warning signs that the older, untested lines in PG&E's system are fraught with potential risks.

PG&E had largely stopped replacing old lines by 2000, when it cut back on miles replaced in favor of inspection efforts to assure safety, document show.

"With the age and the risk factors they have, why aren't they judiciously replacing these pipes?" pipeline safety expert Kuprewicz said. "You are playing Russian roulette with a six-shooter, and you have five bullets in the gun."

"I frankly don't feel very comfortable with their whole" system, said Robert Eiber, another pipeline integrity expert. "It's a mess. You need to find out what you have in the ground."

Herrera said he wants to know more about the line before he is satisfied it is safe.

"It's quite clear that we haven't received all the records that would give us that complete confidence," he said. He added that he intends to make every effort to make sure "we are getting the records we need."

E-mail Jaxon Van Derbeken at jvanderbeken@sfchronicle.com.

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SF ASSESSOR'S CHART

1A

Ratio of Building to Parcel Square Footage					
For Properties within 300 Feet of 3516 and 3526 Folsom Street					
Data from CCSF Assessor's Property Search Database as of 9/7/15					
Address					
House #	Street	Bldg sq ft	Parcel sf	Bldg:Lot	Notes
66	Banks	2749	1750	157%	
70	Banks	2749	1750	157%	
74	Banks	2749	1750	157%	
83	Banks	2025	1750	116%	no parcel sf, used 1750
87	Banks	2365	1750	135%	no parcel sf, used 1750
89	Banks	1000	1750	57%	
97	Banks	1200	1750	69%	
98	Banks	1295	1750	74%	
99	Banks	1200	1750	69%	
101	Banks	1069	1750	61%	
102	Banks	1276	1750	73%	
103	Banks	1450	1750	83%	
104	Banks	625	1750	36%	
105	Banks	1000	1750	57%	
106	Banks	899	1750	51%	
107	Banks	1035	1782	58%	
114	Banks	1650	1750	94%	
116	Banks	1233	1746	71%	
390	Chapman	1338	1750	76%	
400	Chapman	1130	1746	65%	
401	Chapman	1660	1746	95%	
405	Chapman	2180	1746	125%	
39	Ellsworth	1340	1750	77%	
43	Ellsworth	1526	1750	87%	
47	Ellsworth	1180	1750	67%	
51	Ellsworth	1193	1746	68%	
55	Ellsworth	1265	1746	72%	
56	Ellsworth	1500	1750	86%	
58	Ellsworth	696	1750	40%	
59	Ellsworth	1265	1746	72%	
65	Ellsworth	1382	1750	79%	
66	Ellsworth	1243	1750	71%	
70	Ellsworth	1480	1750	85%	
71	Ellsworth	1880	1750	107%	
76	Ellsworth	1275	1750	73%	
77	Ellsworth	2025	1750	116%	
81	Ellsworth	1250	1746	72%	
82	Ellsworth	1275	1750	73%	
86	Ellsworth	1275	1750	73%	
99	Ellsworth	1250	1746	72%	
103	Ellsworth	1275	1746	73%	
107	Ellsworth	1781	1746	102%	

AVERAGE
SF OF 10
HOUSES IN
300' RADIUS
IS 1329 SF

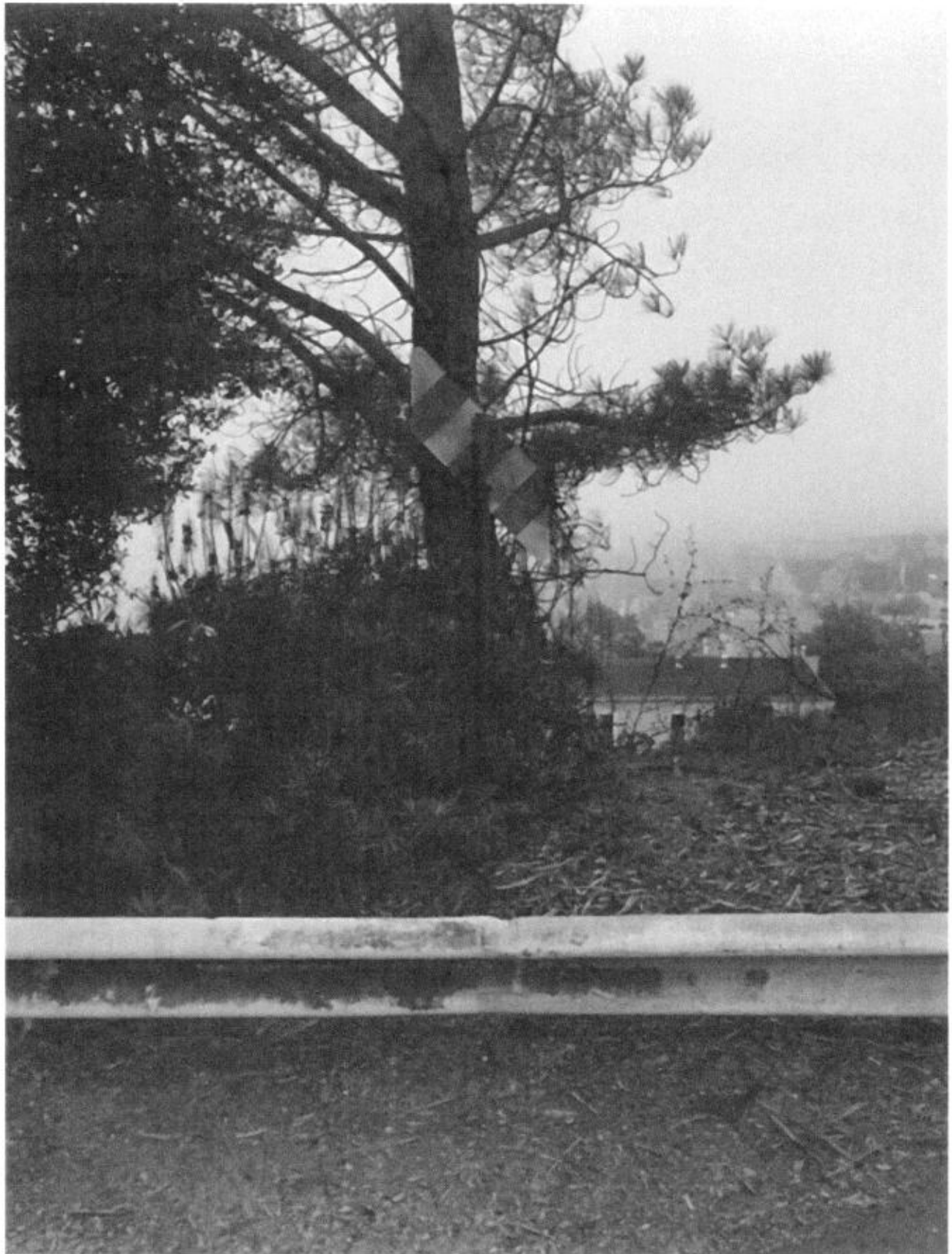
1A

Ratio of Building to Parcel Square Footage

For Properties within 300 Feet of 3516 and 3526 Folsom Street

Data from CCSF Assessor's Property Search Database as of 9/7/15

Address							
House #	Street	Bldg sq ft	Parcel sf	Bldg:Lot	Notes		
105	Gates St	1540	1746	88%			
105	Gates St	180	1746	10%			
106	Gates St	1250	1746	72%			
109	Gates St	1690	1750	97%			
111	Gates St	1207	1746	69%			
112	Gates St	1016	1750	58%			
113	Gates St	1626	1750	93%			
115	Gates St	1780	1750	102%	includes 117 Gates		
118	Gates St	1411	1750	81%			
119	Gates St	1101	1750	63%			
124	Gates St	1185	1746	68%			
130	Gates St	1200	1746	69%			
132	Gates St	2258	1750	129%			
515	Powhattan	800	2378	34%			
688	Powhattan	2250	1750	129%			
40	Prentiss	1750	3496	50%			
80	Prentiss	625	1746	36%			
96	Prentiss	950	3500	27%			
Average Square Footage		1329	1838	74%			



TREE ON TRANSMISSION PIPELINE 109
TOP OF FOLSOM STREET IN BERNAL HEIGHTS



Export

APPENDIX C

PIPA Report, November 2010

Examples 15a, 15b and 15c – Tree roots may damage transmission pipelines.

These pictures illustrate situations on the transmission pipeline right-of-way that should be avoided.

These pictures illustrate why trees should not be allowed in the right-of-way. The tree roots have impeded the pipeline operator's ability to access and evaluate the condition of the transmission pipeline. Pipeline coatings may also be damaged by tree roots. Coatings need to remain intact to protect the transmission pipeline from external corrosion.



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SAN BRUNO

FROM THE COVER

Land altered before blast

Blast from page A1

closer to the surface than anyone realized.

Among the critically burned victims was the county Department of Public Works employee who was driving the front-end loader that struck and punctured the 12-inch-wide gas pipe, sending a fireball more than 100 feet into the air, according to witnesses. The unidentified driver had been building up a dirt berm behind a sheriff's firing range near Highway 99.

8 inmates injured

Eight of the injured were inmates from the Fresno County Jail who were digging bullets out of the berm. Six inmates remained hospitalized on Saturday, including one with life-threatening injuries, said Tony Botti, a spokesman for the Fresno County Sheriff's Office. Two deputies were treated at a local hospital and released Friday night.

How and why the explosion occurred is under investigation by the California Public Utilities Commission, working with the federal Pipeline and Hazardous Materials Safety Administra-



Pacific Gas and Electric Co.

A front-end loader sits on a berm behind a firing range Friday after causing a blast near Fresno. At right is part of the pipeline.

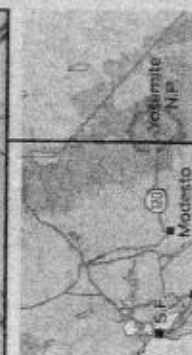
been scraped and hauled and maneuvered to build up the backdrop for the targets, said Botti of the sheriff's office.

"The whole area has changed significantly over the past year," Botti said. "There's been constant construction."

PG&E's Boyles said the pipeline was well marked with a pair of orange and white warning signs in the area.

The driver "was directly between the two line markers," Boyles said, with the warning signs about 100 feet on either side of the vehicle.

But when a reporter asked to see the signs and photograph them, Boyles ordered the reporter to leave the premises. The area "was an active in-



physical inspection of the pipe is involved.

State law requires workers who use digging and grading equipment to call 811 two working days before beginning their work, said another PG&E spokesman, Nick Stimmel. That call alerts PG&E and other utilities to send someone out to identify the location of underground pipes and equipment.

No call before dig

Stimmel said its 811 call center, USA North, never received such a call.

"Often times it's a lack of awareness" that causes workers not to make the crucial call, Stimmel said. "Sometimes people just don't want to wait" for

3:20 pm — because the area had not been upgraded to have an automatic shut-off valve, which can be closed from a remote location.

Since the San Bruno explosion, PG&E has installed 200 automatic or remotely controlled shut-off valves as part of its \$2.8 billion effort to improve its network of natural gas pipelines across Northern and Central California.

At the shooting range Friday, flames burned until nearly 4 p.m.

On Saturday morning, Union Pacific Railroad crews worked to repair 400 feet of nearby track that was bent, melted and twisted by the blast. They had been working since Friday

PG&E gas explosion leaves at least 11 hurt

Blast from page A1

The tractor was being operated by a county public works employee who was using it to reinforce a berm behind the targets at the Fresno County Peace Officers' Range, according to spokesman Tony Botti of the Fresno County Sheriff's Office. Three lanes and about 30 feet away, more than a dozen inmates were digging bullets out of the berm.

It was not immediately clear whether the tractor operator knew the gas transmission line was there. Anyone who digs with heavy equipment is supposed to check with local utilities in advance. PG&E spokeswoman Nicole Liebelt said the company had not received a call on its digging hotline from anyone working nearby.

But, according to Botti, the tractor operator was not engaged in digging at the time of the explosion. "All the indications are that he was driving and the explosion happened," Botti said, perhaps because the front-end loader was scraping the ground.

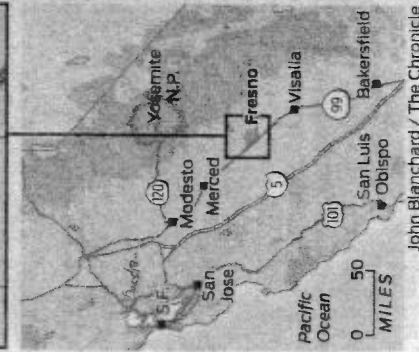
Whatever the cause, the explosion was immense — flaring more than 100 feet into the air, according to onlookers, and spilling outward in heat and flames that injured at least 10 of the inmates. One was in such critical condition that he had to be airlifted to a nearby hospital.

"The driver of the tractor,

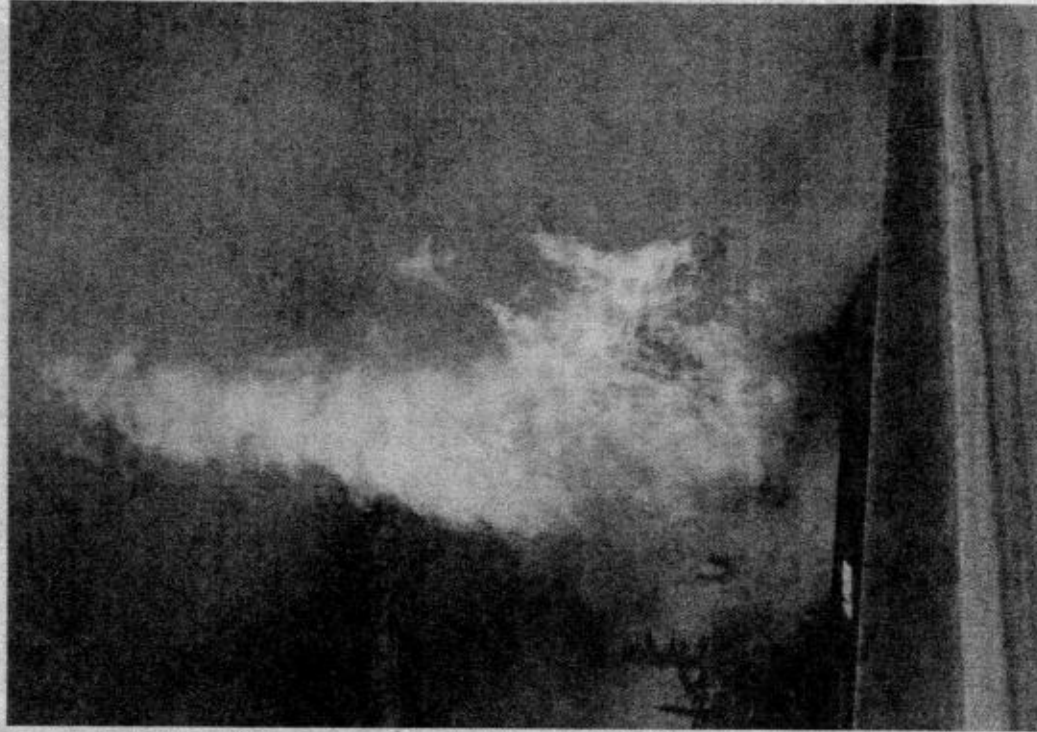
amazingly, was able to walk over to the ambulance," Botti said. He added a smaller example of the fireball's intensity: plastic trash cans 200 feet away from the explosion, in an area where deputies clean their guns, melted. "They looked like trash-can lids," Botti said.

Fortunately, most of the area around the explosion was grassland, the shooting range and an equestrian center.

Another factor that kept the toll from being more severe is that deputies were at the shooting range. "Hats off to them," Botti said. "They



John Blanchard / The Chronicle



Kevin Ling / Associated Press

A fireball erupts after a large gas pipeline exploded near Fresno, injuring at least 11 people and closing Highway 99.

jumped into action right away to get aid."

According to Pete Martinez, a spokesman for the Fresno Fire Department, the response to the fireball included 15 fire engines, fire trucks and water trucks each containing roughly 2,000 gallons for the engines to draw on.

Highway 99 was closed in both directions until 4:30 p.m. A railroad line running alongside the shooting range sustained damage.

Last week, the California Public Utilities Commission slapped PG&E with a record \$1.6 billion penalty for the September 2010 explosion of a

natural gas pipeline beneath San Bruno, which killed eight people. The blast erupted from a 1950s-era pipeline that had been installed with standard welds that failed, said federal investigators.

Since then, PG&E has spent or committed to spend \$2.8 billion on repairing and upgrading its vast network of natural gas pipes, which spans most of Northern and Central California. The utility has replaced more than 800 miles of cast-iron pipe and installed 200 automatic or remotely controlled shut-off valves, as well as invested in new leak-detection technology.

Those investments, however, cannot prevent other people from digging into and puncturing gas lines — the most common cause of natural gas pipeline accidents nationwide.

But if the tractor in fact was not engaged in scooping dirt out of the ground, that raises the question of how close the 12-inch transmission line was to the surface.

Late Friday, the utilities commission reported that it had dispatched a team to Fresno and would conduct a full investigation of the explosion. The commission had already begun coordinating with the federal Pipeline and Hazardous Materials Safety Administration, said spokeswoman Terrie Prosper.

John King, David R. Baker and Kale Williams are San Francisco Chronicle staff writers. E-mail: jking@sfgchronicle.com, dbaker@sfgchronicle.com, kwilliams@sfgchronicle.com Twitter: @JohnKingSFCB, @SFBaker, @DavidBakerSF, @SFKale

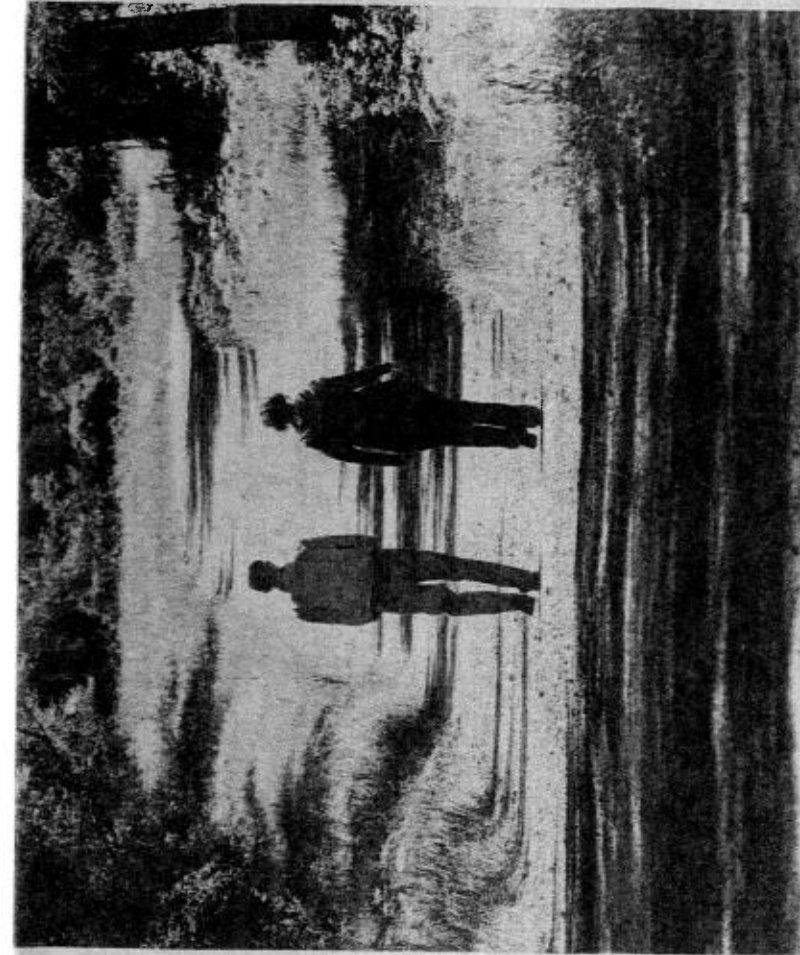
2016 and build connections to other trails along the spectacular coast mountains of the Peninsula.

It would be the first time the San Francisco utility has lifted restrictions on access to the land surrounding the reservoir, opening 23,000 acres of scenery for the public to admire. The proposal was hailed by Bay Area residents who have long sought access to the trails in the watershed.

"I'm very encouraged," said Jim Sullivan, a docent for the Golden Gate National Recreation Area and San Mateo County parks. "These are existing corridors that have been accessed by patrol vehicles, horseback riders and utility workers for many years."

The proposal brings park advocates closer to their dream of creating a giant network of trails through the watershed and connecting with federal, state and local

Trails continues on A9



Terry Sylvester / The Chronicle

San Francisco Public Utilities Commission employees Tim Ramirez and Betsy Lauppe Rhodes walk on the Fifield-Cahill Ridge Trail, which will open for expanded uses and be extended farther through the watershed land.

"The area is full of trails that go back to the 1860s. They belong to the people in perpetuity."

Andy House, founder of the group Open the SF Watershed

created 500-foot "buffer zones," Berkeley's version is more sweeping and applies to many more products.

If passed by the City Council on May 12, it would turn tobacco into an obscure, big-ticket item, since the proposed buffer zones would

Tobacco continues on A8

Gas pipeline blast injures 11 near Fresno

By John King, David R. Baker and Kale Williams

A Pacific Gas and Electric Co. natural gas pipeline near Fresno erupted in a fireball Friday afternoon — injuring at least 11 people and temporarily closing down Highway 99 — after a tractor operator accidentally punctured the 12-inch line, authorities said.

Eleven victims were transported to hospitals, where officials said four were in critical condition, two were in serious condition and the remainder suffered minor injuries.

The explosion, which sent flames surging past the tops of nearby trees, happened shortly before 2:30 p.m. on a shooting range close to busy Highway 99, one of the San Joaquin Valley's two main freeways.

Blast continues on A9

U.N. Human Rights Commissioner's office said at least 6,116 people have been killed since the fighting broke out a year ago.

5 Rights abuses: Bahrain is

hitting back at an Amnesty International report alleging that government reforms have failed to end serious violations of human rights in the Gulf country

3 Cameroon attacks: Boko Haram militants killed at least 12 people in attacks on two

2 Syria fighting: In an interview published Friday in the Swedish daily Expressen, Syrian President

failed to convict journalists who paid police, prison guards and other officials for stories. After the verdicts, prosecutors told most of the journalists facing upcoming cash-for-scoops trials that charges

Regulatory Changes: San Bruno Explosion Mirrors 2004 Walnut Creek Pipeline Blast

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Getty Images / Justin Sullivan

The aftermath of the lethal San Bruno explosion has begun to replicate regulatory and safety changes that were products of the 2004 Walnut Creek pipeline blast, a case we represented for our client who suffered burns over 30% of his body.

New Safety Regulations

San Bruno: Yesterday U.S. Rep. Jackie Speier, (D-Hillsborough) announced legislation that would require pipeline operators across the country to equip their lines with automatic shut-off valves. This technology could have significantly reduced the devastation of the San Bruno pipeline explosion.

Walnut Creek: In 2006, the federal Pipeline and Hazardous Materials Safety Administration's Office of Pipeline Safety and Kinder Morgan, an energy company involved with the Walnut Creek explosion, agreed that Kinder Morgan would provide system-wide

SFGATE <http://www.sfgate.com/news/article/PG-amp-E-Carmel-home-explosion-blamed-on-bad-5316064.php>

PG&E Carmel home explosion blamed on bad pipeline records

By Jaxon Van Derbeken Updated 7:55 am, Friday, March 14, 2014

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Full reviews of anti-aging creams The truth on what really works

**IMAGE 1 OF 2**

A house at Guadalupe and Third streets in Carmel after a gas explosion in March.

Pacific Gas and Electric Co.'s faulty pipeline records, which the utility promised to fix after the deadly San Bruno disaster more than three years ago, are being blamed in a natural-gas explosion that destroyed a home last week in Carmel.

No one was home and there were no injuries when the explosion destroyed the one-bedroom cottage March 3. The owner said that was largely attributable to good luck: A work crew was supposed to be in the house but never got there because of traffic.

PG&E says gas crews working around the house were misled by company records about the type of

Can PG&E Be Trusted? Carmel Puts Pacific Gas & Electric Co. on Notice in Carmel Explosion



Jason Burnett, Mayor of Carmel, California

Five years after a devastating pipeline explosion ripped through the city of San Bruno, killing eight, and a year after another explosion destroyed a house in Carmel-by-the-Sea, the Pacific Gas & Electric Co. still doesn't have accurate records of the gas pipes around our homes, neighborhoods and businesses, the business practices to compensate for their inaccurate records, or the tools in place to immediately halt a gas leak. Each day this situation is not fixed puts the public's safety at risk.

That's not my opinion alone, but the concern of the California Public Utilities Commission, which opened a formal investigation of PG&E's practices and record-keeping after recent pipeline accidents in Carmel, Mountain View, Milpitas, Morgan Hill and Castro Valley highlighted the risk to public safety of PG&E not having accurate records or maps of its vast pipeline network. The proceeding — which could lead to more penalties and fines against PG&E — follows a report by the CPUC's Safety Enforcement Division finding that PG&E's pipeline records are too inadequate and too flawed to be trusted when making critically important, ongoing safety decisions. The public remains at risk until these issues are resolved.

several potentially lifesaving safety measures to prevent future pipeline breaches from threatening this community again.

These include better training of construction crews with the necessary emergency tools to make sure gas leaks are stopped quickly. Crews must respond to odor calls in a timely fashion, and a project manager must be designated to monitor construction projects and make regular site visits for possible pipeline interference.

As we prepare to participate in the upcoming CPUC investigation of PG&E's record-keeping and safety practices, we intend to require these measures as part of any penalties levied. We simply can't trust that PG&E will impose these measures on its own. The safety of our communities and the lives of our residents depend on our diligence.

Re: Inquiry about Gas Transmission Pipeline 109 from
concerned SF residents

- **Robert G. BEA**

- May 5 at 10:26 AM

To

- Marilyn Waterman

Happy Monday Marilyn,

given the background you provided in your email, yes - you should be concerned.

there are several points in your summary that provide a good basis for your concerns:

- 1) old (1980s) PG&E gas transmission pipeline installed in area with highly variable topography,
- 2) no records on the construction, operation, and maintenance of the pipeline,
- 3) no definitive guidelines to determine if the pipeline is 'safe' and 'reliable',
- 4) apparent confusion about responsibilities (government, industrial - commercial) for the pipeline safety, reliability, and integrity.

this list is identical to the list of concerns that summarized causation of the San Bruno Line 132 gas pipeline disaster.

the fundamental 'challenge' associated with your concern is tied to the word 'safe'. unfortunately, it has been very rare that i have encountered organizations that have a good understanding of what that word means, and less of an understanding of how to demonstrate that a given system is 'safe enough'.

during my investigation of the San Bruno disaster, i did not find a single document (including trial deposition transcripts) that clearly indicated PG&E or the California PUC had a clear understanding of the word 'safe': freedom from undue exposure to injury and harm.

much of this situation is founded in 'ignorance'. it is very rare for me to work with engineers who have a comprehensive understanding of what the word safe means - and no clue about how to determine if a system is either safe or unsafe. the vast majority of governmental regulatory agencies are even worse off.

i have attached a graph that helps me explain the important concepts associated with determining if a system is safe or unsafe. the vertical scale is the likelihood of a failure. the horizontal scale is the consequences associated with a failure. the diagonal lines separate the graph into two quadrants: safe and not safe. if the potential consequences associated with a failure are low, then the likelihood of the failure can be high. if the potential consequences are very high, then the probability of failure must be very low. uncommon common sense.

on the graph, i shown a system that was designed for a particular 'risk' (combination of likelihood and consequences of failure). when it was constructed, the risk increased due to construction 'malfunctions' - like bad welding. when the system was put into service, the risk increased further - perhaps due to poor corrosion protection and due to the area around the pipeline being populated with homes, businesses, schools and other things that increase the potential consequences of a major failure. once it is determined that the system that was originally designed to be safe, is no longer safe, then it is necessary to do things that will allow the system to be safely operated.....reduce the likelihood of failure (e.g. repair the corrosion) and reduce the consequences of failure (e.g. install pressure control shut off sensors and equipment that can detect a loss of gas and rapidly shut the system down)....or replace the segment of the pipeline that no longer meets safety - reliability requirements.

All of this makes many of us very uneasy. Should we be?

We would greatly appreciate your perspective.

Regards,
Marilyn Waterman

PS - If you want to google the proposed development the addresses are:
3516 and 3526 Folsom St., San Francisco

--

Robert Bea
Professor Emeritus
Center for Catastrophic Risk Management
University of California Berkeley
Email: bea@ce.berkeley.edu

Risk Assessment & Management Services
60 Shuey Drive
Moraga, CA 94556
925-631-1587 (office)
925-699-3503 (cell)
Email: BeaRAMS@gmail.com
<http://buy.norton.com/specialoffers?VENDORID=YAHOO>

- acceptable risks

.pdf

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SFGATE <http://www.sfgate.com/bayarea/article/Cement-truck-mixes-poorly-with-city-water-2545528.php>

Cement truck mixes poorly with city water

Chronicle staff report Published 4:00 am, Wednesday, August 22, 2007

ADVERTISEMENT

*CEMENT TRUCK OVERTURNED DURING
2007 STREET RECONSTRUCTION*

Chronicle / Katy Raddatz

IMAGE 1 OF 2

WATERMAIN_027_RAD.jpg SHOWN: Broken water main and fallen cement truck at the corner of Powhattan and Folsom Streets in San Francisco, CA., where undergrounding and sewer repair work have been ongoing. (Katy Raddatz/The Chronicle) **

A cement truck overturned, below, and ruptured a water line in San Francisco's Bernal Heights neighborhood Tuesday, knocking out service to four blocks for seven hours.

The accident happened a little after 10 a.m. and slightly injured the cement truck driver.

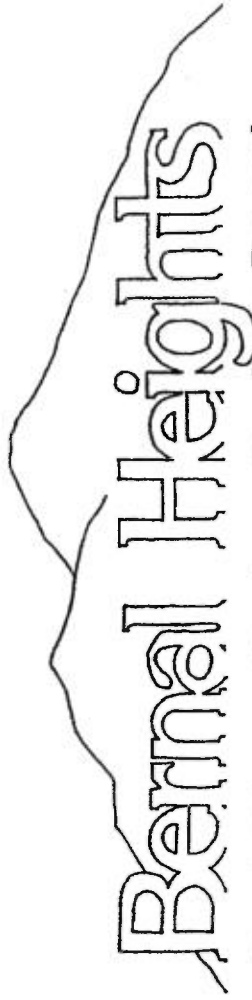
At left, an Atlas Towing worker rigs cables to the fallen truck.

Righting the truck took several hours more than expected, but the job was finally accomplished at 3 p.m. with the help of two heavy-duty tow trucks. Two hours later, water was flowing to all in the neighborhood once again, said Tony Winnicker, a spokesman for the city Public Utilities Commission.

ADVERTISING**RELATED STORIES**

Water service
restored in Bernal
Heights

The affected area is bounded by Powhattan Avenue, Cortland Avenue, Folsom Street and Gates Street.



East Slope Design Review Board

Terry Milne, external secretary • 321 Rutledge • San Francisco 94110 • [285-8978]

April 28, 2015

Fabien Lannoye
BluOrange Designs
241 Amber Drive
San Francisco CA 94131
fabien@bluorange.com

Re: 3516 & 3526 Folsom Street
Block/Lots: 5626/013 & 014

Dear Mr. Lannoye:

The Bernal Heights East Slope Design Review Board held a Board-only meeting on April 22, 2015 to review the latest designs for two proposed houses at 3516 and 3526 Folsom Street. This was a follow up to five neighborhood meetings attended by large groups of neighbors and a series of comment letters written by the Board. The sites are currently undeveloped and without vehicular access.

While we believe that the process has resulted in some improvements to the project, the Board cannot support the project as being in alignment with the Bernal Heights East Slope Building Guidelines.

If the two proposed houses and associated street improvements are built, they will set a precedent for potential development of adjacent lots on the Folsom Street extension, and there are a number of issues that we continue to believe are not in compliance with the Guidelines or consistent with neighborhood character:

1. Bulk and Massing of Elevations: while the front façade of #3516 is animated with changes in plane, materials and elements that step down in height along with the hillside, the front façade of #3526 Folsom remains very boxy, flat and unresponsive to the hillside.
2. Elevations facing Chapman Street and Bernal Boulevard: these will be visually prominent in the neighborhood. These façades remain largely undeveloped and uncomposed, with large expanses of blank wall where there are opportunities for windows, carve-outs, changes in roof treatment and/or other elements that could add visual interest.

In addition to these items, neighbors have raised a number of concerns that are beyond the purview of the Board (construction impact, slope and break-over angle at the Folsom Street extension, easements, existing PG&E gas line, Fire Department access to the neighborhood during construction etc.).

Since the Board is not a City agency, it does not have the power to either approve or disapprove the

3526

ABUTTING HOUSES TO 3516 TOWN
- 55 KATES, 61 KATES, 65 KATES



LOOKING DOWN FOLSOM ST
FROM POWHATTEN.



THIS IS THE PART OF
FOLSOM - LOOKING DOWN TO
CORTLAND ST FROM POWHATTEN -
THAT ONE DRIVES UP TO
PROPOSE SITE.

~ NOTE: SMALL HOUSES W/
SINGLE CAR GARAGES.

THREE ADJACENT HOUSES
(TOP HOUSE IS 3580 FOLSOM,
CLOSEST TO PROPOSED PROJECT.)



- Note side yard of adjacent houses that allow air and light.
- Note scale of house - one story over garage.

APPLICATION FOR Discretionary Review

1. Owner/Applicant Information

DR APPLICANT'S NAME: Marilyn Waterman		
DR APPLICANT'S ADDRESS: 61 Gates Street	ZIP CODE: 94110	TELEPHONE: (650) 387-9918
PROPERTY OWNER WHO IS DOING THE PROJECT ON WHICH YOU ARE REQUESTING DISCRETIONARY REVIEW NAME: Fabien Lannoye		
ADDRESS: 297c Kansas Street, San Francisco	ZIP CODE: SF	TELEPHONE: (415) 626-8868
CONTACT FOR DR APPLICATION: Same as Above <input checked="" type="checkbox"/>		
ADDRESS:	ZIP CODE:	TELEPHONE: ()
E-MAIL ADDRESS:		

2. Location and Classification

STREET ADDRESS OF PROJECT: 3516 Folsom Street		ZIP CODE:
CROSS STREETS: Chapman Street		
ASSESSORS BLOCK/LOT: 562 6 / 013	LOT DIMENSIONS: 25X70	LOT AREA (SQ FT): 1750
ZONING DISTRICT: RH-1/40-XBernal Hts. SUD		HEIGHT/BULK DISTRICT:

3. Project Description

Please check all that apply

Change of Use ☐ Change of Hours ☐ New Construction ☒ Alterations ☐ Demolition ☐ Other ☐Additions to Building: Rear ☐ Front ☐ Height ☐ Side Yard ☐
PGE Gas transmission pipeline ROW; paths to Community Garden/Bernal Hts. Park

Present or Previous Use:

Proposed Use: Single family house

Building Permit Application No. 2013.12.16.4322

Date Filed: 12/17/13

RECEIVED

SEP 15 2015

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
PIC

4. Actions Prior to a Discretionary Review Request

Prior Action	YES	NO
Have you discussed this project with the permit applicant?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you discuss the project with the Planning Department permit review planner?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Did you participate in outside mediation on this case?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

See attached.

Discretionary Review Request

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

1. 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.

See attached.

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:

See attached.

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?

See attached.

5) Changes made to project as a result of mediation:

Changes made to project were painful tiny steps and the house remains super-sized for the area. Bernal Heights East Slope Special Use District met at least five times with the developer. The developer made it clear he was maximizing his building envelope regardless of small-house character of neighborhood; project remains at three stories with three-car garage in need of a variance. Developer never followed through on talking with neighbors, even though he said he would. Penthouse stairwell was added at last meeting on North elevation in full view from Bernal Hts. Blvd and Bernal Park. North elevation toward Bernal Park got some decorative material added to try to make it look more than a wall but BHESDRB felt it wasn't enough. The BHESDRB did not approve project as proposed.

Other infrastructure and public safety issues linger unresolved: major gas transmission pipeline with a troubled history runs through proposed access area to houses and latest street design only adds to apprehension about catastrophic accident during construction; proposed street will be the second or third steepest in SF, adding to a list of dangerous streets with emergency vehicle access issues in Bernal. Street design also remains murky in terms of access to existing houses during and after construction.

1) What are the reasons for requesting a DR? What are the exceptional and extraordinary circumstances that justify the DR the project? How does this project conflict with SF General Plan, Planning Code's Priority Policies or SFRDG? Cite specific sections of Residential Design Guidelines.

Reason #1 - This is an exceptionally and extraordinarily out-of-scale-for-the neighborhood house at three stories, three-car garage with penthouse stairwell that threatens neighborhood character and economic diversity. The SUD came into being to protect the East Slope's diverse population and small houses. (See pixs of neighborhood.) The profitable super-sizing of East Slope houses threatens to turn the entire neighborhood into a neighborhood of tear-downs unless SUD protections are respected.

Houses within a 300 foot radius average 1329 square feet. The adjacent house is 1050 sf (3580 Folsom St. within 50 feet). (See SF Assessor's chart). Developer seems to be gaming system to maximize housing envelope.

Codes cited:

- General Plan Priority #2 - Existing housing and neighborhood character be conserved and protected in order to preserve cultural and economic diversity.

- General Plan Priority #3 - That the city's supply of affordable housing be preserved and enhanced.
- Sec. 242,b - In order to reflect the special characteristics and hillside topography of an area of the City that has a collection of older buildings situated on lots generally smaller than the lot patterns in other low-density areas of the City, and to encourage development in context and scale with the established character, there shall be a Bernal Heights Special Use District.
- SFRDG, Pg. 8 - When considering the immediate context of a project, the concern is how the proposed project relates to the adjacent buildings.
- SFRDG, PG. 8 - When considering the broader context of a project, the concern is how the proposed project relates to the visual character created by other buildings in the general vicinity.
- SF General Plan Urban Design Element, Fundamental Principles of Conservation, pg. 23, #4A - A plan seeking to avoid excessive bulkiness must consider the existing scale of development in each area of the city
- Bernal Heights East Slope Guidelines, Pg. 2 - Much recent development is not only inconsistent but often at odds with the smaller scale existing structures. As a result the East Slope's rural characteristics rapidly are disappearing along with views, open space"
- Bernal Heights East Slope Guidelines, Pg. 15, sec. 4 - Intent: Promote harmony in the visual relationship and transitions between new an older buildings.
- Sec. 242, pg. 7, Garage variance required for square footage above 1300 square feet of living space. Usable floor space to parking space ratios: 0 to 1300 square feet for the first parking space. 1301 - 2250 for the second parking space. 2251 to 2850 for the third parking space.

REASON #2 - Side yard setback does not respect the existing pattern on block - which allows for along the sides and create a sense of open space. This would seem critical since the houses would be replacing what is now open space. Developer is maximizing the building envelope at the expense of neighborhood character.

- SFRDG pg 15 - Respect the existing pattern of side spacing.

Reason #3 - Three-car garage with tandem parking (variance required) is out of character for neighborhood character - and threatens economic diversity. Tandem-style garage parking on narrow street is difficult at best and impossibly hard on narrow, steep street. Garage size is being used to make the house as big as possible.

Codes cited:

- Sec. 242 pg.7, No tandem parking are permitted for the first two parking spaces for new construction.
- Sec. 242, pg. 7, Usable floor space to parking space ratios: 0 to 1300 square feet for first parking space. 1301 - 2250 sf for second parking space. 2251 to 2850 sf for third parking space.

- General Plan Priority #2 - Existing housing and neighborhood character be conserved and protected in order to preserve cultural and economic diversity.
- Sec. 242,b - In order to reflect the special characteristics and hillside topography of an area of the City that has a collection of older buildings situated on lots generally smaller than the lot patterns in other low-density areas of the City, and to encourage development in context and scale with the established character, there shall be a Bernal Heights Special Use District.
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- Bernal Heights East Slope Guidelines, Pg. 15, sec. 4 - Intent: Promote harmony in the visual relationship and transitions between new and older buildings.

REASON #4 - Wall-like exterior of North elevation next to Bernal Heights Park is used to create maximum envelope for building size and does not enhance neighborhood view from Bernal Park. Public views are impeded by penthouse stairwell.

The ESDRB letter to the developer listed the wall-like elevation facing Bernal as one reason the project is not being supported. (See letter)

Citations:

- SF General Plan Urban Design Element, Fundamental Principles of Conservation, Pg. 27, #17 - Blocking, construction or other impairment of pleasing views of the Bay or Ocean, distant hills, or other parts of the city can destroy an important characteristic of the unique setting and quality of the city.
- SF General Plan Urban Design Element, Fundamental Principles of Conservation, pg. 23, #4A - A plan seeking to avoid excessive bulkiness must consider the existing scale of development in each area of the city
- SFRDG pg 38 - Limit the size of the penthouse in order to reduce its visibility from the street....Stair penthouses may also be entirely eliminated.

Reason #5 - Exceptional and Extraordinary conditions exist (as defined by the Planning Commission's definition for DR) due to "unusual context" and "complex topography" "not addressed in the design standards:" An aging,

major PGE Gas Transmission Pipeline - one of three feeding natural gas into SF - runs through the proposed access area up a dangerously steep grade, the main reason this site has never been developed. The catastrophic risk is further heightened by the threat of earthquakes during construction.

No risk-assessment has been done regarding the public safety concerns surrounding this project. The proposed new access road would be a ROW over aging and troubled PGE Gas Transmission Pipeline 109 (with lost maintenance records and pre-existing tree intrusions violating federal guidelines, see photo). Encased under asphalt, the aging pipeline is typically un-reactive - but this area is unpaved. The pipeline is on a pitched, undeveloped patch of Bernal hill. Pipeline 109 is the same type of transmission pipeline that exploded catastrophically in San Bruno and Fresno - and caused serious accidents in Carmel, Walnut Creek and at least four other local cities (see articles and letter by Carmel Mayor).

Federally recommended safe practices that use additional site-specific safety precautions have not been incorporated into final designs (see citation). The Planning Department has approved a building permit without knowing the pipeline's depth and exact location, located within a few feet of the property, which may substantially change project design, including garage access, building location and break-over angle - against recommended federal safe practices (see citation).

Developer proposes creating the third steepest street in SF at 37 degrees (actual grade unknown since depth of pipeline is unknown) - and he will be responsible for grading over transmission pipeline with heavy-duty equipment (see Fresno explosion photo).

An accidental gas leak of PG&E's Gas Transmission 109 Pipeline would be catastrophic to local residents, Community Garden users, and Bernal Park visitors (see photos). Noted gas transmission pipeline expert, Robert Bea, confirmed neighbor's concern regarding danger as legitimate (see letter). In 2007, during street construction at the exact base of this location, a cement truck overturned while trying to make a turn, rupturing a waterline. (See photo)

Citations:

- General Plan Priority #5 - That the City achieve the greatest possible preparedness to protect against injury and the loss of life during an earthquake.
- US Department of Transportation PHPSA "Consultation Zones and Planning Areas" pg. 1 - Local governments should consider implementing "planning areas" to enhance safety when new land uses and property development are planned near transmission pipelines....these are areas where additional development regulations, standards or guidelines to ensure safety should be considered."

- Pipelines and Informed Planning Alliance (PIPA) "Partnering to Further Enhance Pipeline Safety through Risk-Informed Land Use Planning," Appendix C, Ex. 14 and 15a,b,c "Trees should be avoided." "Tree roots may damage transmission pipeline." (See photo)

Citations:

- SF General Plan Urban Design Element, Fundamental Principles of Conservation, Pg. 27, #17 - Blocking, construction or other impairment of pleasing views of the Bay or Ocean, distant hills, or other parts of the city can destroy an important characteristic of the unique setting and quality of the city.
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- SFRDG pg 38 - Limit the size of the penthouse in order to reduce its visibility from the street....Stair penthouses may also be entirely eliminated.

* * * * *

2) Unreasonable impacts during construction:

Residents have a right to live in San Francisco free from the fear of a catastrophic accident - which won't happen during construction unless the pipeline safety issue is dealt with. Most pipeline accidents happen on ROW during construction, according to data from the US Department of Transportation. Heavy duty construction equipment and construction vehicle will block neighbor's access to their houses and emergency vehicle access on Chapman Street.

3) Alternatives:

Alt. 1 - Resolve public safety issues and final design questions regarding pipeline and dangerously steep street. Lower pipeline so street can be safely graded to match the slope of parallel streets that have been graded down for safe vehicle access. Build small-scale housing that is in line with neighborhood character and won't create a neighborhood of tear-downs.

Alt. 2 - Acknowledge this particular patch of Bernal's hill's dangerous terrain and pipeline public safety issues by keeping it open space.

3516 Folsom St.

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

Signature: _____

Date: _____

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

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	<input type="checkbox"/>
Address labels (original), if applicable	<input type="radio"/>
Address labels (copy of the above), if applicable	<input type="radio"/>
Photocopy of this completed application	<input type="checkbox"/>
Photographs that illustrate your concerns	<input checked="" type="checkbox"/>
Covenant or Deed Restrictions	<input checked="" type="checkbox"/>
Check payable to Planning Dept.	<input type="checkbox"/>
Letter of authorization for agent	<input type="checkbox"/>
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)	<input checked="" type="checkbox"/>

NOTES:

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

For Department Use Only

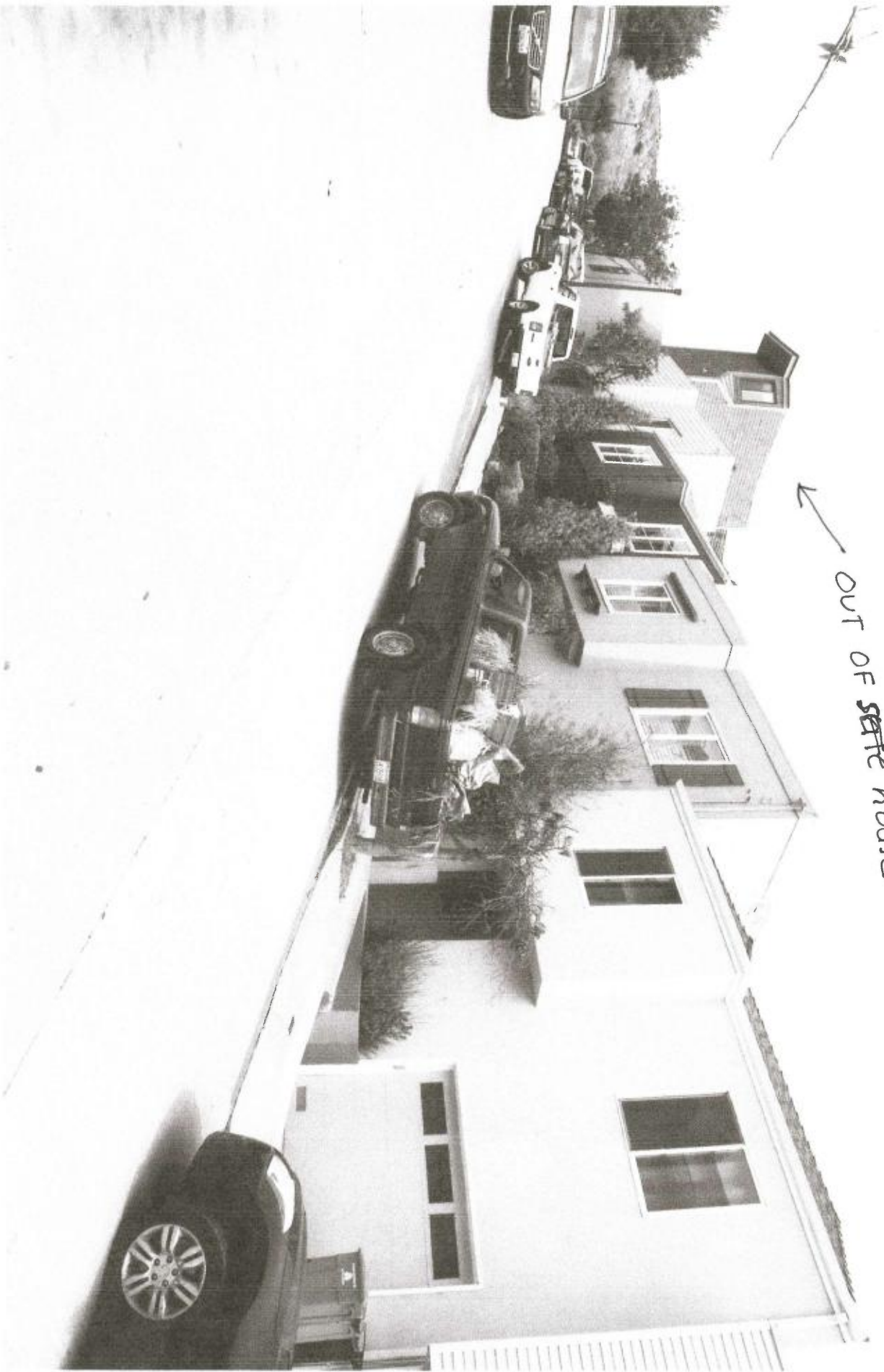
Application received by Planning Department:

By: _____

Date: _____

gates st. - one block from proposed site (behind proposed project).

← OUT OF ^{scale} ~~site~~ house



ann lockett <lockett514@icloud.com>
(No Subject)

September 15, 2015 2:09 PM

1 Attachment, 329 KB



ADJACENT HOUSING ON
UPPER FOLSOM

LOOKING DOWN FOLSOM ST
FROM POWHATTEN.



This is the part of Folsom that one drives
up to proposed site.

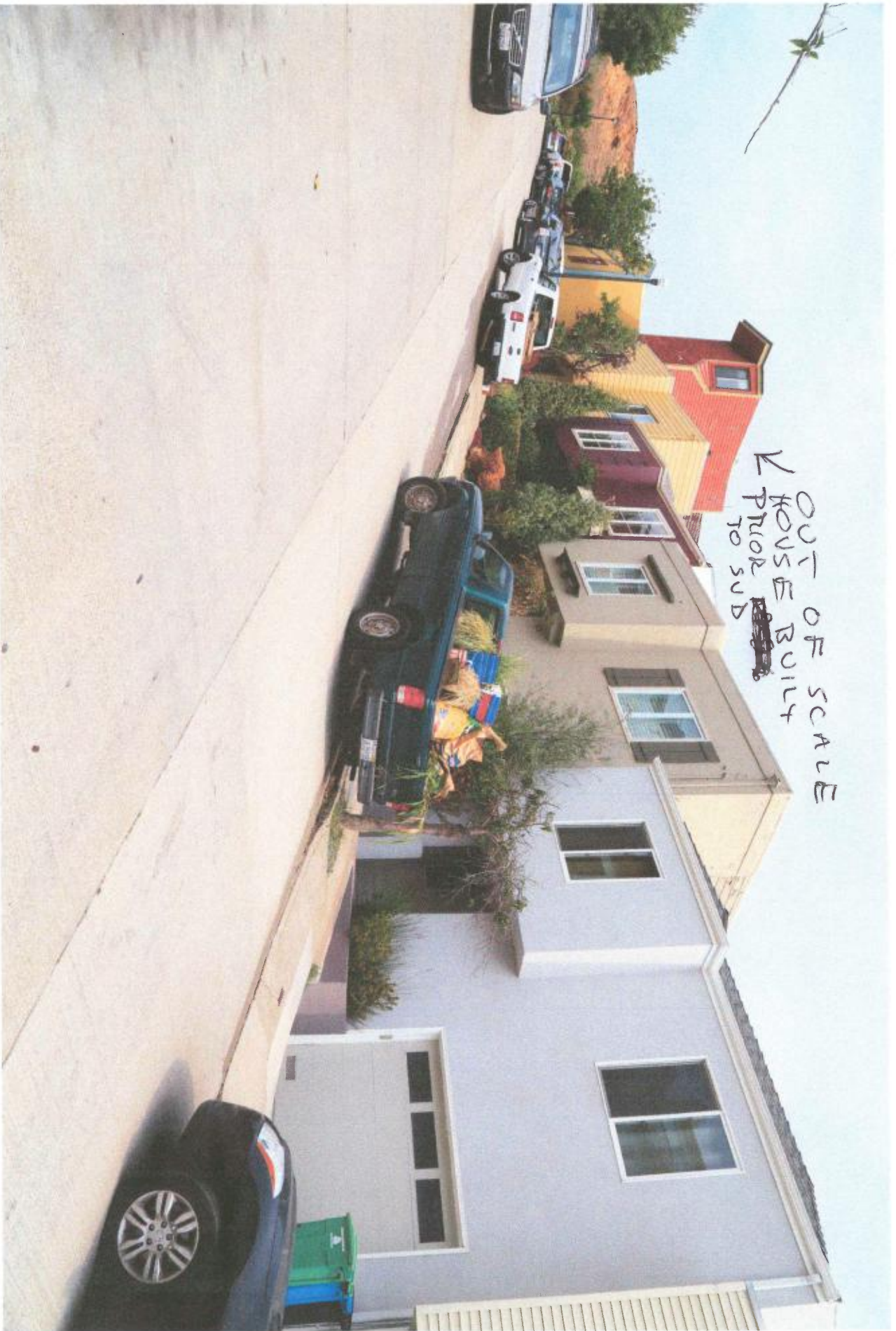
NOTE: Small houses w/ single car garages.

ABUTTING HOUSES TO 3516 FOLSON
- 55'x40'x10', 61'x40'x10', 65'x40'x10'



GAINES ST. - ONE BLOCK FROM PROPOSED SITE
(BEHIND PHOTOSHOP PROJECT)

OUT OF SCALE
HOUSE BUILT
PRIOR TO SUB



SF ASSESSOR'S CHART

1A

Ratio of Building to Parcel Square Footage							
For Properties within 300 Feet of 3516 and 3526 Folsom Street							
Data from CCSF Assessor's Property Search Database as of 9/7/15							
Address							
House #	Street	Bldg sq ft	Parcel sf	Bldg:Lot	Notes		
66	Banks	2749	1750	157%			
70	Banks	2749	1750	157%			
74	Banks	2749	1750	157%			
83	Banks	2025	1750	116%	no parcel sf, used 1750		
87	Banks	2365	1750	135%	no parcel sf, used 1750		
89	Banks	1000	1750	57%			
97	Banks	1200	1750	69%			
98	Banks	1295	1750	74%			
99	Banks	1200	1750	69%			
101	Banks	1069	1750	61%			
102	Banks	1276	1750	73%			
103	Banks	1450	1750	83%			
104	Banks	625	1750	36%			
105	Banks	1000	1750	57%			
106	Banks	899	1750	51%			
107	Banks	1035	1782	58%			
114	Banks	1650	1750	94%			
116	Banks	1233	1746	71%			
390	Chapman	1338	1750	76%			
400	Chapman	1130	1746	65%			
401	Chapman	1660	1746	95%			
405	Chapman	2180	1746	125%			
39	Ellsworth	1340	1750	77%			
43	Ellsworth	1526	1750	87%			
47	Ellsworth	1180	1750	67%			
51	Ellsworth	1193	1746	68%			
55	Ellsworth	1265	1746	72%			
56	Ellsworth	1500	1750	86%			
58	Ellsworth	696	1750	40%			
59	Ellsworth	1265	1746	72%			
65	Ellsworth	1382	1750	79%			
66	Ellsworth	1243	1750	71%			
70	Ellsworth	1480	1750	85%			
71	Ellsworth	1880	1750	107%			
76	Ellsworth	1275	1750	73%			
77	Ellsworth	2025	1750	116%			
81	Ellsworth	1250	1746	72%			
82	Ellsworth	1275	1750	73%			
86	Ellsworth	1275	1750	73%			
99	Ellsworth	1250	1746	72%			
103	Ellsworth	1275	1746	73%			
107	Ellsworth	1781	1746	102%			

AVERAGE
SF
WITHIN
RADIUS #
1329 SF

1A

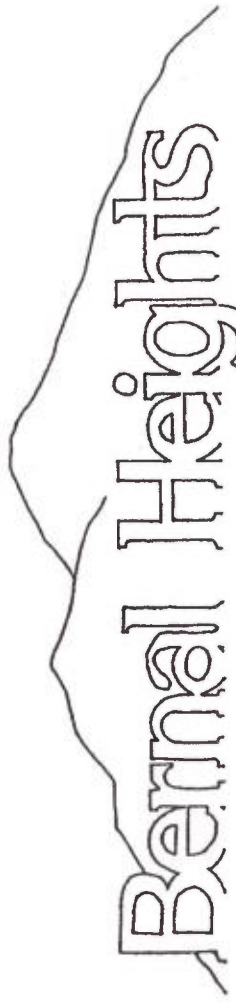
Ratio of Building to Parcel Square Footage

For Properties within 300 Feet of 3516 and 3526 Folsom Street

Data from CCSF Assessor's Property Search Database as of 9/7/15

Address							
House #	Street	Bldg sq ft	Parcel sf	Bldg:Lot	Notes		
115	Ellsworth	1029	2100	49%			
117	Ellsworth	840	1398	60%			
3574	Folsom	1125	2240	50%			
3577	Folsom	1125	2077	54%			
3580	Folsom	1050	1750	60%			
3590	Folsom	760	2380	32%			
3595	Folsom	1600	1746	92%			
3599	Folsom	1600	1750	91%			
3600	Folsom	800	1750	46%			
3601	Folsom	1050	1746	60%			
3606	Folsom	1127	1750	64%			
3607	Folsom	1250	1750	71%			
3610	Folsom	1050	1750	60%			
3615	Folsom	750	1746	43%			
3616	Folsom	1500	1746	86%			
3619	Folsom	1423	1750	81%			
3622	Folsom	1350	1746	77%			
3624	Folsom	938	1746	54%			
3625	Folsom	1350	1750	77%			
3626	Folsom	875	1750	50%			
3633	Folsom	1275	1746	73%			
3639	Folsom	1725	1746	99%			
3640	Folsom	875	1750	50%			
3643	Folsom	1250	1750	71%			
55	Gates St	1373	1746	79%			
60	Gates St	1534	2622	59%			
61	Gates St	1221	1750	70%			
65	Gates St	1492	1750	85%			
68	Gates St	750	2625	29%			
71	Gates St	2131	1750	122%			
72	Gates St	1696	1750	97%			
75	Gates St	775	1750	44%			
76	Gates St	2156	1750	123%			
81	Gates St	775	1750	44%			
82	Gates St	1250	3500	36%	no parcel sf, used 1750 ea lot		
85	Gates St	775	1750	44%			
90	Gates St	1320	1750	75%			
91	Gates St	775	1746	44%			
95	Gates St	1850	1746	106%			
98	Gates St	975	1750	56%			
100	Gates St	800	1750	46%			
101	Gates St	1175	1746	67%			

Ratio of Building to Parcel Square Footage							
For Properties within 300 Feet of 3516 and 3526 Folsom Street							
Data from CCSF Assessor's Property Search Database as of 9/7/15							
Address							
House #	Street	Bldg sq ft	Parcel sf	Bldg:Lot	Notes		
105	Gates St	1540	1746	88%			
105	Gates St	180	1746	10%			
106	Gates St	1250	1746	72%			
109	Gates St	1690	1750	97%			
111	Gates St	1207	1746	69%			
112	Gates St	1016	1750	58%			
113	Gates St	1626	1750	93%			
115	Gates St	1780	1750	102%	includes 117 Gates		
118	Gates St	1411	1750	81%			
119	Gates St	1101	1750	63%			
124	Gates St	1185	1746	68%			
130	Gates St	1200	1746	69%			
132	Gates St	2258	1750	129%			
515	Powhattan	800	2378	34%			
688	Powhattan	2250	1750	129%			
40	Prentiss	1750	3496	50%			
80	Prentiss	625	1746	36%			
96	Prentiss	950	3500	27%			
Average Square Footage		1329	1838	74%			



East Slope Design Review Board

Terry Milne, external secretary • 321 Rutledge • San Francisco 94110 • [285-8978]

April 28, 2015

Fabien Lannoye
BluOrange Designs
241 Amber Drive
San Francisco CA 94131
fabien@bluorange.com

Re: 3516 & 3526 Folsom Street
Block/Lots: 5626/013 & 014

Dear Mr. Lannoye:

The Bernal Heights East Slope Design Review Board held a Board-only meeting on April 22, 2015 to review the latest designs for two proposed houses at 3516 and 3526 Folsom Street. This was a follow up to five neighborhood meetings attended by large groups of neighbors and a series of comment letters written by the Board. The sites are currently undeveloped and without vehicular access.

While we believe that the process has resulted in some improvements to the project, the Board cannot support the project as being in alignment with the Bernal Heights East Slope Building Guidelines.

If the two proposed houses and associated street improvements are built, they will set a precedent for potential development of adjacent lots on the Folsom Street extension, and there are a number of issues that we continue to believe are not in compliance with the Guidelines or consistent with neighborhood character:

1. Bulk and Massing of Elevations: while the front facade of #3516 is animated with changes in plane, materials and elements that step down in height along with the hillside, the front facade of #3526 Folsom remains very boxy, flat and unresponsive to the hillside.
2. Elevations facing Chapman Street and Bernal Boulevard: these will be visually prominent in the neighborhood. These facades remain largely undeveloped and uncomposed, with large expanses of blank wall where there are opportunities for windows, carve-outs, changes in roof treatment and/or other elements that could add visual interest.

In addition to these items, neighbors have raised a number of concerns that are beyond the purview of the Board (construction impact, slope and break-over angle at the Folsom Street extension, easements, existing PG&E gas line, Fire Department access to the neighborhood during construction etc.).

Since the Board is not a City agency, it does not have the power to either approve or disapprove the

BHESDRB
LETTER OF NON-SUPPORT
OF PROJECT TO DEVELOPER

APPENDIX C

PIPA Report, November 2010

Examples 15a, 15b and 15c – Tree roots may damage transmission pipelines.

These pictures illustrate situations on the transmission pipeline right-of-way that should be avoided.

These pictures illustrate why trees should not be allowed in the right-of-way. The tree roots have impeded the pipeline operator's ability to access and evaluate the condition of the transmission pipeline. Pipeline coatings may also be damaged by tree roots. Coatings need to remain intact to protect the transmission pipeline from external corrosion.



PIPA PHOTO
SHOWING TREE
ROOT DAMAGE
(TRANSMISSION
PIPELINE ON
BENAL HAS
LARGE TREE
PLANTED ON
TOP OF IT.
PIPE CLIMBS
PIPELINE
HAS NO
ISSUES,



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Convert PDF File
or Excel Online

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PIPA-Final ...rt

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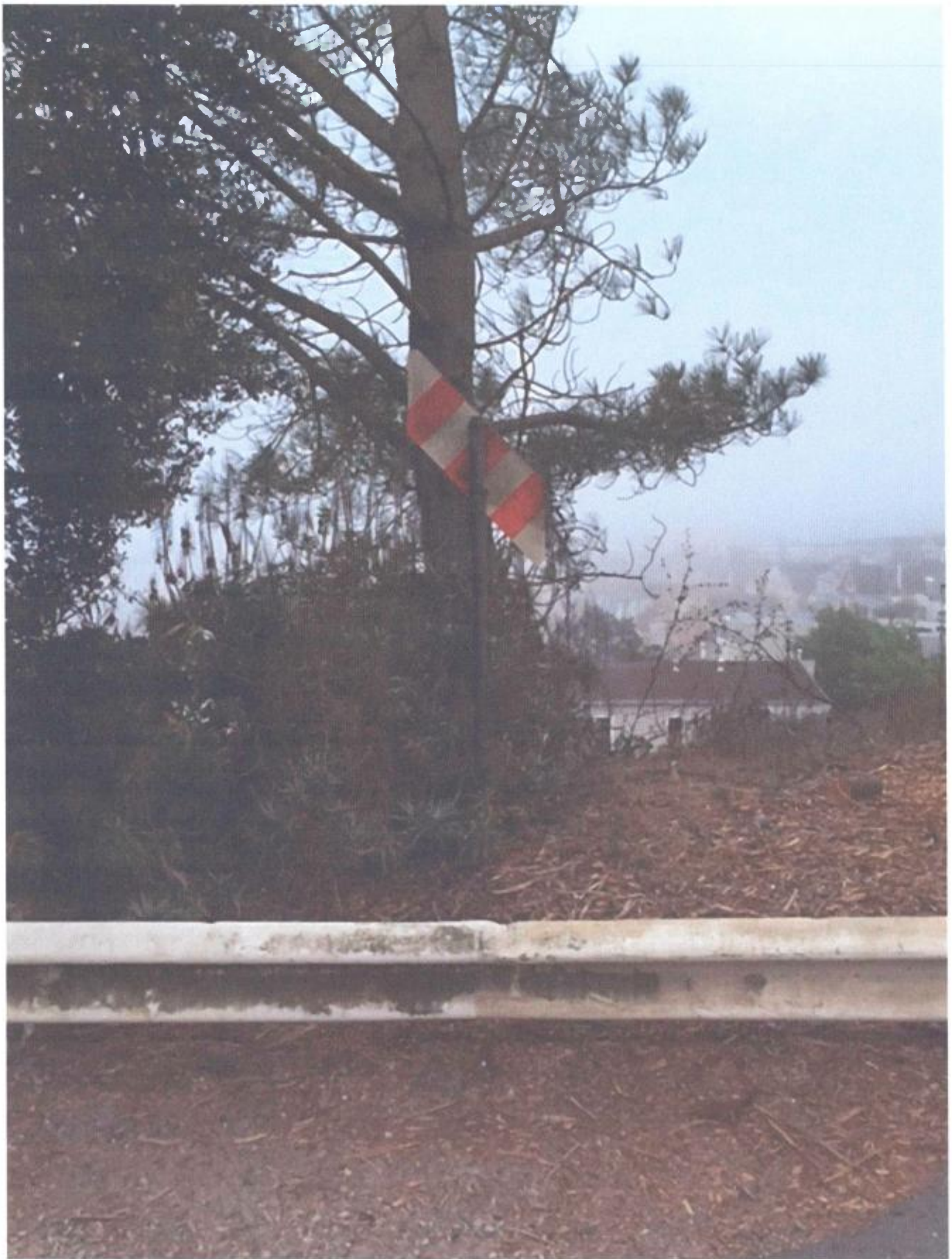
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TREE ON TRANSMISSION PIPELINE 109
TOP OF FOLSOM STREET IN BERNAL HEIGHTS

SFGATE <http://www.sfgate.com/news/article/PG-amp-E-Carmel-home-explosion-blamed-on-bad-5316064.php>

PG&E Carmel home explosion blamed on bad pipeline records

By **Jaxon Van Derbeken** Updated 7:55 am, Friday, March 14, 2014

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**IMAGE 1 OF 2**

A house at Guadalupe and Third streets in Carmel after a gas explosion in March.

Pacific Gas and Electric Co.'s faulty pipeline records, which the utility promised to fix after the deadly San Bruno disaster more than three years ago, are being blamed in a natural-gas explosion that destroyed a home last week in Carmel.

No one was home and there were no injuries when the explosion destroyed the one-bedroom cottage March 3. The owner said that was largely attributable to good luck: A work crew was supposed to be in the house but never got there because of traffic.

PG&E says gas crews working around the house were misled by company records about the type of

pipe they were dealing with.

MORE BY JAXON VAN DERBEKEN



Emergency water supply used to fight San Francisco fire



Huge San Francisco fire destroys six-story apartment project



Tesoro refinery acid accident burns 2 workers

"We didn't have the (accurate) maps, and we don't know what happened," said company spokesman **Greg Snapper**.

As a result of the explosion, PG&E has ordered a halt in its entire Northern and Central California service area to the type of work that crews were doing before the blast - linking pipes together while both are pressurized with gas. A company official conceded that PG&E lacks a "high degree of confidence" that such work can be done safely without changes.

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Key to San Bruno

Inaccurate PG&E records were a major factor in the September 2010 explosion of a gas-transmission pipeline that killed eight people and destroyed 38 homes in San Bruno. Because company documents inaccurately described the characteristics of the 1950s-vintage line, PG&E never conducted tests that could have detected the type of problem - an incomplete seam weld - that led to the pipeline's rupture.

The **California Public Utilities Commission**, which regulates PG&E, ordered the company to test or replace thousands of miles of pipeline after the blast. Alleged record-keeping violations are a large part of a legal case now before the commission that could result in PG&E being fined as much as \$2.5 billion for the disaster.

The Carmel explosion happened in the middle of the day as crews were replacing a street distribution gas line, a smaller pipe than the type that ruptured in San Bruno. The replacement line was supposed to be hooked up to a separate pipeline, which PG&E records showed was made of steel.

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However, sometime after the pipe was made in 1997, PG&E or a contractor inserted a plastic pipe inside the steel one. In doing so, workers made slices in the steel line, rendering it useless for carrying natural gas.

Last week, workers drilling into the old steel main pierced the plastic line inside, unaware it was there. Gas then flowed out of the pierced plastic line and into the surrounding steel line.

The gas escaped through a cut in the steel line and eventually got into the cottage at Third Avenue and Guadalupe Street, possibly via a sewer pipe. A pilot light apparently touched off the explosion that leveled the cottage and damaged three nearby homes.

The cottage's owner, **Josef Baumgartner** of Palo Alto, said the blast could have easily been deadly, because workers he had hired to do maintenance were supposed to be inside. They turned back, however, after getting caught in traffic created by the gas-line work.

"I'm very glad no one was hurt," said Baumgartner, who uses the cottage as a vacation and weekend home. "It was for the grace of God that it was not worse - those vendors were scheduled to be inside."

A woman who was 50 feet away when the blast happened said the gas crews, working with a PG&E contractor called Underground Construction, had been shielded from the force of the explosion by their trucks, which may have saved their lives.

"It is a miracle that no one was killed, a double miracle that no one was injured," Mayor **Jason Burnett** said.

Burnett said PG&E officials have led him to believe the root of the problem was the inaccurate records.

'Raises whole new issues'

"If it is in fact a record-keeping problem, as it sounds like it may be, it raises whole new issues about potential problems on tens of thousands of miles of pipe," Burnett said.

Sumeet Singh, vice president in charge of PG&E's asset management, said that "the information that we have right now is that the map they had did not show the inserted plastic line."

He would not answer questions about who installed the plastic line or when, as well as why PG&E maps were not accurate, pending the outcome of an investigation that the company has commissioned.

Last week's work was being done as part of PG&E's systemwide replacement of distribution pipe made out of a plastic called Aldyl-A, which has been linked to several explosions around the country since the 1970s. PG&E began replacing Aldyl-A pipes after an August 2011 blast leveled a Cupertino condominium whose owner had just left to go to lunch.

The Carmel explosion happened after the gas crew started splicing into the live, plastic-inside-steel pipeline to connect the new pipe, a process known as tapping. **Kevin Knapp**, PG&E's vice president of gas operations, said the utility has halted the practice until the company has a "high degree of confidence" that it has protocols in place to avoid explosions.

PG&E said the halt would not slow the replacement of Aldyl-A pipe.

The state Public Utilities Commission has opened an investigation into the Carmel blast and said the issue of flawed records would be central to the probe.

"A big concern is PG&E's mapping issue," the commission said in a statement. "It is PG&E's responsibility and duty to know what they have in the ground and where it's located."

Singh said PG&E is digitizing its records for 42,000 miles of distribution lines, a project expected to be completed by next year.

PG&E apology

Knapp said he has met with Carmel officials to "impress upon them how seriously we are taking this" and "how deeply I regretted that it had occurred. We're really, really grateful that the house was unoccupied. It was by the sheer grace of God that that happened."

Mayor Burnett said that "we don't want PG&E to continue similar work until they know what went wrong here. The records issue is much more difficult - if in fact the maps cannot be relied upon, that's the larger question, and I'm not sure how they are going to solve that."

Jaxon Van Derbeken is a **San Francisco Chronicle** staff writer. E-mail: jvanderbeken@sfgate.com Twitter: [@jvanderbeken](https://twitter.com/jvanderbeken)

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Can PG&E Be Trusted? Carmel Puts Pacific Gas & Electric Co. on Notice in Carmel Explosion



Jason Burnett, Mayor of Carmel, California

Five years after a devastating pipeline explosion ripped through the city of San Bruno, killing eight, and a year after another explosion destroyed a house in Carmel-by-the-Sea, the Pacific Gas & Electric Co. still doesn't have accurate records of the gas pipes around our homes, neighborhoods and businesses, the business practices to compensate for their inaccurate records, or the tools in place to immediately halt a gas leak. Each day this situation is not fixed puts the public's safety at risk.

That's not my opinion alone, but the concern of the California Public Utilities Commission, which opened a formal investigation of PG&E's practices and record-keeping after recent pipeline accidents in Carmel, Mountain View, Milpitas, Morgan Hill and Castro Valley highlighted the risk to public safety of PG&E not having accurate records or maps of its vast pipeline network.

The proceeding — which could lead to more penalties and fines against PG&E — follows a report by the CPUC's Safety Enforcement Division finding that PG&E's pipeline records are too inadequate and too flawed to be trusted when making critically important, ongoing safety decisions. The public remains at risk until these issues are resolved.

It's the same problem that caused tragedy in 2010, when PG&E's record-keeping errors led to a fatal fire and explosion in San Bruno. PG&E is now facing a \$1.6 billion penalty and fine for its mistakes.

And it's the reason that another explosion shook Carmel, when in 2014 bad records misled construction crews replacing a gas-distribution line at Guadalupe and Third Street. The pressurized "live" line was punctured, causing gas to escape into a nearby house. PG&E knew it had caused a leak but allowed this dangerous situation to persist for more than 30 minutes without calling 911. Our police and firefighters were therefore not alerted and were not able to evacuate the area. The house exploded, sending building debris just over the heads of crews and residents walking nearby. Shrapnel was hurled into neighboring houses and windows were blown in by shock waves. It was a miracle nobody was killed, but we cannot rely on miracles to protect the public safety. The incident should have been prevented.

Yet bad records seem to be only part of the problem with PG&E in the Carmel region, which has suffered a string of incidents and life-threatening service delays since the initial incident.

Immediately prior to the 2014 explosion, construction crews realized they had accidentally tapped into an inserted plastic main, a main that records did not indicate existed. Once the main started leaking, PG&E did not have the "squeezer" tools in place to immediately stop gas flow.

PG&E crews were forced to halt the leak manually and it took them more than 60 minutes to do so. It was too late — the house exploded within 30 minutes. PG&E has since been fined \$10.8 million for its role in the Carmel explosion, with more penalties to come, depending on the outcome of the CPUC investigation.

Despite PG&E's lip service and empty promises of recovery, five subsequent pipeline accidents and leaks in the Carmel area have shaken our confidence in the company's commitment to safety.

Last year, shortly after the house explosion, another gas leak was reported in a major hotel. PG&E took more than five hours to respond. Weeks later another gas leak threatened Carmel when a third-party construction crew hit a pipe outside another hotel. A 20-foot gas cloud lingered for 20 minutes before PG&E crews finally arrived and they took over an hour to stop the leak.

While PG&E was able to halt these leaks before tragedy struck in the crowded area, the incidents underscored our urgency to make sure PG&E implements

several potentially lifesaving safety measures to prevent future pipeline breaches from threatening this community again.

These include better training of construction crews with the necessary emergency tools to make sure gas leaks are stopped quickly. Crews must respond to odor calls in a timely fashion, and a project manager must be designated to monitor construction projects and make regular site visits for possible pipeline interference.

As we prepare to participate in the upcoming CPUC investigation of PG&E's record-keeping and safety practices, we intend to require these measures as part of any penalties levied. We simply can't trust that PG&E will impose these measures on its own. The safety of our communities and the lives of our residents depend on our diligence.

SFGATE <http://www.sfgate.com/bayarea/article/PG-E-s-Line-109-also-seen-as-posing-safety-risks-2375453.php>

PG&E's Line 109 also seen as posing safety risks

SAN BRUNO BLAST Missing records, vulnerable welds for pipe from South Bay to S.F.

By Jaxon Van Derbeken Published 4:00 am, Sunday, April 10, 2011

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IMAGE 1 OF 3

An exposed section of PG&E's Line 109 gas transmission pipeline spans a creek on a steep hillside in Redwood City, Calif. on Friday, April 1, 2011.

(Published Apr. 10, 2011)

The other pipeline that Pacific Gas and Electric Co. has long relied on to deliver natural gas up the Peninsula has problems similar to the ruptured line in San Bruno - flawed or missing records and at-risk welds, including 80-year-old technology recognized as prone to earthquake failures, The Chronicle has learned.

Like PG&E transmission Line 132 - the pipe that ruptured and exploded in San Bruno on Sept. 9 - Line 109 runs from Milpitas through the South Bay and Peninsula and up to San Francisco, where it terminates in the Dogpatch neighborhood.

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Since the blast that killed eight people and destroyed 38 homes, PG&E has avoided service disruptions in the upper Peninsula by using a part of Line 109 to route gas around the blast site, thus keeping most of Line 132 in service.

Federal investigators have keyed into PG&E's inaccurate records on Line 132 in San Bruno - records that showed the 1956-vintage pipe had no seam when, in fact, it had a flawed seam weld since tied to the rupture. The company vouched for the line's safety using a method in 2009 that was incapable of finding bad welds.

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J'

Line 109 may be equally problematic for the company, documents show. Like all the lines running into San Francisco, PG&E has cut the pressure on Line 109 by 20 percent in the wake of the San Bruno disaster, but experts say that given its questionable state, the cut affords little assurance of safety.

"You don't know the right level of safety to begin with, so you don't know if you are cutting pressure by enough," said Richard Kuprewicz, a pipeline safety expert in Redmond, Wash.

Missing records

Perhaps the most damaging revelation about Line 109 came last month when the utility acknowledged that it lacks any records for a 5-mile segment in San Bruno that was installed by 1995. The undocumented segment starts south of the rupture site on Skyline Boulevard at San Bruno Avenue, and heads inland to Junipero Serra Boulevard and hooks up to the old route on Skyline at Hickey Boulevard.

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The 5-mile part of the line is among 140 miles of transmission pipe for which PG&E has said it has so far found no documents to prove it is operating safely. PG&E has until the end of August to look for the records as part of a \$3 million fine settlement still pending and slated to be argued Monday before the California Public Utilities Commission.

The undocumented part of the line apparently was installed to route around three active earthquake faults in the area on Skyline Boulevard, PG&E records show. The replacement route is now reflected on PG&E's current maps, but the utility lacks records of construction documents and has no proof that it did legally mandated high-pressure water tests.

UC engineering Professor Bob Bea said the lack of records for a 1995-era project is "astounding."

"To have that long a section of an important pipeline without records on its condition - that would be alarming," he said. "I think we have a problem, Houston."

PG&E has acknowledged that the line has other identified risks, but says it inspected the line in 2009 and found no leaks over the past decade.

Brittle welds

PG&E has noted that a 2-mile portion of Line 109 along Alemany Boulevard in San Francisco dates from 1932 and was constructed using oxyacetylene welds, notoriously brittle and susceptible to failure in earthquakes. The at-risk part of the line runs under the street roughly from Sickles Avenue to Rousseau Street.

Oxyacetylene technology - which dates to the early part of the 20th century - is problematic because the hot gases used in the welding process generate bubbles in the welding bond, Bea said.

"It's difficult to get a weld with high integrity," he said. "You end up with a lot of gas and bubbles trapped in the metal."

Kuprewicz added, "Oxyacetylene welds are like glass. They don't bend, they snap. They are very brittle."

Dozens of those welds failed in the 1971 quake in Sylmar (Los Angeles County), according to a 2008 seismic report done for the U.S. Geological Survey on the vulnerability of that kind of weld. The report also found that in the 1989 Loma Prieta quake, PG&E had three transmission line failures involving such welds, and in the 1994 quake in Northridge (Los Angeles County), more than two dozen such welds failed or were damaged.

The 2008 report recommended replacement with upgraded pipes, or at least using automatic shutoff valves, pointing out that oxyacetylene welds were almost 100 times more likely to fail in a quake than more modern technology.

PG&E has long downplayed the usefulness of automatic valves, citing industry data showing most blast damage is done in the first 30 seconds of an explosion, but since the San Bruno blast has said it will install them in many high-risk areas.

Rehab versus replace

PG&E had been replacing dozens of miles a year of old pipes since 1985 - including the 5-mile reroute near San Bruno - but told regulators in 1995 that it now intended to begin finding ways to rehab old lines rather than replace them.

One of its first efforts in that vein was to install, that year, a plastic liner in Line 109 under Alemany Boulevard that had 1932-vintage oxyacetylene welds. The purpose of the liner was to create an internal membrane to contain any gas release if vulnerable girth welds failed in an earthquake.

PG&E bought the liner from Paltem Systems Inc. of Missouri, and it was touted as being able to withstand pressures up to 900 pounds per square inch. Paltem is not currently in business in the United States.

"The purpose of this project was to install a safe composite lining, in order to provide additional support and protection," PG&E spokesman Joe Molica said about the liner.

Before installing the liner, he said, PG&E had tested that part of the line using high-pressure water. At the time, the company said it would track any leaks and inspect the line a year after installation.

PG&E recently told San Francisco City Attorney Dennis Herrera, who asked for details about the project, that it did an initial camera inspection but did not do a follow-up inspection. PG&E says the inspection could have damaged the liner and there had been no leaks in the past decade.

Inspection aside, experts question the value of the liner in a major quake. Glen Stevick, a Berkeley engineer and pipeline safety expert, said such an interior liner "does provide a lot of flexibility and it can take a certain amount of leakage without rupture."

But, he said, substantial ground movement during a quake could have a "guillotine" action in severing a circumferential weld, slicing the liner in the process.

Doug Honegger, an Arroyo Grande (San Luis Obispo County) consultant on pipeline seismic safety, agreed the liner's value is limited.

"The question is why they put the liner in. If the threat was from large ground movement, I'm not sure the (liner) would be what they needed," he said. "The preferred option would be to replace that section."

Vulnerable welds

Still other parts of Line 109 were constructed with low-frequency electric resistance welds, considered vulnerable during normal operations and tied to more than 100 failures nationwide.

PG&E inspected Line 109 in 2009 using a method that was incapable of finding flawed seam welds. Yet two stretches of the line have such welds, according to PG&E records. PG&E officials have said they had been intentionally boosting the pressure on lines with such welds every five years or so since 2003, but stopped the practice after the San Bruno explosion. The company says it had been elevating the pressure because federal regulations - based on peak pressure levels - would otherwise kick in and limit its ability to meet peak demand.

Federal officials say they don't understand why PG&E was boosting pressure on vulnerable lines.

PG&E last spiked the pressure on the San Francisco part of Line 109 on April 12 of last year to 147 pounds per square inch; the line's maximum capacity is 150 psi. It first spiked the pressure on the line in December 2003 to 150 psi. Experts have questioned the safety of the spiking practice on such vulnerable welds, saying they could make them more prone to failure.

Portion above ground

Outside San Francisco, at the higher-pressure segment of the line, experts point to another potential problem spot: an above-ground, 50-foot span where Line 109 crosses a dry creek bed. PG&E inspected the line in 2009 and said any safety concerns were addressed.

But UC Berkeley's Bea said erosion on the creek banks during recent storms could potentially weaken support on either side spanning the creekbed. He worries the line has no underpinnings to support the crossing.

Experts point to the totality of Line 109 problems as warning signs that the older, untested lines in PG&E's system are fraught with potential risks

PG&E had largely stopped replacing old lines by 2000, when it cut back on miles replaced in favor of inspection efforts to assure safety, document show.

"With the age and the risk factors they have, why aren't they judiciously replacing these pipes?" pipeline safety expert Kuprewicz said. "You are playing Russian roulette with a six-shooter, and you have five bullets in the gun."

"I frankly don't feel very comfortable with their whole" system, said Robert Eiber, another pipeline integrity expert. "It's a mess. You need to find out what you have in the ground."

Herrera said he wants to know more about the line before he is satisfied it is safe.

"It's quite clear that we haven't received all the records that would give us that complete confidence," he said. He added that he intends to make every effort to make sure "we are getting the records we need."

E-mail Jaxon Van Derbeken at jvanderbeken@sfchronicle.com.

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FROM THE COVER

Land altered before blast

Blast from page A1

closer to the surface than any one realized.

Among the critically burned victims was the county Department of Public Works employee who was driving the front-end loader that struck and punctured the 12-inch-wide gas pipe, sending a fireball more than 100 feet into the air, according to witnesses. The unidentified driver had been building up a dirt berm behind a sheriff's firing range near Highway 99.

8 inmates injured

Eight of the injured were inmates from the Fresno County Jail who were digging bullets out of the berm. Six inmates remained hospitalized on Saturday, including one with life-threatening injuries, said Tony Botti, a spokesman for the Fresno County Sheriff's Office. Two deputies were treated at a local hospital and released Friday night.

How and why the explosion occurred is under investigation by the California Public Utilities Commission, working with the federal Pipeline and Hazardous Materials Safety Administra-



Pacific Gas and Electric Co.

A front-end loader sits on a berm behind a firing range Friday after causing a blast near Fresno. At right is part of the pipeline.

been scraped and hauled and maneuvered to build up the backdrop for the targets, said Botti of the sheriff's office.

"The whole area has changed significantly over the past year," Botti said. "There's been constant construction."

PG&E's Boyles said the pipeline was well marked with a pair of orange and white warning signs in the area.

The driver "was directly between the two line markers," Boyles said, with the warning signs about 100 feet on either side of the vehicle.

But when a reporter asked to see the signs and photograph them, Boyles ordered the reporter to leave the premises.

The area "was an active in-

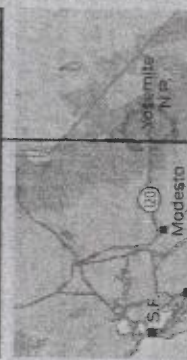
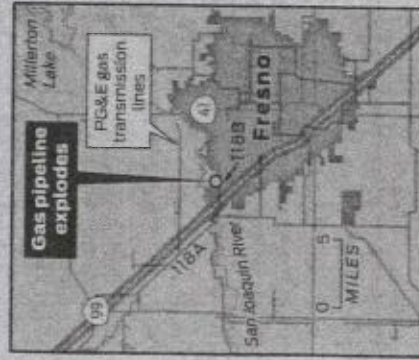
physical inspection of the pipe is involved.

State law requires workers who use digging and grading equipment to call 811 two working days before beginning their work, said another PG&E spokesman, Nick Stimmel. That call alerts PG&E and other utilities to send someone out to identify the location of underground pipes and equipment.

No call before dig

Stimmel said its 811 call center, USA North, never received such a call.

"Oftentimes it's a lack of awareness" that causes workers not to make the crucial call, Stimmel said. "Sometimes people just don't want to wait" for



3:20 pm — because the area had not been upgraded to have an automatic shut-off valve, which can be closed from a remote location.

Since the San Bruno explosion, PG&E has installed 200 automatic or remotely controlled shut-off valves as part of its \$2.8 billion effort to improve its network of natural gas pipelines across Northern and Central California.

At the shooting range Friday, flames burned until nearly 4 p.m.

On Saturday morning, Union Pacific Railroad crews worked to repair 400 feet of nearby track that was bent, melted and twisted by the blast. They had been working since Friday

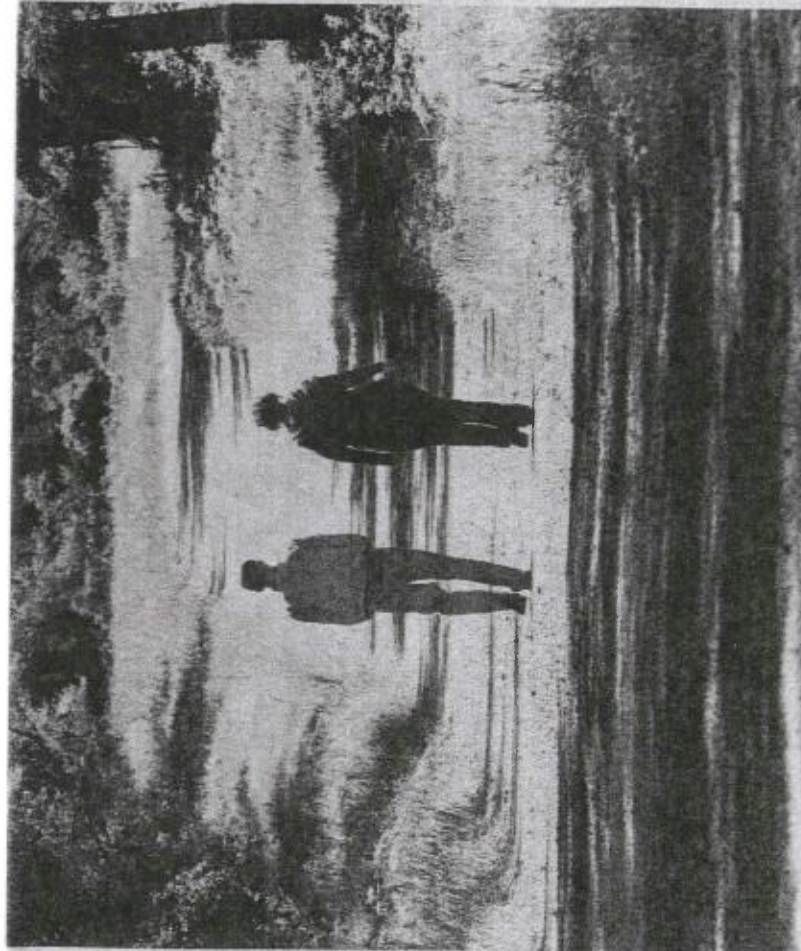
2016 and build connections to other trails along the spectacular coast mountains of the Peninsula.

It would be the first time the San Francisco utility has lifted restrictions on access to the land surrounding the reservoir, opening 23,000 acres of scenery for the public to admire. The proposal was hailed by Bay Area residents who have long sought access to the trails in the watershed.

"I'm very encouraged," said Jim Sullivan, a docent for the Golden Gate National Recreation Area and San Mateo County parks. "These are existing corridors that have been accessed by patrol vehicles, horseback riders and utility workers for many years."

The proposal brings park advocates closer to their dream of creating a giant network of trails through the watershed and connecting with federal, state and local

Trails continues on A9



Terray Sylvester / The Chronicle

San Francisco Public Utilities Commission employees Tim Ramirez and Betsy Lauppe Rhodes walk on the Fifield-Cahill Ridge Trail, which will open for expanded uses and be extended farther through the watershed land.

"The area is full of trails that go back to the 1860s. They belong to the people in perpetuity."

Andy House, founder of the group Open the SF Watershed

created 500-foot "buffer zones," Berkeley's version is more sweeping and applies to many more products.

If passed by the City Council on May 12, it would turn tobacco into an obscure, big-ticket item, since the proposed buffer zones would

Tobacco continues on A8

Gas pipeline blast injures 11 near Fresno

By John King, David R. Baker and Kale Williams

A Pacific Gas and Electric Co. natural gas pipeline near Fresno erupted in a fireball Friday afternoon — injuring at least 11 people and temporarily closing down Highway 99 — after a tractor operator accidentally punctured the 12-inch line, authorities said.

Eleven victims were transported to hospitals, where officials said four were in critical condition, two were in serious condition and the remainder suffered minor injuries.

The explosion, which sent flames surging past the tops of nearby trees, happened shortly before 2:30 p.m. on a shooting range close to busy Highway 99, one of the San Joaquin Valley's two main freeways.

Blast continues on A9

failed to convict journalists who paid police, prison guards and other officials for stories. After the verdicts, prosecutors told most of the journalists facing upcoming cash-for-scoops trials that charges

2 Syria fighting: In an interview published Friday in the Swedish daily Expressen, Syrian Presi-

3 Cameroon attack: Boko Haram militants killed at least 12 people in attacks on two

U.N. Human Rights Commissioner's office said at least 6,116 people have been killed since the fighting broke out a year ago.

5 Rights abuses: Bahrain is hitting back at an Amnesty International report alleging that government reforms have failed to end serious violations of human rights in the Gulf country

PG&E gas explosion leaves at least 11 hurt

Blast from page A1

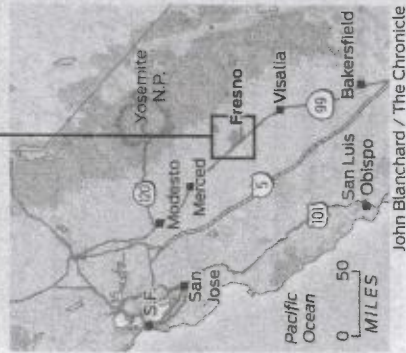
The tractor was being operated by a county public works employee who was using it to reinforce a berm behind the targets at the Fresno County Peace Officers' Range, according to spokesman Tony Botti of the Fresno County Sheriff's Office. Three lanes and about 30 feet away, more than a dozen inmates were digging bullets out of the berm.

It was not immediately clear whether the tractor operator knew the gas transmission line was there. Anyone who digs with heavy equipment is supposed to check with local utilities in advance. PG&E spokeswoman Nicole Liebelt said the company had not received a call on its digging hotline from anyone working nearby.

But, according to Botti, the tractor operator was not engaged in digging at the time of the explosion. "All the indications are that he was driving and the explosion happened," Botti said, perhaps because the front-end loader was scraping the ground.

Whatever the cause, the explosion was immense — flaring more than 100 feet into the air, according to onlookers, and spilling outward in heat and flames that injured at least 10 of the inmates. One was in such critical condition that he had to be airlifted to a nearby hospital.

"The driver of the tractor,



John Blanchard / The Chronicle

amazingly, was able to walk over to the ambulance," Botti said. He added a smaller example of the fireball's intensity: plastic trash cans 200 feet away from the explosion, in an area where deputies clean their guns, melted. "They looked like trash-can lids," Botti said.

Fortunately, most of the area around the explosion was grassland, the shooting range and an equestrian center.

Another factor that kept the toll from being more severe is that deputies were at the shooting range. "Hats off to them," Botti said. "They

natural gas pipeline beneath San Bruno, which killed eight people. The blast erupted from a 1950s-era pipeline that had been installed with standard welds that failed, said federal investigators.

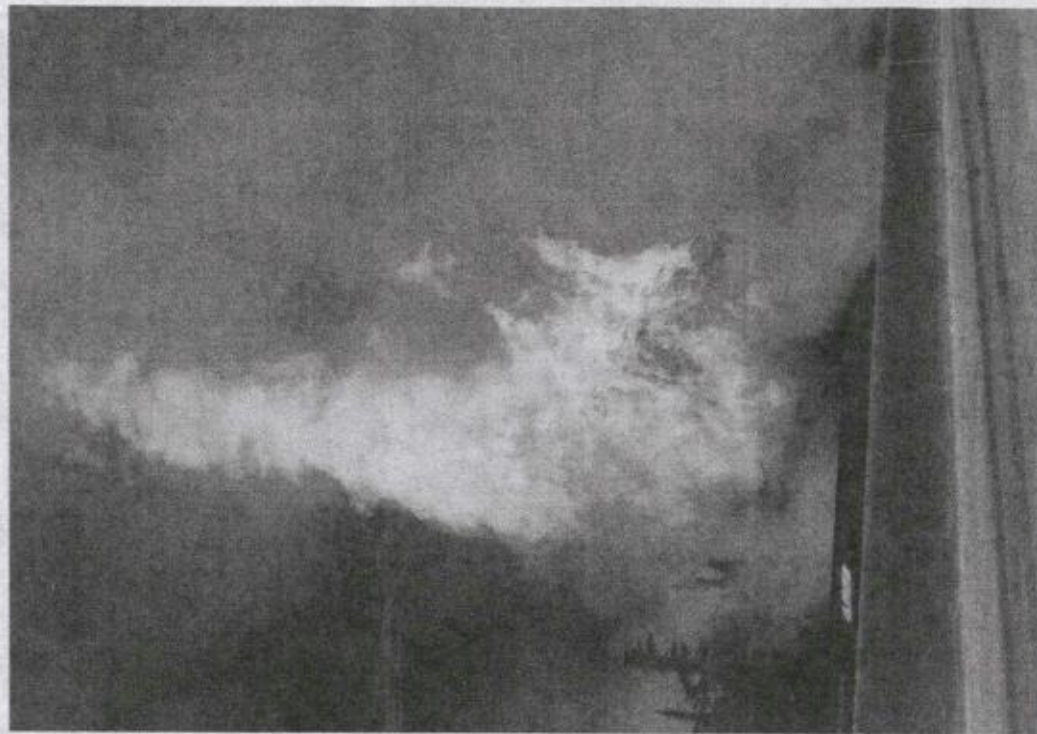
Since then, PG&E has spent or committed to spend \$2.8 billion on repairing and upgrading its vast network of natural gas pipes, which spans most of Northern and Central California. The utility has replaced more than 800 miles of cast-iron pipe and installed 200 automatic or remotely controlled shut-off valves, as well as invested in new leak-detection technology.

Those investments, however, cannot prevent other people from digging into and puncturing gas lines — the most common cause of natural gas pipeline accidents nationwide.

But if the tractor in fact was not engaged in scooping dirt out of the ground, that raises the question of how close the 12-inch transmission line was to the surface.

Late Friday, the utilities commission reported that it had dispatched a team to Fresno and would conduct a full investigation of the explosion. The commission had already begun coordinating with the federal Pipeline and Hazardous Materials Safety Administration, said spokeswoman Terrie Prosper.

John King, David R. Baker and Kale Williams are San Francisco Chronicle staff writers. E-mail: jking@sfgchronicle.com, dbaker@sfgchronicle.com, kwilliams@sfgchronicle.com Twitter: @JohnKingSFChron, @DavidBakerSF, @SFKale



Kevin Ling / Associated Press

A fireball erupts after a large gas pipeline exploded near Fresno, injuring at least 11 people and closing Highway 99.

Highway 99 was closed in both directions until 4:30 p.m. A railroad line running alongside the shooting range sustained damage.

Last week, the California Public Utilities Commission slapped PG&E with a record \$1.6 billion penalty for the September 2010 explosion of a

jumped into action right away to get aid."

According to Pete Martinez, a spokesman for the Fresno Fire Department, the response to the fireball included 15 fire engines, fire trucks and water trucks each containing roughly 2,000 gallons for the engines to draw on.



SAN BRUNO

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Regulatory Changes: San Bruno Explosion Mirrors 2004 Walnut Creek Pipeline Blast

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Getty Images / Justin Sullivan

The aftermath of the lethal San Bruno explosion has begun to replicate regulatory and safety changes that were products of the 2004 Walnut Creek pipeline blast, a case we represented for our client who suffered burns over 30% of his body.

New Safety Regulations

San Bruno: Yesterday U.S. Rep. Jackie Speier, (D-Hillsborough) announced legislation that would require pipeline operators across the country to equip their lines with automatic shut-off valves. This technology could have significantly reduced the devastation of the San Bruno pipeline explosion.

Walnut Creek: In 2006, the federal Pipeline and Hazardous Materials Safety Administration's Office of Pipeline Safety and Kinder Morgan, an energy company involved with the Walnut Creek explosion, agreed that Kinder Morgan would provide system-wide

Re: Inquiry about Gas Transmission Pipeline 109 from
concerned SF residents

- **Robert G. BEA**

- May 5 at 10:26 AM

To

- Marilyn Waterman

Happy Monday Marilyn,

given the background you provided in your email, yes - you should be concerned.

there are several points in your summary that provide a good basis for your concerns:

- 1) old (1980s) PG&E gas transmission pipeline installed in area with highly variable topography,
- 2) no records on the construction, operation, and maintenance of the pipeline,
- 3) no definitive guidelines to determine if the pipeline is 'safe' and 'reliable',
- 4) apparent confusion about responsibilities (government, industrial - commercial) for the pipeline safety, reliability, and integrity.

this list is identical to the list of concerns that summarized causation of the San Bruno Line 132 gas pipeline disaster.

the fundamental 'challenge' associated with your concern is tied to the word 'safe'. unfortunately, it has been very rare that i have encountered organizations that have a good understanding of what that word means, and less of an understanding of how to demonstrate that a given system is 'safe enough'.

during my investigation of the San Bruno disaster, i did not find a single document (including trial deposition transcripts) that clearly indicated PG&E or the California PUC had a clear understanding of the word 'safe': freedom from undue exposure to injury and harm.

much of this situation is founded in 'ignorance'. it is very rare for me to work with engineers who have a comprehensive understanding of what the word safe means - and no clue about how to determine if a system is either safe or unsafe. the vast majority of governmental regulatory agencies are even worse off.

i have attached a graph that helps me explain the important concepts associated with determining if a system is safe or unsafe. the vertical scale is the likelihood of a failure. the horizontal scale is the consequences associated with a failure. the diagonal lines separate the graph into two quadrants: safe and not safe. if the potential consequences associated with a failure are low, then the likelihood of the failure can be high. if the potential consequences are very high, then the probability of failure must be very low. uncommon common sense.

on the graph, i shown a system that was designed for a particular 'risk' (combination of likelihood and consequences of failure). when it was constructed, the risk increased due to construction 'malfunctions' - like bad welding. when the system was put into service, the risk increased further - perhaps due to poor corrosion protection and due to the area around the pipeline being populated with homes, businesses, schools and other things that increase the potential consequences of a major failure. once it is determined that the system that was originally designed to be safe, is no longer safe, then it is necessary to do things that will allow the system to be safely operated.....reduce the likelihood of failure (e.g. repair the corrosion) and reduce the consequences of failure (e.g. install pressure control shut off sensors and equipment that can detect a loss of gas and rapidly shut the system down)....or replace the segment of the pipeline that no longer meets safety - reliability requirements.

after i completed my investigation of the San Bruno disaster, i prepared a series of 'graphics' that summarized my findings. because the graphics file is very large, i have sent the file to you as a Google Document with a link you can use to view or download the document to your computer.



[The San Bruno Root Cause Analysis.pdf](#)

i know this has been a long answer to your short question. i hope it will help you understand how to better communicate your valid concerns regarding this development.

bob bea

On Mon, May 5, 2014 at 9:37 AM, Marilyn Waterman <yaviene@yahoo.com> wrote:

Dear Mr. Bea,

I am writing to you on behalf of a group of concerned Bernal Heights residents in San Francisco. We have been very interested in your published comments on San Francisco Bay Area's gas transmission pipelines and are wondering if you could offer us an idea of whether we should question the public safety of a proposed development. Many of us in Bernal Heights think the project - two luxury houses with four more down the line - unwisely puts speculator's interests before public safety.

The particular details are these: Gas Transmission Pipeline 109, built in the early 80's, runs under several Bernal streets before it rises up an incline under Folsom Street toward the top of Bernal Heights hill.

Toward the top of Folsom Street, the hill enters an undeveloped section of about 100 feet with a 35-degree grade - for years, deemed too steep to develop by the Department of Public Works. Within San Francisco, it is a rare spot of steep unpaved land over Pipeline 109.

The Department of Public Works has now designated this 35-degree grade section of Folsom Street a 'right of way' - which exempts the developers from City public street safety grading codes - and paves the way for development. Public street safety standards set the grade of new streets in San Francisco at 25 degrees. Indeed, the two public streets running parallel to this section of Folsom were safely graded to 25 degrees or less. Under this designation, private contractors in conjunction with PG&E will do all construction and maintenance over the pipeline.

We think this is a questionably risky development - given the location in a densely urban neighborhood, the steepness of the grade for heavy earth-moving equipment, the lack of records about the pipeline in this undeveloped area, and the fact the City has no risk assessment guidelines in place for construction around gas transmission pipelines that we are aware of.

Indeed, several years ago at the very spot where this development is proposed to begin, a cement truck overturned while trying to make a turn and ruptured a water main.

We have written to the Department of Public Works and PG&E about our concerns - and have been alarmed at the casual attitude we have encountered. The City Planning Department has already issued a perfunctory waiver from an Environmental Review. The DPW maintains they have nothing to do with a right of way development except issue a permit and inspect excavation. PG&E has so far offered no records of this section of the pipeline. The City of San Francisco itself, as far as we know, has no guidelines for assessing risk of construction around transmission pipelines.

All of this makes many of us very uneasy. Should we be?

We would greatly appreciate your perspective.

Regards,
Marilyn Waterman

PS - If you want to google the proposed development the addresses are:
3516 and 3526 Folsom St., San Francisco

Robert Bea
Professor Emeritus
Center for Catastrophic Risk Management
University of California Berkeley
Email: bea@ce.berkeley.edu

Risk Assessment & Management Services
60 Shuey Drive
Moraga, CA 94556
925-631-1587 (office)
925-699-3503 (cell)
Email: BeaRAMS@gmail.com
<http://buy.norton.com/specialoffers?VENDORID=YAHOO>

- acceptable risks
.pdf
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SFGATE <http://www.sfgate.com/bayarea/article/Cement-truck-mixes-poorly-with-city-water-2545528.php>

Cement truck mixes poorly with city water

Chronicle staff report Published 4:00 am, Wednesday, August 22, 2007

ADVERTISEMENT



Chronicle / Katy Raddatz

IMAGE 1 OF 2

WATERMAIN_027_RAD.jpg SHOWN: Broken water main and fallen cement truck at the corner of Powhattan and Folsom Streets in San Francisco, CA., where undergrounding and sewer repair work have been ongoing. (Katy Raddatz/The Chronicle) **

A cement truck overturned, below, and ruptured a water line in San Francisco's Bernal Heights neighborhood Tuesday, knocking out service to four blocks for seven hours.

The accident happened a little after 10 a.m. and slightly injured the cement truck driver.

At left, an Atlas Towing worker rigs cables to the fallen truck.

Righting the truck took several hours more than expected, but the job was finally accomplished at 3 p.m. with the help of two heavy-duty tow trucks. Two hours later, water was flowing to all in the neighborhood once again, said **Tony Winnicker**, a spokesman for the city **Public Utilities Commission**.

ADVERTISING**RELATED STORIES**

Water service
restored in Bernal
Heights

The affected area is bounded by Powhattan Avenue, Cortland Avenue, Folsom Street and Gates Street.

APPLICATION FOR Discretionary Review

1. Owner/Applicant Information

DR APPLICANT'S NAME: ANN LOCKETT		
DR APPLICANT'S ADDRESS: 61 GATES ST., SAN FRANCISCO	ZIP CODE: 94110	TELEPHONE: (415) 824-2776
PROPERTY OWNER WHO IS DOING THE PROJECT ON WHICH YOU ARE REQUESTING DISCRETIONARY REVIEW NAME: FABIEN LANNOME		
ADDRESS: 241 AMBER AVE. SAN FRANCISCO	ZIP CODE: 94131	TELEPHONE: (415) 626-8868
CONTACT FOR DR APPLICATION: Same as Above <input checked="" type="checkbox"/>		
ADDRESS:	ZIP CODE:	TELEPHONE: ()
E-MAIL ADDRESS: lockett7@gmail.com		

2. Location and Classification

STREET ADDRESS OF PROJECT: 3516 FOLSOM ST. SAN FRANCISCO, CA		ZIP CODE: 94110
CROSS STREETS: CHAPMAN		
ASSESSORS BLOCK/LOT: 56261013	LOT DIMENSIONS: 25x70	LOT AREA (SQ FT): 1750 sq. ft.
ZONING DISTRICT: RH-1/40 X BERNAL HEIGHTS, SUD		HEIGHT/BULK DISTRICT:

3. Project Description

Please check all that apply

Change of Use ☐ Change of Hours ☐ New Construction ☒ Alterations ☐ Demolition ☐ Other ☐

Additions to Building: Rear ☐ Front ☐ Height ☐ Side Yard ☐

Present or Previous Use: Open space, foot trails

Proposed Use: single family house

Building Permit Application No. 2013.12.16.4322 Date Filed: 12-17-13

RECEIVED

SEP 15 2015

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
P/C

4. Actions Prior to a Discretionary Review Request

Prior Action	YES	NO
Have you discussed this project with the permit applicant? ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you discuss the project with the Planning Department permit review planner? ²	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you participate in outside mediation on this case?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

1. Yes, at several East Slope Design Review Board public meetings in 2014,
2. Yes, I spoke with Rich Sacre about whether a tenant can submit a DR application. He said, "Yes, I could."

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.

Discretionary Review Request

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

1. 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 cite specific sections of the Residential Design Guidelines.

The massive size of the proposed house at 2516 Folsom Street, three stories of living space including a 3-car garage, is exceptionally out of scale and character with this mixed socio-economic neighborhood of predominantly low to middle income owners and renters occupying modest houses built for working families in the early to mid 20th century. Presented to neighbors by the architect as just a one-family house, it must be considered in its extraordinary site context: six lots proposed for development on a steep (approx. 35-37% grade) open space slope located over a major PG&E gas transmission line. **It conflicts with:**

Residential Design Guidelines, p. 22: it is not "compatible in size and scale with surrounding buildings" on Block 5626. The neighborhood character of the south slope area of Bernal Heights is notably unpretentious with predominantly small one and two story houses with 1-car garages or no garage at all. (see attached sheet)

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:

The plan for 3516 Folsom St. unreasonably impacts the neighborhood in creating a tipping point to an unacceptable change in neighborhood character. The out-of-scale house proposed, with its unworkable 3-car garage on a dangerously steep slope, sets a highly undesirable precedent for equally grandiose houses on the other five lots on this hillside open space. It would be a slippery slope towards filling Bernal Heights with expensive, out-of-character boxes, eventually making every older house a potential teardown, an unacceptable impact adversely affecting the entire neighborhood which has so far gentrified in ways that retain neighborhood character. **General Plan Priority Policy #2** emphasizes that "neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods."

There is real danger in bringing heavy construction equipment onto this very steep and uneven hillside slope over a major PG&E gas transmission pipeline--many neighbors, their friends and relatives, and walkers on Bernal Hill fear for their personal safety, not to mention the potential loss of their homes.

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?

One or two story houses could be an alternative and fit the neighborhood character if three fundamental conditions were met: 1) PG&E determines the depth and integrity of the major gas transmission pipeline under the site's slope; 2) if PG&E repairs or replaces it as necessary; and 3) if independent experts certify its safety.

Open space, permanently designated, is the best alternative

-leave this entire hillside as it is, a natural area with diverse native and non-native plants and wildlife within the city limits

-currently it is and should remain a valuable and unusual resource for the neighborhood, visitors to the neighborhood, and neighborhood public elementary school children and their families many of whom are low income and have few opportunities to experience undeveloped natural areas

Discretionary Review Request - page 2 - Lockett

Question 1. (continued)

It conflicts with:

Planning Code Priority Policy #8, that "out parks and open spaces and their access to sunlight and vistas be protected from development." This project is proposed for a never paved, never built upon very steep hillside that has an informal foot trail system through a natural area with native and non-native plants and wildlife. It is used by neighbors and hikers for recreation and local public elementary school children on nature study field trips. (see attached list of local birds and wildlife of the San Francisco Bay Area seen on this slope)

It conflicts with:

East Slope Design Review Board Guidelines, p. 12, regarding building bulk and massing, which warns against "the maximum-building-envelope-shoebox more characteristic of apartment units than of a house form." The architect, despite neighbors' comments and ESDRB input at community meetings, refused to reduce the height and size of the house and to provide side yards.

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

Signature: Ann Lockett

Date: Sept. 15, 2015

Print name, and indicate whether ^{tenant}~~owner~~, or authorized agent:

ANN LOCKETT
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	<input checked="" type="checkbox"/>
Address labels (original), if applicable	<input checked="" type="radio"/>
Address labels (copy of the above), if applicable	<input checked="" type="radio"/>
Photocopy of this completed application	<input checked="" type="checkbox"/>
Photographs that illustrate your concerns	<input checked="" type="checkbox"/>
Covenant or Deed Restrictions	<input type="checkbox"/>
Check payable to Planning Dept.	<input checked="" type="checkbox"/>
Letter of authorization for agent	<input type="checkbox"/>
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)	<input type="checkbox"/>

NOTES:

☐ Required Material.

☐ Optional Material.

☐ Two sets of original labels and one copy of addresses of adjacent property owners and owners of property across street.

For Department Use Only

Application received by Planning Department:

By: _____

Date: _____

3576 Folsom St. app
ann lockett <lockett514@icloud.com>@

2-story house at top of Gates St. fits neighborhood character and is visually appealing, has side yards

September 15, 2015 11:58 AM

1 Attachment, 358 KB



RECEIVED

SEP 15 2015

CITY & COUNTY OF SAN
PLANNING DEPARTMENT
PIC

3516 Folsom St. app
ann lockett <lockett514@icloud.com>
another attractive 2-story modern house at top of Gates St.

September 15, 2015 11:28 AM

1 Attachment, 94 KB



3516 Folsom St. app

ann lockett <lockett514@icloud.com>

Gates St. one and two story houses in Block 5626

neighborhood character

September 15, 2015 11:46 AM

6 Attachments, 185 KB



3516 Folsom St. app

ann lockett <lockett514@icloud.com>@

Steep slope of Folsom St, from top of hill by Community Garden

project site

September 15, 2015 11:53 AM

3 Attachments, 144 KB



3516 Folsom St. app

ann lockett <lockett514@icloud.com>

5216 project board (notice on right) by PG&E gas line warning sign

September 15, 2015 11:37 AM

1 Attachment, 168 KB



3516 Folsom St. app

ann lockett <lockett514@icloud.com>

PG&E gas pipeline warning sign facing down slope toward Folsom St.

September 15, 2015 12:21 PM

1 Attachment, 450 KB



APPLICATION FOR Discretionary Review

1. Owner/Applicant Information

DR APPLICANT'S NAME: HERB FELSENFELD (for Neighbors Against The Upper Folsom Street Extension)		
DR APPLICANT'S ADDRESS: 3574 FOLSOM STREET	ZIP CODE: 94110	TELEPHONE: (415) 601-5062
PROPERTY OWNER WHO IS DOING THE PROJECT ON WHICH YOU ARE REQUESTING DISCRETIONARY REVIEW NAME: Fabien Lannoye		
ADDRESS: 297c Kansas Street	ZIP CODE: 94103	TELEPHONE: (415) 626 8868
CONTACT FOR DR APPLICATION: Same as Above <input checked="" type="checkbox"/>		
ADDRESS: 	ZIP CODE: 	TELEPHONE: ()
E-MAIL ADDRESS: herbfelsenfeld@gmail.com		

2. Location and Classification

STREET ADDRESS OF PROJECT: 3516 Folsom Street		ZIP CODE: 94110
CROSS STREETS: Undeveloped land near the corner of Folsom + Chapman streets		
ASSESSORS BLOCK/LOT: 5626 1014	LOT DIMENSIONS: 25' x 90'	LOT AREA (SQ FT): 1750 sq ft
ZONING DISTRICT: RH-1/40X		HEIGHT/BULK DISTRICT: 20' 7"
Bernal Heights SOD		

3. Project Description

Please check all that apply

 Change of Use ☐ Change of Hours ☐ New Construction ☒ Alterations ☐ Demolition ☐ Other ☐

 Additions to Building: Rear ☐ Front ☐ Height ☐ Side Yard ☐

 Present or Previous Use: **Vacant Lot**

 Proposed Use: **Single Family Residence**

 Building Permit Application No. **2013.12.16.4322** Date Filed: **12/17/2013**

Discretionary Review Request

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

1. 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.

See Attached

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:

See Attached

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?

See Attached

4. Actions Prior to a Discretionary Review Request

Prior Action	YES	NO
Have you discussed this project with the permit applicant?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you discuss the project with the Planning Department permit review planner?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you participate in outside mediation on this case?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

See Attached

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

Signature:

Herbert E. Felsenfeld

Date:

09/15/2015

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

Herbert E. Felsenfeld

Owner / Authorized Agent (circle one)

Application for Discretionary Review

CASE NUMBER:
For Staff Use only

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	<input checked="" type="checkbox"/>
Address labels (original), if applicable	<input checked="" type="checkbox"/>
Address labels (copy of the above), if applicable	<input checked="" type="checkbox"/>
Photocopy of this completed application	<input type="checkbox"/>
Photographs that illustrate your concerns	<input checked="" type="checkbox"/>
Covenant or Deed Restrictions	<input checked="" type="checkbox"/>
Check payable to Planning Dept.	<input checked="" type="checkbox"/>
Letter of authorization for agent	<input type="checkbox"/> N/A
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)	<input checked="" type="checkbox"/>

NOTES:

☐ Required Material.

☒ Optional Material.

☐ Two sets of original labels and one copy of addresses of adjacent property owners and owners of property across street.

RECEIVED

SEP 15 2015

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
PIC

For Department Use Only

Application received by Planning Department:

By: Isoken OmoKaro

Date: 9-15-15

development. The Bernal Heights East Slope is a special neighborhood and the qualities that make it that way are cherished by all those whose commitment to seeing them preserved has produced these building guidelines.

The history of the East Slope has been one of benign neglect by the City of San Francisco, however, while dirt roads and undeveloped hillsides have given the East Slope its rural character, the lack of roads and services has periodically presented real danger to the residents.

Much recent development is not only inconsistent but often at odds with the smaller scale existing structures. As a result, the East Slope's rural characteristics rapidly are disappearing along with views, open space and trees. Some new buildings have created "canyons" blocking sunlight and presenting building facades, which are all copies of a single undistinguished design.

In preparing these guidelines we have made a thorough inventory of present housing stock, vacant lots, open spaces, public areas, and streets, both developed and undeveloped.

Predominant architectural components have been examined along with the relationship of individual buildings to their lots and their immediate neighbors. These guidelines are an effort to retain the spirit of our neighborhood and to establish criteria for new housing design that will ensure, as much as possible, the continued existence of the East Slope's unique character.

How minimizing monotony and enhancing the visual appeal of new housing.

We have tried very hard to make the guidelines prescriptive rather than restrictive. The intent is not to induce dull uniformity but rather to encourage inventive diversity while conforming to the patterns of development which have made Bernal Heights as humanly scaled as it is today.

In an interview recorded earlier in 1986, architect Hugh Jacobsen, a four-time winner of the National Honor Award of the American Institute of Architects is quoted as saying:

"From the beginning, I've looked at all architecture as a matter of good manners, being part of the whole street, being part of the fabric of the city. Good architecture, rather than beating its chest or shouting at neighbors, behaves like a well-mannered lady. There is politeness in every great city—Florence, Rome, and especially Paris. The streets have continuity but each building also has its own individuality. The buildings are at once proud and humane, standing strong in their mutual respect."

Certainly San Francisco is considered one of the great cities of the world. We fervently hope that newcomers to the East Slope, as part of a great city, will be architecturally polite so that we, the old and the new, can stand strong in our mutual respect.

ATTACHMENT
A-2

SUMMARY OF DESIGN GUIDELINES

1. 9'-0" CURB CUT/SINGLE CAR GARAGE DOOR:

Garage doors shall be limited to a 10'-0" width. Curb cuts shall be 9'-0" and placed so as to create a 16'-0" curb space within the 25'-0" width of the lot to provide one full parking space on the street. In addition, the garage door shall be placed a minimum of 16'-0" from the inside edge of the sidewalk so as to provide one additional parking space per residence in the driveway.

2. LANDSCAPING • FRONT YARD SETBACKS • STREET TREES

50% of the Front Yard Setback area (not including the driveway up to the garage) shall have provision for landscaping (i.e. trees, shrubs, flower beds, ground cover, vines, etc.).

One Street Tree shall be planted at the time of construction in front of each lot within the street right-of-way, and close to the front property line. Trees shall be 15-gallon size.

3. ENTRY TREATMENT

Make the entry of the house something special — a celebration — more than just a front door. Create a transition between the street and the doorway. Give special attention to the treatment of the framing of the opening itself.

Fences or walls which enclose a lot or a portion of a lot, which run parallel to the property line on the street side, and are not structural portions of the buildings or the stair leading to it, shall not be completely solid at eye level.

4. BUILDING AND ARCHITECTURAL MASSING

Step the building with the slope of the lot. Building shall not exceed 32'-0" from any point on natural grade. This height shall be measured to the average height of a pitched roof or to the highest point of a flat roof. In addition, no point of the last 10'-0" depth of the building may exceed 2/3 the height of the highest point of the structure. Highest point, once again, is defined as the average height of the pitch on a sloped roof or the highest point of a flat roof.

At the rear, a minimum 17'-6" rear yard is required.

5. SIDYARDS

A 4'-0" sideyard is required on one side of each 25'-0" lot. The first 5'-0" back from the street facade shall be completely open. Beyond that, two of the four additional sideyard zones must be left open (See Guideline for discussion of "zones".)

6. ROOFTREATMENT • STEP WITH SLOPE ALONG STREET

Any roof which is not pitched at a ratio of at least one in four must be designed and surfaced so as to be usable.

Any flat roof must be accessible from a prime living space without the necessity of climbing a special set of stairs to reach it.

Step rooflines of adjacent buildings up or down in imitation of the slope of the street.

7. FACADE ELEMENTS

Any balcony, porch, deck or terrace above ground level must be at least 6'-0" deep and a minimum of 36 square feet in total area.

8. COLORS & MATERIALS

No specific guidelines but suggestions and recommendations.

ATTACHMENT
A-4

DESIGN GUIDELINES CONCLUSION

There are a number of topics which need to be addressed and yet do not fit into the form of a guideline. The issue of security and crime is one of these. None of the guidelines deals with insuring the safety of a home. Nowhere do we mention the use of metal grills at the entry or the elimination of landscaping to cut down on the possible hiding places. In fact, on both social-psychological and aesthetic grounds, these measures are not encouraged. It has been proven that the isolation created when people live barricaded behind fortress-like walls stimulates incidents of criminal activity more than security systems deter them.

We do not believe that the solution to crime, particularly breaking and entering, is an architectural one. The long-term solution will only come from changes in society at large, with the best short-term defense being a cohesive, responsive community which looks out for and protects its members. The basis for this sort of open communication network among neighbors presently exists in this section of Bernal Heights, much as it has in small towns of old.

All of the guidelines assume the construction of one house per lot. Though not specifically encouraged, it would certainly be acceptable to build one house on two lots, especially when the topography of a site or the existence of trees made a portion of a given lot unusable. Several guidelines would have to be amended if applied to a double lot and this would be handled on a case-by-case basis, as the need arose.

The question of whether adherence to these guidelines would increase the construction costs of prospective new homes has often been raised. Since a major goal of this report is the maintenance of Bernal Heights as an area which is financially accessible to people of low and moderate incomes, there have been considerable concerns over this point. In an effort to arrive at an answer, many people in the construction business have been presented with our concepts and asked to try to assess, as nearly as possible, what the economic consequences might be. We have been assured to our satisfaction that our recommendations in and of themselves, would not impose undue financial burden on the developers and owners of new housing. There is nothing in the guidelines which call for a deviation from standard construction practice or necessitates the introduction of expensive architectural services. If, in the process of planning a new structure, one can demonstrate that compliance is significantly raising his or her costs for some unforeseen and irreconcilable reason, there would be grounds for proposing a compromise solution.

These guidelines have been developed because of specific conditions on the East Slope of Bernal Heights. They were mandated by the City Planning Department in conjunction with a temporary building moratorium. The guidelines were adapted from those successfully in use for the Elsie Street neighborhood in northwest Bernal Heights. Residents, vacant lot owners and representatives of several city departments contributed to the development of these guidelines.

More

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SEC. 242. BERNAL HEIGHTS SPECIAL USE DISTRICT.

(a) **General.** A Special Use District entitled the Bernal Heights Special Use District, the boundaries of which are shown on Sectional Map. Nos. 7SU, 8SU, and 11SU of the Zoning Map, is hereby established for the purposes set forth below.

(b) **Purposes.** In order to reflect the special characteristics and hillside topography of an area of the City that has a collection of older buildings situated on lots generally smaller than the lot patterns in other low-density areas of the City, and to encourage development in context and scale with the established character, there shall be a Bernal Heights Special Use District.

(c) The provisions of this Section 242 shall not apply to building permit applications or amendments thereto, or to conditional use, variance or environmental evaluation applications filed on or before January 7, 1991. Such applications shall be governed by the ordinances in effect on January 7, 1991, unless the applicant requests in writing that an application be governed by the provisions of this Section 242.

(d) **Definitions.** For purposes of this Section 242, the following definitions apply:

(1) "Adjacent building" shall mean a building on a lot adjoining the subject lot along a side lot line. Where the lot constituting the subject property is separated from the lot containing the nearest building by an undeveloped lot or lots for a distance of 50 feet or less parallel to the street or alley, such nearest building shall be deemed to be an "adjacent building," but a building on a lot so separated for a greater distance shall not be deemed to be an "adjacent building." A corner lot shall have only one adjacent building located along its side lot line.

(2) "Usable floor area" is the sum of the gross areas of the several



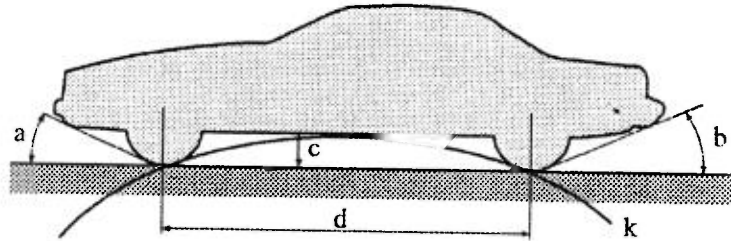
Standards

page 1 of 1

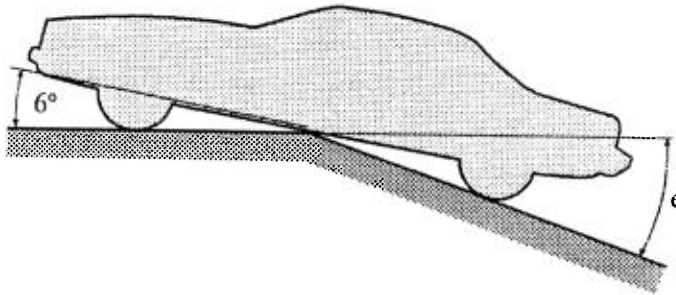
Section E2.b1

of the Division of Transportation
Salt Lake City Community Development

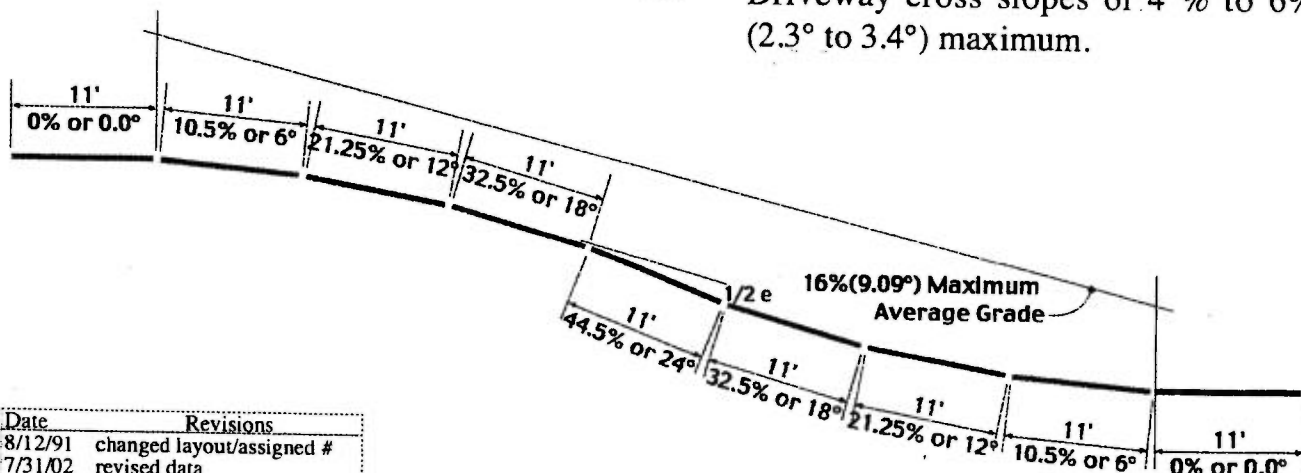
Maximum Driveway Slopes & Critical Angles



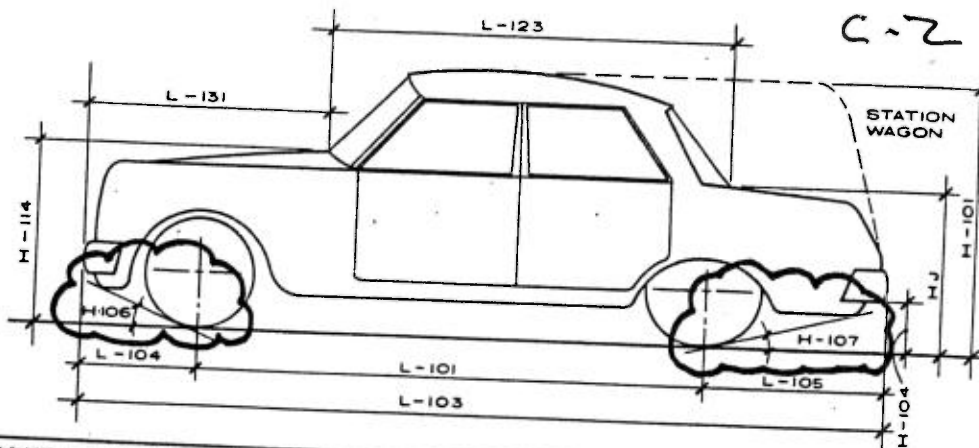
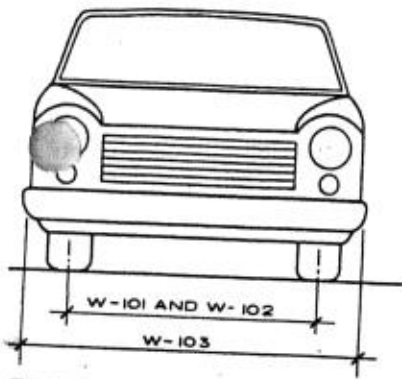
a = Maximum approach angle	= 20.2° = 36.8%
b = Maximum departure angle	= 9.2° = 16.2%
c = Minimum running ground clearance	= 4.3"
d = Design vehicle wheelbase	= 10.8' (Salt Lake City Design = 11')
e = Maximum ramp breakover angle	= 8.2° (Salt Lake City Design = 10.5% (6°))
k = Crest of curve arc	= $d \div e$ (Salt Lake City Design = 1.05)



Driveways leaving a public right-of-way should not exceed a maximum slope of 8% (4.57°) from gutter to property line. The slope should be transitioned beyond the property line no more than a maximum of 16% (9.09°) average grade to the parking pad. Driveway cross slopes of 4 % to 6% (2.3° to 3.4°) maximum.



Date	Revisions
8/12/91	changed layout/assigned #
7/31/02	revised data
2/24/03	revised data
5/04/05	revised data



AMERICAN AUTOMOBILE DIMENSIONS - COMPOSITE ELEVATIONS OF AUTOMOBILE DEvised BY AGS STAFF (STANDARD DIMENSIONS OF AUTOMOBILE MANUFACTURERS ASSOC. INC.)

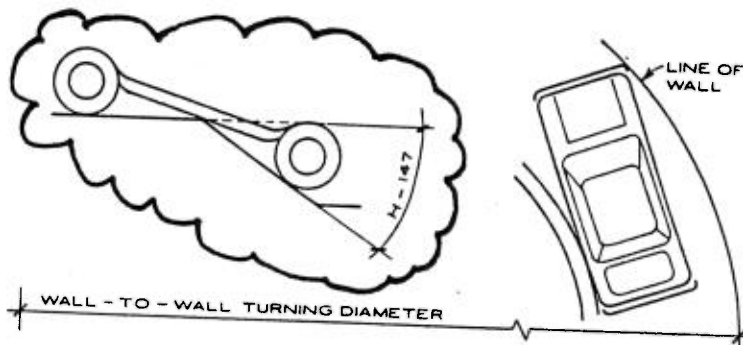
NOTES :

- 1 - Foreign cars not included (except Volkswagen, see below).
- 2 - Dimensions are for 1968 models.
- 3 - Dimensions cover: sedans, coupes and station wagons.

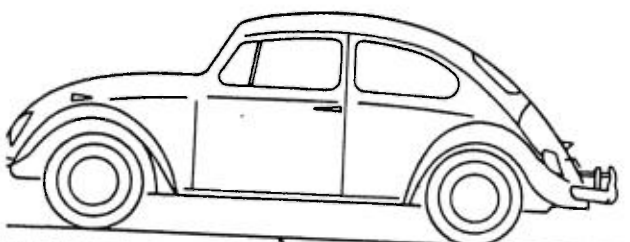
OVERALL DIMENSIONS	MINIMUM	MAXIMUM
W-103 Overall width	Corvette 5'-9 1/4"	Buick 6'-8"
H-101 Overall height	Corvette 3'-11 3/4"	Jeep 5'-3 13/16"
L-101 Wheelbase	Corvette 8'-2"	Cadillac 11'-0"
L-103 Overall length	AMC AMX 14'-10 1/4"	Cadillac 19'-0 1/4"
H-156 Ground clearance	Pontiac 0'-3 11/16"	Jeep 0'-7 11/16"

ANGLES, RAMPS & DIAMS	MINIMUM	MAXIMUM
H-106 Angle of approach (degrees)	Cadillac 19.2°	Jeep 39.0°
H-107 Angle of departure (degrees)	Mercury 10.8°	Javelin 23.8°
H-147 Ramp breakover angle (degrees)	Tempest 9.0°	Jeep 24.0°
Wall to wall turning diam. (ft.)	Jeep 37'-8"	Oldsmobile 49'-7"

REAR OF CAR DIMENSIONS	MINIMUM	MAXIMUM
H-106 at rear window to grnd.	Firebird 2'-9 13/16"	Checker 3'-10 1/2"
L-105 Overhang rear	Camaro 3'-4"	Imperial 5'-4"
W-102 Tread width - distance between ϕ of tires at ground	Rambler 4'-7"	Pontiac 5'-4"
L-104 Bottom of rear bumper to ground	AMC Ambassador 0'-9 11/16"	Camaro 0'-17"
L-153 Rear axle differential to ground	Buick 0'-5"	Chrysler 0'-7 1/2"



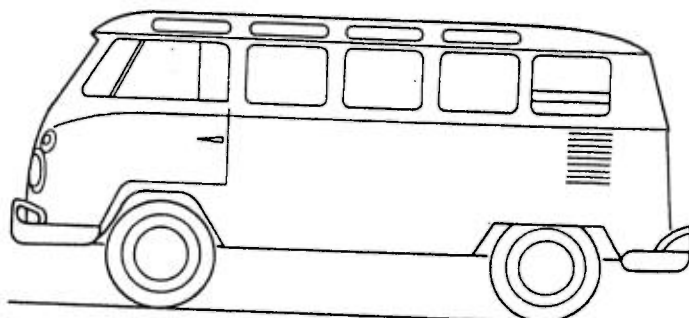
FRONT OF CAR DIMENSIONS	MINIMUM	MAXIMUM
H-114 Hood at rear to ground	Corvette 2'-2 1/2"	Checker 3'-10 1/2"
L-104 Overhang front	Jeep 2'-4 3/4"	Eldorado 3'-8"
L-131 Front of car to base of windshield	Jeep 4'-4 3/4"	Toronado 6'-0"
W-101 Tread width-distance between ϕ of tires at ground	Rambler 4'-8"	Toronado 6'-3 1/2"
L-123 Upper structure	Corvette 4'-7 1/2"	Rebel 11'-11 3/16"



VOLKSWAGEN SEDAN

DIMENSIONS - SEDAN

Overall height	4'-11"
Overall length	13'-3"
Wheelbase	7'-10 1/2"
Front tread width	4'-3 1/2"
Rear tread width	4'-5"
Overall width	5'-1"



VOLKSWAGEN MICROBUS

DIMENSIONS - MICROBUS

Overall height	6'-5"
Overall length	14'-6"
Wheelbase	7'-10 1/2"
Front tread width	4'-6 1/2"
Rear tread width	4'-8"
Overall width	5'-9 1/2"

Bureau of Street Use & Management -
- break over angle for Chapman & Folsom -

C-3

SAE The Engineering Society
For Advancing Mobility
Land Sea Air and Space
INTERNATIONAL
400 Commonwealth Drive, Warrendale, PA 15096-0001

SURFACE VEHICLE RECOMMENDED PRACTICE

SAE J689

REV.
JUN96

Issued 1960-03
Revised 1996-06

Superseding J689 DEC89

Submitted for recognition as an American National Standard

(R) CURBSTONE CLEARANCE, APPROACH, DEPARTURE, AND RAMP BREAKOVER ANGLES— PASSENGER CAR AND LIGHT TRUCK

1. **Scope**—This SAE Recommended Practice applies to rigid bumper or rigid structure points and flexible components of passenger cars, multipurpose passenger vehicles, and light trucks. This document is intended as a guide toward standard practice and is subject to change to keep pace with experience and technical advances.
- 1.1 **Purpose**—The purpose of this document is to provide minimum static design guidelines for curbstone clearance, approach, departure, and ramp breakover angles. This is to minimize damage, if any, in normal vehicle use conditions. This document also encompasses all current worldwide regulations and requirements.
- 1.2 **Field of Application**
 - 1.2.1 PASSENGER CAR, MULTIPURPOSE PASSENGER VEHICLE (MPV), AND LIGHT TRUCK
 - 1.2.2 **MINIMUM ANGLES AND CLEARANCES**—Under the manufacturer's most severe vehicle design load for each particular load condition, the minimum approach, departure, ramp breakover angles, and bumper-to-ground height, as indicated in Figure 1, shall be as follows:

When measuring these dimensions, flexible bumper components such as air cams, lower valance panels, and fascias should be considered. The allowable approach angle to flexible components that are allowed nonstructural damage should be 13 degrees.
2. **References**—There are no referenced publications specified herein.
3. **Definitions**
 - 3.1 **Passenger Car**—Vehicles with motive power, except multipurpose passenger vehicles, motorcycles, or trailers, designed for carrying 10 persons or less.

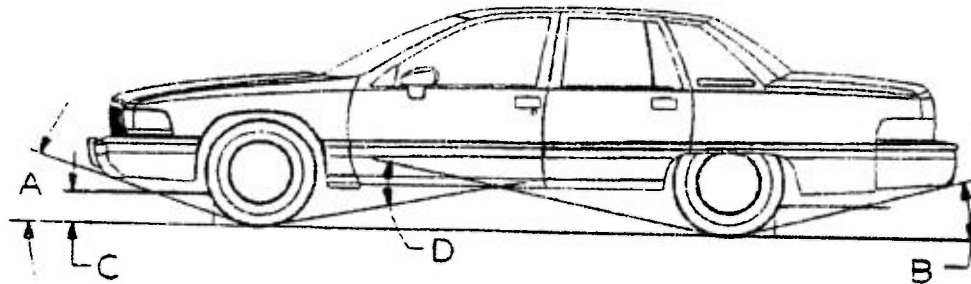
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TO PLACE A DOCUMENT ORDER: (724) 776-4270 FAX: (724) 776-0790
SAE WEB ADDRESS: <http://www.sae.org>

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A. Approach Angle (H106)	16 degrees
B. Departure Angle (H107)	13 degrees
C. Curbstone Height Clearance	203 mm (8 in)
D. Ramp Breakover Angle (H147)	12 degrees

FIGURE 1—MINIMUM ANGLES AND CLEARANCES

- 3.2 Multipurpose Passenger Vehicle (MPV)**—Vehicles with motive power, except trailers, designed to carry 10 persons or less, which are constructed either on a truck chassis or with special features for occasional off-road operation.
- 3.3 Truck**—Vehicles with motive power, except a trailer, designed primarily for the transportation of property or special-purpose equipment.
- 3.3.1 LIGHT TRUCK**—Classification of self-propelled vehicles which are designed primarily to transport property or special-purpose equipment, and have a maximum gross weight rating (GVWR) of 4536 kg (10 000 lb) or less. GVWR is the value specified by the manufacturers as the loaded weight of a single vehicle.
- 3.4 Bumper to Ground**
- 3.4.1 H102—FRONT BUMPER TO GROUND**—The minimum dimension measured vertically from the lowest point on the front bumper to ground, including bumper guards if standard.
- 3.4.2 H103—FRONT BUMPER TO GROUND—CURB WEIGHT**—Measured in the same manner as H102.
- 3.4.3 H104—REAR BUMPER TO GROUND**—The minimum dimension measured vertically from the lowest point on the rear bumper to ground, including bumper guards if standard equipment.
- 3.4.4 H105—REAR BUMPER TO GROUND—CURB WEIGHT**—Measured in the same manner as H104.
- 3.5 Angle of Approach (H106)**—The angle measured between a line tangent to the front tire static-loaded radius arc and the initial point of structural interference forward of the front tire to ground. The limiting structural component shall be designated.
- 3.6 Angle of Departure (H107)**—The angle measured between a line tangent of the rear tire static-loaded radius and the initial point of structural interference rearward of the rear tire to the ground. The limiting component shall be designated.

C-5

SAE J689 Revised JUN96

- 3.7 Ramp Breakover Angle (H147)**—The angle measured between two lines tangent to the front and rear tire static-loaded radius and intersecting at a point on the underside of the vehicle which defines the largest ramp over which the vehicle can roll.
- 3.8 Parking Curbstone Height Clearance**—The minimum curbstone clearance to any structure, mechanical, fuel tank, exhaust system, or any limiting component. The limiting components for this document are located forward of the front tires or rearward of the rear tires.
- 4. Notes**
- 4.1 Marginal Indicia**—The (R) is for the convenience of the user in locating areas where technical revisions have been made to the previous issue of the report. If the symbol is next to the report title, it indicates a complete revision of the report.

PREPARED BY THE SAE BUMPER STANDARDS COMMITTEE

c-6

SAE J689 Revised JUN96

Rationale—Revisions from SAE J689 DEC89 are based on upgrades to comply with vehicle in-transit shipping and towing and recovery requirements.

- The category "multipurpose passenger vehicles" has been included in light of the vehicles' recent popularity.
- All worldwide requirements and regulations have been considered.
- The ramp breakover angles have been increased from 10 to 12 degrees to comply to the 12 degree breakover angle required for vehicles shipped by haulaway trailers to minimize damage.
- While the 16 degree approach angle has been retained, the departure angle has been increased from 10 to 13 degrees to comply with a 13 degree requirement for car carrier transports, which can load the vehicle from either front or rear.
- 13 degree approach angle added for flexible components.
- The height under Curb Height Clearance remains unchanged.

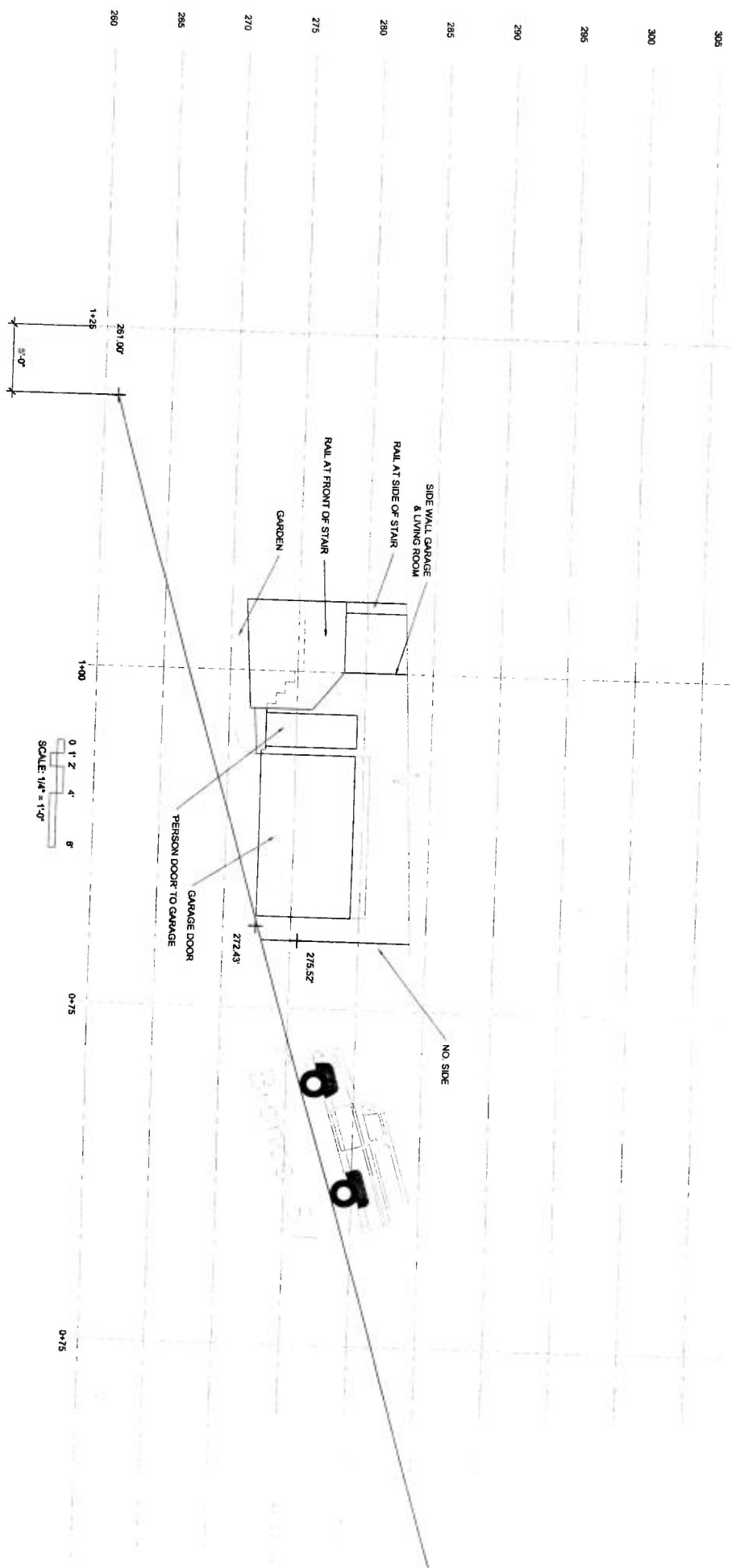
Relationship of SAE Standard to ISO Standard—Not applicable

Application—This SAE Recommended Practice applies to rigid structural components of cars, multipurpose passenger vehicles, and light trucks. However, consideration should also be given to flexible components such as air dams, lower valance panels, aero shields, bumper covers, and fascias.

Reference Section—There are no referenced publications specified herein.

Developed by the SAE Bumper Standards Committee

7-1



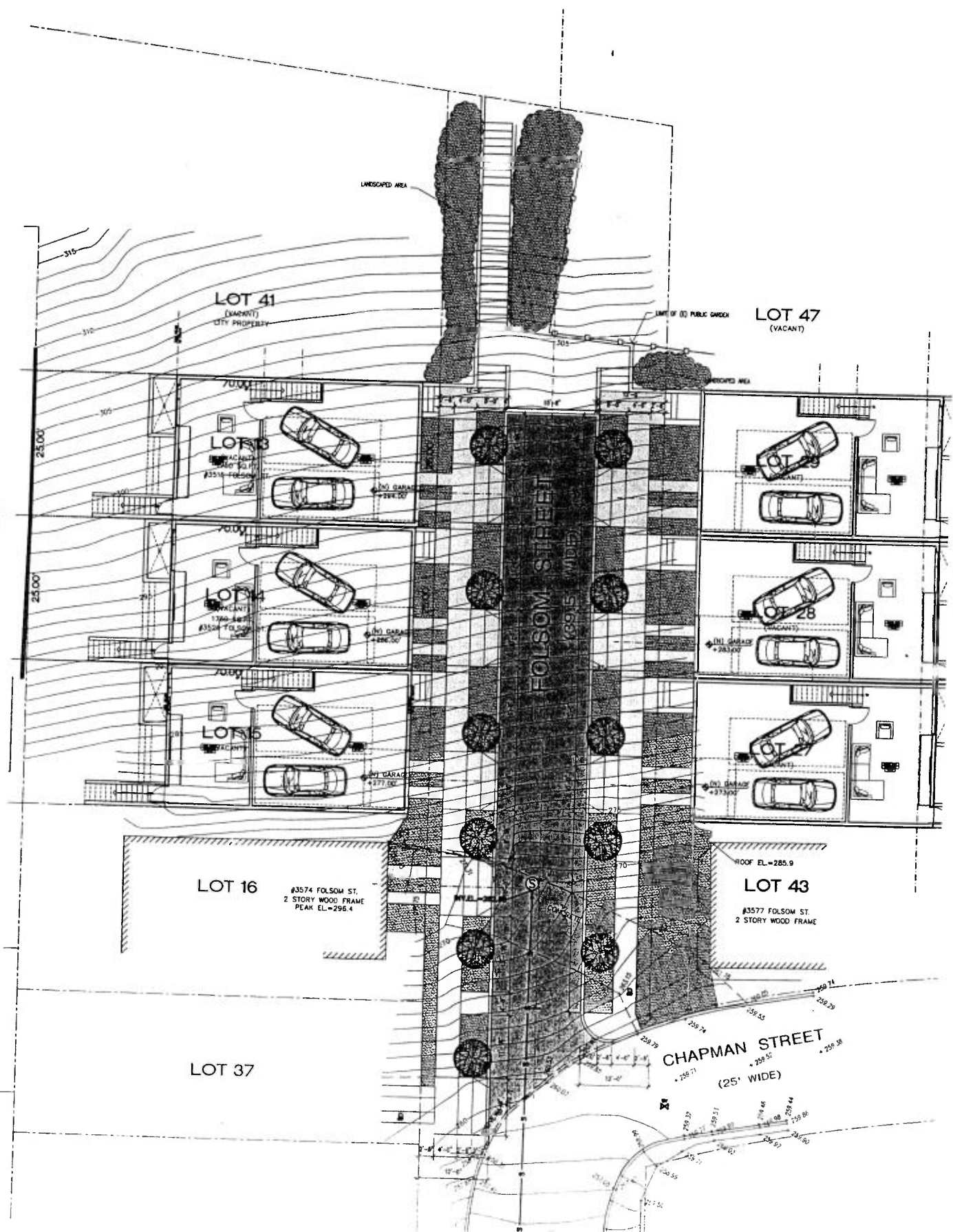
11 June 2003

DRIVEWAY SLOPE LIMITS

The following table presents dimensions affecting performance of cars entering a driveway, for cars selected at random from autos.yahoo.com. Generally, a lower ratio of wheelbase to clearance indicates better performance at the top of the driveway (breakover). The attached sheet, copied from Architectural Graphic Standards (Sixth Edition) provides a range of approach, breakover, and departure angles.

Vehicle (03 Models)	Length (inches)	Wheelbase (inches)	Clearance (inches)	Ratio – Wheelbase to Clearance
Acura RSX	172.2	101.2	6.0	16.87
Audi A4	179.0	104.3	4.2	24.83
Buick Park Ave	206.8	113.8	5.5	20.69
Chevy Blazer	177.3	100.5	8.1	12.41
Chevy Suburban	219.3	130	8.4	15.48
Ford Taurus	197.6	108.5	5.4	20.09
Honda Civic	174.6	103.1	5.9	17.47
Infiniti I35	193.7	108.3	6.3	17.19
Infiniti Q45	199.6	113.0	5.7	19.82
Jeep Gr Cherokee	181.6	105.9	8.3	12.76
Mazda 6	186.8	105.3	5.1	20.65
Mazda Miata	155.7	89.2	4.0	22.3
Mercedes C Class	171.0	106.9	5.8	18.43
Mitsu Diamante	194.1	107.1	4.6	23.28
Nissan Maxima	191.5	108.3	5.9	18.36
Olds Aurora	199.3	112.2	5.5	20.4
Porsche 911	174.5	92.6	4.3	21.53
Saab 9-5	190.0	106.4	6.7	15.88
Subaru Legacy	187.4	104.3	6.3	16.56
Toyota Avalon	191.9	107.1	5.1	21.00
Toyota Camry	189.2	107.1	5.4	19.83
Toyota Tacoma	184.4	103.3	8.5	12.15
Volks Passat	185.2	106.4	5.8	18.34
Volvo S70	185.4	108.5	5.3	20.47

Table of worst
conditions.



Hi,

I just received this back from Robert Bea, a UC Berkley professor emeritus in civil engineering....

-Marilyn

Sent from my iPhone with apologies for typos

Begin forwarded message:

From: "Robert G. BEA" <bea@ce.berkeley.edu>

Date: May 5, 2014, 10:26:47 AM PDT

To: Marilyn Waterman <yaviene@yahoo.com>

Subject: Re: Inquiry about Gas Transmission Pipeline 109 from concerned SF residents

Reply-To: bea@ce.berkeley.edu

Happy Monday Marilyn,

given the background you provided in your email, yes - you should be concerned.

there are several points in your summary that provide a good basis for your concerns:

- 1) old (1980s) PG&E gas transmission pipeline installed in area with highly variable topography,
- 2) no records on the construction, operation, and maintenance of the pipeline,
- 3) no definitive guidelines to determine if the pipeline is 'safe' and 'reliable',
- 4) apparent confusion about responsibilities (government, industrial - commercial) for the pipeline safety, reliability, and integrity.

this list is identical to the list of concerns that summarized causation of the San Bruno Line 132 gas pipeline disaster.

the fundamental 'challenge' associated with your concern is tied to the word 'safe'. unfortunately, it has been very rare that i have encountered organizations that have a good understanding of what that word means, and less of an understanding of how to demonstrate that a given system is 'safe enough'.

during my investigation of the San Bruno disaster, i did not find a single document (including trial deposition transcripts) that clearly indicated PG&E or the California PUC had a clear understanding of the word 'safe': freedom from undue exposure to injury and harm.

much of this situation is founded in 'ignorance'. it is very rare for me to work with engineers who have a comprehensive understanding of what the word safe means - and no clue about how to determine if a system is either safe or unsafe. the vast majority of governmental regulatory agencies are even worse off.

i have attached a graph that helps me explain the important concepts associated with determining if a system is safe or unsafe. the vertical scale is the likelihood of a failure. the horizontal scale is the consequences associated with a failure. the diagonal lines separate the graph into two quadrants: safe and not safe. if the potential consequences associated with a failure are low, then the likelihood of the failure can be high. if the potential consequences are very high, then the probability of failure must be very low. uncommon common sense.

on the graph, i shown a system that was designed for a particular 'risk' (combination of likelihood and consequences of failure). when it was constructed, the risk increased due to construction 'malfunctions' - like bad welding. when the system was put into service, the risk increased further - perhaps due to poor corrosion protection and due to the area around the pipeline being populated with homes, businesses, schools and other things that increase the potential consequences of a major failure. once it

is determined that the system that was originally designed to be safe, is no longer safe, then it is necessary to do things that will allow the system to be safely operated....reduce the likelihood of failure (e.g. repair the corrosion) and reduce the consequences of failure (e.g. install pressure control shut off sensors and equipment that can detect a loss of gas and rapidly shut the system down)....or replace the segment of the pipeline that no longer meets safety - reliability requirements.

after i completed my investigation of the San Bruno disaster, i prepared a series of 'graphics' that summarized my findings. because the graphics file is very large, i have sent the file to you as a Google Document with a link you can use to view or download the document to your computer.

■ The San Bruno Root Cause Analysis.pdf

i know this has been a long answer to your short question. i hope it will help you understand how to better communicate your valid concerns regarding this development.

bob bea

Robert Bea

Professor Emeritus

Center for Catastrophic Risk Management

University of California Berkeley

Email: bea@ce.berkeley.edu

Risk Assessment & Management Services

60 Shuey Drive

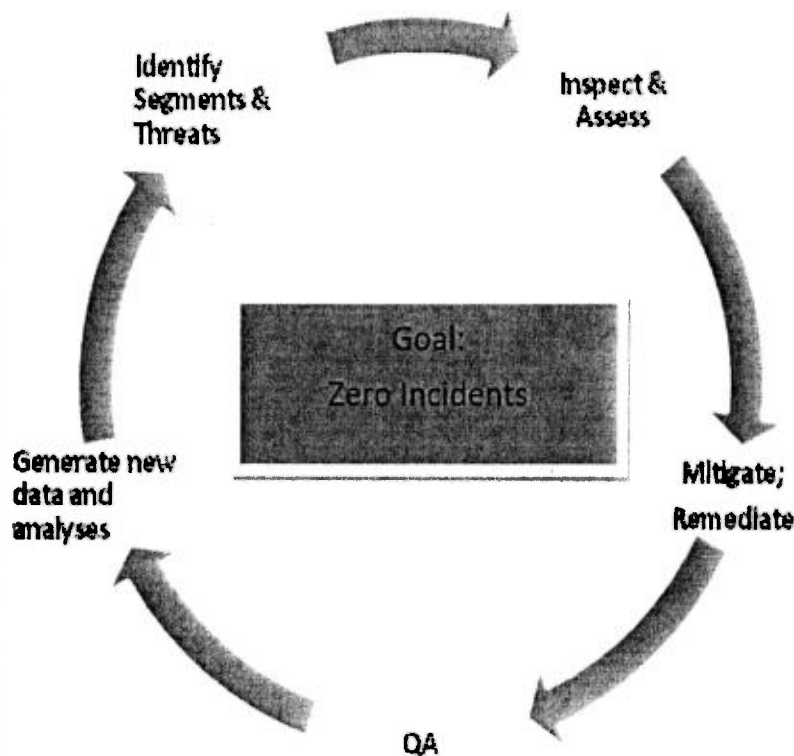
Moraga, CA 94556

925-631-1587 (office)

Pipelines Integrity Management Goal: Zero Significant Incidents (Interstate Natural Gas Association of America)

CENTRAL TENETS

- If an activity is not documented, it was not done
- A threat is assumed to exist until it can be demonstrated it does not exist
- The re-inspection interval should be scheduled to ensure the integrity of the



ENABLERS

- Project development
- Routing
- Design
- Construction
- Commissioning
- Complete, accurate documentation
- Operating and maintenance data and records
- Subject matter expertise
- Coordination & communication
- Audits
- Process management
- Engineering standards

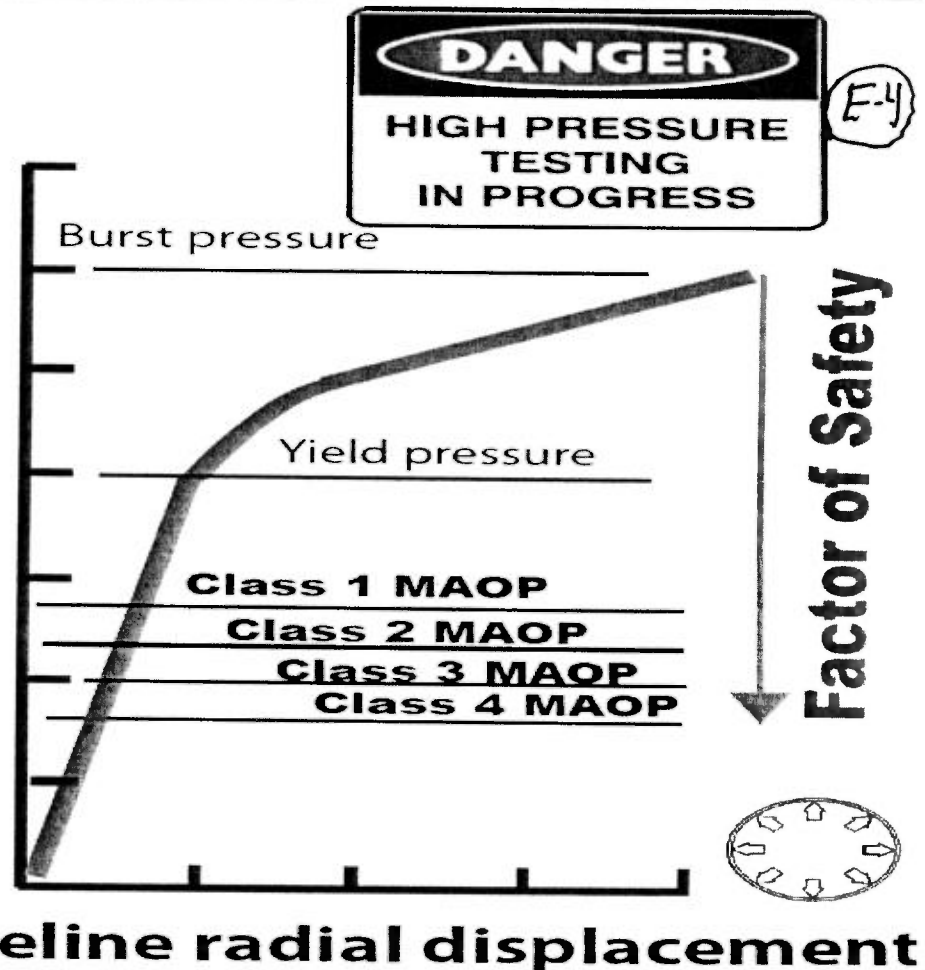
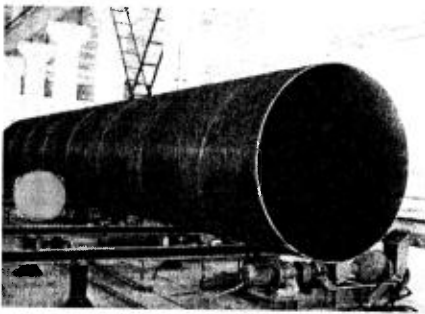
E-3

Pipeline Integrity Management

(MAOP – Maximum Allowable Operating Pressure)



Internal pipeline pressure



Pipeline and Hazardous Materials Safety Administration (PHMSA)

● Integrity Management requirements (49 CFR 192)

Identification of High Consequence Areas

E-5

Baseline assessment plans

Identification of threats to segments

Direct assessment plans

Defects remediation plans

Plans for continual Integrity Management assessment

Plans for confirming direct assessments

Provisions for protection of High Consequence Areas

Performance plans and measures

Record keeping provisions

Management of change processes

Quality assurance and control plans

Communications plans

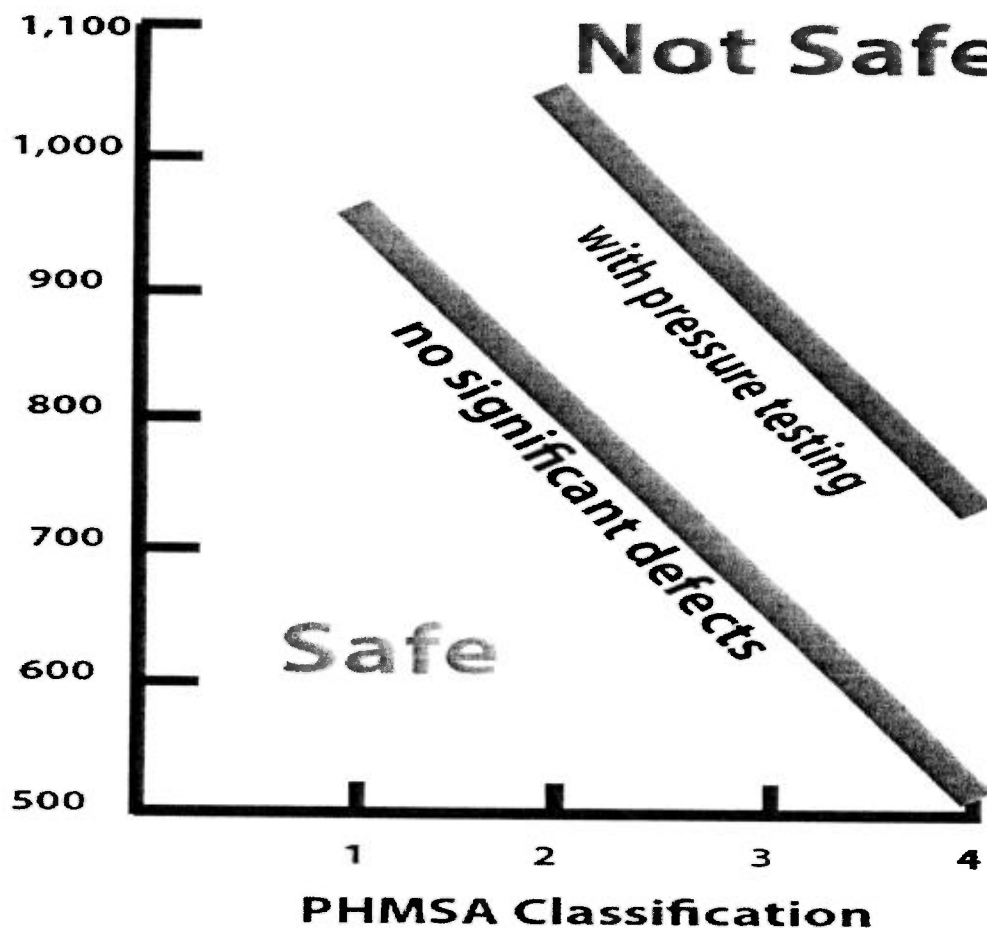
Revision of Integrity Management plans

Procedures to minimize environmental and safety risks

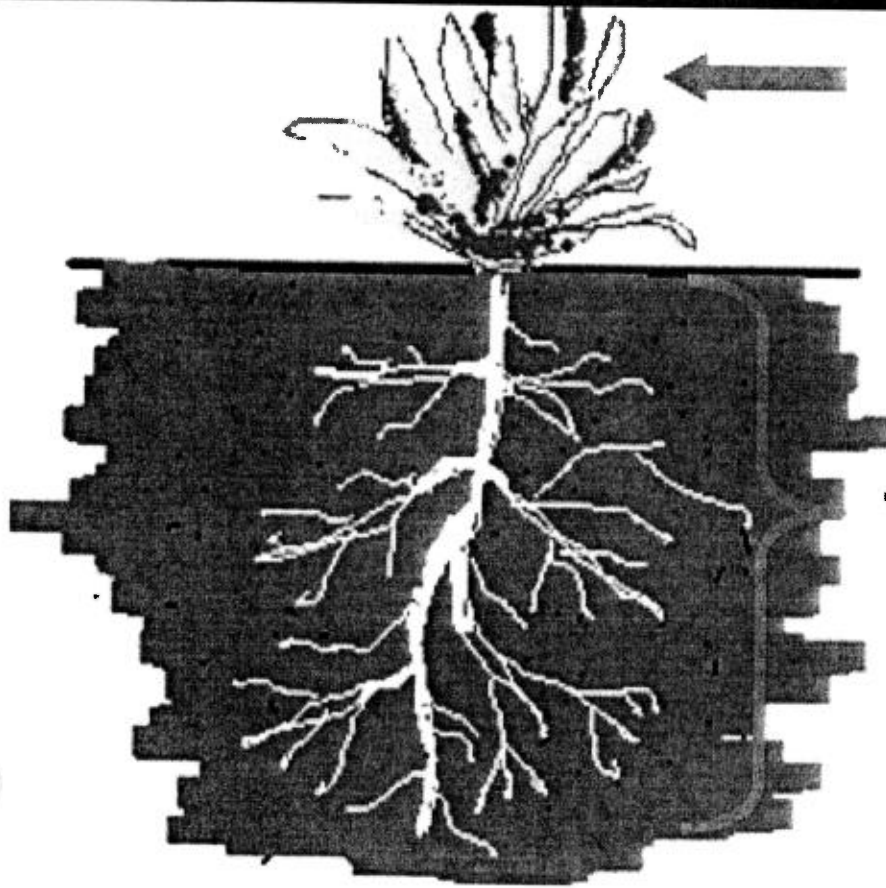
Process for identification and assessment of newly identified High Consequence Areas

Pipeline Integrity Management

Maximum Allowable Operating Pressure
(MAOP) - pounds per square inch (psi)



Forensic Engineering □ Root Cause Analysis □



"The Weed" (E-7)

**Above the surface
(obvious)**

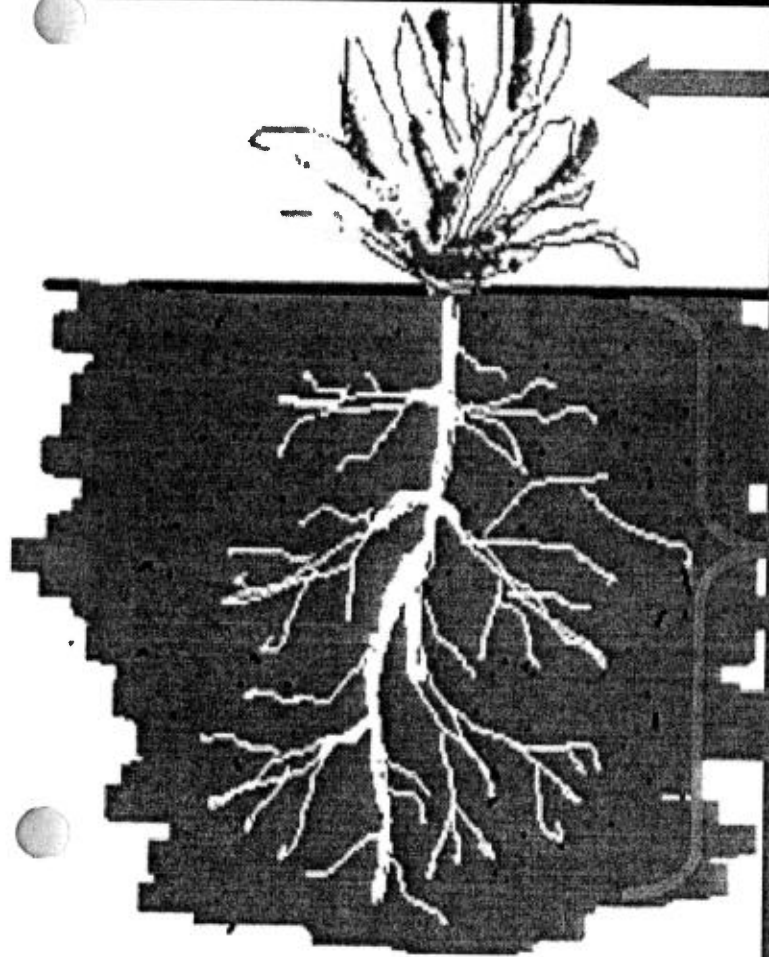
The Underlying Causes

"The Root"

**Below the surface
(not obvious)**

Forensic Engineering

Root Cause Analysis



- Root cause analysis helps identify what, how and why something happened, thus preventing recurrence.
- Root causes are underlying, are reasonably identifiable, can be controlled by management and allow for generation of recommendations.
- The process involves data collection, cause charting, root cause identification and recommendation generation and implementation.

E-8

Crestmoor High Consequence Area



E-9

Summary of Testimony

E-10

**PG&E was responsible and
accountable for the
INTEGRITY MANAGEMENT
(SAFETY)
of Line 132 Segment 180
*(the pipeline)***

Summary of Testimony

(E.11)

**PG&E knew if *the pipeline*
ruptured and ignited
there would be deaths,
injuries, property and
productivity losses**

Summary of Testimony

PG&E designed and constructed *the pipeline* during a 1956 relocation project with multiple geometric, material, and welding defects

E.12

DISCRETIONARY REVIEW REQUEST

#1 - " ... reasons for requesting DR ... what are the exceptional and extraordinary circumstances that justify DR ... How does it conflict with the General Plan or Priority Policies or Residential Guidelines ... cite sections ... "

The exceptional and extraordinary circumstances that prompt this DR Request come from our close examination of the following documents: (1) the City's General Plan (2) the Planning Code's Priority Policies; (3) Urban Design Elements; (4) the Residential Design Guidelines; (5) The East Slope Design Review Board (ESDRB) Guidelines; and (6) The Bernal Heights Special Use District provisions of Section 242. We will take these documents in order, as per below.

(1) General Plan

"San Francisco is a special place ... the center, the soul of the region, and co-operative efforts to maintain the areas quality of life are imperative (p. 1/7)." The project is a collection of undistinguished buildings that are unresponsive to the surrounding environment. As well they mar a "hilltop that reveals extraordinary vistas (ibid.)." These building are an intrusion on the "dramatic physical beauty (ibid.) " of this section of Bernal Heights.

This area is one with "qualities that make San Francisco unique" and are to be "preserved and enhanced (p.2/7)." The project will disturb those qualities by creating houses that are out of character with the surrounding hillside. Large-scale development with undistinguished design, totally separate from other houses on the block and nearby are particularly unappealing and intrusive. They permanently disturb the "creative consensus concerning ... environmental issues (p. 2/7)." These houses are out of step with "the attainment of the following goals;

- Protection, preservation, and enhancement of the ... esthetic values that establish the desirable quality and unique character of the city.
- Improvement of the city as a place for living by aiding in making it more healthful, safe, pleasant, and satisfying with housing representing good standards ... and adequate open spaces ... (p.3/7)."

Because these houses are out of scale, size, mass, and character with the houses and surrounding environment they will intrude in, and work against the esthetic values that establish Bernal Heights as a unique, special neighborhood. They will be created on a new street that is not healthy, not safe, not pleasant and not satisfying. Therefore, the project does not represent "good standards ... and adequate open spaces." In fact, it subverts good standards and adequate open spaces.

(2) Priority Policies - and -
URB.CPN.1.9 Section 101.1 (b)

This section designates two **General Plan Priority Policies** related to housing: (1) "affordable housing" and (2) "neighborhood character".

These policies and objectives state:

- "That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods (p. 4/7)." The sheer mass, size, scale, and overall design of this proposed house is totally at variance with the small-scale, rural nature of the neighborhood dwellings surrounding it. It will not conserve and protect neighborhood character since it is so out of scale with the neighbors. It is out of the economic range of diverse low-income families.
- "That the City's supply of affordable housing be preserved and enhanced" and "open space and their access to sunlight and vistas be protected from development (p. 4/7)." The proposed house will fly in the face of affordable housing. It will likely sell for upwards of \$2,000,000.00. This is not what the framers of the Priority Policies had in mind for the goal of "affordable housing". In fact this proposed house would be the polar opposite of affordable.

If the intent of the goal is to protect "open space (ibid.)", then this project will run counter to that goal. A house that is twice as large as its neighbors will consume - not protect, preserve and enhance open space.

(3) General Plan - Urban Design Elements -

Introduction, City Pattern

URB.CPN.1.3

"Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts." (i.e., Bernal Heights)

Attachment A shows a plan to build six (6) houses on the current available lots on Upper Folsom Street. The applicant prepared these plans at the instruction of City staff and they were presented at an ESDRB community meeting. They show what could be done in the future on this parcel of undeveloped land. We contend that when this occurs the entire area of undeveloped land will be in violation of the URB.CPN.1.3.

Building on the six (6) lots will create a total effect that forever alters the unique, rural and special character of this particular piece undeveloped land. It will obliterate the unique, rural and special character of the land; the total effect will be to ruin, negate, and destroy its

distinctive natural beauty. Qualities that have been nurtured and conserved for many decades will be lost.

(4) Residential Design Guidelines

Visual Character

a. "... buildings must be designed to be compatible with the scale, patterns and architectural features of surrounding buildings, drawing from elements that are common to the block (p. 9)." The proposed building is (as per the table listed on page 9) completely incompatible with scale of the buildings below it on Folsom Street, as well as on Gates Street. This is due to inappropriate massing, lack of detail, boxy appearance, flat front facade and architectural unresponsiveness to the hillside. Unlike the houses around it, this house maximizes every inch of available space making it unlike its neighbor houses in pattern and architectural features.

b. "... designer has a greater opportunity and responsibility to help define, unify, and contribute positively to the existing visual context (p. 10)." The applicant shirks his responsibility and avoids the opportunity to contribute positively to the existing context. The houses do not draw on the best (most logical, most neighborhood friendly) characteristics of neighboring dwellings. Once again the applicant does not

use sensitive development to allow this proposed house to fit in well with its neighbors.

Side Spacing Between Buildings

"Side spacing helps establish the individual character of each building. It creates a rhythm to composition of a proposed project. Projects must respect the existing pattern of side spacing (p.15)." The project opposes the open character of the houses around it. The surrounding houses have side yards that travel the length of the house. This project does not. Thus it ignores neighbor character, creating a dysfunctional rhythm that is jarring and visually unpleasant. The project is designed to disrespect the existing pattern of side spacing.

Building Scale

"It is essential for a building's scale to be compatible with that of surrounding buildings, in order to preserve the neighborhood character. Poorly scaled buildings will seem incompatible (too large) and inharmonious with their surroundings (see table, p. 17)." This building is out of scale with its neighbor's small architectural footprint. It forces a new and disruptive character on a small-scale, unique, rural space. The incompatibility with neighboring buildings is glaring and obvious. It does not preserve neighborhood character.

(5) East Slope Design Review Board Guidelines (Attachment A)

"The Bernal Heights East Slope is a special neighborhood and the qualities that make it that way are cherished by all those (with a) commitment to seeing them preserved ... (p.2)." The large scale of these proposed buildings are not in keeping with the special neighborhood characteristics (small dwellings, visually interesting design elements, unique rural attributes, etc.) that have traditionally been a feature of this Bernal neighborhood.

"Much recent development is not only inconsistent but often at odds with the smaller existing structures. ... East Slope's rural characteristics rapidly are disappearing along with views, open space, and trees. Some new buildings have created "canyons" blocking sunlight and presenting building facades which are copies of a single undistinguished design (ibid.)." This proposed building is a prime example of one that is "inconsistent and at odds with smaller existing structures." It simply does not fit in with the character of the neighborhood and its surrounding buildings. As well the building façade of 3516 Folsom is undistinguished (as noted by the **ESDRB**).

" ... architecture (is) a matter of good manners, being part of the whole street, being part of the fabric of the

city (ibid.)." The proposed house does not fit in with the whole street, or the surrounding houses. It has the opposite effect of "beating its chest or shouting at neighbors (ibid)."

(6) Sec. 242. Special Use District (Attachment B)

" (b) Purposes. In order to reflect the special characteristics and hillside topography of an area of the City that has a collection of older buildings situated on lots generally smaller than the lot patterns in other low-density areas of the City, and to encourage development in context and scale with the established character, there shall be a Bernal Heights Special Use District (<http://planning.sanfranciscocode.org/2/242/>)".

This section of the San Francisco Planning Code encourages development "in context and scale with the established character (ibid.)" of Bernal Heights. The proposed development is clearly - from the facts that have been presented previously and the facts contained in the following pages - not in context or in scale with the established character of this neighborhood.

#2 "... unreasonable impacts ... adverse effects ... who would be affected ... how?"

There are many unreasonable impacts and adverse effects of this project on our neighborhood. One, among many, that affects us most critically is the driveway shared by 3574 and 3577 Folsom Street.

The applicant has refused to provide accurate, complete and detailed visual information on this portion, or indeed any portion of his project. No engineered drawings exist.

As a result of this refusal neighbors have received no information on the following:

- A detailed design of the areas in front of 3577/3574 Folsom Street?
- A detailed design of the walks and driveways, walls if any, and landscaping?
- A detailed design of what will remain of our current walk/driveway, our walls, or our landscaping?
- A description of who will do the designs? Who will direct and approve the designs? Who will pay for it? Who will supervise the plan check and permit fees for any alternation or change in configuration of the driveway at 3577/3574 Folsom Street?

- Who will build this driveway? Who will pay for it? Who will certify that the work will have warranties, and that the warranties will be enforced?
- Will the applicant allow the owners of 3574/77 Folsom Street to select the designer and contractor for design and construction of the driveway? Will the applicant pay the costs incurred by the selected designer and contractor?
- Will any unforeseen expense and effort be off-loaded to the owners of the houses at 3577/74 Folsom Street? Or will all expenses be borne by the applicant?
- What are the specific and detailed inconveniences that the owners of 3577/74 Folsom Street will have to live with during construction? How long will the owners of these properties be unable to use their garage? If the owners have to park down the hill, during the months that construction takes place, how will they get into their house? What provisions will be made for neighbor parking during the construction process?
- What are the remedies if any of the homes at 3577/74 Folsom Street are damaged by construction operations? What provisions are made for settlement due to slope failure in front of these houses as a result of excavation for the new street?

- Why is the break-over angle, where the new block starts up from the Chapman Street intersection, not shown on any of the applicant's drawings? Is the slope of the new block of Folsom Street greater than 36%?
- The applicant is on record as stating (at the last public ESDRB meeting), "the driveway at 3574 Folsom Street will have to be raised two (2) feet". If this project is approved how will cars be prevented from bottoming out as they traverse the driveway and garage.
- What is the new break-over angle at the 3574 Folsom Street garage?
- How high will the new entrance be to the garages at 3574/77 Folsom Street? How will a car be able to traverse the new grade changes?
- How much higher will the new grade be over the existing grade?
- How will new drainage problems be handled at the 3574/77 Folsom Street homes?
- What is the break-over angle for the new houses proposed for 3516 and 3536 Folsom Street? They appear to approach 100%/45 degrees on the right side (**see attachment C**). The difficulty of the traverse seems to be compounded by the height of the garage door, i.e., a car traversing the driveway may be too high to fit under the garage door opening. A sedan can likely get scraped top and

bottom driving in to one of those garages. Will the proposed garages be impassable by automobile?

INCOMPLETE STREET DESIGN AND LACK OF NEIGHBORHOOD REVIEW OF STREET DESIGN

There will also be unreasonable impacts and adverse effects on the intersection of Chapman and Folsom Streets. The East Slope Design Review Board is on record as stating that the existing character of the intersection must be maintained.

- The applicant's design, or design information is incomplete because the grading for the street is not shown. This includes information for the proposed driveways for the new proposed homes (as previously mentioned above).
- How steep will this new street be?
- We request complete design information, including spot elevations and slopes at both sides of each driveway.

Until site design drawings for the re-design of the proposed extension of Upper Folsom Street, and the intersection of Chapman/Folsom has been submitted and approved, we believe this application is incomplete.

We believe this to be true because:

1. The new contours and the new grades are unknown.

2. Neighbors have been denied access to a proposed new topographic map
3. We have never seen how the entire new proposed street is being changed from the Community Garden all the way down to the intersection of Chapman and Folsom.
4. We have never seen how cars will enter and exit the garage at 3526 and 3516 Folsom Street. How will these five (5) cars enter & exit their respective garages? How will they then backup and/or go down Upper Folsom to access the intersection and "Lower" Folsom Street? How will these five (5) cars address the increased traffic coming at them from the following:
 - a. Chapman Street -West
 - b. 3574 Folsom - entering/exiting garage
 - c. 3580 Folsom - entering/exiting garage
 - d. Folsom Street - North/South traffic
5. Where is the full size to scale drawing for the proposed new street?

The proposed design of the intersection of Folsom and Chapman Streets appears too narrow to allow two vehicles to pass each other when cars are parked on Chapman facing east. Emergency vehicles (Fire, Ambulance, Police) and service vehicles (Garbage and Recology, Fed Ex, UPS, etc.) will struggle - or be absolutely unable - to have access and egress.

Please do not to add more unsafe traffic conditions to our local streets. This particular block is populated with children, as well as elderly and disabled people. Each of these populations is endangered by the proposed street design.

FUTURE DEVELOPMENT - "Six Lots Not Two"

All six (6) lots on Upper Folsom are capable of being developed (**Attachment D**). It stands to reason that once 3526 and 3516 Folsom Street are approved and a fully functioning road is put in, the owners of the four (4) other lots will be in an ideal and resource-rich position to develop their lots as well. When - **not if** - that happens, what is the plan for solving the problems and answering the multitude of questions noted previously?

LACK OF A 3-D MODEL

With only selected computer drawings, a developer can show the buildings in the most favorable light - and obfuscate any unfavorable perspectives. (For instance, garage access, true sense of bulk and mass, neighbors' driveways, Community Garden erosion concerns, side elevations in relation to Bernal Heights Blvd., and relationship to existing houses on Gates St., and so on.) At a previous neighborhood meeting, many neighbors

viewed the computer renditions, of the project as misleading - casting doubt on other perspectives presented by the developer.

Although specifically requested by the ESDRB to provide a physical model, the applicant said it was too expensive. We request the Commission not be taken in by this argument and respect the community need to fully understand how the proposed development will impact local residents - from Gates Street, Folsom/Chapman, Bernal Heights Blvd. and the Community Garden.

We ask the applicant to stand by the ESDRB request of a physical model - *and honor the neighbors' needs to view the proposed houses in ways they can trust*. This is a sound and reasonable request. Indeed we cannot assess the worthiness of this project without such critical visual information.

NEIGHBORHOOD CHARACTER

The proposed houses with, one with a 3-car garage at 3526 Folsom, loom out of scale for the neighborhood and are in defiance of both ESDRB Guidelines and the City's Transit First policy. They are in direct contrast to Bernal's distinctive smaller-scale housing and, specifically, the neighboring houses on this block of Folsom.

The too-big-for-the-neighborhood proposed houses - although adorned with latest trends in building material - disturbingly fit specific criticism found in the Guidelines: "The 'new vernacular form' is the maximum-building-envelope-shoebox... it is a solution without a context which isolates itself from its setting by not acknowledging its neighbors...." (ESDRB).

Bulk, Massing, and Elevations:

"Much recent development is not only inconsistent but often at odds with smaller scale existing structures." (ESDRB)

a) **Overall square footage:** It is disingenuous to think the latest blueprints reduce the square footage of the houses in any appreciable manner - or that they substantially improve elevations facing Chapman and Bernal Heights Blvd.

We respectfully request the Commission to restrict the proposed projects' square footage in relationship to existing nearby housing. The table below shows the typical Bernal dwelling on Folsom Street below the proposed houses. These houses reflect the distinctive

rural character of Bernal. The data will show that in terms of square footage, the new proposed homes do not.

Address	Livable space	Garage	Total Space
3516 Folsom St.	2125 sq. ft.	787 sq. ft.	2912 sq. ft.
3526 Folsom St.	2158 sq.ft.	775 sq. ft.	2933 sq. ft.
3574 Folsom St.	1150 sq. ft.	300 sq. ft.	1450 sq. ft.
3580 Folsom St.	1050 sq. ft.	210 sq. ft.	1310 sq. ft.
3590 Folsom St.	800 sq. ft. (appx.)	180 sq. ft. (appx.)	980 sq. ft. (appx.)

b) Three-car garages: The proposed two projects both have either a three-car, or a two-car garage, unlike any neighboring homes on Folsom Street - within 50 feet or, for that matter, in most of Bernal Heights. Indeed, a variance will be needed for the three-car garage, since it does not meet code.

Again, this is in defiance of the City's Transit First policy. *Given the times we live in, new construction condoning a three-car garage house in a city trying to wean people off cars is irresponsible and ecologically immoral.*

Please note: It was with the following rebuke that the pro-development real estate website, SF Curbed, described the applicant's 3,000 sq. ft. house that he built

and sold in another part of Bernal Heights in 2011: "Not-so-green features include a 3-car garage."

c) Side elevations: After five (5) ESDRB meetings, minimal - and nothing substantial - was done to address the ESDRB's request to improve side view elevations from Chapman and Bernal Heights Blvd. (The ESDRB even gave the applicant addresses of suggested side elevation treatments in the neighborhood to review.)

The new designs put lipstick on what are essentially big walls. To use their own language, the applicants designs are the "new vernacular" that allow for "maximum building envelope shoeboxes (**ESDRB**)."

Disturbingly, without a physical model, the neighbors are left to decipher architectural language and blueprints, which they are not trained to do. The pattern of sometimes "improving" designs with the smallest effort - and then touting these tiny steps as meeting the ESDRB's requests - underscores the need for physical models.

d) Side yards: For both safety and sunlight issues, neighbors requested side yards that went all the way through to the backyard. In fact, all the other houses on this block have such side yards - and the Guidelines specifically talk about the "relationship of individual

buildings to their lots and their immediate neighbors (ESDRB)".

Since Sept. 10, 2014 the applicant through the **ESDRB** has known about acceptable side yards for Bernal. Examples were given to the developer. An open side yard promotes an airy, not-so-urban feeling that would help mitigate the loss of sunlight and open space so close to Bernal Park. We request this style of side yard be recommended for the two proposed projects.

e) Public Safety - Rear Yard Access: There is a lack of backyard access for firefighters and public safety officers - especially along this vulnerable section of the gas transmission line. We are not satisfied that public safety officers can navigate the corner in case of a fire, health, or safety emergency.

f) Roof treatments: Despite repeated concerns from neighbors and community garden members about views and sunlight, the applicant has added an imposing new structure to the top of the proposed buildings.

This particular action follows a pattern of maximizing house size and mass - and being insensitive to neighbors and a smaller-scale neighborhood. *This new structure underscores the necessity for a physical model of the proposed projects.*

Below is the directive from a recent **ESDRB** letter:

"Plans presented have so far not clearly addressed how the new Folsom Street Extension will incorporate access to existing homes at 3574, 3577, and 3580 Folsom Street. We reiterate: develop detailed plans (with grading spot elevations), sections and elevations, and meet with these neighbors to review and agree upon driveway access and design in front of these houses."

g) Safety of Main Trunk Transmission Line (109)

- Gas transmission line 109, built in 1981, runs underneath this proposed street.
- The proposed street, flowing as it does over this 26" transmission line poses numerous dangerous safety risks. Neighbors are very worried.
- This is a densely urban neighborhood surrounding a steep, at least, 35-degree hill. Heavy earth moving equipment is known to topple over on such a steep grade, causing huge amounts of damage. Several years ago a cement truck did just that, on Folsom Street, while trying to make a turn. It resulted in a broken water main.
- The City has incomplete records about the safety of this Bernal Heights pipeline.

- The City also has no risk assessment guidelines, in the event of an accident, around gas transmission lines.

We are so concerned about the gas transmission line that we have requested advice from an internationally known engineering safety consultant, Dr. Robert G. Bea, Professor, UC-Berkeley and co-director of the Marine Technology and Management Group Center for Risk Mitigation. Professor Bea agrees with our concerns and finds them valid. His response is attached along with several slides showing the dangers of ignoring concerns regarding pipeline safety (**see attachment E**)

3. "Alternatives or changes to the proposed project ... "

We suggest a smaller house, no more than two (2) stories high, animated plane, materials, and elements that step down along the hillside, a developed and composed front façade with windows, carve-outs and appropriate changes in roof treatment (as per the **ESDRB** letter to the applicant on April 28, 2015), with square footage comparable to that of the neighbors on Folsom Street (see table above, p. 17), no garage, no external stairway, no roof garden, appropriate side yards and set-backs as per the **ESDRB** Guidelines. These houses, if designed and built correctly, would fit in perfectly with the neighborhood. They would enhance and complement the character of Bernal Heights. Almost all of the safety, traffic, and construction concerns would be eliminated. Most of the neighbor concerns would be addressed. The house would therefore conform to all elements of the **ESDRB** Guidelines.

5. "CHANGES MADE AS RESULT OF MEDIATION"

In July of 2014, at the suggestion of the **ESDRB** the applicant requested a meeting with neighbors whose driveway will be impacted by the new road. The driveway is shared and used by many neighbors and community members to not only access houses also the Community Garden, Bernal Heights Blvd. and Bernal Park. Thus our concerns stem from a group, not a few individuals. Our hope was to have an inclusive group meeting. We responded as such. No answer was forthcoming from the applicant.

We attended at least five (5) community meetings called by the ESDRB, with the applicant, over a period of eighteen (18) months. We discussed our concerns and fielded questions/responses back and forth. As a result the applicant did make some alterations to the 3516 Folsom project. The façade is more animated, changes in plane, materials, and stepped down design elements are present. No changes at all were made to 3526 Folsom.

These changes are relatively slight, relatively minimal and largely cosmetic. They do not for a moment alter the deep-seated and strongly felt concerns of the neighbors. The multiple and interconnected issues of: public safety, neighborhood character, and accessibility are as prominent now as they were when our public meetings began in December 2013.

CASE NUMBER:
For Staff Use only

APPLICATION FOR Discretionary Review Fee Waiver

1. Applicant and Project Information

APPLICANT NAME:

APPLICANT ADDRESS:

NEIGHBORHOOD ORGANIZATION NAME:

NEIGHBORHOOD ORGANIZATION ADDRESS:

PROJECT ADDRESS:

PLANNING CASE NO.:

BUILDING PERMIT APPLICATION NO.:

DATE OF DECISION (IF ANY):

(co-chair)
Kathy Angus for Bernal Heights South Slope Organization
99 Banks Street
San Francisco, CA 94110
TELEPHONE: (415) 282-9823
EMAIL: KathyAngus@comcast.net
Bernal Heights South Slope Organization
Same
TELEPHONE: ()
EMAIL:

3516 Folsom Street, San Francisco, CA 94110

2. Required Criteria for Granting Waiver

(All must be satisfied; please attach supporting materials)

- ☒ The appellant is a member of the stated neighborhood organization and is authorized to file the appeal on behalf of the organization. Authorization may take the form of a letter signed by the President or other officer of the organization.
- ☒ The appellant is appealing on behalf of an organization that is registered with the Planning Department and that appears on the Department's current list of neighborhood organizations.
- ☒ The appellant is appealing on behalf of an organization that has been in existence at least 24 months prior to the submittal of the fee waiver request. Existence may be established by evidence including that relating to the organization's activities at that time such as meeting minutes, resolutions, publications and rosters.
- ☒ The appellant is appealing on behalf of a neighborhood organization that is affected by the project and that is the subject of the appeal.

For Department Use Only

Application received by Planning Department:

By: _____

Date: _____

Submission Checklist:

- ☐ APPELLANT AUTHORIZATION
- ☐ CURRENT ORGANIZATION REGISTRATION
- ☐ MINIMUM ORGANIZATION AGE
- ☐ PROJECT IMPACT ON ORGANIZATION

- ☐ WAIVER APPROVED ☐ WAIVER DENIED



**SAN FRANCISCO
PLANNING
DEPARTMENT**

FOR MORE INFORMATION:

Call or visit the San Francisco Planning Department

Central Reception

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

TEL: **415.558.6378**
FAX: **415.558.6409**
WEB: **<http://www.sfplanning.org>**

Planning Information Center (PIC)

1660 Mission Street, First Floor
San Francisco CA 94103-2479

TEL: **415.558.6377**

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

Application for **Discretionary Review**CASE NUMBER:
For Staff Use only**APPLICATION FOR
Discretionary Review**

1. Owner/Applicant Information

DR APPLICANT'S NAME: Bernal Heights So. Sloop Organization, Katherine Angus, Carlos		
DR APPLICANT'S ADDRESS: % 99 Banks Street, San Francisco	ZIP CODE: 94110	TELEPHONE: (415) 640-4568

PROPERTY OWNER WHO IS DOING THE PROJECT ON WHICH YOU ARE REQUESTING DISCRETIONARY REVIEW NAME:

Fabien Lannoye BlueOrange Designs		
ADDRESS: 241 Amber Drive, SF, CA	ZIP CODE: 94131	TELEPHONE: (415) 282-9323

CONTACT FOR DR APPLICATION:

Same as Above ☒

ADDRESS:

ZIP CODE:

TELEPHONE:

()

E-MAIL ADDRESS:

2. Location and Classification

STREET ADDRESS OF PROJECT: 3516 Folsom Street, San Francisco		ZIP CODE: 94110
CROSS STREETS: Chapman and Bernal Heights Blvd.		
ASSESSORS BLOCK/LOT: 5626/13	LOT DIMENSIONS: 25'x10'	LOT AREA (SQ FT): 1750ft²
ZONING DISTRICT: RH-1/40 X Bernal Heights SUD		HEIGHT/BULK DISTRICT:

3. Project Description

Please check all that apply

Change of Use ☐ Change of Hours ☐ New Construction ☒ Alterations ☐ Demolition ☐ Other ☐Additions to Building: Rear ☐ Front ☐ Height ☐ Side Yard ☐

Present or Previous Use:

Vacant Lot

Proposed Use:

Single Family Residence

Building Permit Application No.

2013.12.16.4322

Date Filed:

12/17/2013

Discretionary Review Request

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

1. 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 cite specific sections of the Residential Design Guidelines.

See attached

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:

See attached

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?

See attached

From Bernal Heights South Slope Organization
Discretionary Review for 3516 and 3526 Folsom Street - Attachment

Question #1

The East Slope of Bernal Heights has been designated a Special Use District (*Planning Code* Section 242) with specific guidelines for the South Slope (id. @ §242(f)) for good reason. The 25' x 70" lot size is among the smallest in the City, so the average square footage of homes is closer to 1200 to 1500 than the proposed 2,500 – 3,000 square feet. The result will be homes that are completely out of scale for the neighborhood. They will be highly visible from the heavily travelled Bernal Heights Boulevard, as well as by their neighbors, and will have an impact on the overall character of Bernal. In addition to the sheer bulk, the Boulevard-facing side, where dozens of walkers and joggers pass each day will replace a view of the Bay with a static and uncharacteristically flat, boxy and unarticulated north wall of the structure. Additionally, the stairs to the roof and roof deck will be the only such uncharacteristic, intrusive, and highly visible roof feature in the immediate area.

The "Additional Controls Applicable to Bernal South Slope" state that "The Planning Commission shall only approve an application for a conditional use authorization if facts are presented to establish that the proposed development would not harm the public health, safety, or welfare of the Bernal South Slope and surrounding areas,..." (id. @ 242(f)(3)).

We are mystified by the access to the garage and the tandem parking situation. It not only presents an access problem, but also a safety problem as other streets will need to be blocked in order for the tandem cars to be backed out. Take the upper lot as an example. The grade of the new street, sidewalk and access to driveway is an approximately 35° slope. If the street is only 10 or even 15' wide, the first car will back out. Then, since this is a one-way street with no parking (too narrow for 2 cars to safely pass), in order to make room for the second car to back out, the first car will have to back all the way down the 35° driveway, leave the car on Chapman (where it's highly unlikely parking will be available and double parking is impossible (or dangerous) since it would cut off the only access of emergency and any other vehicles to the several blocks off Chapman Street.) Then, they can walk back up 100 feet to the garage and back the second car all the way down to Chapman, find another place to park and then take the first car back up to the garage and park it. Then walk back down to the car you intend to drive. The reasons for this? A one-way street too narrow for parking and tandem parking in the garage.

Question #2

There are two urgently serious and many merely serious concerns about the impact on others in the neighborhood who would be adversely affected.

The first is the fact that there is a PG&E primary transmission line, measuring 26", bringing gas into San Francisco (one of 3 coming into the city) directly under the fragile and steep hillside of the Folsom Street right-of-way exactly under the new construction. PG&E cannot verify the depth of the transmission line, making it difficult to assess the safety. This pipeline is approximately the same size and functionality as the one that exploded in San Bruno, and construction creates *the most* hazardous situation for those living nearby. There has been no plan submitted providing evidence of maintaining absolute safety of the residents in the Blast Zone (see attached).

The second reason involves emergency access. "The development and construction-related activities in the Bernal South Slope will not meaningfully hinder impact emergency vehicle access and emergency response times..." (id. @ §242(f)(3)(D)) There are only two streets that lead to the homes on Folsom, Banks, Chapman, Prentiss and Nevada Streets above Chapman. They are Folsom, which joins Chapman at the west end, and Prentiss Street, which joins Chapman 2 blocks farther east. Prentiss Street, while recently improved, is of similar steepness to the proposed extension of Folsom. This spring, I witnessed a fire truck bottomed out at Prentiss and Powhattan, blocking access until it was finally powered off over an hour later, leaving deep divots in the street. (I have video of similar long trucks and even an errant City Bus being stuck for long periods of time and needing to be towed off, also leaving deep divots and blocking access to Chapman Street for hours.) In fact, the steepness of the proposed Folsom extension will create a similar issue for trucks. They will bottom out as they back down the steep slope.

On Saturday, August 1st, a hook and ladder was responding to an emergency on Bradford (?) and mistakenly came all the way up Folsom and turned right on Chapman. They must have thought it went through, because they drove all the way to the end of Chapman before they realized they could not reach the emergency. They began to back down, taking at least 15 or 20 minutes to figure out a route, back all the way down Chapman (they couldn't take Prentiss because of the previous experience), and all the way back down Folsom to at least Powhattan. By the time they reached a place to turn around, the other vehicles were already leaving the scene. This was scary. If the street was blocked in any way, or if access was in any way impaired to this part of the hill, lives and homes would be put at risk. Waiting for construction equipment to move would make access seriously impaired, especially since most of it would need to use Folsom Street instead of the steeper Prentiss.

The project will most definitely impact the parking availability in the neighborhood (see note above), which is a specific concern of the Special Use District Additional Controls, "The development will not substantially impact neighborhood parking availability" (id. @ §242(f)(3)(G)). Although garage space is allocated in each house, the reality is that access to the garages will be difficult and no parking will be available on the street extension. Both occupants and guests will be parking on upper Folsom and Chapman Streets, where parking is rarely available right now. These are narrow streets with parking on one side only.

Question #3

Because of the fragile, erosion-prone nature of the hill, and the imminent danger of construction over a major gas pipeline, I feel the street right-of-way should be protected from any construction vehicles. According to all published reports and the Transportation Research Board of the National Academies' *Special Report 281, Transmission Pipelines and Land Use, A Risk-Informed Approach*, " (the entire report can be found at trb.org/publications/sr/sr281.pdf) minimizing impact on the land above an near a transmission line is foremost in protecting the line from leakages or explosions.

For transmission pipelines, there are limits on construction or excavation that involve separating activities such as 38 Transmission Pipelines and Land Use: A Risk-Informed Approach planting of trees or digging foundations some number of feet from the pipeline. API recommends setbacks of 50 feet from petroleum and hazardous liquids lines for new homes, businesses, and places of public assembly (API 2003). It also recommends 25 feet for garden sheds, septic tanks, and water wells and 10 feet for mailboxes and

yard lights. As of the most recent report examining these issues, setbacks of 25 feet from residential property were the most common examples in practice (TRB 1988). (id. @ p. 38)

For this reason it only makes sense to keep the neighborhood most safe by not allowing any construction over a PGE major transmission line on this exceedingly steep and fragile hill. The incidents in San Bruno are still fresh in our minds and we are deeply concerned that moving trucks and materials over this line will put all of us in the blast zone at risk.

While we recognize the desire of the land owners to build on this property, the risk imposed to the neighbors is the greater consideration. I would therefore hope we could find an environmentally friendly and safe purpose, for example, the extension of the community garden that local schools can use for environmental education purposes.

Information from federal pipeline safety regulators, representatives of pipeline companies, and local officials provided to the committee over the course of its meetings indicated a few examples of actions taken by local governments. For instance, some only allow the lowest-density development around transmission pipelines and locate walking paths, bike paths, and recreational areas along pipeline rights-of-way. Some local government proposals have gone considerably further, often in reaction to spills and explosions. In general, however, the few examples of Potential Land Use Approaches to Pipeline Safety and Environmental Management 37 local governments' attempting more stringent controls have not been based on a systematic analysis of risk or of benefits and costs. (id. @ p. 36)

We are concerned that San Francisco has not been able to reassure us with a risk analysis of construction on and near this site and until the Planning Commission can insure the safety of neighbors within the Blast Zone, we do not believe any construction should take place.

4. Actions Prior to a Discretionary Review Request

Prior Action	YES	NO
Have you discussed this project with the permit applicant?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you discuss the project with the Planning Department permit review planner?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Did you participate in outside mediation on this case?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

I attended five meetings of the East
Slope Design Review Board along with many
others representing BHSSO. The developer
made only insignificant changes and did not
respond to our concerns. The ESDB did not
recommend the project

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

Signature: _____



Date: _____

9/14/15

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

Kathy Angus, ~~Agent~~ BHSSO
co chair

Owner / Authorized Agent (circle one)

BERNAL PUBLIC SAFETY ALERT!

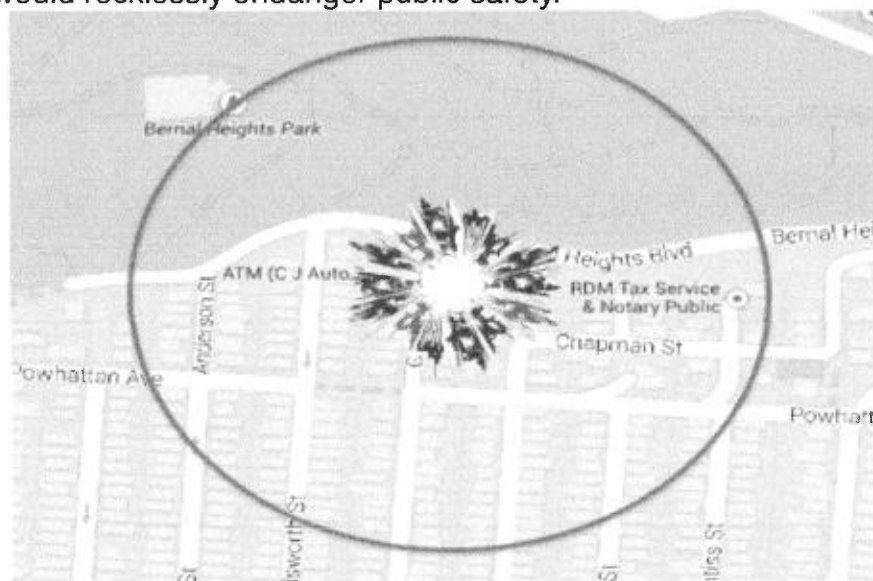
**CRITICAL MEETING APRIL 9, 7PM!!!
PRECITA NEIGHBORHOOD CENTER**

PROPOSED DEVELOPMENT PUTS LUXURY HOUSING AHEAD OF PUBLIC SAFETY

**Major PG&E Gas Line Runs Through Once "Undevelopable"
Land. Not Your Typical Vacant Lots - But City Acts Like They Are.**

ARE YOU WITHIN THE BLAST & FIRE ZONE?

If you live, walk, run, garden, ride your bike, push your stroller, or fly your kite around Bernal Heights, you may have entered **the 600-foot Radius Blast/Fire Zone** of a proposed Bernal southeast slope development of two luxury homes below the Community Garden. A 26-inch PG&E gas pipeline runs through it - **the same type that blew up in San Bruno**. Many residents think this development - which benefits from a **questionable exemption of SF street safety grading codes** - would recklessly endanger public safety.



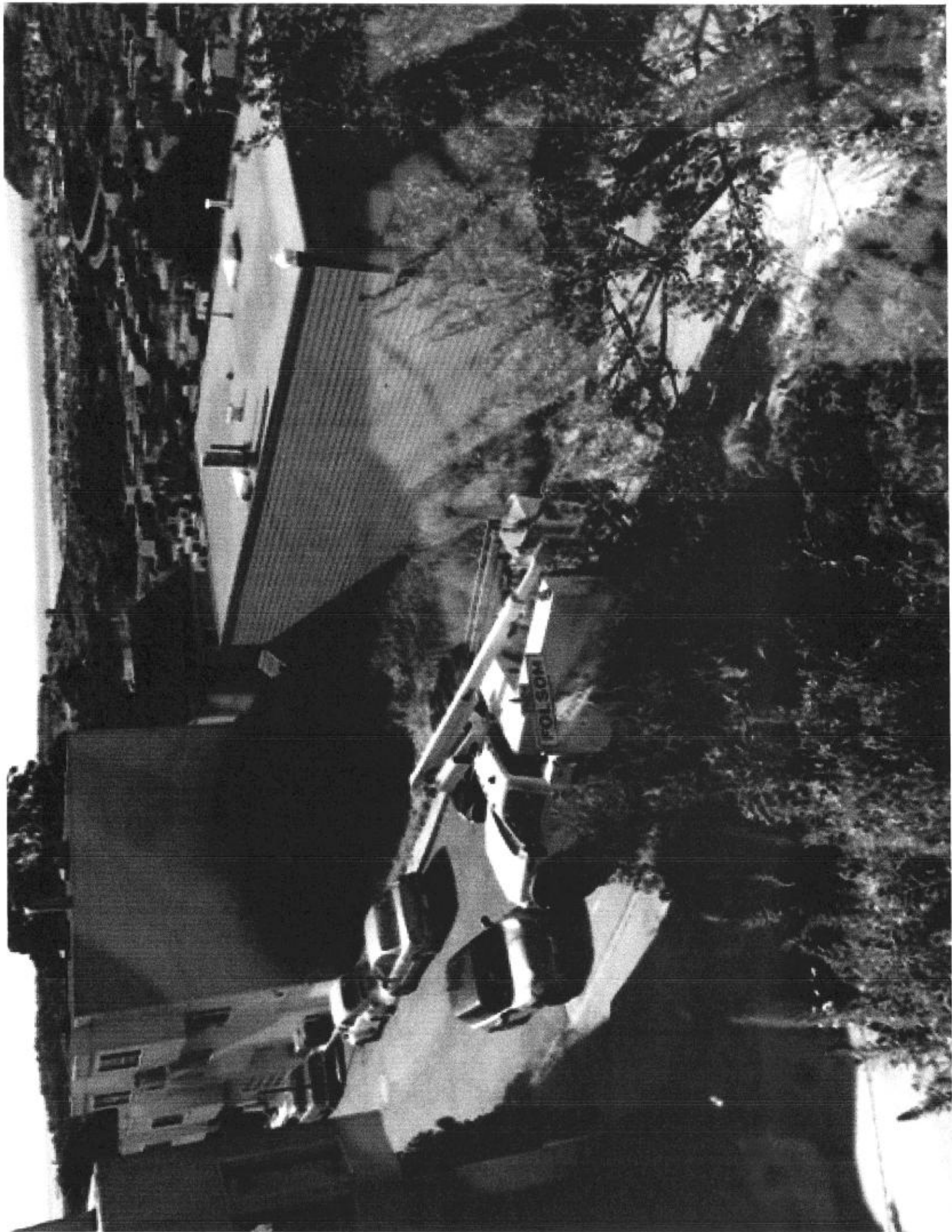
Approximate fire zone inside red circle

PUT OUR SAFETY FIRST! PLEASE ATTEND!!

**EAST SLOPE DESIGN REVIEW BOARD MEETING
DEVELOPER PRESENTATION AND PUBLIC INPUT**

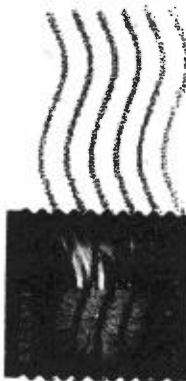
WEDNESDAY, APRIL 9TH, 7PM

**PRECITA NEIGHBORHOOD CENTER
534 PRECITA AVENUE**



SELANDER ARCHITECTS
2095 JERROLD AVE, SUITE 319
SAN FRANCISCO, CA 94124

SAN FRANCISCO CA 9410
05 SEP 2015 PM 4 L



I have served
as chair/co-chair
of Bernal Heights
So. Slope Org. for
over a dozen years.
We bring neighbors
together to discuss
issues of new construction
on currently vacant
lots on the So. Slope
of Bernal Hill
primarily north
of Powhattan.

SAN FRANCISCO PLANNING DEPT. ATTENTION
1650 MISSION STREET, SUITE 400
SAN FRANCISCO, CA 94103-2479

SAN FRANCISCO
CA 94103
31 AUG 2015
PM 3:1



Kathy Angus

Kathy Angus
Bernal Heights South Slope Organization
99 Banks Street
San Francisco, CA 94110

Kathy Angus
Bernal Heights South Slope Organization
99 Banks Street
San Francisco, CA 94110

94110566899



94110-566899



Bernal Heights South Slope Organization
99 Banks Street
San Francisco, CA

September 14, 2015

San Francisco Planning Department

I hereby authorize Herb Felsenfeld to file requests for Discretionary Review on behalf of our organization, Bernal Heights South Slope Organization for 3516 and 3526 Folsom Street, San Francisco, CA.



Kathy Angus, Co-Chair, B.H. South Slope Organization

September 14, 2015

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	<input checked="" type="checkbox"/>
Address labels (original), if applicable	<input checked="" type="checkbox"/>
Address labels (copy of the above), if applicable	<input checked="" type="checkbox"/>
Photocopy of this completed application	<input checked="" type="checkbox"/>
Photographs that illustrate your concerns	<input type="checkbox"/>
Covenant or Deed Restrictions	<input type="checkbox"/>
Check payable to Planning Dept.	<input checked="" type="checkbox"/>
Letter of authorization for agent	<input checked="" type="checkbox"/>
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)	<input type="checkbox"/>

NOTES:

☐ Required Material.☒ Optional Material.

☐ Two sets of original labels and one copy of addresses of adjacent property owners and owners of property across street.

For Department Use Only

Application received by Planning Department:

By: _____

Date: _____

APPLICATION FOR Discretionary Review

1. Owner/Applicant Information

DR APPLICANT'S NAME:
Nais Marie Raulet**DR APPLICANT'S ADDRESS:**
75 Gates Street**ZIP CODE:**
94110**TELEPHONE:**
(415) 641-0644**PROPERTY OWNER WHO IS DOING THE PROJECT ON WHICH YOU ARE REQUESTING DISCRETIONARY REVIEW NAME:**
Fabien Lannoye**ADDRESS:**
297c Kansas Street**ZIP CODE:**
94103**TELEPHONE:**
(415) 626-8868**CONTACT FOR DR APPLICATION:**Same as Above ☒**ADDRESS:****ZIP CODE:****TELEPHONE:**

()

E-MAIL ADDRESS:
raulet@att.net

2. Location and Classification

STREET ADDRESS OF PROJECT:
3516 Folsom Street**ZIP CODE:**
94110**CROSS STREETS:**
Chapman Street**ASSESSORS BLOCK/LOT:**
5626 / 013**LOT DIMENSIONS:****LOT AREA (SQ FT):**
1750**ZONING DISTRICT:**
RH-1/40-X Bernal Hts SUD**HEIGHT/BULK DISTRICT:**

3. Project Description

Please check all that apply

Change of Use ☐ Change of Hours ☐ New Construction ☒ Alterations ☐ Demolition ☐ Other ☐**Additions to Building:** Rear ☐ Front ☐ Height ☐ Side Yard ☐
Open Space

Present or Previous Use:

Single Family Home

Proposed Use:

Building Permit Application No. 2013.12.16.4322

Date Filed: 12-17-13

Discretionary Review Request

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

1. 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 cite specific sections of the Residential Design Guidelines.

Please see attachment

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:

Please see attachment

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?

Please see attachment

1.

After reviewing the San Francisco General Plan, Residential Design Guidelines, and the Bernal Heights SUD guidelines, I question whether this project does in fact meet minimum planning standards. It appears that the building plans have been reviewed without consideration of context. The guidelines were written to ensure that development in SF does not violate principles of preservation of neighborhood character, open space, and public safety (Sec 242 (b)). I've lived in Bernal Heights for 21 years and my family has been in San Francisco since 1896. I believe property ownership and development should not supersede the guidelines that are in place to protect the community and the unique nature of San Francisco.

The project did not pass the ESDRB review which is mandated by the City to protect the unique character of Bernal Heights. The findings of the Board have not been respected by the Planning Department.

I am requesting a review of this proposed project due to the following issues:

There is and should be no vehicular access to the lot because of the prohibitive steepness of the hill.

The project is purely speculative and sized for maximum profitability; its negative impact on the community and environment outweigh any contribution it makes to the housing shortage in San Francisco. It provides housing for one wealthy family and takes away from everyone else. If a house or a road already existed, one might see the value of developing this area, but as the area is currently open space, the good brought from this building being permitted does not justify the negative effects on the area.

The presence of existing, steep streets in Bernal Heights has been cited in public meetings by the developer as a rationale for building another, even more steep street. This is faulty logic. This is not a reason to make a dangerous decision.

The massing effect of the building will interfere with public views and a sense of natural space for those enjoying the commons of Bernal Heights Park and the public garden. Planning code protects public views and public spaces. Public vistas are prohibited from development. (URB.CPN 1.1) Bernal Hill Park and the path around Bernal Heights Boulevard together is one of the few open spaces (URB CON 2) in a very tight, crowded community with very small lots with comparatively less space for greenery in front and back. This is heavily used open space with views of the Bay and San Bruno Mountain and it will be impacted by the mass and height of the proposed building with its lack of architectural relief.

Approval of this house opens the floodgate for development of a one-way road and a six-unit subdivision with implications for parking, vehicular safety, fire safety, garbage collection, and erosion.

2.

One unreasonable impact of this project is traffic congestion. Roads in Bernal Heights are steep, winding, congested, and, essentially, one-lane in my area due to parked cars on both sides. Should this property receive a building permit it would authorize the extension of Folsom Street and, inevitably, the development of the five adjacent lots. Traffic congestion in the area will be increased in an area that is already overly populated.

A major consideration for this project is hazards related to ingress and egress. I live on a dead-end street, not nearly as steep as the one proposed for this project. My neighbors and I are routinely trapped from exiting our street by construction, garbage (Sec 242 (f) (3) (E)), and delivery trucks. Vehicles come up my one-way street regularly driven by people who are lost or drunk. They turn around at the top of the street and hit parked cars, or back down hitting parked cars. Should a one-lane road be put in to access this proposed building, damage to property is inevitable and there is risk of personal injury. (Sec 242 (f) (3) (I))

Approving a building permit for this house would appear to inevitably lead to the approval of the extension of Folsom Street. A civil engineer has reviewed the preliminary street extension plan and, due to the steepness and topography of the hill questions its feasibility. The take-off angle from the ADA-required flat street intersection at Chapman and Folsom, the access to driveways for existing properties at 3574 and 3577 Folsom Street, and the angles of access that would impede a vehicle from entering the proposed building's garage render the street dangerous and unusable.

A major concern that already exists in this area of Bernal Heights is fire truck access. Building this and another new home along what would be the steepest street in the City in an area that already has poor fire access is asking for trouble. Hook and ladder trucks will be unable to access this street. Without side yards between this and the adjacent proposed new home, access for fire personnel will be further limited and the risk of fire spread from house to house will increase thereby endangering the surrounding neighborhood. (Sec 242 (f) (3) (D) and E), (Bernal Heights East Slope Building Guidelines, pp17-18)

Another unreasonable impact is that no adequate contingency is being made for the water damage that property owners below this proposed home will experience. Water sluices down these steep streets. This development will alter current natural drainage systems and inevitably require remedial efforts, such as installation of trench drains and regrading of sidewalks and driveways, on the part of homeowners below Powhattan Street.

An unreasonable risk associated with this permit is the major PG&E gas transmission pipe that sits under the construction site. The pipeline will not be exposed to determine its condition or depth until construction has commenced. I am fearful of potential of explosion and fire from the activity of heavy construction over this pipeline. It has happened before.

Due to the steepness of the hill, construction vehicles may become stuck or may roll down causing damage or injury. They will not be able to turn around and will have to back down the street.

The scale and form of the house leads me to think that the goal was to maximize every possible square foot of the lot. The height and depth of the building is not to scale with the existing buildings in the neighborhood. Bernal is still largely a modest working and middle class community. Luxury homes crammed into any available space do not blend in or enhance the character of the neighborhood.
(URB.NEN 4.5)

3. Reduce the size and height of the proposed building to conform with the square footages and heights of surrounding homes and to preserve the views from the park and Bernal Heights Boulevard loop.

Provide side yards and architectural relief on all sides of the building.

Remove the garage from the building plans, making the homes smaller and transit-friendly, and thereby eliminating the need for an access road.

Maintain the existing public trail through the open space, install stairs to Bernal Heights Boulevard, and contribute to the expansion of the existing community garden.

Common sense dictates resolving street and sidewalk issues before issuing a building permit.

4. Actions Prior to a Discretionary Review Request

Prior Action	YES	NO
Have you discussed this project with the permit applicant?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you discuss the project with the Planning Department permit review planner?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Did you participate in outside mediation on this case?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

Project was discussed with applicant at public meetings of the East Slope Planning Guidelines Board. No substantial changes were made to the project to bring it in to conformity with the guidelines.

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

Signature: Nais Marie Rauset

Date: 9/8/15

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

Owner
Owner / Authorized Agent (circle one)

Sept 15, 2015
San Francisco Planning Department

I hereby authorize Herb Felsenfeld
to file requests for discretionary
review on my behalf for 3516
and 3526 Folsom Streets, San
Francisco, CA.

Nai Marie Raulot
Nai's Marie Raulot

75 Gates St

San Francisco, CA 94110

APPLICATION FOR Discretionary Review

1. Owner/Applicant Information

DR APPLICANT'S NAME: GAIL NEWMAN		
DR APPLICANT'S ADDRESS: 3574 Folsom Street	ZIP CODE: 94110	TELEPHONE: (415) 285 7636
PROPERTY OWNER WHO IS DOING THE PROJECT ON WHICH YOU ARE REQUESTING DISCRETIONARY REVIEW NAME: Fabien Lannoye		
ADDRESS: 297c Kansas Street	ZIP CODE: 94103	TELEPHONE: (415) 626 8868
CONTACT FOR DR APPLICATION: Same as Above <input checked="" type="checkbox"/>		
ADDRESS:	ZIP CODE:	TELEPHONE: ()
E-MAIL ADDRESS:		

2. Location and Classification

STREET ADDRESS OF PROJECT: 3516 Folsom Street		ZIP CODE:
CROSS STREETS: Undeveloped land near the corner of Chapman & Folsom Streets		
ASSESSORS BLOCK/LOT: 26 1013	LOT DIMENSIONS: 25' x 70'	LOT AREA (SQ FT): 1750 sq ft
ZONING DISTRICT: RH-1/40-X1		HEIGHT/BULK DISTRICT: 28'-7"
Bernal Heights SUD		

3. Project Description

Please check all that apply

 Change of Use ☐ Change of Hours ☐ New Construction ☒ Alterations ☐ Demolition ☐ Other ☐

 Additions to Building: Rear ☐ Front ☐ Height ☐ Side Yard ☐
Present or Previous Use: **Vacant lot**Proposed Use: **SFD**Building Permit Application No. **2013.12.16.4322**Date Filed: **12.17.2013**

Discretionary Review Request

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

1. 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 cite specific sections of the Residential Design Guidelines.

SEE ATTACHED

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:

SEE ATTACHED

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?

SEE ATTACHED

4. Actions Prior to a Discretionary Review Request

Prior Action	YES	NO
Have you discussed this project with the permit applicant?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you discuss the project with the Planning Department permit review planner?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you participate in outside mediation on this case?	<input type="checkbox"/>	<input type="checkbox"/>

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.

SEE ATTACHED

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

Signature: Gail Newman

Date: September 15, 2015

Print name, and indicate whether owner or authorized agent:

Gail Newman
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	<input checked="" type="checkbox"/>
Address labels (original), if applicable	<input checked="" type="checkbox"/>
Address labels (copy of the above), if applicable	<input checked="" type="checkbox"/>
Photocopy of this completed application	<input type="checkbox"/>
Photographs that illustrate your concerns	<input checked="" type="checkbox"/>
Covenant or Deed Restrictions	<input checked="" type="checkbox"/>
Check payable to Planning Dept.	<input checked="" type="checkbox"/> N/A
Letter of authorization for agent	<input type="checkbox"/> N/A
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)	<input checked="" type="checkbox"/>

NOTES:

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

RECEIVED

SEP 15 2015

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT

For Department Use Only

Application received by Planning Department:

By: Isoken OmokaroDate: 9-15-15

DISCRETIONARY REVIEW REQUEST

#1 - "... reasons for requesting DR ... what are the exceptional and extraordinary circumstances that justify DR ... How does it conflict with the General Plan or Priority Policies or Residential Guidelines ... cite sections ..."

The exceptional and extraordinary circumstances that prompt this DR Request come from our close examination of the following documents: (1) the City's General Plan (2) the Planning Code's Priority Policies; (3) Urban Design Elements; (4) the Residential Design Guidelines; (5) The East Slope Design Review Board (ESDRB) Guidelines; and (6) The Bernal Heights Special Use District provisions of Section 242. We will take these documents in order, as per below.

(1) General Plan

"San Francisco is a special place ... the center, the soul of the region, and co-operative efforts to maintain the areas quality of life are imperative (p. 1/7)." The project is a collection of undistinguished buildings that are unresponsive to the surrounding environment. As well they mar a "hilltop that reveals extraordinary vistas (ibid.)." These building are an intrusion on the "dramatic physical beauty (ibid.)" of this section of Bernal Heights.

This area is one with "qualities that make San Francisco unique" and are to be "preserved and enhanced (p.2/7)." The project will disturb those qualities by creating houses that are out of character with the surrounding hillside. Large-scale development with undistinguished design, totally separate from other houses on the block and nearby are particularly unappealing and intrusive. They permanently disturb the "creative consensus concerning ... environmental issues (p. 2/7)." These houses are out of step with "the attainment of the following goals;

- Protection, preservation, and enhancement of the ... esthetic values that establish the desirable quality and unique character of the city.
- Improvement of the city as a place for living by aiding in making it more healthful, safe, pleasant, and satisfying with housing representing good standards ... and adequate open spaces ... (p.3/7)."

Because these houses are out of scale, size, mass, and character with the houses and surrounding environment they will intrude in, and work against the esthetic values that establish Bernal Heights as a unique, special neighborhood. They will be created on a new street that is not healthy, not safe, not pleasant and not satisfying. Therefore, the project does not represent "good standards ... and adequate open spaces." In fact, it subverts good standards and adequate open spaces.

(2) Priority Policies - and -
URB.CPN.1.9 Section 101.1 (b)

This section designates two **General Plan Priority Policies** related to housing: (1) "affordable housing" and (2) "neighborhood character".

These policies and objectives state:

- "That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods (p. 4/7)." The sheer mass, size, scale, and overall design of this proposed house is totally at variance with the small-scale, rural nature of the neighborhood dwellings surrounding it. It will not conserve and protect neighborhood character since it is so out of scale with the neighbors. It is out of the economic range of diverse low-income families.
- "That the City's supply of affordable housing be preserved and enhanced" and "open space and their access to sunlight and vistas be protected from development (p. 4/7)." The proposed house will fly in the face of affordable housing. It will likely sell for upwards of \$2,000,000.00. This is not what the framers of the Priority Policies had in mind for the goal of "affordable housing". In fact this proposed house would be the polar opposite of affordable.

If the intent of the goal is to protect "open space (ibid.)", then this project will run counter to that goal. A house that is twice as large as its neighbors will consume - not protect, preserve and enhance open space.

**(3) General Plan - Urban Design Elements -
Introduction, City Pattern
URB.CPN.1.3**

"Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts." (i.e., Bernal Heights)

Attachment A shows a plan to build six (6) houses on the current available lots on Upper Folsom Street. The applicant prepared these plans at the instruction of City staff and they were presented at an ESDRB community meeting. They show what could be done in the future on this parcel of undeveloped land. We contend that when this occurs the entire area of undeveloped land will be in violation of the URB.CPN.1.3.

Building on the six (6) lots will create a total effect that forever alters the unique, rural and special character of this particular piece undeveloped land. It will obliterate the unique, rural and special character of the land; the total effect will be to ruin, negate, and destroy its

distinctive natural beauty. Qualities that have been nurtured and conserved for many decades will be lost.

(4) Residential Design Guidelines

Visual Character

a. "... buildings must be designed to be compatible with the scale, patterns and architectural features of surrounding buildings, drawing from elements that are common to the block (p. 9)." The proposed building is (as per the table listed on page 9) completely incompatible with scale of the buildings below it on Folsom Street, as well as on Gates Street. This is due to inappropriate massing, lack of detail, boxy appearance, flat front facade and architectural unresponsiveness to the hillside. Unlike the houses around it, this house maximizes every inch of available space making it unlike its neighbor houses in pattern and architectural features.

b. "... designer has a greater opportunity and responsibility to help define, unify, and contribute positively to the existing visual context (p. 10)." The applicant shirks his responsibility and avoids the opportunity to contribute positively to the existing context. The houses do not draw on the best (most logical, most neighborhood friendly) characteristics of neighboring dwellings. Once again the applicant does not

use sensitive development to allow this proposed house to fit in well with its neighbors.

Side Spacing Between Buildings

"Side spacing helps establish the individual character of each building. It creates a rhythm to composition of a proposed project. Projects must respect the existing pattern of side spacing (p.15)." The project opposes the open character of the houses around it. The surrounding houses have side yards that travel the length of the house. This project does not. Thus it ignores neighbor character, creating a dysfunctional rhythm that is jarring and visually unpleasant. The project is designed to disrespect the existing pattern of side spacing.

Building Scale

"It is essential for a building's scale to be compatible with that of surrounding buildings, in order to preserve the neighborhood character. Poorly scaled buildings will seem incompatible (too large) and inharmonious with their surroundings (see table, p. 17)." This building is out of scale with its neighbor's small architectural footprint. It forces a new and disruptive character on a small-scale, unique, rural space. The incompatibility with neighboring buildings is glaring and obvious. It does not preserve neighborhood character.

(5) East Slope Design Review Board Guidelines (Attachment A)

"The Bernal Heights East Slope is a special neighborhood and the qualities that make it that way are cherished by all those (with a) commitment to seeing them preserved ... (p.2)." The large scale of these proposed buildings are not in keeping with the special neighborhood characteristics (small dwellings, visually interesting design elements, unique rural attributes, etc.) that have traditionally been a feature of this Bernal neighborhood.

"Much recent development is not only inconsistent but often at odds with the smaller existing structures. ... East Slope's rural characteristics rapidly are disappearing along with views, open space, and trees. Some new buildings have created "canyons" blocking sunlight and presenting building facades which are copies of a single undistinguished design (ibid.)." This proposed building is a prime example of one that is "inconsistent and at odds with smaller existing structures." It simply does not fit in with the character of the neighborhood and its surrounding buildings. As well the building façade of 3516 Folsom is undistinguished (as noted by the ESDRB).

" ... architecture (is) a matter of good manners, being part of the whole street, being part of the fabric of the

city (ibid.)." The proposed house does not fit in with the whole street, or the surrounding houses. It has the opposite effect of "beating its chest or shouting at neighbors (ibid)."

(6) Sec. 242. Special Use District (Attachment B)

" (b) Purposes. In order to reflect the special characteristics and hillside topography of an area of the City that has a collection of older buildings situated on lots generally smaller than the lot patterns in other low-density areas of the City, and to encourage development in context and scale with the established character, there shall be a Bernal Heights Special Use District (<http://planning.sanfranciscocode.org/2/242/>)".

This section of the San Francisco Planning Code encourages development "in context and scale with the established character (ibid.)" of Bernal Heights. The proposed development is clearly - from the facts that have been presented previously and the facts contained in the following pages - not in context or in scale with the established character of this neighborhood.

#2 "... unreasonable impacts ... adverse effects ... who would be affected ... how?"

There are many unreasonable impacts and adverse effects of this project on our neighborhood. One, among many, that affects us most critically is the driveway shared by 3574 and 3577 Folsom Street.

The applicant has refused to provide accurate, complete and detailed visual information on this portion, or indeed any portion of his project. No engineered drawings exist.

As a result of this refusal neighbors have received no information on the following:

- A detailed design of the areas in front of 3577/3574 Folsom Street?
- A detailed design of the walks and driveways, walls if any, and landscaping?
- A detailed design of what will remain of our current walk/driveway, our walls, or our landscaping?
- A description of who will do the designs? Who will direct and approve the designs? Who will pay for it? Who will supervise the plan check and permit fees for any alternation or change in configuration of the driveway at 3577/3574 Folsom Street?

- Who will build this driveway? Who will pay for it? Who will certify that the work will have warranties, and that the warranties will be enforced?
- Will the applicant allow the owners of 3574/77 Folsom Street to select the designer and contractor for design and construction of the driveway? Will the applicant pay the costs incurred by the selected designer and contractor?
- Will any unforeseen expense and effort be off-loaded to the owners of the houses at 3577/74 Folsom Street? Or will all expenses be borne by the applicant?
- What are the specific and detailed inconveniences that the owners of 3577/74 Folsom Street will have to live with during construction? How long will the owners of these properties be unable to use their garage? If the owners have to park down the hill, during the months that construction takes place, how will they get into their house? What provisions will be made for neighbor parking during the construction process?
- What are the remedies if any of the homes at 3577/74 Folsom Street are damaged by construction operations? What provisions are made for settlement due to slope failure in front of these houses as a result of excavation for the new street?

- Why is the break-over angle, where the new block starts up from the Chapman Street intersection, not shown on any of the applicant's drawings? Is the slope of the new block of Folsom Street greater than 36%?
- The applicant is on record as stating (at the last public ESDRB meeting), "the driveway at 3574 Folsom Street will have to be raised two (2) feet". If this project is approved how will cars be prevented from bottoming out as they traverse the driveway and garage.
- What is the new break-over angle at the 3574 Folsom Street garage?
- How high will the new entrance be to the garages at 3574/77 Folsom Street? How will a car be able to traverse the new grade changes?
- How much higher will the new grade be over the existing grade?
- How will new drainage problems be handled at the 3574/77 Folsom Street homes?
- What is the break-over angle for the new houses proposed for 3516 and 3536 Folsom Street? They appear to approach 100%/45 degrees on the right side (**see attachment C**). The difficulty of the traverse seems to be compounded by the height of the garage door, i.e., a car traversing the driveway may be too high to fit under the garage door opening. A sedan can likely get scraped top and

bottom driving in to one of those garages. Will the proposed garages be impassable by automobile?

INCOMPLETE STREET DESIGN AND LACK OF NEIGHBORHOOD REVIEW OF STREET DESIGN

There will also be unreasonable impacts and adverse effects on the intersection of Chapman and Folsom Streets. The East Slope Design Review Board is on record as stating that the existing character of the intersection must be maintained.

- The applicant's design, or design information is incomplete because the grading for the street is not shown. This includes information for the proposed driveways for the new proposed homes (as previously mentioned above).
- How steep will this new street be?
- We request complete design information, including spot elevations and slopes at both sides of each driveway.

Until site design drawings for the re-design of the proposed extension of Upper Folsom Street, and the intersection of Chapman/Folsom has been submitted and approved, we believe this application is incomplete.

We believe this to be true because:

1. The new contours and the new grades are unknown.

2. Neighbors have been denied access to a proposed new topographic map
3. We have never seen how the entire new proposed street is being changed from the Community Garden all the way down to the intersection of Chapman and Folsom.
4. We have never seen how cars will enter and exit the garage at 3526 and 3516 Folsom Street. How will these five (5) cars enter & exit their respective garages? How will they then backup and/or go down Upper Folsom to access the intersection and "Lower" Folsom Street? How will these five (5) cars address the increased traffic coming at them from the following:
 - a. Chapman Street -West
 - b. 3574 Folsom - entering/exiting garage
 - c. 3580 Folsom - entering/exiting garage
 - d. Folsom Street - North/South traffic
5. Where is the full size to scale drawing for the proposed new street?

The proposed design of the intersection of Folsom and Chapman Streets appears too narrow to allow two vehicles to pass each other when cars are parked on Chapman facing east. Emergency vehicles (Fire, Ambulance, Police) and service vehicles (Garbage and Recology, Fed Ex, UPS, etc.) will struggle - or be absolutely unable - to have access and egress.

Please do not to add more unsafe traffic conditions to our local streets. This particular block is populated with children, as well as elderly and disabled people. Each of these populations is endangered by the proposed street design.

FUTURE DEVELOPMENT - "Six Lots Not Two"

All six (6) lots on Upper Folsom are capable of being developed (**Attachment D**). It stands to reason that once 3526 and 3516 Folsom Street are approved and a fully functioning road is put in, the owners of the four (4) other lots will be in an ideal and resource-rich position to develop their lots as well. When - **not if** - that happens, what is the plan for solving the problems and answering the multitude of questions noted previously?

LACK OF A 3-D MODEL

With only selected computer drawings, a developer can show the buildings in the most favorable light - and obfuscate any unfavorable perspectives. (For instance, garage access, true sense of bulk and mass, neighbors' driveways, Community Garden erosion concerns, side elevations in relation to Bernal Heights Blvd., and relationship to existing houses on Gates St., and so on.) At a previous neighborhood meeting, many neighbors

viewed the computer renditions, of the project as misleading - casting doubt on other perspectives presented by the developer.

Although specifically requested by the ESDRB to provide a physical model, the applicant said it was too expensive. We request the Commission not be taken in by this argument and respect the community need to fully understand how the proposed development will impact local residents - from Gates Street, Folsom/Chapman, Bernal Heights Blvd. and the Community Garden.

We ask the applicant to stand by the ESDRB request of a physical model - *and honor the neighbors' needs to view the proposed houses in ways they can trust*. This is a sound and reasonable request. Indeed we cannot assess the worthiness of this project without such critical visual information.

NEIGHBORHOOD CHARACTER

The proposed houses with, one with a 3-car garage at 3526 Folsom, loom out of scale for the neighborhood and are in defiance of both ESDRB Guidelines and the City's Transit First policy. They are in direct contrast to Bernal's distinctive smaller-scale housing and, specifically, the neighboring houses on this block of Folsom.

The too-big-for-the-neighborhood proposed houses - although adorned with latest trends in building material - disturbingly fit specific criticism found in the Guidelines: "The 'new vernacular form' is the maximum-building-envelope-shoebox... it is a solution without a context which isolates itself from its setting by not acknowledging its neighbors...." (ESDRB).

Bulk, Massing, and Elevations:

"Much recent development is not only inconsistent but often at odds with smaller scale existing structures." (ESDRB)

a) **Overall square footage:** It is disingenuous to think the latest blueprints reduce the square footage of the houses in any appreciable manner - or that they substantially improve elevations facing Chapman and Bernal Heights Blvd.

We respectfully request the Commission to restrict the proposed projects' square footage in relationship to existing nearby housing. The table below shows the typical Bernal dwelling on Folsom Street below the proposed houses. These houses reflect the distinctive

rural character of Bernal. The data will show that in terms of square footage, the new proposed homes do not.

Address	Livable space	Garage	Total Space
3516 Folsom St.	2125 sq. ft.	787 sq. ft.	2912 sq. ft.
3526 Folsom St.	2158 sq.ft.	775 sq. ft.	2933 sq. ft.
3574 Folsom St.	1150 sq. ft.	300 sq. ft.	1450 sq. ft.
3580 Folsom St.	1050 sq. ft.	210 sq. ft.	1310 sq. ft.
3590 Folsom St.	800 sq. ft. (appx.)	180 sq. ft. (appx.)	980 sq. ft. (appx.)

b) Three-car garages: The proposed two projects both have either a three-car, or a two-car garage, unlike any neighboring homes on Folsom Street - within 50 feet or, for that matter, in most of Bernal Heights. Indeed, a variance will be needed for the three-car garage, since it does not meet code.

Again, this is in defiance of the City's Transit First policy. *Given the times we live in, new construction condoning a three-car garage house in a city trying to wean people off cars is irresponsible and ecologically immoral.*

Please note: It was with the following rebuke that the pro-development real estate website, SF Curbed, described the applicant's 3,000 sq. ft. house that he built

and sold in another part of Bernal Heights in 2011: "Not-so-green features include a 3-car garage."

c) Side elevations: After five (5) ESDRB meetings, minimal - and nothing substantial - was done to address the ESDRB's request to improve side view elevations from Chapman and Bernal Heights Blvd. (The ESDRB even gave the applicant addresses of suggested side elevation treatments in the neighborhood to review.)

The new designs put lipstick on what are essentially big walls. To use their own language, the applicants designs are the "new vernacular" that allow for "maximum building envelope shoeboxes (ESDRB)."

Disturbingly, without a physical model, the neighbors are left to decipher architectural language and blueprints, which they are not trained to do. The pattern of sometimes "improving" designs with the smallest effort - and then touting these tiny steps as meeting the ESDRB's requests - underscores the need for physical models.

d) Side yards: For both safety and sunlight issues, neighbors requested side yards that went all the way through to the backyard. In fact, all the other houses on this block have such side yards - and the Guidelines specifically talk about the "relationship of individual

buildings to their lots and their immediate neighbors (ESDRB)".

Since Sept. 10, 2014 the applicant through the **ESDRB** has known about acceptable side yards for Bernal. Examples were given to the developer. An open side yard promotes an airy, not-so-urban feeling that would help mitigate the loss of sunlight and open space so close to Bernal Park. We request this style of side yard be recommended for the two proposed projects.

e) Public Safety - Rear Yard Access: There is a lack of backyard access for firefighters and public safety officers - especially along this vulnerable section of the gas transmission line. We are not satisfied that public safety officers can navigate the corner in case of a fire, health, or safety emergency.

f) Roof treatments: Despite repeated concerns from neighbors and community garden members about views and sunlight, the applicant has added an imposing new structure to the top of the proposed buildings.

This particular action follows a pattern of maximizing house size and mass - and being insensitive to neighbors and a smaller-scale neighborhood. *This new structure underscores the necessity for a physical model of the proposed projects.*

Below is the directive from a recent **ESDRB** letter:

"Plans presented have so far not clearly addressed how the new Folsom Street Extension will incorporate access to existing homes at 3574, 3577, and 3580 Folsom Street. We reiterate: develop detailed plans (with grading spot elevations), sections and elevations, and meet with these neighbors to review and agree upon driveway access and design in front of these houses."

g) Safety of Main Trunk Transmission Line (109)

- Gas transmission line 109, built in 1981, runs underneath this proposed street.
- The proposed street, flowing as it does over this 26" transmission line poses numerous dangerous safety risks. Neighbors are very worried.
- This is a densely urban neighborhood surrounding a steep, at least, 35-degree hill. Heavy earth moving equipment is known to topple over on such a steep grade, causing huge amounts of damage. Several years ago a cement truck did just that, on Folsom Street, while trying to make a turn. It resulted in a broken water main.
- The City has incomplete records about the safety of this Bernal Heights pipeline.

- The City also has no risk assessment guidelines, in the event of an accident, around gas transmission lines.

We are so concerned about the gas transmission line that we have requested advice from an internationally known engineering safety consultant, Dr. Robert G. Bea, Professor, UC-Berkeley and co-director of the Marine Technology and Management Group Center for Risk Mitigation. Professor Bea agrees with our concerns and finds them valid. His response is attached along with several slides showing the dangers of ignoring concerns regarding pipeline safety (**see attachment E**)

3. "Alternatives or changes to the proposed project ... "

We suggest a smaller house, no more than two (2) stories high, animated plane, materials, and elements that step down along the hillside, a developed and composed front façade with windows, carve-outs and appropriate changes in roof treatment (as per the **ESDRB** letter to the applicant on April 28, 2015), with square footage comparable to that of the neighbors on Folsom Street (see table above, p. 17), no garage, no external stairway, no roof garden, appropriate side yards and set-backs as per the **ESDRB** Guidelines. These houses, if designed and built correctly, would fit in perfectly with the neighborhood. They would enhance and complement the character of Bernal Heights. Almost all of the safety, traffic, and construction concerns would be eliminated. Most of the neighbor concerns would be addressed. The house would therefore conform to all elements of the **ESDRB** Guidelines.

5. "CHANGES MADE AS RESULT OF MEDIATION"

In July of 2014, at the suggestion of the **ESDRB** the applicant requested a meeting with neighbors whose driveway will be impacted by the new road. The driveway is shared and used by many neighbors and community members to not only access houses also the Community Garden, Bernal Heights Blvd. and Bernal Park. Thus our concerns stem from a group, not a few individuals. Our hope was to have an inclusive group meeting. We responded as such. No answer was forthcoming from the applicant.

We attended at least five (5) community meetings called by the ESDRB, with the applicant, over a period of eighteen (18) months. We discussed our concerns and fielded questions/responses back and forth. As a result the applicant did make some alterations to the 3516 Folsom project. The façade is more animated, changes in plane, materials, and stepped down design elements are present. No changes at all were made to 3526 Folsom.

These changes are relatively slight, relatively minimal and largely cosmetic. They do not for a moment alter the deep-seated and strongly felt concerns of the neighbors. The multiple and interconnected issues of: public safety, neighborhood character, and accessibility are as prominent now as they were when our public meetings began in December 2013.

development. The Bernal Heights East Slope is a special neighborhood and the qualities that make it that way are cherished by all those whose commitment to seeing them preserved has produced these building guidelines.

The history of the East Slope has been one of benign neglect by the City of San Francisco, however, while dirt roads and undeveloped hill-sides have given the East Slope its rural character, the lack of roads and services has periodically presented real danger to the residents.

Much recent development is not only inconsistent but often at odds with the smaller scale existing structures. As a result, the East Slope's rural characteristics rapidly are disappearing along with views, open space and trees. Some new buildings have created "canyons" blocking sunlight and presenting building facades, which are all copies of a single undistinguished design.

In preparing these guidelines we have made a thorough inventory of present housing, stock, vacant lots, open spaces, public areas, and streets, both developed and undeveloped.

Predominant architectural components have been examined along with the relationship of individual buildings to their lots and their immediate neighbors. These guidelines are an effort to retain the spirit of our neighborhood and to establish criteria for new housing design that will ensure, as much as possible, the continued existence of the East Slope's unique character.

How minimizing monotony and enhancing the visual appeal of new housing.

We have tried very hard to make the guidelines prescriptive rather than restrictive. The intent is not to induce dull uniformity but rather to encourage inventive diversity while conforming to the patterns of development which have made Bernal Heights as humanly scaled as it is today.

In an interview recorded earlier in 1986, architect Hugh Jacobsen, a four-time winner of the National Honor Award of the American Institute of Architects is quoted as saying:

"From the beginning, I've looked at all architecture as a matter of good manners, being part of the whole street, being part of the fabric of the city. Good architecture, rather than beating its chest or shouting at neighbors, behaves like a well-mannered lady. There is politeness in every great city — Florence, Rome, and especially Paris. The streets have continuity but each building also has its own individuality. The buildings are at once proud and humane, standing strong in their mutual respect."

Certainly San Francisco is considered one of the great cities of the world. We fervently hope that newcomers to the East Slope, as part of a great city, will be architecturally polite so that we, the old and the new, can stand strong in our mutual respect.

ATTACHMENT
A-2

SUMMARY OF DESIGN GUIDELINES

1. 9'-0" CURB CUT/SINGLE CAR GARAGE DOOR:

Garage doors shall be limited to a 10'-0" width. Curb cuts shall be 9'-0" and placed so as to create a 16'-0" curb space within the 25'-0" width of the lot to provide one full parking space on the street. In addition, the garage door shall be placed a minimum of 16'-0" from the inside edge of the sidewalk so as to provide one additional parking space per residence in the driveway.

2. LANDSCAPING • FRONT YARD SETBACKS • STREET TREES

50% of the Front Yard Setback area (not including the driveway up to the garage) shall have provision for landscaping (i.e. trees, shrubs, flower beds, ground cover, vines, etc.).

One Street Tree shall be planted at the time of construction in front of each lot within the street right-of-way, and close to the front property line. Trees shall be 15-gallon size.

3. ENTRY/TREATMENT

Make the entry of the house something special — a celebration — more than just a front door. Create a transition between the street and the doorway. Give special attention to the treatment of the framing of the opening itself.

Fences or walls which enclose a lot or a portion of a lot, which run parallel to the property line on the street side, and are not structural portions of the buildings or the stair leading to it, shall not be completely solid at eye level.

4. BUILDING AND ARCHITECTURAL MASSING

Step the building with the slope of the lot. Building shall not exceed 32'-0" from any point on natural grade. This height shall be measured to the average height of a pitched roof or to the highest point of a flat roof. In addition, no point of the last 10'-0" depth of the building may exceed 2/3 the height of the highest point of the structure. Highest point, once again, is defined as the average height of the pitch on a sloped roof or the highest point of a flat roof.

At the rear, a minimum 17'-6" rear yard is required.

5. SIDEYARDS

A 4'-0" sideyard is required on one side of each 25'-0" lot. The first 5'-0" back from the street facade shall be completely open. Beyond that, two of the four additional sideyard zones must be left open (See Guideline for discussion of "zones")

6. ROOF TREATMENT • STEEP WITH SLOPE ALONG STREET

Any roof which is not pitched at a ratio of at least one in four must be designed and surfaced so as to be usable.

Any flat roof must be accessible from a prime living space without the necessity of climbing a special set of stairs to reach it.

Step rooflines of adjacent buildings up or down in imitation of the slope of the street.

7. FACADE ELEMENTS

Any balcony, porch, deck or terrace above ground level must be at least 6'-0" deep and a minimum of 36 square feet in total area.

8. COLORS & MATERIALS

No specific guidelines but suggestions and recommendations.

ATTACHMENT
A-4

DESIGN GUIDELINES CONCLUSION

There are a number of topics which need to be addressed and yet do not fit into the form of a guideline. The issue of security and crime is one of these. None of the guidelines deals with insuring the safety of a home. Nowhere do we mention the use of metal grills at the entry or the elimination of landscaping to cut down on the possible hiding places. In fact, on both social-psychological and aesthetic grounds, these measures are not encouraged. It has been proven that the isolation created when people live barricaded behind fortress-like walls stimulates incidents of criminal activity more than security systems deter them.

We do not believe that the solution to crime, particularly breaking and entering, is an architectural one. The long-term solution will only come from changes in society at large, with the best short-term defense being a cohesive, responsive community which looks out for and protects its members. The basis for this sort of open communication network among neighbors presently exists in this section of Bernal Heights, much as it has in small towns of old.

All of the guidelines assume the construction of one house per lot. Though not specifically encouraged, it would certainly be acceptable to build one house on two lots, especially when the topography of a site or the existence of trees made a portion of a given lot unusable. Several guidelines would have to be amended if applied to a double lot and this would be handled on a case-by-case basis, as the need arose.

The question of whether adherence to these guidelines would increase the construction costs of prospective new homes has often been raised. Since a major goal of this report is the maintenance of Bernal Heights as an area which is financially accessible to people of low and moderate incomes, there have been considerable concerns over this point. In an effort to arrive at an answer, many people in the construction business have been presented with our concepts and asked to try to assess, as nearly as possible, what the economic consequences might be. We have been assured to our satisfaction that our recommendations in and of themselves, would not impose undue financial burden on the developers and owners of new housing. There is nothing in the guidelines which call for a deviation from standard construction practice or necessitates the introduction of expensive architectural services. If, in the process of planning a new structure, one can demonstrate that compliance is significantly raising his or her costs for some unforeseen and irreconcilable reason, there would be grounds for proposing a compromise solution.

These guidelines have been developed because of specific conditions on the East Slope of Bernal Heights. They were mandated by the City Planning Department in conjunction with a temporary building moratorium. The guidelines were adapted from those successfully in use for the Elsie Street neighborhood in northwest Bernal Heights. Residents, vacant lot owners and representatives of several city departments contributed to the development of these guidelines.

More

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SEC. 242. BERNAL HEIGHTS SPECIAL USE DISTRICT.

(a) **General.** A Special Use District entitled the Bernal Heights Special Use District, the boundaries of which are shown on Sectional Map. Nos. 7SU, 8SU, and 11SU of the Zoning Map, is hereby established for the purposes set forth below.

(b) **Purposes.** In order to reflect the special characteristics and hillside topography of an area of the City that has a collection of older buildings situated on lots generally smaller than the lot patterns in other low-density areas of the City, and to encourage development in context and scale with the established character, there shall be a Bernal Heights Special Use District.

(c) The provisions of this Section 242 shall not apply to building permit applications or amendments thereto, or to conditional use, variance or environmental evaluation applications filed on or before January 7, 1991. Such applications shall be governed by the ordinances in effect on January 7, 1991, unless the applicant requests in writing that an application be governed by the provisions of this Section 242.

(d) **Definitions.** For purposes of this Section 242, the following definitions apply:

(1) "Adjacent building" shall mean a building on a lot adjoining the subject lot along a side lot line. Where the lot constituting the subject property is separated from the lot containing the nearest building by an undeveloped lot or lots for a distance of 50 feet or less parallel to the street or alley, such nearest building shall be deemed to be an "adjacent building," but a building on a lot so separated for a greater distance shall not be deemed to be an "adjacent building." A corner lot shall have only one adjacent building located along its side lot line.

(2) "Usable floor area" is the sum of the gross areas of the several



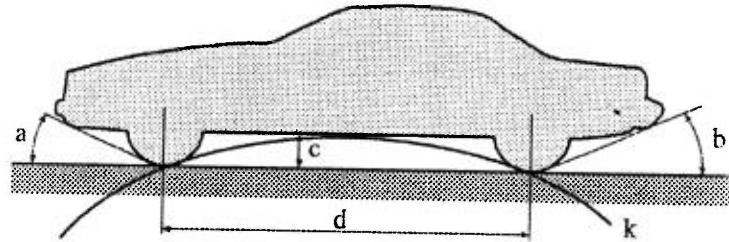
Standards

page 1 of 1

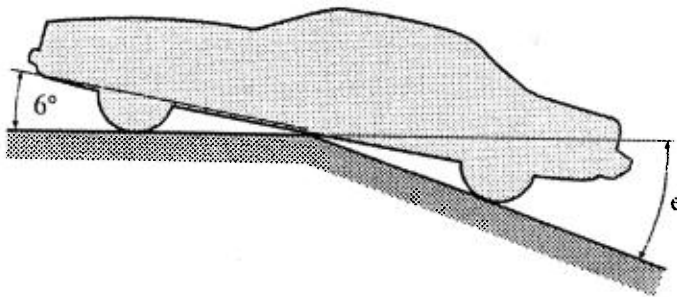
Section E2.b1

of the Division of Transportation
Salt Lake City Community Development

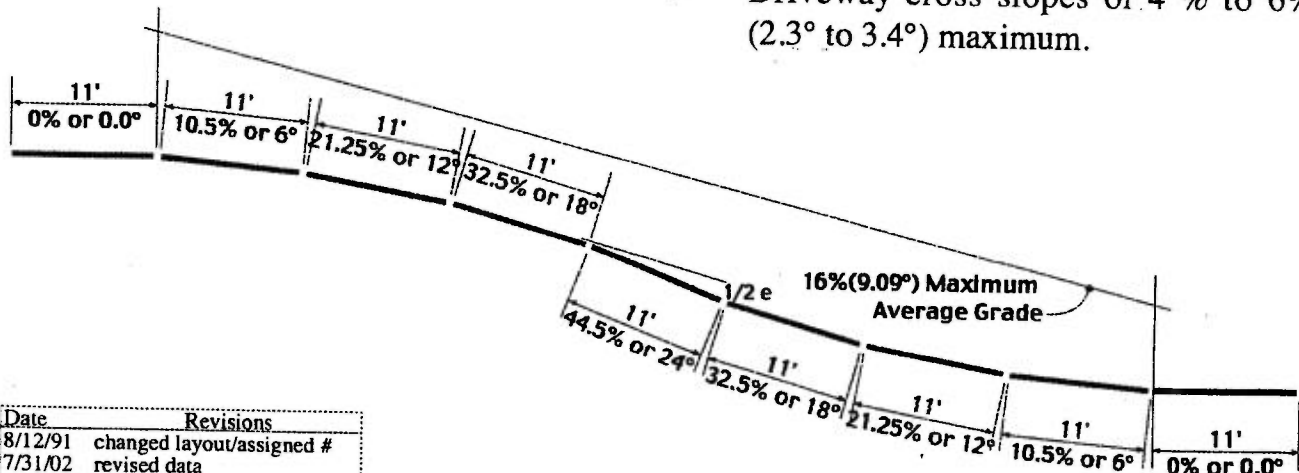
Maximum Driveway Slopes & Critical Angles



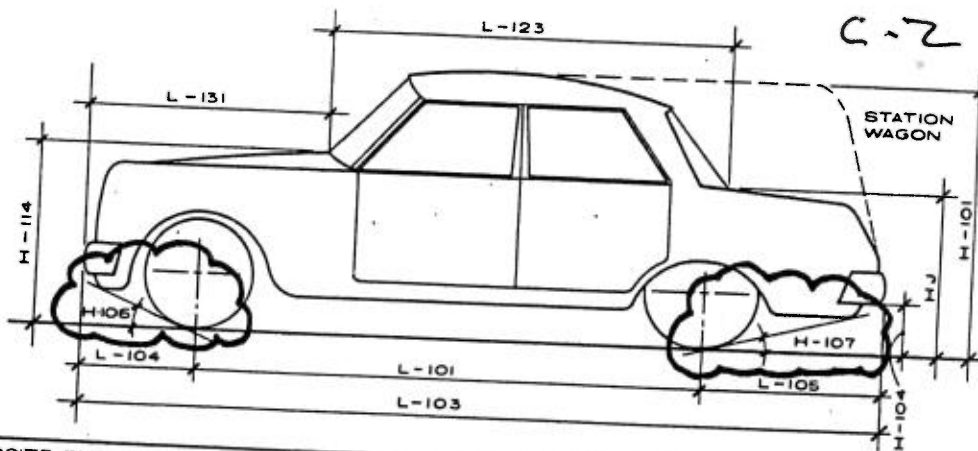
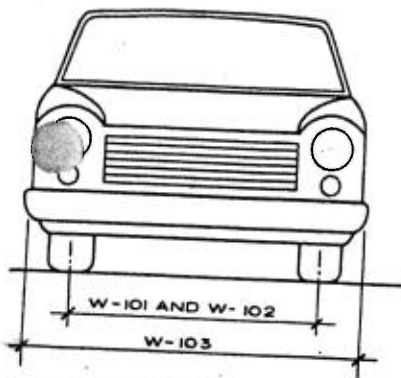
a = Maximum approach angle	= 20.2° = 36.8%
b = Maximum departure angle	= 9.2° = 16.2%
c = Minimum running ground clearance	= 4.3"
d = Design vehicle wheelbase	= 10.8' (Salt Lake City Design = 11')
e = Maximum ramp breakover angle	= 8.2° (Salt Lake City Design = 10.5% (6°))
k = Crest of curve arc	= $d \div e$ (Salt Lake City Design = 1.05)



Driveways leaving a public right-of-way should not exceed a maximum slope of 8% (4.57°) from gutter to property line. The slope should be transitioned beyond the property line no more than a maximum of 16% (9.09°) average grade to the parking pad. Driveway cross slopes of 4 % to 6% (2.3° to 3.4°) maximum.



Date	Revisions
8/12/91	changed layout/assigned #
7/31/02	revised data
2/24/03	revised data
5/04/05	revised data



AMERICAN AUTOMOBILE DIMENSIONS - COMPOSITE ELEVATIONS OF AUTOMOBILE DEvised BY AGS STAFF
(STANDARD DIMENSIONS OF AUTOMOBILE MANUFACTURERS ASSOC. INC.)

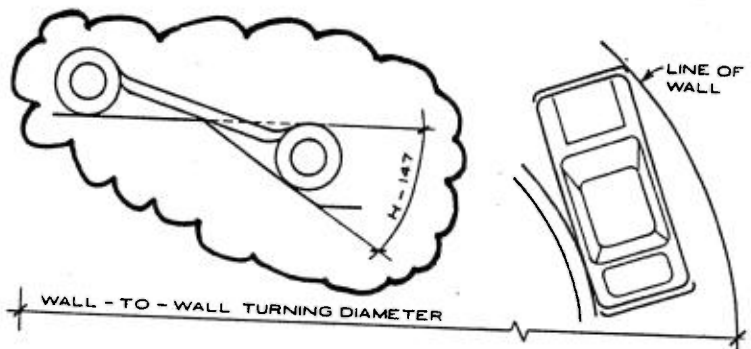
NOTES:

- 1 - Foreign cars not included (except Volkswagen, see below).
- 2 - Dimensions are for 1968 models.
- 3 - Dimensions cover: sedans, coupes and station wagons.

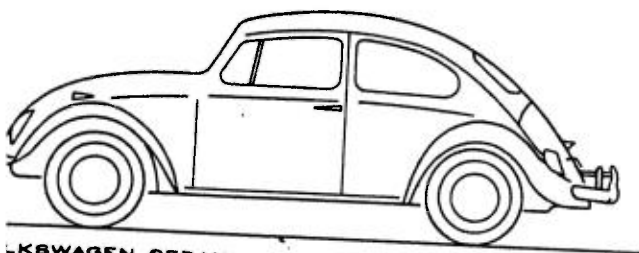
OVERALL DIMENSIONS	MINIMUM	MAXIMUM
W-103 Overall width	Corvette 5'-9 1/4"	Buick 6'-8"
H-101 Overall height	Corvette 3'-11 3/4"	Jeep 5'-3 13/16"
L-101 Wheelbase	Corvette 8'-2"	Cadillac 11'-0"
L-103 Overall length	AMC AMX 14'-10 1/4"	Cadillac 19'-0 1/4"
H-156 Ground clearance	Pontiac 0'-3 11/16"	Jeep 0'-7 11/16"

ANGLES, RAMPS & DIAMS	MINIMUM	MAXIMUM
H-106 Angle of approach (degrees)	Cadillac 19.2°	Jeep 39.0°
H-107 Angle of departure (degrees)	Mercury 10.8°	Javelin 23.8°
H-147 Ramp breakover angle (degrees)	Tempest 9.0°	Jeep 24.0°
Wall to wall turning diam. (ft.)	Jeep 37'-8"	Oldsmobile 49'-7"

REAR OF CAR DIMENSIONS	MINIMUM	MAXIMUM
H-114 Hood at rear window to ground	Firebird 2'-9 13/16"	Checker 3'-10 1/2"
L-104 Overhang rear	Camaro 3'-4"	Imperial 5'-4"
W-102 Tread width - distance between C of tires at ground	Rambler 4'-7"	Pontiac 5'-4"
L-104 Bottom of rear bumper to ground	AMC Ambassador 0'-9 11/16"	Camaro 0'-17"
L-153 Rear axle differential to ground	Buick 0'-5"	Chrysler 0'-7 1/2"



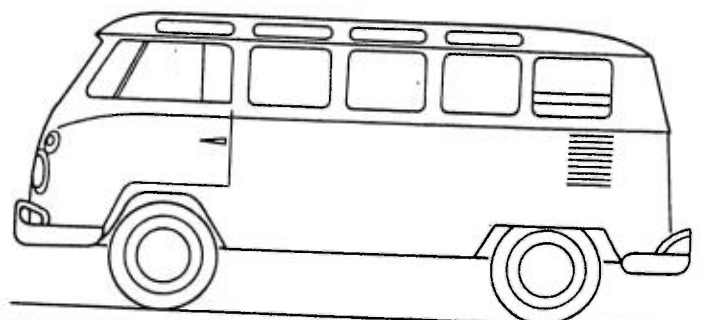
FRONT OF CAR DIMENSIONS	MINIMUM	MAXIMUM
H-114 Hood at rear to ground	Corvette 2'-2 1/2"	Checker 3'-10 1/2"
L-104 Overhang front	Jeep 2'-4 3/4"	Eldorado 3'-8"
L-131 Front of car to base of windshield	Jeep 4'-4 3/4"	Toronado 6'-0"
W-101 Tread width-distance between C of tires at ground	Rambler 4'-8"	Toronado 6'-3 1/2"
L-123 Upper structure	Corvette 4'-7 1/2"	Rebel 11'-11 3/16"



VOLKSWAGEN SEDAN

DIMENSIONS - SEDAN

Overall height	4'-11"
Overall length	13'-3"
Wheelbase	7'-10 1/2"
Front tread width	4'-3 1/2"
Rear tread width	4'-5"
Overall width	5'-1"



VOLKSWAGEN MICROBUS

DIMENSIONS - MICROBUS

Overall height	6'-5"
Overall length	14'-6"
Wheelbase	7'-10 1/2"
Front tread width	4'-6 1/2"
Rear tread width	4'-8"
Overall width	5'-9 1/2"

Bureau of Street Use & Management -
- break over angle for Shepley & Folsom -

SURFACE VEHICLE RECOMMENDED PRACTICE

SAE J689

REV.
JUN96

Issued 1960-03
Revised 1996-06

Superseding J689 DEC89

Submitted for recognition as an American National Standard

(R) CURBSTONE CLEARANCE, APPROACH, DEPARTURE, AND RAMP BREAKOVER ANGLES— PASSENGER CAR AND LIGHT TRUCK

1. **Scope**—This SAE Recommended Practice applies to rigid bumper or rigid structure points and flexible components of passenger cars, multipurpose passenger vehicles, and light trucks. This document is intended as a guide toward standard practice and is subject to change to keep pace with experience and technical advances.
- 1.1 **Purpose**—The purpose of this document is to provide minimum static design guidelines for curbstone clearance, approach, departure, and ramp breakover angles. This is to minimize damage, if any, in normal vehicle use conditions. This document also encompasses all current worldwide regulations and requirements.
- 1.2 **Field of Application**
 - 1.2.1 PASSENGER CAR, MULTIPURPOSE PASSENGER VEHICLE (MPV), AND LIGHT TRUCK
 - 1.2.2 **MINIMUM ANGLES AND CLEARANCES**—Under the manufacturer's most severe vehicle design load for each particular load condition, the minimum approach, departure, ramp breakover angles, and bumper-to-ground height, as indicated in Figure 1, shall be as follows:

When measuring these dimensions, flexible bumper components such as air cams, lower valance panels, and fascias should be considered. The allowable approach angle to flexible components that are allowed nonstructural damage should be 13 degrees.
2. **References**—There are no referenced publications specified herein.
3. **Definitions**
 - 3.1 **Passenger Car**—Vehicles with motive power, except multipurpose passenger vehicles, motorcycles, or trailers, designed for carrying 10 persons or less.

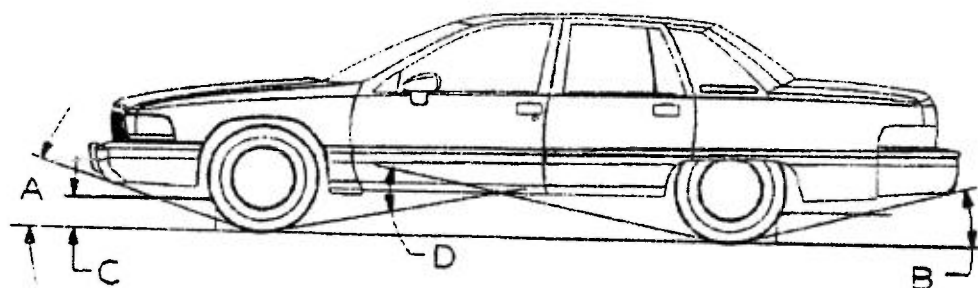
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A. Approach Angle (H106)	16 degrees
B. Departure Angle (H107)	13 degrees
C. Curbstone Height Clearance	203 mm (8 in)
D. Ramp Breakover Angle (H147)	12 degrees

FIGURE 1—MINIMUM ANGLES AND CLEARANCES

3.2 Multipurpose Passenger Vehicle (MPV)—Vehicles with motive power, except trailers, designed to carry 10 persons or less, which are constructed either on a truck chassis or with special features for occasional off-road operation.

3.3 Truck—Vehicles with motive power, except a trailer, designed primarily for the transportation of property or special-purpose equipment.

3.3.1 LIGHT TRUCK—Classification of self-propelled vehicles which are designed primarily to transport property or special-purpose equipment, and have a maximum gross weight rating (GVWR) of 4536 kg (10 000 lb) or less. GVWR is the value specified by the manufacturers as the loaded weight of a single vehicle.

3.4 Bumper to Ground

3.4.1 H102—FRONT BUMPER TO GROUND—The minimum dimension measured vertically from the lowest point on the front bumper to ground, including bumper guards if standard.

3.4.2 H103—FRONT BUMPER TO GROUND—CURB WEIGHT—Measured in the same manner as H102.

3.4.3 H104—REAR BUMPER TO GROUND—The minimum dimension measured vertically from the lowest point on the rear bumper to ground, including bumper guards if standard equipment.

3.4.4 H105—REAR BUMPER TO GROUND—CURB WEIGHT—Measured in the same manner as H104.

3.5 Angle of Approach (H106)—The angle measured between a line tangent to the front tire static-loaded radius arc and the initial point of structural interference forward of the front tire to ground. The limiting structural component shall be designated.

3.6 Angle of Departure (H107)—The angle measured between a line tangent of the rear tire static-loaded radius and the initial point of structural interference rearward of the rear tire to the ground. The limiting component shall be designated.

C-5

SAE J689 Revised JUN96

- 3.7 **Ramp Breakover Angle (H147)**—The angle measured between two lines tangent to the front and rear tire static-loaded radius and intersecting at a point on the underside of the vehicle which defines the largest ramp over which the vehicle can roll.
- 3.8 **Parking Curbstone Height Clearance**—The minimum curbstone clearance to any structure, mechanical, fuel tank, exhaust system, or any limiting component. The limiting components for this document are located forward of the front tires or rearward of the rear tires.
- 4. **Notes**
 - 4.1 **Marginal Indicia**—The (R) is for the convenience of the user in locating areas where technical revisions have been made to the previous issue of the report. If the symbol is next to the report title, it indicates a complete revision of the report.

PREPARED BY THE SAE BUMPER STANDARDS COMMITTEE

c-6

SAE J689 Revised JUN96

Rationale—Revisions from SAE J689 DEC89 are based on upgrades to comply with vehicle in-transit shipping and towing and recovery requirements.

- The category "multipurpose passenger vehicles" has been included in light of the vehicles' recent popularity.
- All worldwide requirements and regulations have been considered.
- The ramp breakover angles have been increased from 10 to 12 degrees to comply to the 12 degree breakover angle required for vehicles shipped by haulaway trailers to minimize damage.
- While the 16 degree approach angle has been retained, the departure angle has been increased from 10 to 13 degrees to comply with a 13 degree requirement for car carrier transports, which can load the vehicle from either front or rear.
- 13 degree approach angle added for flexible components.
- The height under Curb Height Clearance remains unchanged.

Relationship of SAE Standard to ISO Standard—Not applicable

Application—This SAE Recommended Practice applies to rigid structural components of cars, multipurpose passenger vehicles, and light trucks. However, consideration should also be given to flexible components such as air dams, lower valance panels, aero shields, bumper covers, and fascias.

Reference Section—There are no referenced publications specified herein.

Developed by the SAE Bumper Standards Committee

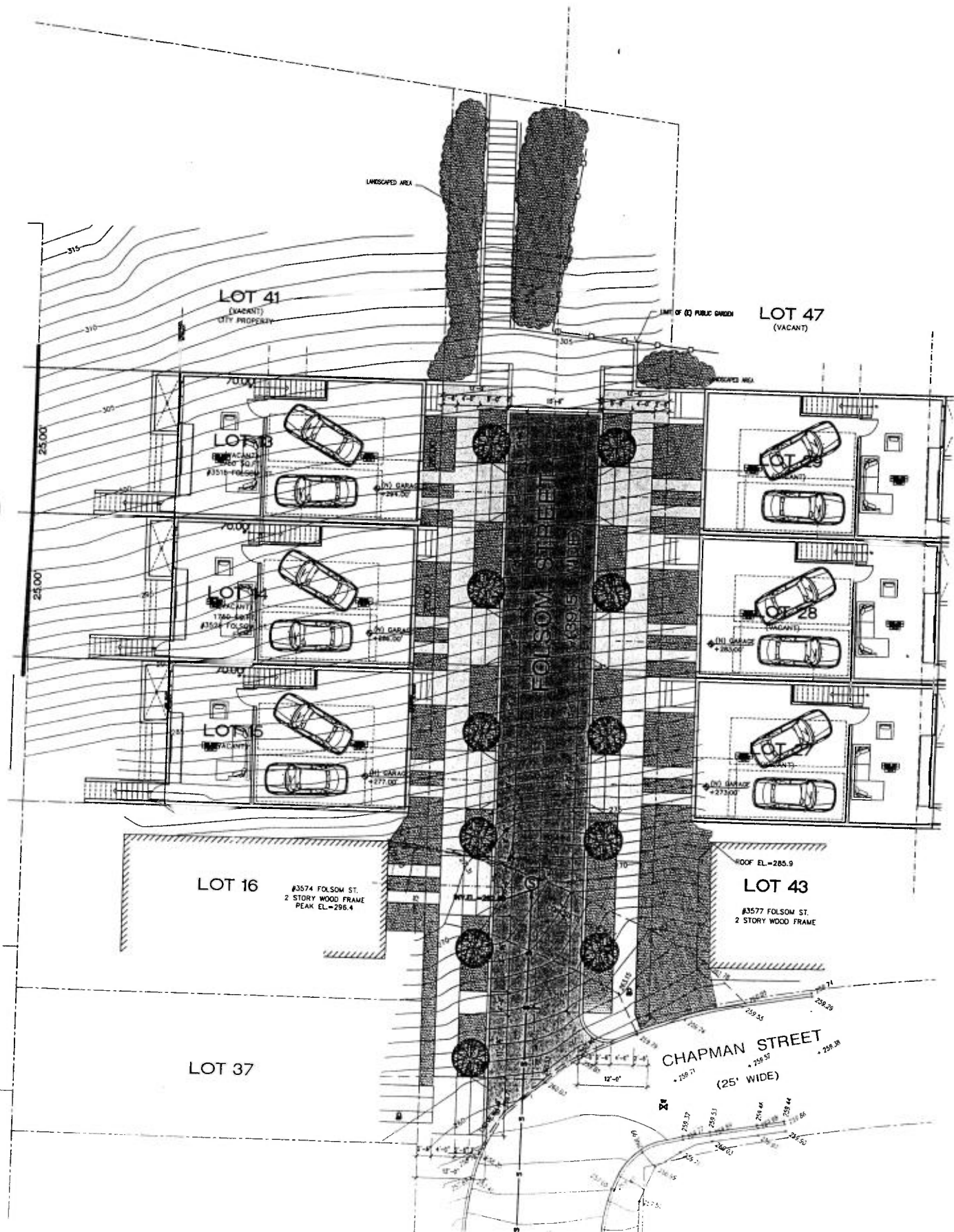
11 June 2003

DRIVEWAY SLOPE LIMITS

The following table presents dimensions affecting performance of cars entering a driveway, for cars selected at random from autos.yahoo.com. Generally, a lower ratio of wheelbase to clearance indicates better performance at the top of the driveway (breakover). The attached sheet, copied from Architectural Graphic Standards (Sixth Edition) provides a range of approach, breakover, and departure angles.

Vehicle (03 Models)	Length (inches)	Wheelbase (inches)	Clearance (inches)	Ratio – Wheelbase to Clearance
Acura RSX	172.2	101.2	6.0	16.87
Audi A4	179.0	104.3	4.2	24.83
Buick Park Ave	206.8	113.8	5.5	20.69
Chevy Blazer	177.3	100.5	8.1	12.41
Chevy Suburban	219.3	130	8.4	15.48
Ford Taurus	197.6	108.5	5.4	20.09
Honda Civic	174.6	103.1	5.9	17.47
Infiniti I35	193.7	108.3	6.3	17.19
Infiniti Q45	199.6	113.0	5.7	19.82
Jeep Gr Cherokee	181.6	105.9	8.3	12.76
Mazda 6	186.8	105.3	5.1	20.65
Mazda Miata	155.7	89.2	4.0	22.3
Mercedes C Class	171.0	106.9	5.8	18.43
Mitsu Diamante	194.1	107.1	4.6	23.28
Nissan Maxima	191.5	108.3	5.9	18.36
Olds Aurora	199.3	112.2	5.5	20.4
Porsche 911	174.5	92.6	4.3	21.53
Saab 9-5	190.0	106.4	6.7	15.88
Subaru Legacy	187.4	104.3	6.3	16.56
Toyota Avalon	191.9	107.1	5.1	21.00
Toyota Camry	189.2	107.1	5.4	19.83
Toyota Tacoma	184.4	103.3	8.5	12.15
Volks Passat	185.2	106.4	5.8	18.34
Volvo S70	185.4	108.5	5.3	20.47

Table of worst
conditions.



Hi,

I just received this back from Robert Bea, a UC Berkley professor emeritus in civil engineering....

-Marilyn

Sent from my iPhone with apologies for typos

Begin forwarded message:

From: "Robert G. BEA" <bea@ce.berkeley.edu>

Date: May 5, 2014, 10:26:47 AM PDT

To: Marilyn Waterman <yaviene@yahoo.com>

Subject: Re: Inquiry about Gas Transmission Pipeline 109 from concerned SF residents

Reply-To: bea@ce.berkeley.edu

Happy Monday Marilyn,

given the background you provided in your email, yes - you should be concerned.

there are several points in your summary that provide a good basis for your concerns:

- 1) old (1980s) PG&E gas transmission pipeline installed in area with highly variable topography,
- 2) no records on the construction, operation, and maintenance of the pipeline,
- 3) no definitive guidelines to determine if the pipeline is 'safe' and 'reliable',
- 4) apparent confusion about responsibilities (government, industrial - commercial) for the pipeline safety, reliability, and integrity.

this list is identical to the list of concerns that summarized causation of the San Bruno Line 132 gas pipeline disaster.

the fundamental 'challenge' associated with your concern is tied to the word 'safe'. unfortunately, it has been very rare that i have encountered organizations that have a good understanding of what that word means, and less of an understanding of how to demonstrate that a given system is 'safe enough'.

during my investigation of the San Bruno disaster, i did not find a single document (including trial deposition transcripts) that clearly indicated PG&E or the California PUC had a clear understanding of the word 'safe': freedom from undue exposure to injury and harm.

much of this situation is founded in 'ignorance'. it is very rare for me to work with engineers who have a comprehensive understanding of what the word safe means - and no clue about how to determine if a system is either safe or unsafe. the vast majority of governmental regulatory agencies are even worse off.


i have attached a graph that helps me explain the important concepts associated with determining if a system is safe or unsafe. the vertical scale is the likelihood of a failure. the horizontal scale is the consequences associated with a failure. the diagonal lines separate the graph into two quadrants: safe and not safe. if the potential consequences associated with a failure are low, then the likelihood of the failure can be high. if the potential consequences are very high, then the probability of failure must be very low. uncommon common sense.

on the graph, i shown a system that was designed for a particular 'risk' (combination of likelihood and consequences of failure). when it was constructed, the risk increased due to construction 'malfunctions' - like bad welding. when the system was put into service, the risk increased further - perhaps due to poor corrosion protection and due to the area around the pipeline being populated with homes, businesses, schools and other things that increase the potential consequences of a major failure. once it

E-3

is determined that the system that was originally designed to be safe, is no longer safe, then it is necessary to do things that will allow the system to be safely operated....reduce the likelihood of failure (e.g. repair the corrosion) and reduce the consequences of failure (e.g. install pressure control shut off sensors and equipment that can detect a loss of gas and rapidly shut the system down)....or replace the segment of the pipeline that no longer meets safety - reliability requirements.

after i completed my investigation of the San Bruno disaster, i prepared a series of 'graphics' that summarized my findings. because the graphics file is very large, i have sent the file to you as a Google Document with a link you can use to view or download the document to your computer.

 **The San Bruno Root Cause Analysis.pdf**

i know this has been a long answer to your short question. i hope it will help you understand how to better communicate your valid concerns regarding this development.

bob bea

Robert Bea

Professor Emeritus

Center for Catastrophic Risk Management

University of California Berkeley

Email: bea@ce.berkeley.edu

Risk Assessment & Management Services

60 Shuey Drive

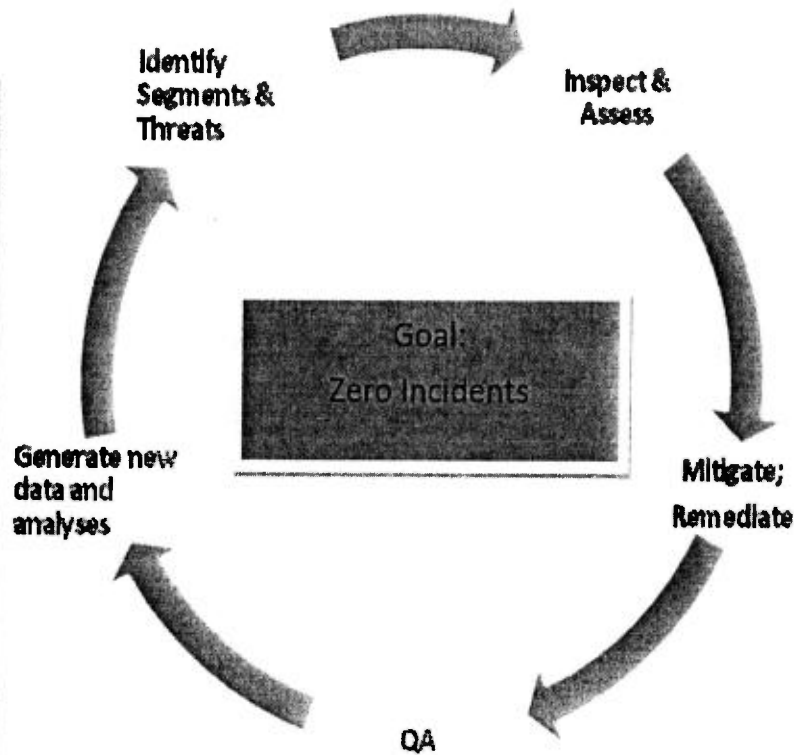
Moraga, CA 94556

925-631-1587 (office)

Pipeline Integrity Management Goal: Zero Significant Incidents (Interstate Natural Gas Association of America)

CENTRAL TENETS

- If an activity is not documented, it was not done
- A threat is assumed to exist until it can be demonstrated it does not exist
- The re-inspection interval should be scheduled to ensure the integrity of the



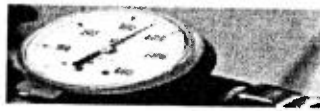
ENABLERS

- Project development
- Routing
- Design
- Construction
- Commissioning
- Complete, accurate documentation
- Operating and maintenance data and records
- Subject matter expertise
- Coordination & communication
- Audits
- Process management
- Engineering standards

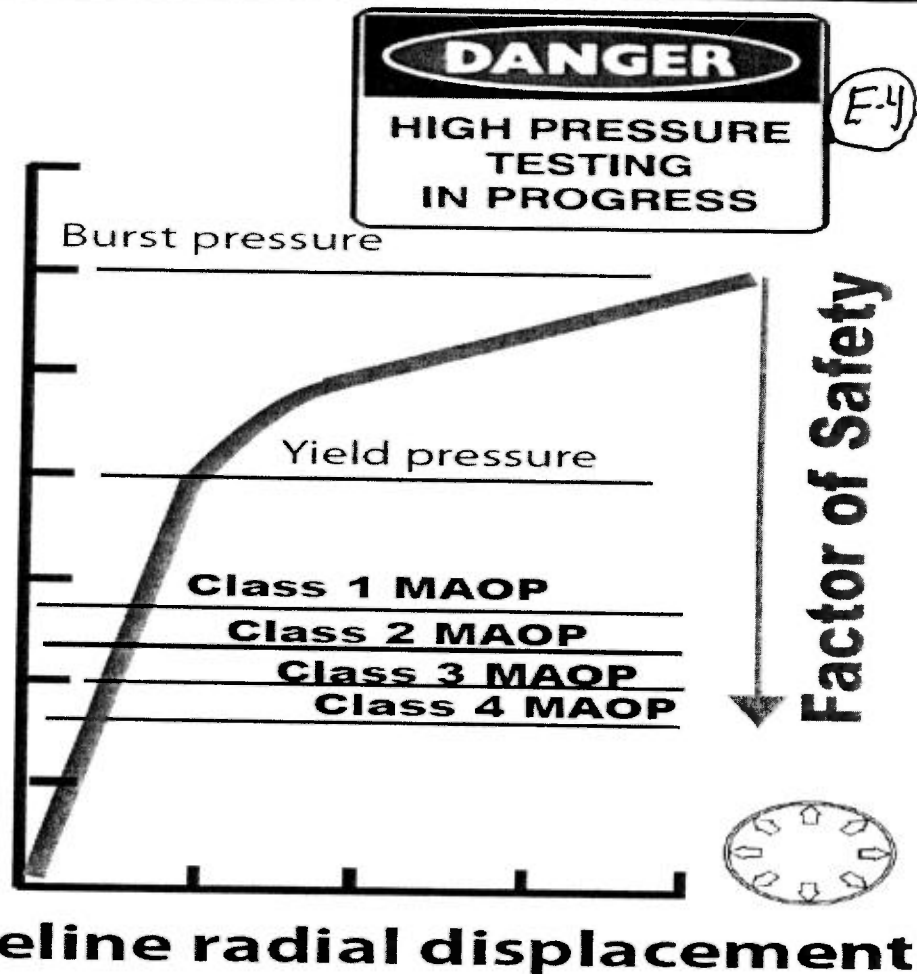
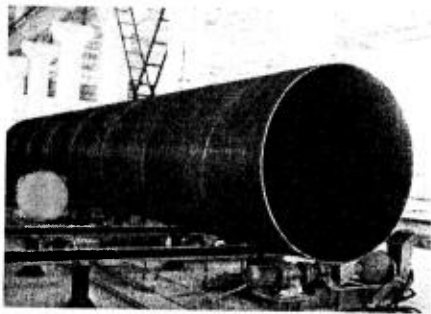
E-3

Pipeline Integrity Management

(MAOP – Maximum Allowable Operating Pressure)



Internal pipeline pressure



Pipeline and Hazardous Materials Safety Administration (PHMSA)

● Integrity Management requirements (49 CFR 192)

Identification of High Consequence Areas

E-5

Baseline assessment plans

Identification of threats to segments

Direct assessment plans

Defects remediation plans

Plans for continual Integrity Management assessment

Plans for confirming direct assessments

Provisions for protection of High Consequence Areas

Performance plans and measures

Record keeping provisions

Management of change processes

Quality assurance and control plans

Communications plans

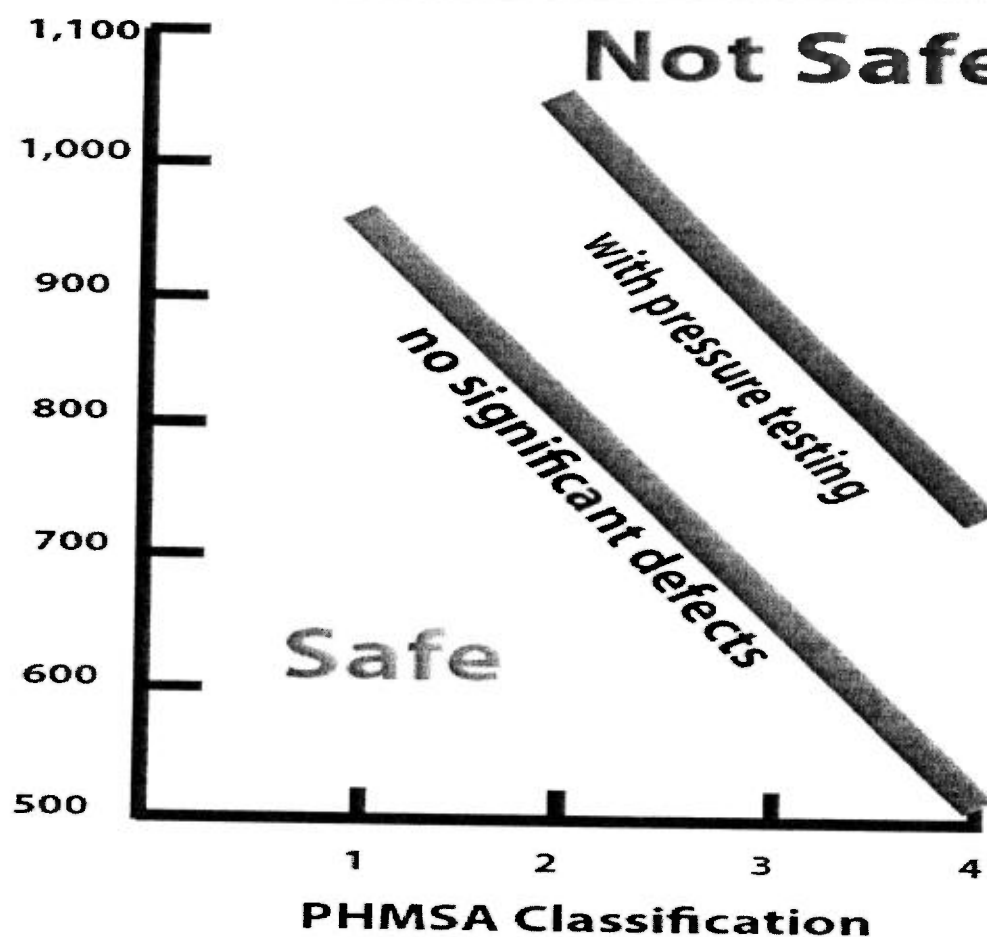
● Provision of Integrity Management plans

Procedures to minimize environmental and safety risks

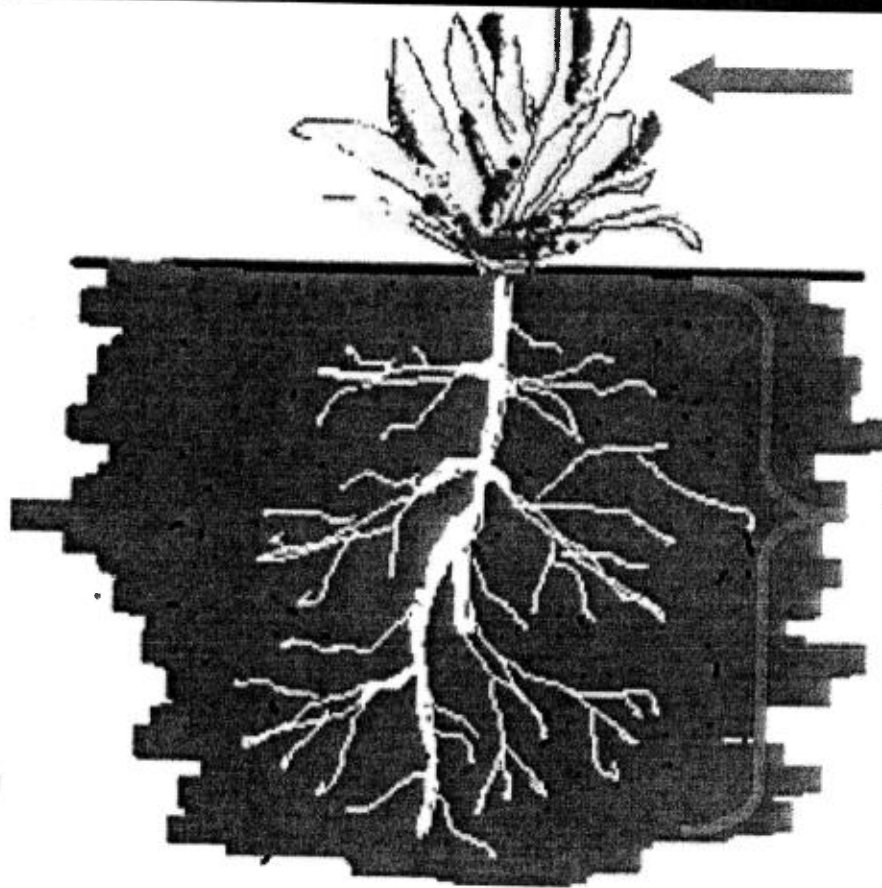
Process for identification and assessment of newly identified High Consequence Areas

Pipeline Integrity Management

Maximum Allowable Operating Pressure
(MAOP) - pounds per square inch (psi)



Forensic Engineering □ Root Cause Analysis □



"The Weed" (E-7)

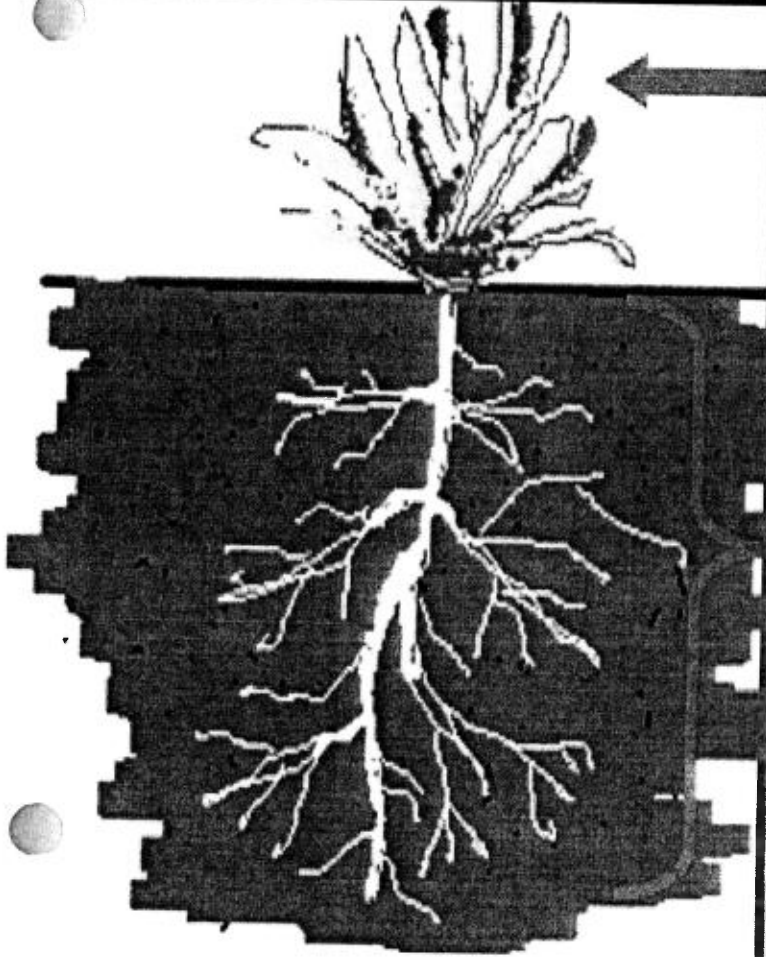
**Above the surface
(obvious)**

The Underlying Causes

"The Root"

**Below the surface
(not obvious)**

Forensic Engineering □ Root Cause Analysis □



- Root cause analysis helps identify what, how and why something happened, thus preventing recurrence.
- Root causes are underlying, are reasonably identifiable, can be controlled by management and allow for generation of recommendations.
- The process involves data collection, cause charting, root cause identification and recommendation generation and implementation.

E-8

Crestmoor High Consequence Area



E-9

Summary of Testimony

E-10

**PG&E was responsible and
accountable for the
INTEGRITY MANAGEMENT
(SAFETY)
of Line 132 Segment 180
(*the pipeline*)**

Summary of Testimony

PG&E knew if *the pipeline* ruptured and ignited there would be deaths, injuries, property and productivity losses

(E.11)

Summary of Testimony

PG&E designed and constructed *the pipeline* during a 1956 relocation project with multiple geometric, material, and welding defects

E.12

RECEIVED

SEP 15 2013

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
PIC

APPLICATION FOR Discretionary Review

1. Owner/Applicant Information

DR APPLICANT'S NAME:		
Steven Piccus & Midori Okubo ; EDRICK ALUNAN & NANCY ZECHES		
DR APPLICANT'S ADDRESS:	ZIP CODE:	TELEPHONE:
3580 Folsom Street San Francisco, CA & 405 CHAPMAN ST	94110	(415) 794 8167

PROPERTY OWNER WHO IS DOING THE PROJECT ON WHICH YOU ARE REQUESTING DISCRETIONARY REVIEW NAME:		
Fabien Lannoye		
ADDRESS:	ZIP CODE:	TELEPHONE:
297c Kansas Street San Francisco, CA	94103	(415) 626 8266

CONTACT FOR DR APPLICATION:		
Same as Above <input checked="" type="checkbox"/> Steven Piccus		
ADDRESS:	ZIP CODE:	TELEPHONE:
3580 FOLSOM ST.	94110	(415) 794 8167
E-MAIL ADDRESS:		
stevepiccus@yahoo.com		

2. Location and Classification

STREET ADDRESS OF PROJECT:		ZIP CODE:
3516 Folsom Street San Francisco, CA		94110
CROSS STREETS:		
Chapman Street		

ASSESSORS BLOCK/LOT:	LOT DIMENSIONS:	LOT AREA (SQ FT):	ZONING DISTRICT:	HEIGHT/BULK DISTRICT:
5626 / 013		1750	RH-1/40-X	BERNAL HEIGHTS SVJ

3. Project Description

Please check all that apply

Change of Use ☐ Change of Hours ☐ New Construction ☒ Alterations ☐ Demolition ☐ Other ☐

Additions to Building: Rear ☐ Front ☐ Height ☐ Side Yard ☐

Present or Previous Use: Open Land

Proposed Use: Single Family Dwelling

Building Permit Application No. 2013.12.16.4322

Date Filed: Dec 17 2013

4. Actions Prior to a Discretionary Review Request

Prior Action	YES	NO
Have you discussed this project with the permit applicant?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you discuss the project with the Planning Department permit review planner?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Did you participate in outside mediation on this case?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

Applicant made cosmetic changes to the design but did not address the size/scale of project, the lack of side yards, lack of street parking and lack of adequate roads.

Applicant did not provide details on proposed access driveway to project including the grade and impact on the existing driveways of the neighboring homes whose driveways will be repurposed for his project.

Discretionary Review Request

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

1. 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.

See attachment

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:

See attachment

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?

See attachment

PICCUS/OKUBO Discretionary Review for 3516 Folsom St - Attachment

1. Reasons for Requesting Discretionary Review:

Proposed buildings are too large in size for the steep site and the neighborhood and as such do not meet the Residential Design Guidelines.

- Slope is too steep to build an adequate road to access proposed homes.
- Adjacent homes are all smaller. My home at 3580 Folsom is 1050 sq. ft.
- No side yards as required by ESDRB
- No street parking as required by ESDRB
- Tandem parking used due to steep and inadequate driveway access.
- Buildings of this size will set a bad precedent for the adjacent build able lots resulting in a cul de sac of 2300 sq.ft. homes with no side yards or street parking.
- The eventual construction of 6 large homes with no side yards or road on this steep hill is not in character with the neighborhood as per all the ESDRB requirements

Proposed site is too steep to build and existing PG&E pipelines prevent building a retaining wall to reduce the steep slope or grade. All the adjacent streets that have been developed have retaining walls to reduce the slope to a reasonable grade. This is not possible on this street due to the PG&E pipelines.

Development of this scale, especially considering the adjacent 5 additional lots to be developed, should not be allowed with out adequate road access for residents, emergency vehicles and service vehicles e.g. garbage trucks and delivery trucks.

- This project does not include a real road for access to the two proposed developments and the four additional lots that will be built.
- The proposed access is via a shared driveway that is not wide enough for street parking or cars to turn around.
- No reasonable access for fire, ambulance or police vehicles. If more than one emergency vehicle access this home, the first one will be stuck until the second vehicle backs out.
- Garbage trucks will not be able to drive up. As a result these 6 proposed homes will likely bring their garbage and recycling bins to down to Chapman Street creating an unsanitary situation. There is no room for the bins from so many large homes on our steep and narrow streets.
- Delivery vehicles will not be able to drive up without backing down a steep driveway.
- The proposed driveway or access road will be so steep and narrow that the homes will not be able to use their proposed garages as designed.

2. Who will be affected and how?

Our neighbors on the block of Folsom between Chapman and Powhatten will be adversely affected by this proposed development and the future development that will follow.

- Steep access road will be a safety issue for all neighbors as the proposed access road is too steep and narrow to turn around and requires cars and trucks to back down a very steep road.
- If garbage trucks cannot access these homes, the residents will be forced to drag their bins down to Chapman St and create a health and sanitation hazard.
- If this proposed project goes forward as designed it will open the door to 5 additional developments that will dramatically change the neighborhood and exacerbate the above referenced concerns.
- The construction impact of even these initial two proposed developments will cause unreasonable burden on the neighborhood because of the lack of adequate road and the steep slope.

3. Proposed Alternatives

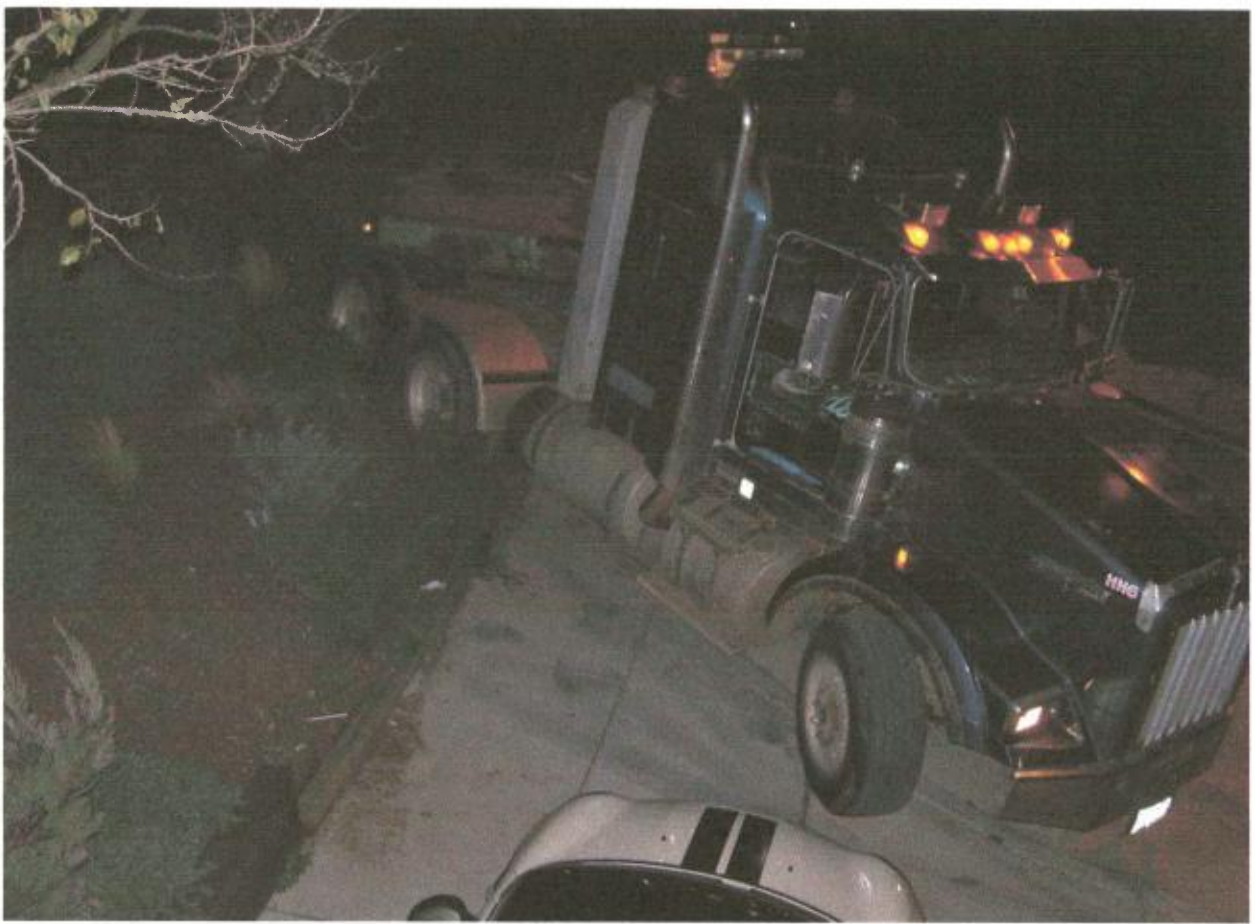
- Build a proper road down from Bernal Heights Blvd so as not to impact or endanger existing neighborhood. It should only be stair access to Chapman Street.
- Build smaller homes with side yards and street parking in line with the neighborhood (1250 - 1500 sq.ft.).
- If a safe and adequate road cannot be built to access these lots, they should not be built as large homes. It is not safe or reasonable.



This is where the proposed access road would go. It is very steep and would impact driveways of 3 homes at 3580, 3577 and 3574 Folsom St. It is impossible to build a retaining wall between Chapman and Bernal Heights Blvd. due to PG&E pipeline, so slope is too steep for road or homes.



This is the next street, Banks St, and shows how a retaining wall is necessary to reduce the grade and allow proper road access for residential dwellings. This is not possible on Folsom St.



Construction truck stuck in 3580 Folsom St driveway due to steep slope during a renovation on Banks St.

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

Signature: _____



Date: SEPT. 15, 2015

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

Steven Piccus

☒ 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	<input checked="" type="checkbox"/>
Address labels (original), if applicable	<input checked="" type="checkbox"/>
Address labels (copy of the above), if applicable	<input checked="" type="checkbox"/>
Photocopy of this completed application	<input checked="" type="checkbox"/>
Photographs that illustrate your concerns	<input type="checkbox"/>
Covenant or Deed Restrictions	<input type="checkbox"/>
Check payable to Planning Dept.	<input checked="" type="checkbox"/>
Letter of authorization for agent	<input type="checkbox"/>
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)	<input type="checkbox"/>

NOTES:

☐ Required Material.

☒ Optional Material.

☐ Two sets of original labels and one copy of addresses of adjacent property owners and owners of property across street.

For Department Use Only

Application received by Planning Department:

By: _____

Date: _____

9/15/15



SAN FRANCISCO PLANNING DEPARTMENT

1650 Mission Street Suite 400 San Francisco, CA 94103

NOTICE OF BUILDING PERMIT APPLICATION (SECTION 311)

On December 17, 2013, the Applicant named below filed Building Permit Application No. 2013.12.16.4322 with the City and County of San Francisco.

PROPERTY INFORMATION		APPLICANT INFORMATION	
Project Address:	3516 Folsom Street	Applicant:	Fabien Lannoye
Cross Street(s):	Chapman Street	Address:	297c Kansas Street
Block/Lot No.:	5626/013	City, State:	San Francisco, CA 94103
Zoning District(s):	RH-1 / 40-X / Bernal Heights SUD	Telephone:	(415) 626-8868

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		
<input type="checkbox"/> Demolition	<input checked="" type="checkbox"/> New Construction	<input type="checkbox"/> Alteration
<input type="checkbox"/> Change of Use	<input type="checkbox"/> Façade Alteration(s)	<input type="checkbox"/> Front Addition
<input type="checkbox"/> Rear Addition	<input type="checkbox"/> Side Addition	<input type="checkbox"/> Vertical Addition
PROJECT FEATURES	EXISTING	PROPOSED
Building Use	Vacant Lot	Single-Family Dwelling
Front Setback	n/a	None
Side Setback	n/a	None
Building Depth	n/a	45-ft 6-in
Rear Yard (To Rear Wall)	n/a	24-ft 6-in
Building Height (from Average Grade to Top of Stair Penthouse)	n/a	29-ft
Number of Stories	n/a	2.5
Number of Dwelling Units	n/a	1
Number of Parking Spaces	n/a	3
PROJECT DESCRIPTION		
The proposal includes new construction of a two-and-one-half-story, single-family residence with three off-street parking spaces and a roof deck. The project incorporates a bay window on the front façade and has a side yard along the north lot line.		
The project also requires a variance from the Zoning Administrator to address the Planning Code requirements for parking access (Planning Code Section 242(e)(4); See Case No. 2013.1383V). Separate notice of the variance will occur. The issuance of the building permit by the Department of Building Inspection or the Planning Commission project approval at a discretionary review hearing would constitute as the Approval Action for the project for the purposes of CEQA, pursuant to Section 31.04(h) of the San Francisco Administrative Code.		

For more information, please contact Planning Department staff:

Planner: Rich Sucre
Telephone: (415) 575-9108
E-mail: richard.sucre@sfgov.org

Notice Date: 8/17/15
Expiration Date: 9/16/15

中文詢問請電: (415) 575-9010

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

APPLICATION FOR Discretionary Review

1. Owner/Applicant Information

DR APPLICANT'S NAME: Cyrena Torrey Simons and Marcus Sangho Ryu		
DR APPLICANT'S ADDRESS: 55 Gates Street	ZIP CODE: 94110	TELEPHONE: (415)956-8100

PROPERTY OWNER WHO IS DOING THE PROJECT ON WHICH YOU ARE REQUESTING DISCRETIONARY REVIEW NAME: Fabien Lannoye		
ADDRESS: 297c Kansas Street	ZIP CODE: 94103	TELEPHONE: (415) 626-8868

CONTACT FOR DR APPLICATION: Same as Above <input type="checkbox"/> Zacks & Freedman, P.C. c/o Ryan J. Patterson, Esq.		
ADDRESS: 235 Montgomery Street, Suite 400	ZIP CODE: 94104	TELEPHONE: (415) 956-8100
E-MAIL ADDRESS: ryan@zulpc.com		

2. Location and Classification

STREET ADDRESS OF PROJECT: 3516 Folsom Street	ZIP CODE: 94110
CROSS STREETS: Chapman Street	

ASSESSORS BLOCK/LOT: 5626 /013	LOT DIMENSIONS: 70 x 25	LOT AREA (SQ FT): 1,750	ZONING DISTRICT: RH-1/40-X/Bernal Heights	HEIGHT/BULK DISTRICT: 40-X
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3. Project Description

Please check all that apply

Change of Use ☐ Change of Hours ☐ New Construction ☒ Alterations ☐ Demolition ☐ Other ☐Additions to Building: Rear ☐ Front ☐ Height ☐ Side Yard ☐
Vacant Lot

Present or Previous Use:

Proposed Use: Single Family Residence

Building Permit Application No. 2013.12.16.4322

Date Filed: December 17, 2013

RECEIVED

SEP 15 2015
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT

4. Actions Prior to a Discretionary Review Request

Prior Action	YES	NO
Have you discussed this project with the permit applicant?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you discuss the project with the Planning Department permit review planner?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you participate in outside mediation on this case?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

No substantial changes have been made to address neighbors' concerns.

Discretionary Review Request

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

1. 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.

Please see attached.

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:

Please see attached.

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?

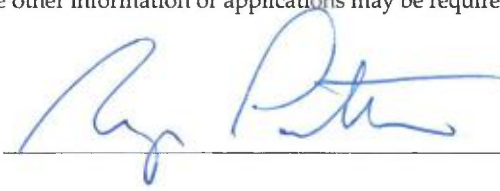
Please see attached.

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

Signature: _____



Date: _____

9/15/15

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

Ryan J. Patterson, Esq.

Owner / Authorized Agent (circle one)

Application for Discretionary Review

CASE NUMBER:
For Staff Use only

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	<input checked="" type="checkbox"/>
Address labels (original), if applicable	<input checked="" type="checkbox"/>
Address labels (copy of the above), if applicable	<input checked="" type="checkbox"/>
Photocopy of this completed application	<input checked="" type="checkbox"/>
Photographs that illustrate your concerns	<input checked="" type="checkbox"/>
Covenant or Deed Restrictions	<input type="checkbox"/>
Check payable to Planning Dept.	<input checked="" type="checkbox"/>
Letter of authorization for agent	<input checked="" type="checkbox"/>
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)	<input checked="" type="checkbox"/>

NOTES:

☐ Required Material.

☒ Optional Material.

☐ Two sets of original labels and one copy of addresses of adjacent property owners and owners of property across street.

For Department Use Only

Application received by Planning Department:

By: _____

Date: _____

REQUEST FOR DISCRETIONARY REVIEW

1. 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 project will destroy significant open space in favor of two McMansions, at the cost of damaging a City-owned community garden, public safety, and neighborhood character.

San Francisco's General Plan states that "co-operative efforts to maintain the area's quality of life are imperative" (p. 1/7) and specifically refers to "hilltop(s) that reveals extraordinary vistas" (ibid.). The proposed plans for 3516 and 3526 Folsom Street neither honor the spirit expressed in this General Plan nor many of the more details requirements seen in the Priority Policies or highlighted by the East Bernal Slope Design Review Board ("ESDRB") process. These houses clash with the surrounding houses, erode the character of the neighborhood, and are to be built on a new street that is of dubious safety and usability.

Priority Policy 2 requires that "existing housing and neighborhood character be conserved and protected to preserve the cultural and economic diversity of our neighborhoods." Per Planning Code Section 242, the project site falls within the Bernal Heights Special Use District. Lot sizes in this area tend to be small, and common square footage of homes ranges from 800 to 1,500 square feet. The proposed buildings are to be between 2,500 and 3,000 square feet. As such, they are dramatically out of scale with the surrounding homes and in direct conflict with the Special Use District mandate for development "in context and scale with the established character" including hillside setting, low density, and unusually small lots. The Residential Design Guidelines state that "buildings must be designed to be compatible with the scale, patterns and architectural features of surrounding buildings, drawing from elements that are common to the block (p. 9)."

Not only are the proposed buildings too large, they also do not share the architectural vocabulary of the neighborhood: they lack side yards, and would have roof decks and three car garages (which will require a variance to be built). The houses are architecturally out of character, as the architecture's primary goal seems to be to fill every inch of the available envelope. In particular, the boxy, flat North wall of the development would destroy the stunning (and protected) public view of the Bay enjoyed daily by the dozens of joggers and walkers on Bernal Boulevard and the existing open space. (Residential Design Guidelines p. 18.)

The East Slope Design Review Board met five times regarding 3516 and 3526 Folsom Street and still does not support the project. Their guidelines stress similar priorities to those described above for the General Plan, the Priority Policies, the Special Use District, and the Residential Design Guidelines. According to the Bernal Heights East Slope Building Guidelines, "Much recent development is not only inconsistent but often at odds with the smaller existing structures. . . . East Slope's rural characteristics rapidly are disappearing along with views, open space, and trees. Some new buildings have created 'canyons' blocking sunlight and presenting building facades which are copies of a single undistinguished design." (ESDRB Guidelines p. 2). 3516 and 3526 Folsom would significantly erode the unique character of Bernal Heights and be further examples of the type of development that public policy seeks to prevent.

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.

Unlike the DR Requestors' home, which enjoyed a modest recent renovation *within* the context of existing neighborhood character, this project will stick out like a sore thumb architecturally. Their architectural style and roof decks are very rare in the neighborhood and highly out of character. They are also designed in a manner that will severely impact the privacy of the DR Requestors' property. Of additional concern is emergency access to the proposed homes – including fire, police, ambulance, etc. – an issue that affects everyone in the surrounding area.

The proposed road will have an approximately 35-degree slope and be a one-way dead-end street with no on-street parking and no turn-around at the end. Various emergency access vehicles already have difficulty navigating upper Prentiss Street, a section of road that is about as steep as the proposed new section of Folsom. Trucks have literally tipped over, needed to be towed, and have been unable to reach their destination due to the steepness of Prentiss.

Building even more homes and more exceptionally steep streets in an areas with already fragile access could significantly hinder emergency vehicle access and emergency response times.

Furthermore, given the narrowness of the new proposed stretch of Folsom, the lack of on-street parking, and the multi-car garages (to presumably be filled with multiple cars), the intersection of Folsom and Chapman would be further congested whenever someone tried to get a second car out of one of the proposed new homes. Because of the narrowness of the road, to get a second car out of a garage, the driver would have to back the first car down the entirety of the new stretch of Folsom, park somewhere on the lower part of Folsom or Chapman (which often lacks available on-street parking) or double-park. They would then have to walk back up the hill, repeat the process with the second car, and then drive the first car back up to the house and park it in the garage. This will be a safety hazard, given the current congestion and safety concerns of double-parking on unusually narrow streets; at worst it could block the access of emergency vehicles, assuming they can access the street at all. Moreover, the complete lack of on-street parking and nonfunctional off-street parking means that the project will divert vehicles to neighboring streets, taking up valuable on-street parking spaces.

While the current development is purportedly for two homes, it is likely that once the Folsom Street extension is built, the additional four vacant lots will also be developed. If two homes are going to strain access for emergency vehicles and local parking capacity, six would further increase the risks and the strain.

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?

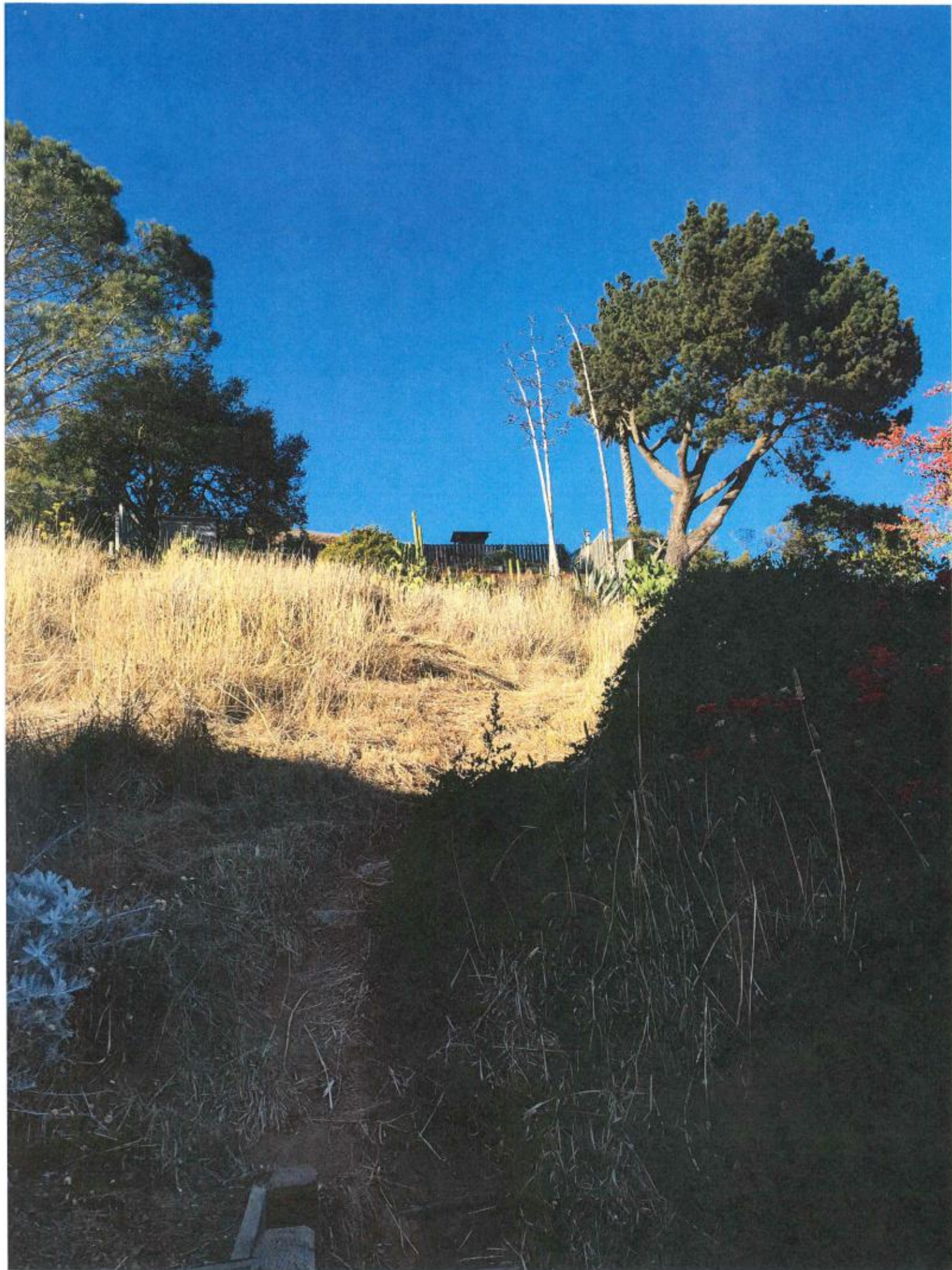
The ESDRB suggested a number of common-sense changes to the project. The project would be better designed as smaller houses, no more than two (2) stories high, animated plane, materials, and elements that step down along the hillside, a developed and composed front façade with windows, carve-outs and appropriate changes in roof treatment (as per the ESDRB letter to the applicant on April 28, 2015), with square footage comparable to that of the neighbors on Folsom Street, no garage, no external stairway, no roof garden, appropriate side yards and set-backs as per the ESDRB Guidelines. These houses, if designed

and built correctly, would fit in better with the neighborhood. While the ESDRB proposal would certainly be preferable to the current plan, any building on this site cannot account for the safety concern of emergency vehicle access. The best option may well be no project at all.

5. Please summarize any and all discussions and meeting with the Permit applicant.

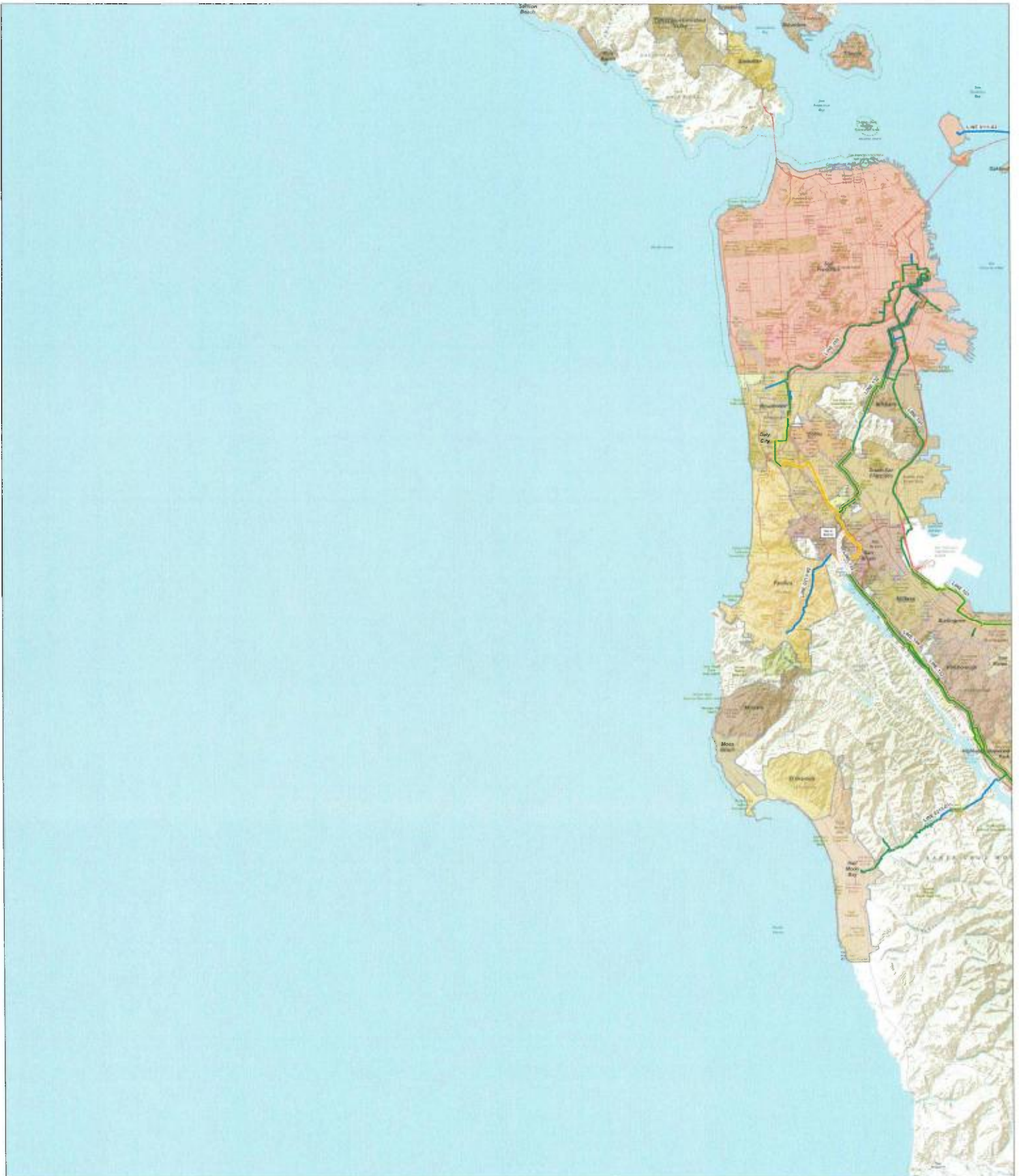
We have participated in a series of five public meeting regarding the project over the course of 18 months. No substantive changes were made to the project to address neighbors' concerns. Ultimately, the East Slope Design Review Board determined that it could not recommend approval of the project.











PG&E Gas Transmission Pipeline

- Natural Gas Transmission Pipelines (Pipelines)
- Pipelines in HCAs with Pressure Test Records and or Section 619(c) Documentation
- Pipeline Segments in High Consequence Areas Under Review
- Reduced Pressure Zones
- 2011 Testing and Replacement Plan

0 1 2 4 6 Miles

Disclaimer: The PG&E GIS Group makes no representation as to the accuracy, timeliness or completeness of any PG&E proprietary GIS data. The PG&E GIS Group shall have no liability for the data or lack thereof, or any decision or action taken or not taken in relying upon the data. Data are provided in good faith, however, some facility data are schematic in nature. The responsibility for determining the quality and appropriateness of the GIS data received for the intended use lies entirely with the requestor.

Page 26 of 60



SITE PLAN

LOT 41

(VACANT)
CITY PROPERTY

SUBJECT PROPERTY

BLOCK 5336, LOT 9-1 - 30' W FOLSOM STREET
(N) PROPOSED 2 STORY OVER BASEMENT
SITE (APPROX) = 1,200 S.F.
(N) BUILDING (APPROX) = 1,000 S.F.

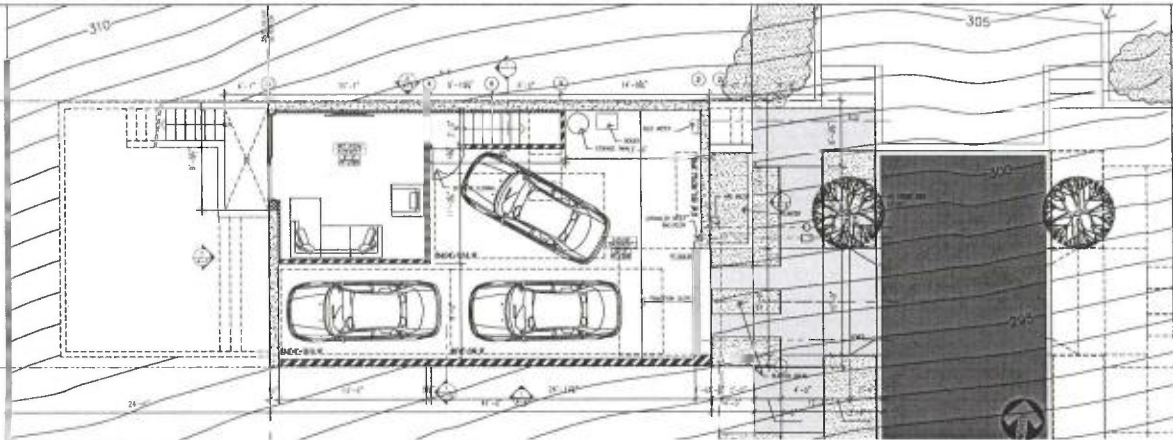
LOT 14

(VACANT)
1750 SQ. FT.
#3528 FOLSOM ST.

FOLSOM STREET
(39.5' WIDE)

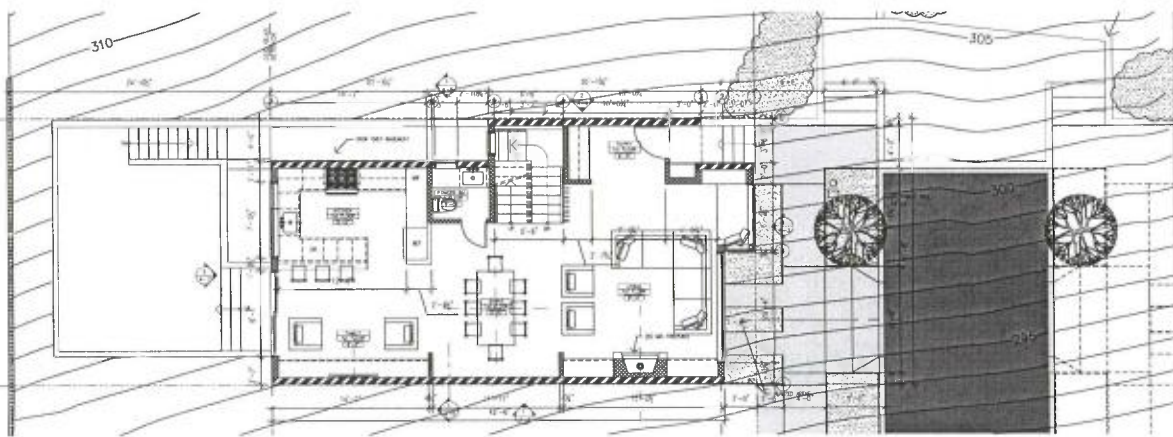
ROOF EL. = 322.5

28.2



1 PROPOSED BASEMENT PLAN

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



2 PROPOSED 1st FLOOR PLAN

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

1

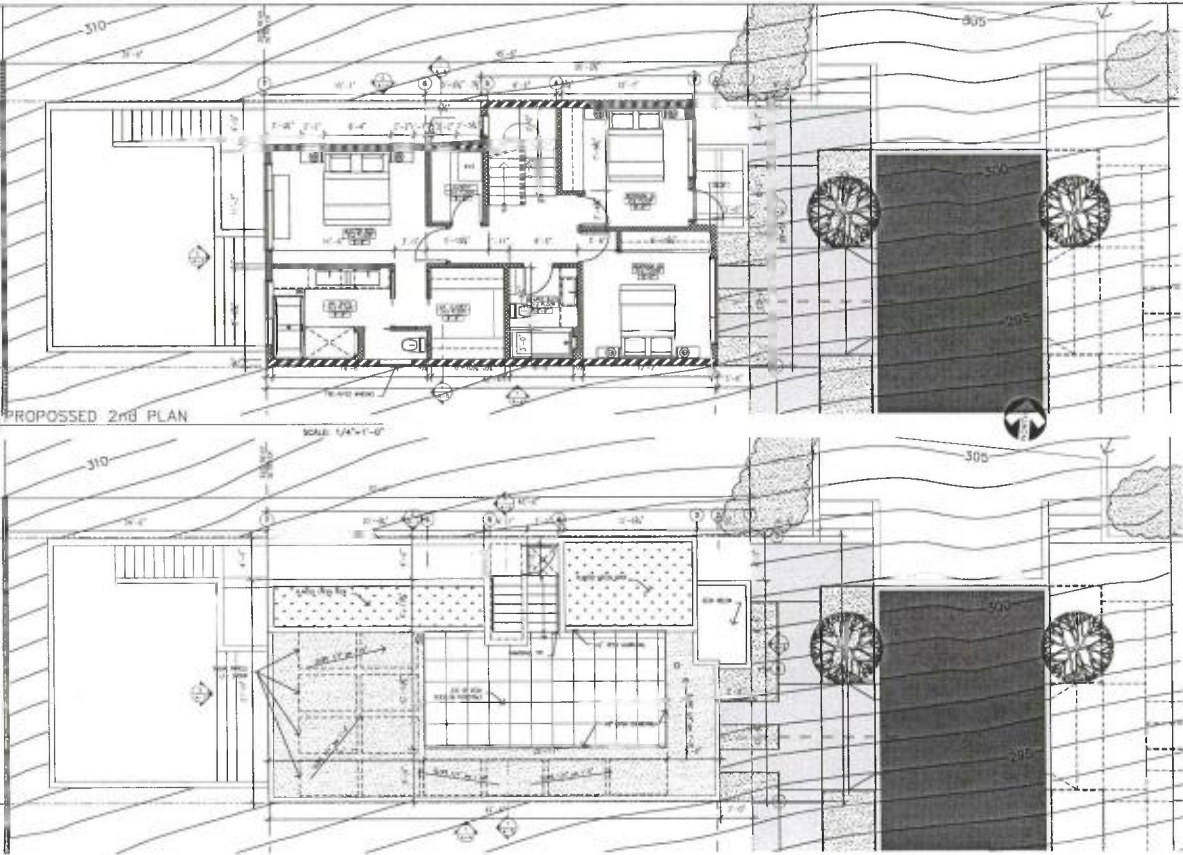
PROPOSED 2nd PLAN

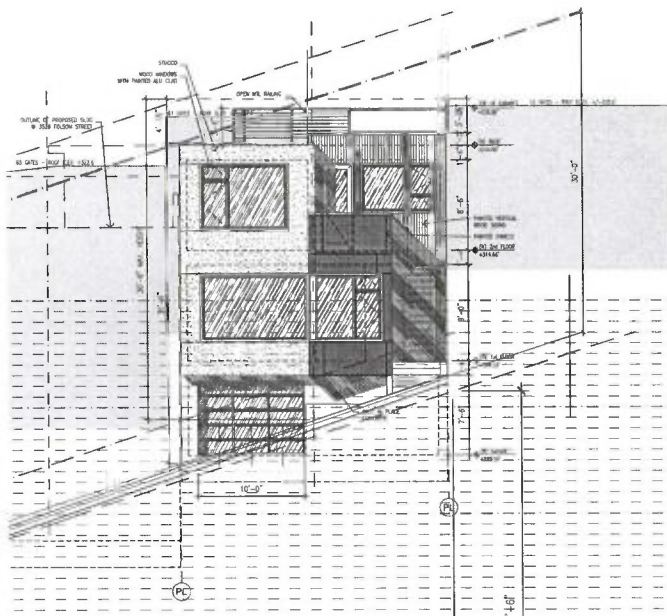
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2

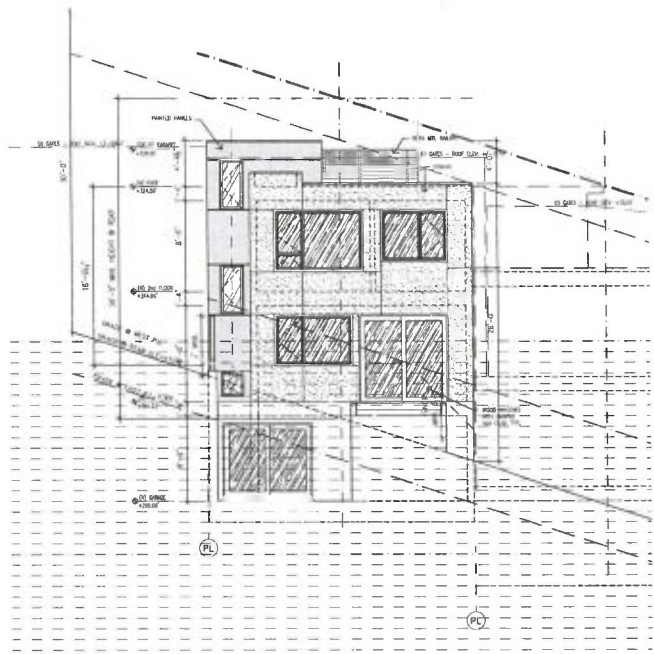
PROPOSED ROOF PLAN

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

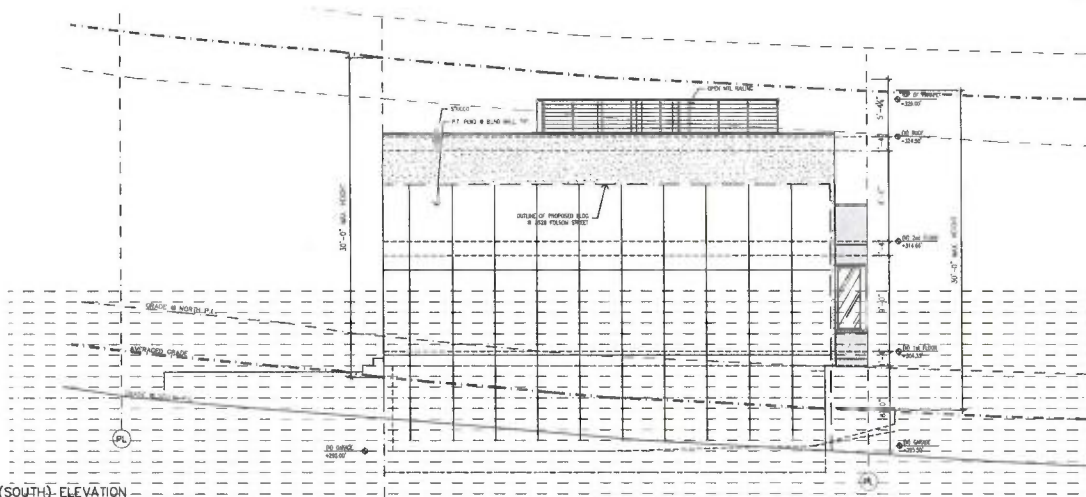




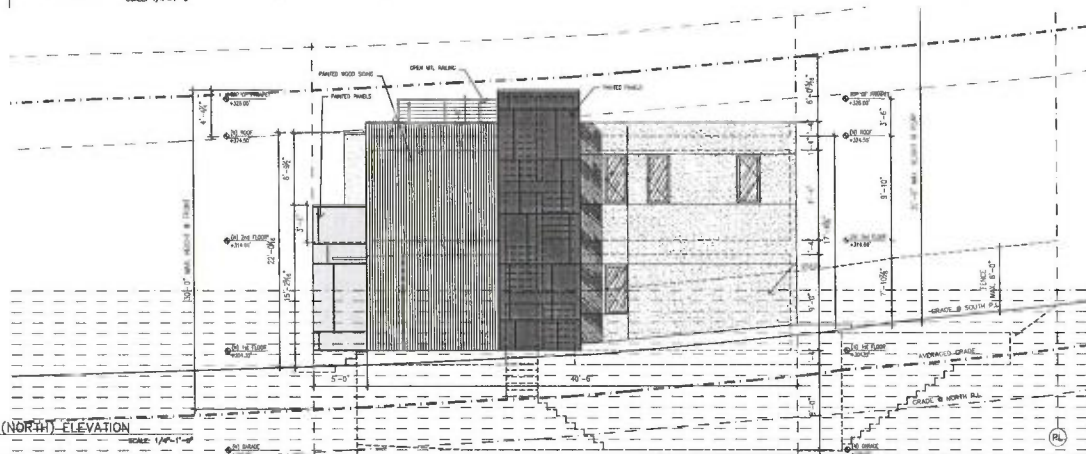
1 PROPOSED STREET (EAST) ELEVATION
SCALE: 1/4"=1'-0"

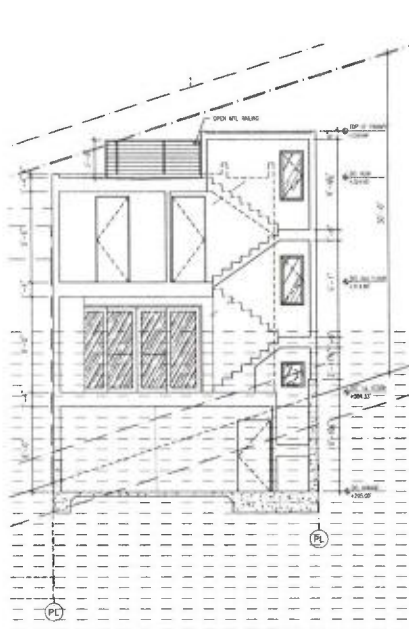


2 PROPOSED REAR (WEST) ELEVATION
SCALE: 1/4"=1'-0"

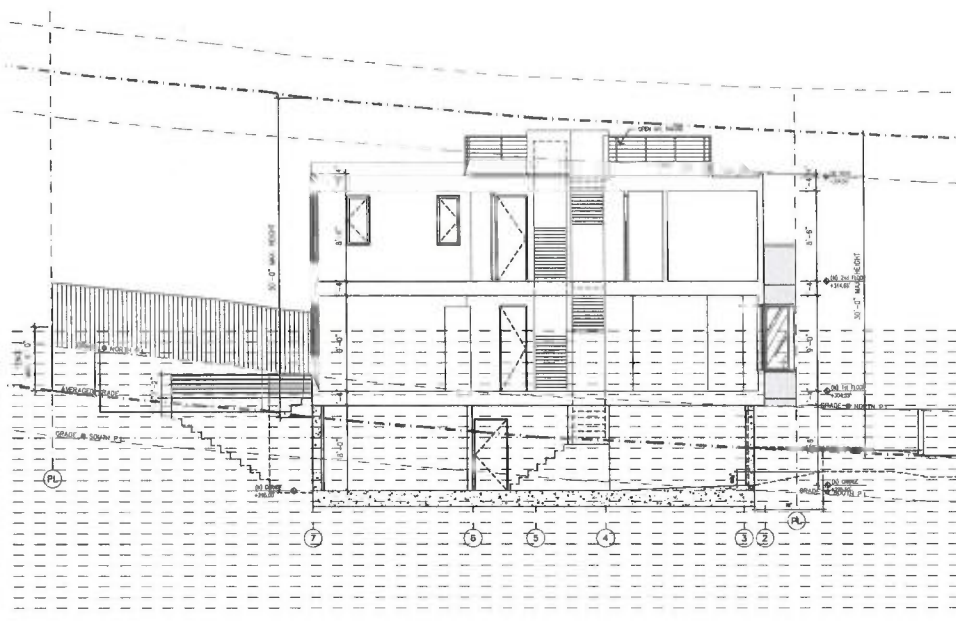


1 PROPOSED SIDE (SOUTH) ELEVATION





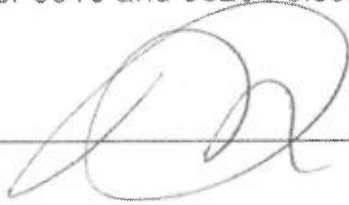
1 PROPOSED SECTION AA' SCALE: 1/4"=1'-0"



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

We, Marcus Ryu and Torrey Simons, hereby authorize Zacks & Freedman, P.C., including but not limited to Ryan J. Patterson, to file a request for Discretionary Review on our behalf for 3516 and 3526 Folsom Street, San Francisco, CA.

Signed

A handwritten signature in dark ink, consisting of a large, stylized 'M' followed by a cursive 'R' and 'S'.

05.12.18.

RECEIVED

SEP 01 2013

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
P I C

Application for Discretionary Review

CASE NUMBER:
For Staff Use only

APPLICATION FOR Discretionary Review

1. Owner/Applicant Information

DR APPLICANT'S NAME: LINDA RAMEY		
DR APPLICANT'S ADDRESS: 65 GATES ST. SAN FRANCISCO	ZIP CODE: 94110	TELEPHONE: (415) 647-3302
PROPERTY OWNER WHO IS DOING THE PROJECT ON WHICH YOU ARE REQUESTING DISCRETIONARY REVIEW NAME: FABIEN LANNOYE		
ADDRESS: 297 C KANSAS ST. S.F.	ZIP CODE: 94103	TELEPHONE: (415) 626-8868
CONTACT FOR DR APPLICATION: Same as Above <input checked="" type="checkbox"/>		
ADDRESS:	ZIP CODE:	TELEPHONE: ()
E-MAIL ADDRESS: lindaramey5@gmail.com		

2. Location and Classification

STREET ADDRESS OF PROJECT: 3526 FOLSOM ST. S.F.		ZIP CODE: 94110
CROSS STREETS:		
ASSESSORS BLOCK/LOT: 56261014	LOT DIMENSIONS: 25'x70'	LOT AREA (SQ FT): 1750 sq ft
ZONING DISTRICT: RH-1/40-X		HEIGHT/BULK DISTRICT: 28 ft. 7 in.
BERNAL HEIGHTS SUD		

3. Project Description

Please check all that apply

Change of Use ☐ Change of Hours ☐ New Construction ☒ Alterations ☐ Demolition ☐ Other ☐

Additions to Building: Rear ☐ Front ☐ Height ☐ Side Yard ☐

Present or Previous Use: _____

Proposed Use: _____

Building Permit Application No. _____ Date Filed: _____

4. Actions Prior to a Discretionary Review Request

Prior Action	YES	NO
Have you discussed this project with the permit applicant?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you discuss the project with the Planning Department permit review planner?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you participate in outside mediation on this case?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

see attached page

Discretionary Review Request

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

I RESIDE AT 65 GATES ST., DIRECTLY BEHIND PROPOSED HOUSE A 3526 FOLSOM ST.

1. 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. THE PROPOSED BUILDING IS OUT OF SCALE AND NOT IN CHARACTER WITH EXISTING HOMES IN THE NEIGHBORHOOD AND DOES NOT CONFORM WITH THE ESDRB'S GUIDELINES. THE STRUCTURE IS VERY MASSIVE AND TALL (2.5 STORIES), MADE EVEN TALLER BY A STAIR PENTHOUSE. THE HOUSE IS MUCH LARGER THAN HOUSES IN THE IMMEDIATE NEIGHBORHOOD (2900 SQ. FT. AS COMPARED WITH AN AVERAGE OF 1,000-1500 SQ. FT. IN NEARBY HOMES). THERE IS VERY LITTLE ARTICULATION IN THE DESIGN BOTH IN THE FRONT FACADE SETBACKS, AS WELL AS THE BACK & SIDE DESIGN. THERE IS NOT ENOUGH SIDE-YARD SPACE BETWEEN THE BUILDINGS. *
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: THERE ARE A NUMBER OF UNREASONABLE IMPACTS THAT WOULD BE CAUSED BY THIS PROJECT. THE GRADE ON WHICH THE PROPOSED HOUSES WOULD BE BUILT IS EXTREMELY STEEP (A 37% GRADE) -- ONE OF THE STEEPEST SLOPES IN S.F. THE PROPOSED STREET WOULD DEAD-END DIRECTLY BELOW THE COMMUNITY GARDEN. GRADE CHANGES AT THIS CUL-DE-SAC COULD OPEN UP THE POSSIBILITY OF SERIOUS EROSION BELOW THE COMMUNITY GARDEN, SINCE NO RETAINING WALLS ARE BEING REQUIRED AT THE PRESENT TIME. ANOTHER EXTREMELY SERIOUS CONCERN RELATED TO THE PROPOSED CONSTRUCTION IS THE EXISTENCE OF A MAJOR GAS PIPELINE WHICH RUNS UP THE MIDDLE OF THE HILL. *
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? THE HEIGHT AND SQUARE FOOTAGE OF THESE HOUSES COULD BE REDUCED. NOT ONLY WOULD THIS CHANGE BRING THE HOMES MORE IN CONFORMITY WITH OTHER HOMES IN THE NEIGHBORHOOD, BUT THESE REDUCTIONS WOULD ENABLE THE UPPER HOUSE TO HAVE A 2-CAR, RATHER THAN A 3-CAR GARAGE. IN FACT, MR. LANNOYE STATED AT ONE OF OUR ESDRB MEETINGS THAT HE DESIGNED A 3-CAR GARAGE SO THAT HE WOULDN'T HAVE TO REDUCE THE SIZE ^{OF} HIS HOUSE. MR. LANNOYE COULD WORK ON A MORE ATTRACTIVE DESIGN WITH MORE ARTICULATION ON THE ENTRY AND FRONT FACADE. THE SIDE OF THE BUILDING FACING BERNAL BLVD. SHOULD BE SCALED-DOWN BY USING MORE UNIQUE MATERIALS. THE SIDE VIEW STILL NEEDS MUCH MORE ARTICULATION TO REDUCE THE MASSING EFFECT. *

* see attached sheet

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

Signature: _____

Linda Ramey

Date: _____

9/1/15

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

LINDA RAMEY (OWNER)

Owner / Authorized Agent (circle one)

Application for Discretionary Review

CASE NUMBER:
For Staff Use only

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	<input checked="" type="checkbox"/>
Address labels (original), if applicable	<input checked="" type="checkbox"/>
Address labels (copy of the above), if applicable	<input checked="" type="checkbox"/>
Photocopy of this completed application	<input checked="" type="checkbox"/>
Photographs that illustrate your concerns	<input type="checkbox"/>
Covenant or Deed Restrictions	<input type="checkbox"/>
Check payable to Planning Dept.	<input checked="" type="checkbox"/>
Letter of authorization for agent	<input type="checkbox"/> <i>n/a</i>
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)	<input type="checkbox"/>

NOTES:

☐ Required Material.

☒ Optional Material.

☐ Two sets of original labels and one copy of addresses of adjacent property owners and owners of property across street.

For Department Use Only

Application received by Planning Department:

By: Kansai Uchida *KU*

Date: 9/1/15

..... P.9a 3526 FOLSOM ST.

1.(cont.) The houses would be particularly unsightly as seen from Bernal Heights Blvd. The viewer would be confronted with massive, block-like structures , designed with very little articulation to break up the bulkiness.

2.(cont.) exactly where an extension of Folsom St. is being proposed. Moving heavy construction equipment over this pipeline, whose depth is not accurately known, would cause a community-wide threat to public safety. A similar pipeline in San Bruno exploded in recent years and caused the loss of lives and considerable damage to property.

Parking is another serious problem that would result from this project going ahead. Our neighborhood is already very congested, and people often have problems finding parking places near their residences. Often they are forced to park on Bernal Heights Blvd. where break-ins are a common occurrence. These buildings will impact the parking situation on all neighboring streets.

Lannoye's proposed tandem garage parking for three cars is not workable. The drive-ways shown on the drawings are so steep that cars could not drive into the proposed garages without bottoming out. It would be next to impossible to maneuver cars out of the garage and down the proposed street without blocking the street and causing a serious traffic hazard.

A three -car garage is also inappropriate for this neighborhood, where most houses have only one garage, and many people do not even use their one-car garage because of the difficulty getting their car in and out on steep streets and driveways.

Also of great concern is the fact that approval for the building of these two homes would open the gateway for a major development on a hill that has an inadequate street, is inaccessible and creates safety hazards on a gigantic scale. There are another four vacant lots on this hill. Should approval be given for these two houses, the other four owners would definitely follow suit.

5. Finally, in all of our ESDRB meetings (five in all), Mr. Lannoye was very unresponsive to neighborhood concerns. He did not adequately answer our questions and made only insignificant changes to the design elements of his project. In fact, the ESDRB did not recommend approval of his plans as they stand.

It should be noted that I am applying for Discretionary Review on only one house --the one directly behind my property-- because I am a senior living on a fixed income and cannot afford to file on both houses. I WOULD HAVE FILED ~~★~~ FOR DR ON 3516 AS WELL, HAD I SUFFICIENT FUNDS.

APPLICATION FOR Discretionary Review Fee Waiver

1. Applicant and Project Information

APPLICANT NAME: (co-chair) Kathy Angus for Bernal Heights South Slope Organization		
APPLICANT ADDRESS: 99 Banks Street San Francisco, CA 94110	TELEPHONE: (415) 282-9323	EMAIL: kathyangus@comcast.net
NEIGHBORHOOD ORGANIZATION NAME: Bernal Heights South Slope Organization		
NEIGHBORHOOD ORGANIZATION ADDRESS: Same	TELEPHONE: (415) 282-9323	EMAIL: kathyangus@comcast.net
PROJECT ADDRESS: 3526 Folsom Street, San Francisco, CA 94110		
PLANNING CASE NO.:	BUILDING PERMIT APPLICATION NO.:	DATE OF DECISION (IF ANY):

2. Required Criteria for Granting Waiver

(All must be satisfied; please attach supporting materials)

- ☒ The appellant is a member of the stated neighborhood organization and is authorized to file the appeal on behalf of the organization. Authorization may take the form of a letter signed by the President or other officer of the organization.
- ☒ The appellant is appealing on behalf of an organization that is registered with the Planning Department and that appears on the Department's current list of neighborhood organizations.
- ☒ The appellant is appealing on behalf of an organization that has been in existence at least 24 months prior to the submittal of the fee waiver request. Existence may be established by evidence including that relating to the organization's activities at that time such as meeting minutes, resolutions, publications and rosters.
- ☒ The appellant is appealing on behalf of a neighborhood organization that is affected by the project and that is the subject of the appeal.

For Department Use Only

Application received by Planning Department:

By: _____

Date: _____

Submission Checklist:

- ☐ APPELLANT AUTHORIZATION
- ☐ CURRENT ORGANIZATION REGISTRATION
- ☐ MINIMUM ORGANIZATION AGE
- ☐ PROJECT IMPACT ON ORGANIZATION

- ☐ WAIVER APPROVED ☐ WAIVER DENIED



**SAN FRANCISCO
PLANNING
DEPARTMENT**

FOR MORE INFORMATION:

Call or visit the San Francisco Planning Department

Central Reception

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

TEL: **415.558.6378**

FAX: **415.558.6409**

WEB: **<http://www.sfplanning.org>**

Planning Information Center (PIC)

1660 Mission Street, First Floor
San Francisco CA 94103-2479

TEL: **415.558.6377**

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

APPLICATION FOR Discretionary Review

1. Owner/Applicant Information

DR APPLICANT'S NAME: <u>Bernal Heights So. Slope Organization, Katee Angus</u>		
DR APPLICANT'S ADDRESS: <u>% 99 Banks Street, San Francisco</u>	ZIP CODE: <u>94110</u>	TELEPHONE: <u>(415) 640-4568</u>

PROPERTY OWNER WHO IS DOING THE PROJECT ON WHICH YOU ARE REQUESTING DISCRETIONARY REVIEW NAME: <u>Fabien Lannoye BlueGrange Designs,</u>		
ADDRESS: <u>241 Amber Drive, SF, CA</u>	ZIP CODE: <u>94131</u>	TELEPHONE: <u>(415) 626 8868</u>

CONTACT FOR DR APPLICATION: Same as Above <input checked="" type="checkbox"/>		
ADDRESS:	ZIP CODE:	TELEPHONE: ()
E-MAIL ADDRESS:		

2. Location and Classification

STREET ADDRESS OF PROJECT: <u>3526 Folsom Street, San Francisco</u>		ZIP CODE: <u>94110</u>
CROSS STREETS: <u>Chapman and Bernal Heights Blvd.</u>		
ASSESSORS BLOCK/LOT: <u>5626/14</u>	LOT DIMENSIONS: <u>25'x70'</u>	LOT AREA (SQ FT): <u>1750ft²</u>
ZONING DISTRICT: <u>RH-1/40-X</u> <u>Bernal Heights Blvd</u>		HEIGHT/BULK DISTRICT: <u>28'-7"</u>

3. Project Description

Please check all that apply

 Change of Use ☐ Change of Hours ☐ New Construction ☒ Alterations ☐ Demolition ☐ Other ☐

 Additions to Building: Rear ☐ Front ☐ Height ☐ Side Yard ☐

Present or Previous Use:

Vacant Lot

Proposed Use:

Single Family ResidenceBuilding Permit Application No. 2013.12.16.4318Date Filed: 12/17/2013

Discretionary Review Request

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

1. 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 cite specific sections of the Residential Design Guidelines.

See attached

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:

See attached

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?

See attached

From Bernal Heights South Slope Organization
Discretionary Review for 3516 and 3526 Folsom Street - Attachment

Question #1

The East Slope of Bernal Heights has been designated a Special Use District (*Planning Code* Section 242) with specific guidelines for the South Slope (id. @ §242(f)) for good reason. The 25' x 70" lot size is among the smallest in the City, so the average square footage of homes is closer to 1200 to 1500 than the proposed 2,500 – 3,000 square feet. The result will be homes that are completely out of scale for the neighborhood. They will be highly visible from the heavily travelled Bernal Heights Boulevard, as well as by their neighbors, and will have an impact on the overall character of Bernal. In addition to the sheer bulk, the Boulevard-facing side, where dozens of walkers and joggers pass each day will replace a view of the Bay with a static and uncharacteristically flat, boxy and unarticulated north wall of the structure. Additionally, the stairs to the roof and roof deck will be the only such uncharacteristic, intrusive, and highly visible roof feature in the immediate area.

The "Additional Controls Applicable to Bernal South Slope" state that "The Planning Commission shall only approve an application for a conditional use authorization if facts are presented to establish that the proposed development would not harm the public health, safety, or welfare of the Bernal South Slope and surrounding areas,..." (id. @ 242(f)(3)).

We are mystified by the access to the garage and the tandem parking situation. It not only presents an access problem, but also a safety problem as other streets will need to be blocked in order for the tandem cars to be backed out. Take the upper lot as an example. The grade of the new street, sidewalk and access to driveway is an approximately 35° slope. If the street is only 10 or even 15' wide, the first car will back out. Then, since this is a one-way street with no parking (too narrow for 2 cars to safely pass), in order to make room for the second car to back out, the first car will have to back all the way down the 35° driveway, leave the car on Chapman (where it's highly unlikely parking will be available and double parking is impossible (or dangerous) since it would cut off the only access of emergency and any other vehicles to the several blocks off Chapman Street.) Then, they can walk back up 100 feet to the garage and back the second car all the way down to Chapman, find another place to park and then take the first car back up to the garage and park it. Then walk back down to the car you intend to drive. The reasons for this? A one-way street too narrow for parking and tandem parking in the garage.

Question #2

There are two urgently serious and many merely serious concerns about the impact on others in the neighborhood who would be adversely affected.

The first is the fact that there is a PG&E primary transmission line, measuring 26", bringing gas into San Francisco (one of 3 coming into the city) directly under the fragile and steep hillside of the Folsom Street right-of-way exactly under the new construction. PG&E cannot verify the depth of the transmission line, making it difficult to assess the safety. This pipeline is even larger than the one in San Bruno and construction creates *the most* hazardous situation for those living nearby. There has been no plan submitted providing evidence of maintaining absolute safety of the residents in the Blast Zone (see attached).

The second reason involves emergency access. "The development and construction-related activities in the Bernal South Slope will not meaningfully hinder impact emergency vehicle access and emergency response times..." (id. @ §242(f)(3)(D)) There are only two streets that lead to the homes on Folsom, Banks, Chapman, Prentiss and Nevada Streets above Chapman. They are Folsom, which joins Chapman at the west end, and Prentiss Street, which joins Chapman 2 blocks farther east. Prentiss Street, while recently improved, is of similar steepness to the proposed extension of Folsom. This spring, I witnessed a fire truck bottomed out at Prentiss and Powhattan, blocking access until it was finally powered off over an hour later, leaving deep divots in the street. (I have video of similar long trucks and even an errant City Bus being stuck for long periods of time and needing to be towed off, also leaving deep divots and blocking access to Chapman Street for hours.) In fact, the steepness of the proposed Folsom extension will create a similar issue for trucks. They will bottom out as they back down the steep slope.

On Saturday, August 1st, a hook and ladder was responding to an emergency on Bradford (?) and mistakenly came all the way up Folsom and turned right on Chapman. They must have thought it went through, because they drove all the way to the end of Chapman before they realized they could not reach the emergency. They began to back down, taking at least 15 or 20 minutes to figure out a route, back all the way down Chapman (they couldn't take Prentiss because of the previous experience), and all the way back down Folsom to at least Powhattan. By the time they reached a place to turn around, the other vehicles were already leaving the scene. This was scary. If the street was blocked in any way, or if access was in any way impaired to this part of the hill, lives and homes would be put at risk. Waiting for construction equipment to move would make access seriously impaired, especially since most of it would need to use Folsom Street instead of the steeper Prentiss.

The project will most definitely impact the parking availability in the neighborhood (see note above), which is a specific concern of the Special Use District Additional Controls, "The development will not substantially impact neighborhood parking availability" (id. @ §242(f)(3)(G)). Although garage space is allocated in each house, the reality is that access to the garages will be difficult and no parking will be available on the street extension. Both occupants and guests will be parking on upper Folsom and Chapman Streets, where parking is rarely available right now. These are narrow streets with parking on one side only.

Question #3

Because of the fragile, erosion-prone nature of the hill, and the imminent danger of construction over a major gas pipeline, I feel the street right-of-way should be protected from any construction vehicles. According to all published reports and the Transportation Research Board of the National Academies' *Special Report 281, Transmission Pipelines and Land Use, A Risk-Informed Approach*, " (the entire report can be found at trb.org/publications/sr/sr281.pdf) minimizing impact on the land above an near a transmission line is foremost in protecting the line from leakages or explosions.

For transmission pipelines, there are limits on construction or excavation that involve separating activities such as 38 Transmission Pipelines and Land Use: A Risk-Informed Approach planting of trees or digging foundations some number of feet from the pipeline. API recommends setbacks of 50 feet from petroleum and hazardous liquids lines for new homes, businesses, and places of public assembly (API 2003). It also recommends 25 feet for garden sheds, septic tanks, and water wells and 10 feet for mailboxes and

yard lights. As of the most recent report examining these issues, setbacks of 25 feet from residential property were the most common examples in practice (TRB 1988). (id. @ p. 38)

For this reason it only makes sense to keep the neighborhood most safe by not allowing any construction over a PGE major transmission line on this exceedingly steep and fragile hill. The incidents in San Bruno are still fresh in our minds and we are deeply concerned that moving trucks and materials over this line will put all of us in the blast zone at risk.

While we recognize the desire of the land owners to build on this property, the risk imposed to the neighbors is the greater consideration. I would therefore hope we could find an environmentally friendly and safe purpose, for example, the extension of the community garden that local schools can use for environmental education purposes.

Information from federal pipeline safety regulators, representatives of pipeline companies, and local officials provided to the committee over the course of its meetings indicated a few examples of actions taken by local governments. For instance, some only allow the lowest-density development around transmission pipelines and locate walking paths, bike paths, and recreational areas along pipeline rights-of-way. Some local government proposals have gone considerably further, often in reaction to spills and explosions. In general, however, the few examples of Potential Land Use Approaches to Pipeline Safety and Environmental Management 37 local governments' attempting more stringent controls have not been based on a systematic analysis of risk or of benefits and costs. (id. @ p. 36)

We are concerned that San Francisco has not been able to reassure us with a risk analysis of construction on and near this site and until the Planning Commission can insure the safety of neighbors within the Blast Zone, we do not believe any construction should take place.

4. Actions Prior to a Discretionary Review Request

Prior Action	YES	NO
Have you discussed this project with the permit applicant?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you discuss the project with the Planning Department permit review planner?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Did you participate in outside mediation on this case?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

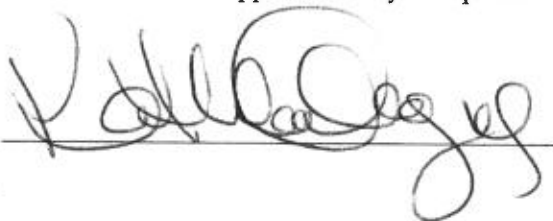
I attended five meetings of the East
Slope Design Review Board along with many
others representing BHSSO. The developer
made only insignificant changes and did not
respond to our concerns. The ESSRD did not
recommend the project

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

Signature: _____



Date: _____

9/14/15

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

Kathy Angus, Agent BHSO
co chair

Owner / Authorized Agent (circle one)



BERNAL PUBLIC SAFETY ALERT!

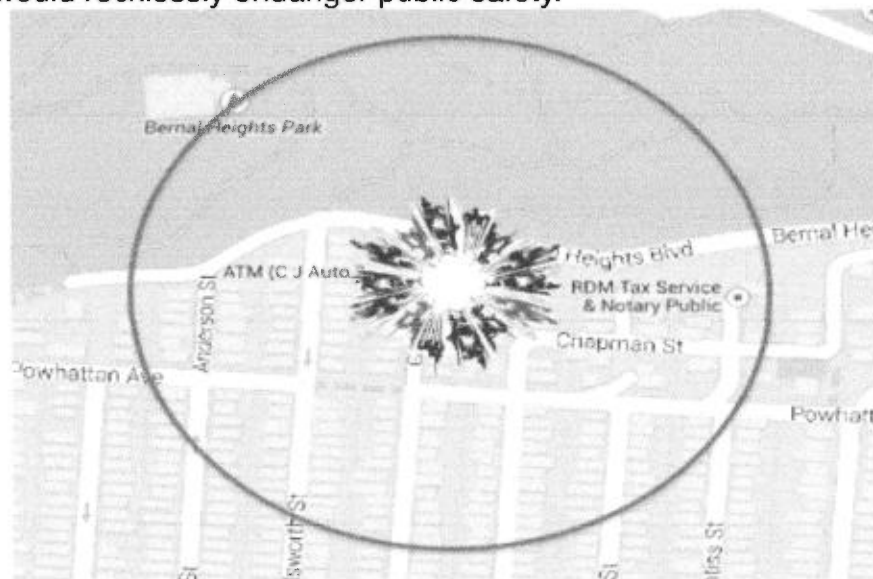
***CRITICAL MEETING APRIL 9, 7PM!!!
PRECITA NEIGHBORHOOD CENTER***

PROPOSED DEVELOPMENT PUTS LUXURY HOUSING AHEAD OF PUBLIC SAFETY

**Major PG&E Gas Line Runs Through Once "Undevelopable"
Land. Not Your Typical Vacant Lots - But City Acts Like They Are.**

ARE YOU WITHIN THE BLAST & FIRE ZONE?

If you live, walk, run, garden, ride your bike, push your stroller, or fly your kite around Bernal Heights, you may have entered ***the 600-foot Radius Blast/Fire Zone*** of a proposed Bernal southeast slope development of two luxury homes below the Community Garden. A 26-inch PG&E gas pipeline runs through it - ***the same type that blew up in San Bruno***. Many residents think this development - which benefits from a ***questionable exemption of SF street safety grading codes*** - would recklessly endanger public safety.



Approximate fire zone inside red circle

PUT OUR SAFETY FIRST! PLEASE ATTEND!!

**EAST SLOPE DESIGN REVIEW BOARD MEETING
DEVELOPER PRESENTATION AND PUBLIC INPUT**

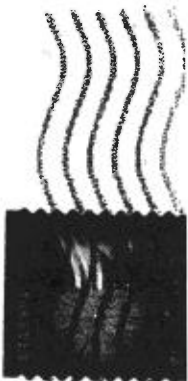
WEDNESDAY, APRIL 9TH, 7PM

PRECITA NEIGHBORHOOD CENTER

534 PRECITA AVENUE

SELANDER ARCHITECTS
2095 JERROLD AVE, SUITE 319
SAN FRANCISCO, CA 94124

SAN FRANCISCO CA 94105
05 SEP 2015 PM 4 L



I have served
as chair/co-chair
of Bernal Heights
So. Slope Org. for
over a dozen years.
We bring workshops
together to discuss
issues of new construction
on currently vacant
lots on the So. Slope
of Bernal Hill
primarily north
of Powhattan.

San Francisco Planning

SAN FRANCISCO PLANNING DEPARTMENT
1650 MISSION STREET, SUITE 400
SAN FRANCISCO, CA 94103-2479

SAN FRANCISCO
CA 94103
31 AUG 2015
PM 3:1



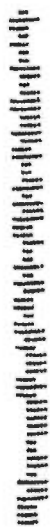
POSTAGE
\$ 00.48
MAILED FROM ZIP CODE 94103

Kathy Angus

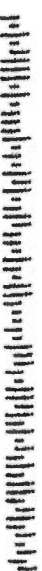
Kathy Angus
Bernal Heights South Slope Organization
99 Banks Street
San Francisco, CA 94110

Kathy Angus
Bernal Heights South Slope Organization
99 Banks Street
San Francisco, CA 94110

9411056693



94110-566693

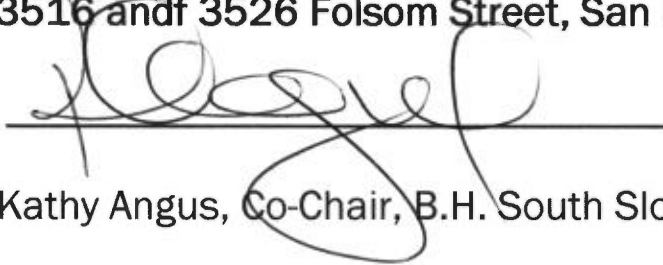


Bernal Heights South Slope Organization
99 Banks Street
San Francisco, CA

September 14, 2015

San Francisco Planning Department

I hereby authorize Herb Felsenfeld to file requests for Discretionary Review on behalf of our organization, Bernal Heights South Slope Organization for 3516 and 3526 Folsom Street, San Francisco, CA.

A handwritten signature in dark ink, appearing to read 'Kathy Angus', is written over a horizontal line. The signature is fluid and cursive, with a large loop at the end.

Kathy Angus, Co-Chair, B.H. South Slope Organization

September 14, 2015

APPLICATION FOR Discretionary Review

1. Owner/Applicant Information

DR APPLICANT'S NAME:
Nais Marie RauletDR APPLICANT'S ADDRESS:
75 Gates StreetZIP CODE:
94110TELEPHONE:
(415) 641-0644PROPERTY OWNER WHO IS DOING THE PROJECT ON WHICH YOU ARE REQUESTING DISCRETIONARY REVIEW NAME:
Fabien LannoyeADDRESS:
297c Kansas StreetZIP CODE:
94103TELEPHONE:
(415) 626-8868

CONTACT FOR DR APPLICATION:

Same as Above ☒

ADDRESS:

ZIP CODE:

TELEPHONE:
()E-MAIL ADDRESS:
raulet@att.net

2. Location and Classification

STREET ADDRESS OF PROJECT:
3526 Folsom StreetZIP CODE:
94110CROSS STREETS:
Chapman StreetASSESSORS BLOCK/LOT:
5626 / 014

LOT DIMENSIONS:

LOT AREA (SQ FT):
1750

ZONING DISTRICT:

RH-1/40-X Bernal Hts SUD

HEIGHT/BULK DISTRICT:

3. Project Description

Please check all that apply

Change of Use ☐ Change of Hours ☐ New Construction ☒ Alterations ☐ Demolition ☐ Other ☐Additions to Building: Rear ☐ Front ☐ Height ☐ Side Yard ☐
Open Space

Present or Previous Use:

Single Family Home

Proposed Use:

Building Permit Application No. 2013.12.16.4318

Date Filed: 12-17-13

Discretionary Review Request

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

1. 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.

Please see attachment

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:

Please see attachment

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?

Please see attachment

1.

After reviewing the San Francisco General Plan, Residential Design Guidelines, and the Bernal Heights SUD guidelines, I question whether this project does in fact meet minimum planning standards. It appears that the building plans have been reviewed without consideration of context. The guidelines were written to ensure that development in SF does not violate principles of preservation of neighborhood character, open space, and public safety (Sec 242 (b)). I've lived in Bernal Heights for 21 years and my family has been in San Francisco since 1896. I believe property ownership and development should not supersede the guidelines that are in place to protect the community and the unique nature of San Francisco.

The project did not pass the ESDRB review which is mandated by the City to protect the unique character of Bernal Heights. The findings of the Board have not been respected by the Planning Department.

I am requesting a review of this proposed project due to the following issues:

There is and should be no vehicular access to the lot because of the prohibitive steepness of the hill.

The project is purely speculative and sized for maximum profitability; its negative impact on the community and environment outweigh any contribution it makes to the housing shortage in San Francisco. It provides housing for one wealthy family and takes away from everyone else. If a house or a road already existed, one might see the value of developing this area, but as the area is currently open space, the good brought from this building being permitted does not justify the negative effects on the area.

The presence of existing, steep streets in Bernal Heights has been cited in public meetings by the developer as a rationale for building another, even more steep street. This is faulty logic. This is not a reason to make a dangerous decision.

The massing effect of the building will interfere with public views and a sense of natural space for those enjoying the commons of Bernal Heights Park and the public garden. Planning code protects public views and public spaces. Public vistas are prohibited from development. (URB.CPN 1.1) (Residential Design Guidelines, p. 20) Bernal Hill Park and the path around Bernal Heights Boulevard together is one of the few open spaces (URB CON 2) in a very tight, crowded community with very small lots with comparatively less space for greenery in front and back. This is heavily used open space with views of the Bay and San Bruno Mountain and it will be impacted by the mass and height of the proposed building with its lack of architectural relief.

Approval of this house opens the floodgate for development of a one-way road and a six-unit subdivision with implications for parking, vehicular safety, fire safety, garbage collection, and erosion.

2.

One unreasonable impact of this project is traffic congestion. Roads in Bernal Heights are steep, winding, congested, and, essentially, one-lane in my area due to parked cars on both sides. Should this property receive a building permit it would authorize the extension of Folsom Street and, inevitably, the development of the five adjacent lots. Traffic congestion in the area will be increased in an area that is already overly populated.

A major consideration for this project is hazards related to ingress and egress. I live on a dead-end street, not nearly as steep as the one proposed for this project. My neighbors and I are routinely trapped from exiting our street by construction, garbage (Sec 242 (f) (3) (E)), and delivery trucks. Vehicles come up my one-way street regularly driven by people who are lost or drunk. They turn around at the top of the street and hit parked cars, or back down hitting parked cars. Should a one-lane road be put in to access this proposed building, damage to property is inevitable and there is risk of personal injury. (Sec 242 (f) (3) (I))

Approving a building permit for this house would appear to inevitably lead to the approval of the extension of Folsom Street. A civil engineer has reviewed the preliminary street extension plan and, due to the steepness and topography of the hill questions its feasibility. (URB.CPN. 1.2) The take-off angle from the ADA-required flat street intersection at Chapman and Folsom, the access to driveways for existing properties at 3574 and 3577 Folsom Street, and the angles of access that would impede a vehicle from entering the proposed building's garage render the street dangerous and unusable.

A major concern that already exists in this area of Bernal Heights is fire truck access. Building this and another new home along what would be the steepest street in the City in an area that already has poor fire access is asking for trouble. Hook and ladder trucks will be unable to access this street. Without side yards between this and the adjacent proposed new home, access for fire personnel will be further limited and the risk of fire spread from house to house will increase thereby endangering the surrounding neighborhood. (Sec 242 (f) (3) (D) and E), (Bernal Heights East Slope Building Guidelines, pp17-18)

Another unreasonable impact is that no adequate contingency is being made for the water damage that property owners below this proposed home will experience. Water sluices down these steep streets. This development will alter current natural drainage systems and inevitably require remedial efforts, such as installation of trench drains and regrading of sidewalks and driveways, on the part of homeowners below Powhattan Street.

An unreasonable risk associated with this permit is the major PG&E gas transmission pipe that sits under the construction site. The pipeline will not be exposed to determine its condition or depth until construction has commenced. I am fearful of potential of explosion and fire from the activity of heavy construction over this pipeline. It has happened before.

Due to the steepness of the hill, construction vehicles may become stuck or may roll down causing damage or injury. They will not be able to turn around and will have to back down the street.

The scale and form of the house leads me to think that the goal was to maximize every possible square foot of the lot. The height and depth of the building is not to scale with the existing buildings in the neighborhood. Bernal is still largely a modest working and middle class community. Luxury homes crammed into any available space do not blend in or enhance the character of the neighborhood.
(URB.NEN 4.5)

3. Reduce the size and height of the proposed building to conform with the square footages and heights of surrounding homes and to preserve the views from the park and Bernal Heights Boulevard loop.

Provide side yards and architectural relief on all sides of the building.

Remove the garage from the building plans, making the homes smaller and transit-friendly, and thereby eliminating the need for an access road.

Maintain the existing public trail through the open space, install stairs to Bernal Heights Boulevard, and contribute to the expansion of the existing community garden.

Common sense dictates resolving street and sidewalk issues before issuing a building permit.

4. Actions Prior to a Discretionary Review Request

Prior Action	YES	NO
Have you discussed this project with the permit applicant?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you discuss the project with the Planning Department permit review planner?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Did you participate in outside mediation on this case?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

Project was discussed with applicant at public meetings of the East Slope Planning Guidelines Board. No substantial changes were made to the project to bring it in to conformity with the guidelines.

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

Signature: Mari Marie Raulo

Date: 9/8/15

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

Owner
Owner / Authorized Agent (circle one)

75 Gates Street
San Francisco, CA 94110

September 8, 2015

San Francisco Planning Department

I hereby authorize Herb Felsenfeld to file requests for Discretionary Review on my behalf for 3516 and 3526 Folsom Street, San Francisco, CA.

Signature Nais Marie Raulet

Name Nais Marie Raulet

Date 9/8/15

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	<input checked="" type="checkbox"/>
Address labels (original), if applicable	<input checked="" type="checkbox"/>
Address labels (copy of the above), if applicable	<input checked="" type="checkbox"/>
Photocopy of this completed application	<input checked="" type="checkbox"/>
Photographs that illustrate your concerns	<input type="checkbox"/>
Covenant or Deed Restrictions	<input type="checkbox"/>
Check payable to Planning Dept.	<input checked="" type="checkbox"/>
Letter of authorization for agent	<input checked="" type="checkbox"/>
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)	<input type="checkbox"/>

NOTES:

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

For Department Use Only

Application received by Planning Department:

By: _____

Date: _____

APPLICATION FOR Discretionary Review

1. Owner/Applicant Information

DR APPLICANT'S NAME: Cyrena Torrey Simons and Marcus Sangho Ryu		
DR APPLICANT'S ADDRESS: 55 Gates Street	ZIP CODE: 94110	TELEPHONE: (415)956-8100
PROPERTY OWNER WHO IS DOING THE PROJECT ON WHICH YOU ARE REQUESTING DISCRETIONARY REVIEW NAME: Fabien Lannoye		
ADDRESS: 297c Kansas Street	ZIP CODE: 94103	TELEPHONE: (415) 626-8868
CONTACT FOR DR APPLICATION: Same as Above <input type="checkbox"/> Zacks & Freedman, P.C. c/o Ryan J. Patterson, Esq.		
ADDRESS: 235 Montgomery Street, Suite 400	ZIP CODE: 94104	TELEPHONE: (415) 956-8100
E-MAIL ADDRESS: ryan@zulpc.com		

2. Location and Classification

STREET ADDRESS OF PROJECT: 3526 Folsom Street		ZIP CODE: 94110		
CROSS STREETS: Chapman Street				
ASSESSORS BLOCK/LOT: 5626 /014	LOT DIMENSIONS: 70 x 25	LOT AREA (SQ FT): 1,750	ZONING DISTRICT: RH-1/40-X/Bernal Heights	HEIGHT/BULK DISTRICT: 40-X

3. Project Description

Please check all that apply

Change of Use ☐ Change of Hours ☐ New Construction ☒ Alterations ☐ Demolition ☐ Other ☐Additions to Building: Rear ☐ Front ☐ Height ☐ Side Yard ☐
Vacant Lot

Present or Previous Use:

Proposed Use: Single Family Residence

Building Permit Application No. 2013.12.16.4318

Date Filed: December 17, 2013

RECEIVED

SEP 15 2015

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
PIC

4. Actions Prior to a Discretionary Review Request

Prior Action	YES	NO
Have you discussed this project with the permit applicant?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you discuss the project with the Planning Department permit review planner?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you participate in outside mediation on this case?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

No substantial changes have been made to address neighbors' concerns.

Discretionary Review Request

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

1. 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.

Please see attached.

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:

Please see attached.

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?

Please see attached.

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

Signature: _____



Date: _____

9/15/15

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

Ryan J. Patterson, Esq.

Owner / Authorized Agent (circle one)

Application for **Discretionary Review**CASE NUMBER:
For Staff Use onlyDiscretionary 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	<input checked="" type="checkbox"/>
Address labels (original), if applicable	<input checked="" type="checkbox"/>
Address labels (copy of the above), if applicable	<input checked="" type="checkbox"/>
Photocopy of this completed application	<input checked="" type="checkbox"/>
Photographs that illustrate your concerns	<input checked="" type="checkbox"/>
Covenant or Deed Restrictions	<input type="checkbox"/>
Check payable to Planning Dept.	<input checked="" type="checkbox"/>
Letter of authorization for agent	<input checked="" type="checkbox"/>
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)	<input checked="" type="checkbox"/>

NOTES:

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

RECEIVED

SEP 15 2015

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
PIC

For Department Use Only

Application received by Planning Department:

By: Isoken OmokaroDate: 9-15-15

REQUEST FOR DISCRETIONARY REVIEW

1. 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 project will destroy significant open space in favor of two McMansions, at the cost of damaging a City-owned community garden, public safety, and neighborhood character.

San Francisco's General Plan states that "co-operative efforts to maintain the area's quality of life are imperative" (p. 1/7) and specifically refers to "hilltop(s) that reveals extraordinary vistas" (ibid.). The proposed plans for 3516 and 3526 Folsom Street neither honor the spirit expressed in this General Plan nor many of the more details requirements seen in the Priority Policies or highlighted by the East Bernal Slope Design Review Board ("ESDRB") process. These houses clash with the surrounding houses, erode the character of the neighborhood, and are to be built on a new street that is of dubious safety and usability.

Priority Policy 2 requires that "existing housing and neighborhood character be conserved and protected to preserve the cultural and economic diversity of our neighborhoods." Per Planning Code Section 242, the project site falls within the Bernal Heights Special Use District. Lot sizes in this area tend to be small, and common square footage of homes ranges from 800 to 1,500 square feet. The proposed buildings are to be between 2,500 and 3,000 square feet. As such, they are dramatically out of scale with the surrounding homes and in direct conflict with the Special Use District mandate for development "in context and scale with the established character" including hillside setting, low density, and unusually small lots. The Residential Design Guidelines state that "buildings must be designed to be compatible with the scale, patterns and architectural features of surrounding buildings, drawing from elements that are common to the block (p. 9)."

Not only are the proposed buildings too large, they also do not share the architectural vocabulary of the neighborhood: they lack side yards, and would have roof decks and three car garages (which will require a variance to be built). The houses are architecturally out of character, as the architecture's primary goal seems to be to fill every inch of the available envelope. In particular, the boxy, flat North wall of the development would destroy the stunning (and protected) public view of the Bay enjoyed daily by the dozens of joggers and walkers on Bernal Boulevard and the existing open space. (Residential Design Guidelines p. 18.)

The East Slope Design Review Board met five times regarding 3516 and 3526 Folsom Street and still does not support the project. Their guidelines stress similar priorities to those described above for the General Plan, the Priority Policies, the Special Use District, and the Residential Design Guidelines. According to the Bernal Heights East Slope Building Guidelines, "Much recent development is not only inconsistent but often at odds with the smaller existing structures. . . . East Slope's rural characteristics rapidly are disappearing along with views, open space, and trees. Some new buildings have created 'canyons' blocking sunlight and presenting building facades which are copies of a single undistinguished design." (ESDRB Guidelines p. 2). 3516 and 3526 Folsom would significantly erode the unique character of Bernal Heights and be further examples of the type of development that public policy seeks to prevent.

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.

Unlike the DR Requestors' home, which enjoyed a modest recent renovation *within* the context of existing neighborhood character, this project will stick out like a sore thumb architecturally. Their architectural style and roof decks are very rare in the neighborhood and highly out of character. They are also designed in a manner that will severely impact the privacy of the DR Requestors' property. Of additional concern is emergency access to the proposed homes – including fire, police, ambulance, etc. – an issue that affects everyone in the surrounding area.

The proposed road will have an approximately 35-degree slope and be a one-way dead-end street with no on-street parking and no turn-around at the end. Various emergency access vehicles already have difficulty navigating upper Prentiss Street, a section of road that is about as steep as the proposed new section of Folsom. Trucks have literally tipped over, needed to be towed, and have been unable to reach their destination due to the steepness of Prentiss.

Building even more homes and more exceptionally steep streets in an areas with already fragile access could significantly hinder emergency vehicle access and emergency response times.

Furthermore, given the narrowness of the new proposed stretch of Folsom, the lack of on-street parking, and the multi-car garages (to presumably be filled with multiple cars), the intersection of Folsom and Chapman would be further congested whenever someone tried to get a second car out of one of the proposed new homes. Because of the narrowness of the road, to get a second car out of a garage, the driver would have to back the first car down the entirety of the new stretch of Folsom, park somewhere on the lower part of Folsom or Chapman (which often lacks available on-street parking) or double-park. They would then have to walk back up the hill, repeat the process with the second car, and then drive the first car back up to the house and park it in the garage. This will be a safety hazard, given the current congestion and safety concerns of double-parking on unusually narrow streets; at worst it could block the access of emergency vehicles, assuming they can access the street at all. Moreover, the complete lack of on-street parking and nonfunctional off-street parking means that the project will divert vehicles to neighboring streets, taking up valuable on-street parking spaces.

While the current development is purportedly for two homes, it is likely that once the Folsom Street extension is built, the additional four vacant lots will also be developed. If two homes are going to strain access for emergency vehicles and local parking capacity, six would further increase the risks and the strain.

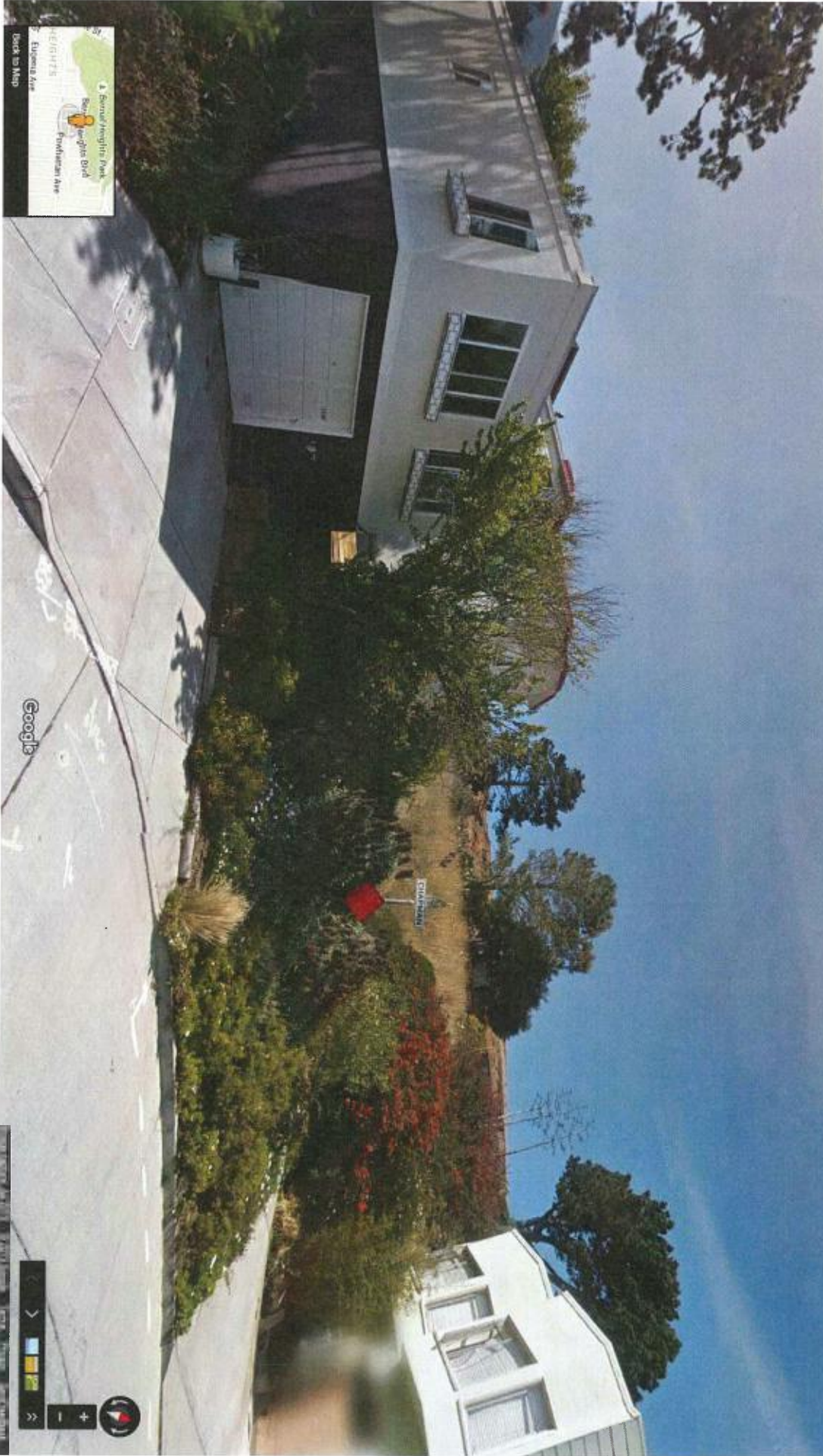
3. What alternatives or changes to the proposed project, beyond the changes (if any) already made would respond to the exceptional and extraordinary circumstances and reduce the adverse effects noted above?

The ESDRB suggested a number of common-sense changes to the project. The project would be better designed as smaller houses, no more than two (2) stories high, animated plane, materials, and elements that step down along the hillside, a developed and composed front façade with windows, carve-outs and appropriate changes in roof treatment (as per the ESDRB letter to the applicant on April 28, 2015), with square footage comparable to that of the neighbors on Folsom Street, no garage, no external stairway, no roof garden, appropriate side yards and set-backs as per the ESDRB Guidelines. These houses, if designed

and built correctly, would fit in better with the neighborhood. While the ESDRB proposal would certainly be preferable to the current plan, any building on this site cannot account for the safety concern of emergency vehicle access. The best option may well be no project at all.

5. Please summarize any and all discussions and meeting with the Permit applicant.

We have participated in a series of five public meeting regarding the project over the course of 18 months. No substantive changes were made to the project to address neighbors' concerns. Ultimately, the East Slope Design Review Board determined that it could not recommend approval of the project.



490 Chapman St
San Francisco, CA 94118
Eugene's eye
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Street View imagery © 2015



1650 Mission Street Suite 400 San Francisco, CA 94103

SAN FRANCISCO PLANNING DEPARTMENT

NOTICE OF BUILDING PERMIT APPLICATION (SECTION 311)

On December 17, 2013, the Applicant named below filed Building Permit Application No. 2013.12.16.4318 with the City and County of San Francisco.

PROPERTY INFORMATION		APPLICANT INFORMATION	
Project Address:	3526 Folsom Street	Applicant:	Fabien Lannoye
Cross Street(s):	Chapman Street	Address:	297c Kansas Street
Block/Lot No.:	5626/014	City, State:	San Francisco, CA 94103
Zoning District(s):	RH-1 / 40-X / Bernal Heights SUD	Telephone:	(415) 626-8868

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	
<input type="checkbox"/> Demolition	<input checked="" type="checkbox"/> New Construction
<input type="checkbox"/> Change of Use	<input type="checkbox"/> Facade Alteration(s)
<input type="checkbox"/> Rear Addition	<input type="checkbox"/> Side Addition
PROPOSED	
EXISTING	
Building Use	Vacant Lot
Front Setback	n/a
Side Setback	n/a
Building Depth	n/a
Rear Yard (To Rear Wall)	n/a
Building Height (from Average Grade to Top of Stair Penthouse)	n/a
Number of Stories	n/a
Number of Dwelling Units	n/a
Number of Parking Spaces	n/a
PROJECT DESCRIPTION	
The proposal includes new construction of a two-and-one-half-story, single-family residence with two off-street parking spaces and a roof deck. The project incorporates a recessed entry along the north lot line and a side yard along the south lot line.	
The project also requires a variance from the Zoning Administrator to address the Planning Code requirements for required off-street parking and parking access (Planning Code Section 242(e)(4); See Case No. 2013.1768V). Separate notice of the variance approval at a discretionary review hearing would constitute as the Approval Action for the project for the purposes of CEQA, pursuant to Section 31.04(h) of the San Francisco Administrative Code.	

For more information, please contact Planning Department staff:

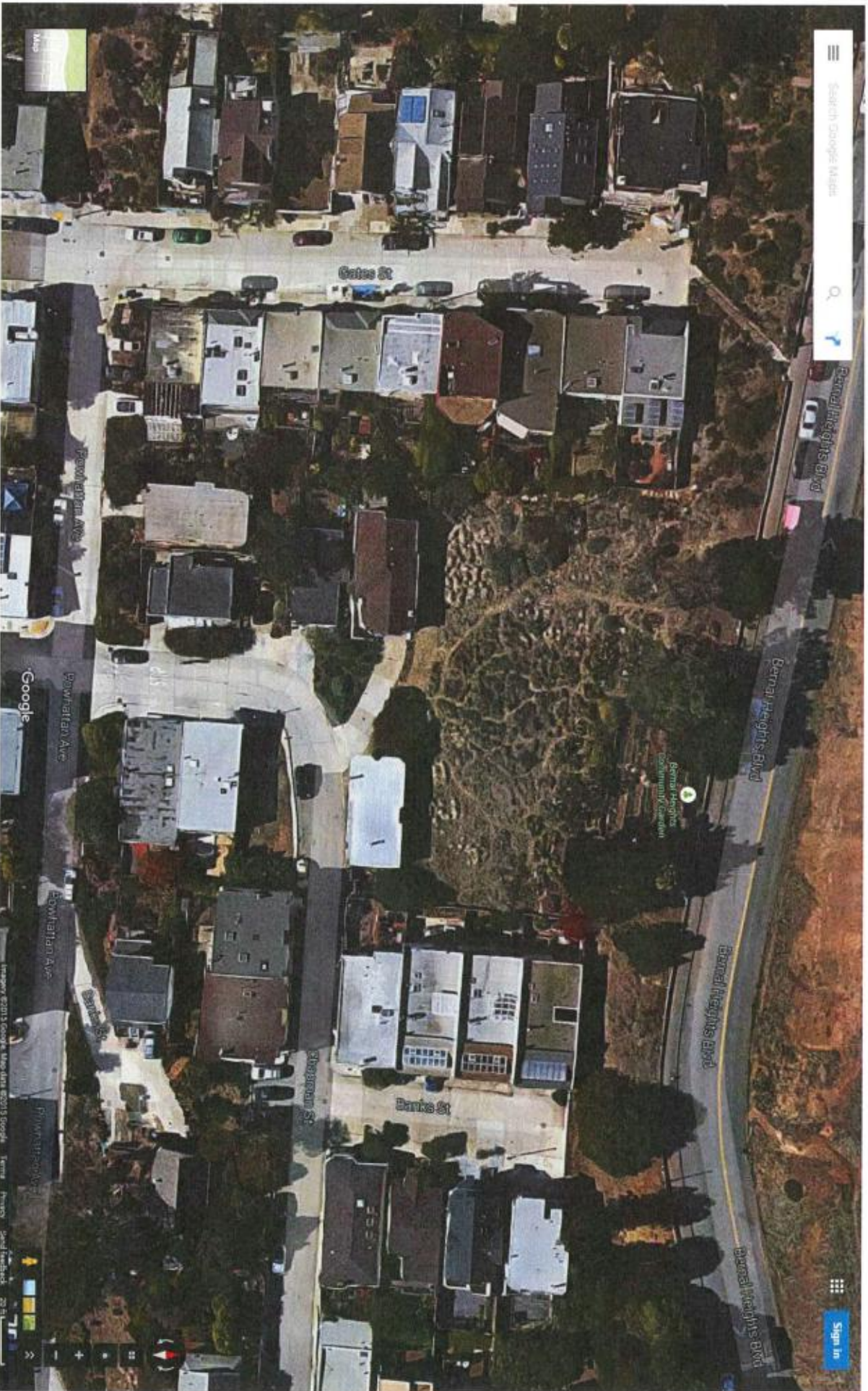
Planner: Rich Sucre
Telephone: (415) 575-9108
E-mail: richard.sucre@sfgov.org

Notice Date: 8/17/15
Expiration Date: 9/16/15

中文詢問請電: (415) 575-9010

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







Back to Map

Google



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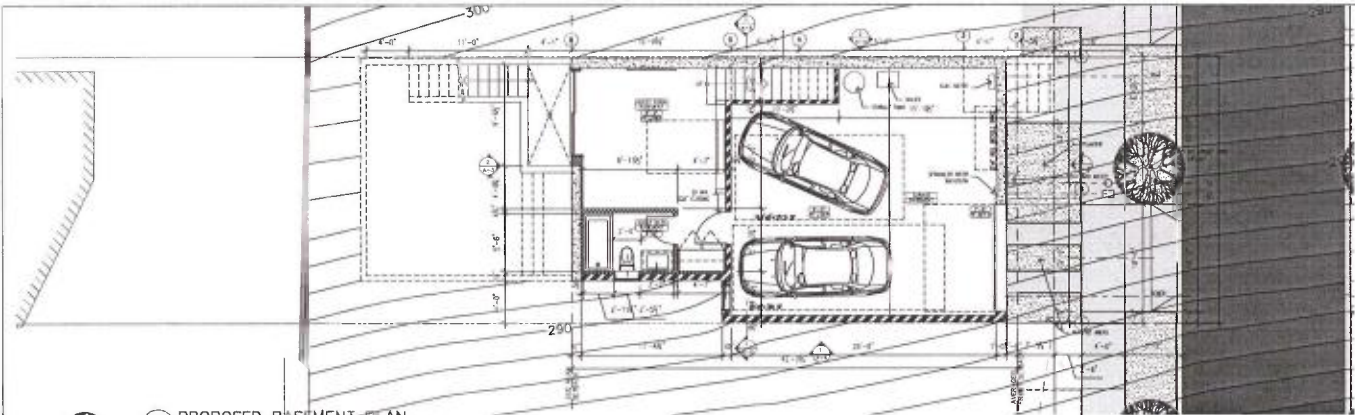
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~~LOT 15~~
(VNCAGU)

#3574 FOLSOM ST.
2 STORY WOOD FRAME
PEAK EL.=296.4

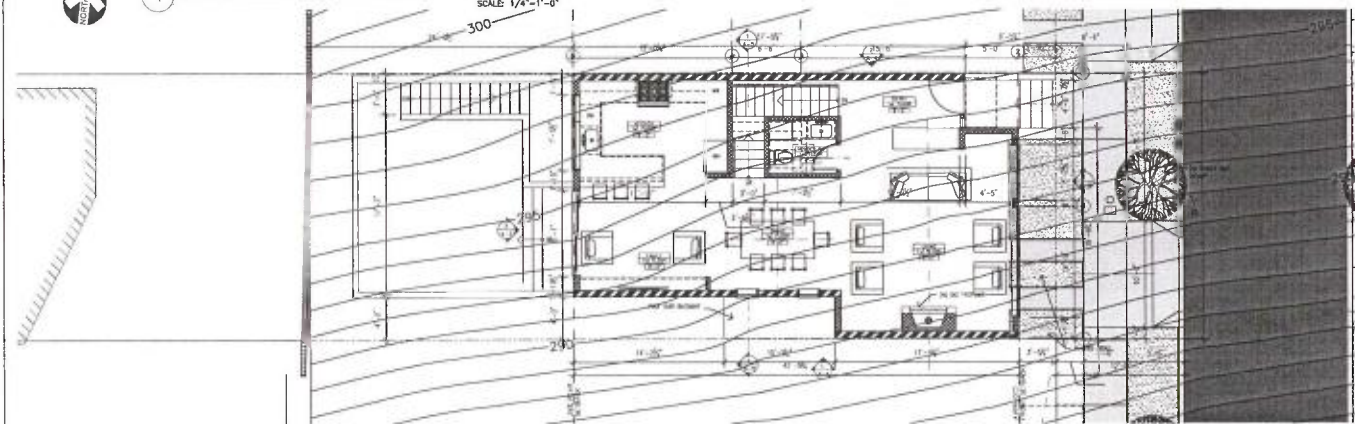
LOT 27
(VACANT)

#3577 FOLSOM ST.
2 STORY WOOD FRAME



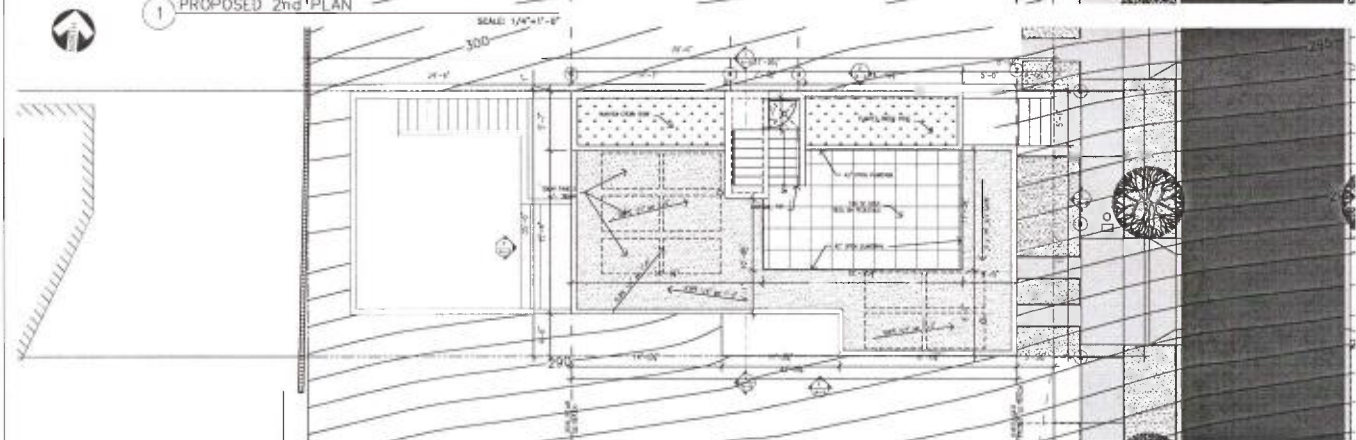
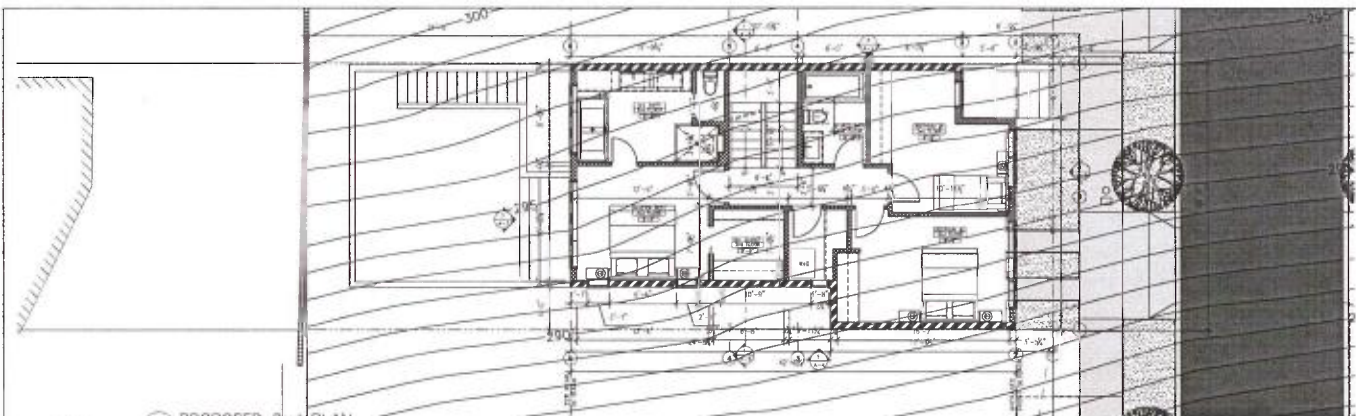
1 PROPOSED BASEMENT PLAN

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

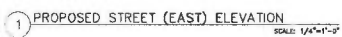


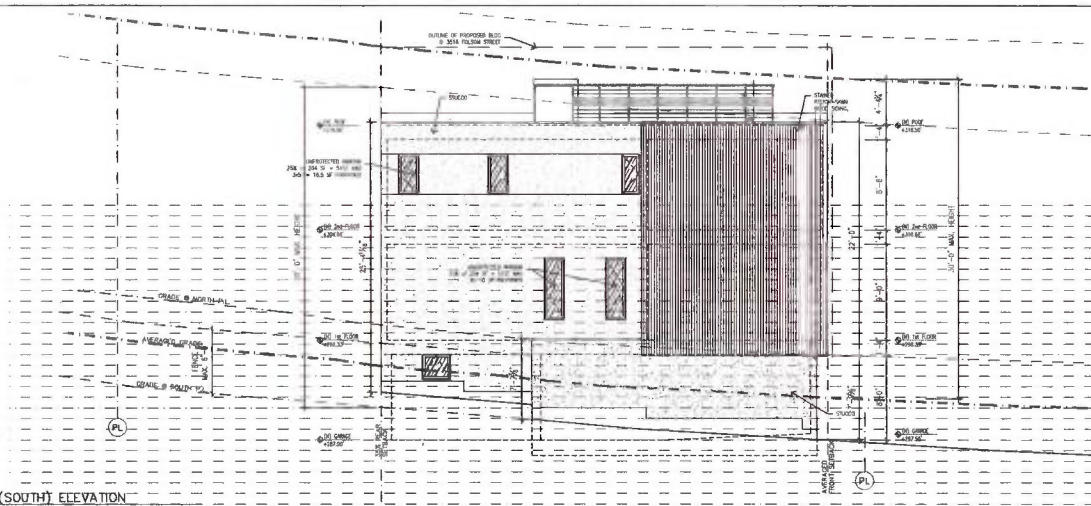
2 PROPOSED 1st FLOOR PLAN

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

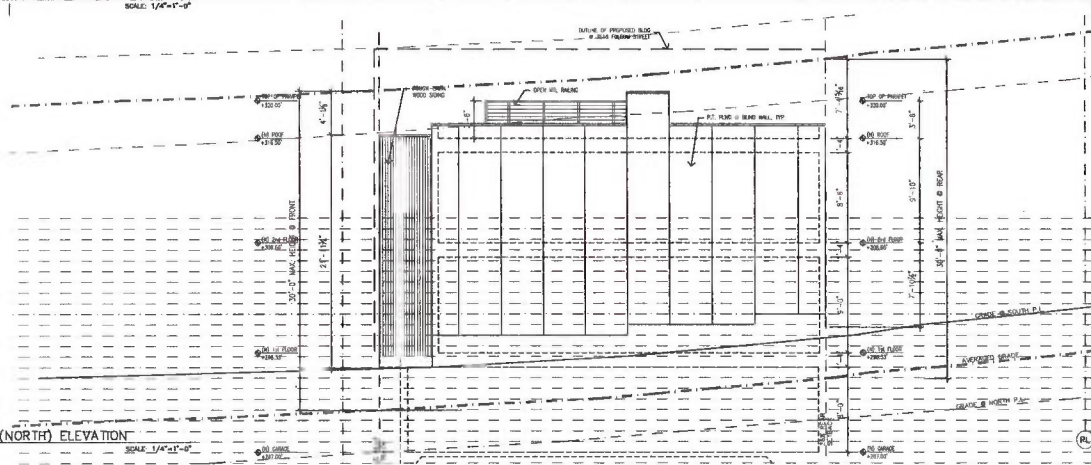


SCALE: 1/4"=1'-0"





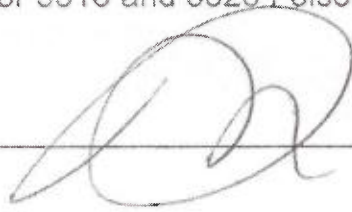
1 PROPOSED SIDE (SOUTH) ELEVATION
SCALE: 1/8"=1'-0"



2 PROPOSED SIDE (NORTH) ELEVATION
SCALE: 1/8"=1'-0"

We, Marcus Ryu and Torrey Simons, hereby authorize Zacks & Freedman, P.C., including but not limited to Ryan J. Patterson, to file a request for Discretionary Review on our behalf for 3516 and 3526 Folsom Street, San Francisco, CA.

Signed

A handwritten signature in dark ink, appearing to be a stylized 'R' or 'S', written over a horizontal line.

05.12.18

APPLICATION FOR Discretionary Review

1. Owner/Applicant Information

DR APPLICANT'S NAME: Gail Newman		
DR APPLICANT'S ADDRESS: 3574 Folsom Street	ZIP CODE: 94110	TELEPHONE: (415) 285-7636
PROPERTY OWNER WHO IS DOING THE PROJECT ON WHICH YOU ARE REQUESTING DISCRETIONARY REVIEW NAME: Fabien Lannoye		
ADDRESS: 297c Kansas Street	ZIP CODE: 94103	TELEPHONE: (415) 626-8868
CONTACT FOR DR APPLICATION: Same as Above <input checked="" type="checkbox"/>		
ADDRESS:	ZIP CODE:	TELEPHONE: ()
E-MAIL ADDRESS:		

2. Location and Classification

STREET ADDRESS OF PROJECT: 3526 FOLSOM STREET		ZIP CODE:
CROSS STREETS: Undeveloped land near the corner of Chapman and Folsom Streets		
ASSESSORS BLOCK/LOT: 5626 10/4	LOT DIMENSIONS: 25x70	LOT AREA (SQ FT): 1750 SFS.
ZONING DISTRICT: RH-1/40x Bernal Heights SUD		HEIGHT/BULK DISTRICT: 28'-7"

3. Project Description

Please check all that apply

 Change of Use ☐ Change of Hours ☐ New Construction ☒ Alterations ☐ Demolition ☐ Other ☐

 Additions to Building: Rear ☐ Front ☐ Height ☐ Side Yard ☐
Present or Previous Use: **Vacant Lot**Proposed Use: **Single Family Residence**Building Permit Application No. **2013-12-16-4318** Date Filed: **12-17-2013**

Discretionary Review Request

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

1. 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.

See Attached

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:

See Attached

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?

See Attached

4. Actions Prior to a Discretionary Review Request

Prior Action	YES	NO
Have you discussed this project with the permit applicant?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you discuss the project with the Planning Department permit review planner?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you participate in outside mediation on this case?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

See Attached

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

* Signature: Gail Newman

Date: 9/15/2015

Print name, and indicate whether owner or authorized agent:

Gail Newman
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	<input checked="" type="checkbox"/>
Address labels (original), if applicable	<input checked="" type="checkbox"/>
Address labels (copy of the above), if applicable	<input checked="" type="checkbox"/>
Photocopy of this completed application	<input checked="" type="checkbox"/>
Photographs that illustrate your concerns	<input type="checkbox"/>
Covenant or Deed Restrictions	<input type="checkbox"/>
Check payable to Planning Dept.	<input checked="" type="checkbox"/>
Letter of authorization for agent	<input type="checkbox"/> N/A
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)	<input type="checkbox"/>

NOTES:

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

RECEIVED

SEP 15 2015

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
PIC

For Department Use Only

Application received by Planning Department:

By:

Isoken Omokaro

Date:

9-15-15

DISCRETIONARY REVIEW REQUEST

#1 - " ... reasons for requesting DR ... what are the exceptional and extraordinary circumstances that justify DR ... How does it conflict with the General Plan or Priority Policies or Residential Guidelines ... cite sections ... "

The exceptional and extraordinary circumstances that prompt this DR Request come from our close examination of the following documents: (1) the City's General Plan (2) the Planning Code's Priority Policies; (3) Urban Design Elements; (4) the Residential Design Guidelines; (5) The East Slope Design Review Board (ESDRB) Guidelines; and (6) The Bernal Heights Special Use District provisions of Section 242. We will take these documents in order, as per below.

(1) General Plan

"San Francisco is a special place ... the center, the soul of the region, and co-operative efforts to maintain the areas quality of life are imperative (p. 1/7)." The project is a collection of undistinguished buildings that are unresponsive to the surrounding environment. As well they mar a "hilltop that reveals extraordinary vistas (ibid.)." These building are an intrusion on the "dramatic physical beauty (ibid.) " of this section of Bernal Heights.

This area is one with "qualities that make San Francisco unique" and are to be "preserved and enhanced (p.2/7)." The project will disturb those qualities by creating houses that are out of character with the surrounding hillside. Large-scale development with undistinguished design, totally separate from other houses on the block and nearby are particularly unappealing and intrusive. They permanently disturb the "creative consensus concerning ... environmental issues (p. 2/7)." These houses are out of step with "the attainment of the following goals;

- Protection, preservation, and enhancement of the ... esthetic values that establish the desirable quality and unique character of the city.
- Improvement of the city as a place for living by aiding in making it more healthful, safe, pleasant, and satisfying with housing representing good standards ... and adequate open spaces ... (p.3/7)."

Because these houses are out of scale, size, mass, and character with the houses and surrounding environment they will intrude in, and work against the esthetic values that establish Bernal Heights as a unique, special neighborhood. They will be created on a new street that is not healthy, not safe, not pleasant and not satisfying. Therefore, the project does not represent "good standards ... and adequate open spaces." In fact, it subverts good standards and adequate open spaces.

(2) Priority Policies - and -
URB.CPN.1.9 Section 101.1 (b)

This section designates two **General Plan Priority Policies** related to housing: (1) "affordable housing" and (2) "neighborhood character".

These policies and objectives state:

- "That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods (p. 4/7)." The sheer mass, size, scale, and overall design of this proposed house is totally at variance with the small-scale, rural nature of the neighborhood dwellings surrounding it. It will not conserve and protect neighborhood character since it is so out of scale with the neighbors. It is out of the economic range of diverse low-income families.
- "That the City's supply of affordable housing be preserved and enhanced" and "open space and their access to sunlight and vistas be protected from development (p. 4/7)." The proposed house will fly in the face of affordable housing. It will likely sell for upwards of \$2,000,000.00. This is not what the framers of the Priority Policies had in mind for the goal of "affordable housing". In fact this proposed house would be the polar opposite of affordable.

If the intent of the goal is to protect "open space (ibid.)", then this project will run counter to that goal. A house that is twice as large as its neighbors will consume - not protect, preserve and enhance open space.

(3) General Plan - Urban Design Elements -
Introduction, City Pattern
URB.CPN.1.3

"Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts." (i.e., Bernal Heights)

Attachment A shows a plan to build six (6) houses on the current available lots on Upper Folsom Street. The applicant prepared these plans at the instruction of City staff and they were presented at an ESDRB community meeting. They show what could be done in the future on this parcel of undeveloped land. We contend that when this occurs the entire area of undeveloped land will be in violation of the URB.CPN.1.3.

Building on the six (6) lots will create a total effect that forever alters the unique, rural and special character of this particular piece undeveloped land. It will obliterate the unique, rural and special character of the land; the total effect will be to ruin, negate, and destroy its

distinctive natural beauty. Qualities that have been nurtured and conserved for many decades will be lost.

(4) Residential Design Guidelines

Visual Character

a. "... buildings must be designed to be compatible with the scale, patterns and architectural features of surrounding buildings, drawing from elements that are common to the block (p. 9)." The proposed building is (as per the table listed on page 9) completely incompatible with scale of the buildings below it on Folsom Street, as well as on Gates Street. This is due to inappropriate massing, lack of detail, boxy appearance, flat front facade and architectural unresponsiveness to the hillside. Unlike the houses around it, this house maximizes every inch of available space making it unlike its neighbor houses in pattern and architectural features.

b. "... designer has a greater opportunity and responsibility to help define, unify, and contribute positively to the existing visual context (p. 10)." The applicant shirks his responsibility and avoids the opportunity to contribute positively to the existing context. The houses do not draw on the best (most logical, most neighborhood friendly) characteristics of neighboring dwellings. Once again the applicant does not

use sensitive development to allow this proposed house to fit in well with its neighbors.

Side Spacing Between Buildings

"Side spacing helps establish the individual character of each building. It creates a rhythm to composition of a proposed project. Projects must respect the existing pattern of side spacing (p.15)." The project opposes the open character of the houses around it. The surrounding houses have side yards that travel the length of the house. This project does not. Thus it ignores neighbor character, creating a dysfunctional rhythm that is jarring and visually unpleasant. The project is designed to disrespect the existing pattern of side spacing.

Building Scale

"It is essential for a building's scale to be compatible with that of surrounding buildings, in order to preserve the neighborhood character. Poorly scaled buildings will seem incompatible (too large) and inharmonious with their surroundings (see table, p. 17)." This building is out of scale with its neighbor's small architectural footprint. It forces a new and disruptive character on a small-scale, unique, rural space. The incompatibility with neighboring buildings is glaring and obvious. It does not preserve neighborhood character.

(5) East Slope Design Review Board Guidelines (Attachment A)

"The Bernal Heights East Slope is a special neighborhood and the qualities that make it that way are cherished by all those (with a) commitment to seeing them preserved ... (p.2)." The large scale of these proposed buildings are not in keeping with the special neighborhood characteristics (small dwellings, visually interesting design elements, unique rural attributes, etc.) that have traditionally been a feature of this Bernal neighborhood.

"Much recent development is not only inconsistent but often at odds with the smaller existing structures. ... East Slope's rural characteristics rapidly are disappearing along with views, open space, and trees. Some new buildings have created "canyons" blocking sunlight and presenting building facades which are copies of a single undistinguished design (ibid.)." This proposed building is a prime example of one that is "inconsistent and at odds with smaller existing structures." It simply does not fit in with the character of the neighborhood and its surrounding buildings. As well the building façade of 3516 Folsom is undistinguished (as noted by the ESDRB).

" ... architecture (is) a matter of good manners, being part of the whole street, being part of the fabric of the

city (ibid.)." The proposed house does not fit in with the whole street, or the surrounding houses. It has the opposite effect of "beating its chest or shouting at neighbors (ibid)."

(6) Sec. 242. Special Use District (Attachment B)

" (b) Purposes. In order to reflect the special characteristics and hillside topography of an area of the City that has a collection of older buildings situated on lots generally smaller than the lot patterns in other low-density areas of the City, and to encourage development in context and scale with the established character, there shall be a Bernal Heights Special Use District (<http://planning.sanfranciscocode.org/2/242/>)".

This section of the San Francisco Planning Code encourages development "in context and scale with the established character (ibid.)" of Bernal Heights. The proposed development is clearly - from the facts that have been presented previously and the facts contained in the following pages - not in context or in scale with the established character of this neighborhood.

#2 "... unreasonable impacts ... adverse effects ... who would be affected ... how?"

There are many unreasonable impacts and adverse effects of this project on our neighborhood. One, among many, that affects us most critically is the driveway shared by 3574 and 3577 Folsom Street.

The applicant has refused to provide accurate, complete and detailed visual information on this portion, or indeed any portion of his project. No engineered drawings exist.

As a result of this refusal neighbors have received no information on the following:

- A detailed design of the areas in front of 3577/3574 Folsom Street?
- A detailed design of the walks and driveways, walls if any, and landscaping?
- A detailed design of what will remain of our current walk/driveway, our walls, or our landscaping?
- A description of who will do the designs? Who will direct and approve the designs? Who will pay for it? Who will supervise the plan check and permit fees for any alternation or change in configuration of the driveway at 3577/3574 Folsom Street?

- Who will build this driveway? Who will pay for it? Who will certify that the work will have warranties, and that the warranties will be enforced?
- Will the applicant allow the owners of 3574/77 Folsom Street to select the designer and contractor for design and construction of the driveway? Will the applicant pay the costs incurred by the selected designer and contractor?
- Will any unforeseen expense and effort be off-loaded to the owners of the houses at 3577/74 Folsom Street? Or will all expenses be borne by the applicant?
- What are the specific and detailed inconveniences that the owners of 3577/74 Folsom Street will have to live with during construction? How long will the owners of these properties be unable to use their garage? If the owners have to park down the hill, during the months that construction takes place, how will they get into their house? What provisions will be made for neighbor parking during the construction process?
- What are the remedies if any of the homes at 3577/74 Folsom Street are damaged by construction operations? What provisions are made for settlement due to slope failure in front of these houses as a result of excavation for the new street?

- Why is the break-over angle, where the new block starts up from the Chapman Street intersection, not shown on any of the applicant's drawings? Is the slope of the new block of Folsom Street greater than 36%?
- The applicant is on record as stating (at the last public ESDRB meeting), "the driveway at 3574 Folsom Street will have to be raised two (2) feet". If this project is approved how will cars be prevented from bottoming out as they traverse the driveway and garage.
- What is the new break-over angle at the 3574 Folsom Street garage?
- How high will the new entrance be to the garages at 3574/77 Folsom Street? How will a car be able to traverse the new grade changes?
- How much higher will the new grade be over the existing grade?
- How will new drainage problems be handled at the 3574/77 Folsom Street homes?
- What is the break-over angle for the new houses proposed for 3516 and 3536 Folsom Street? They appear to approach 100%/45 degrees on the right side (**see attachment C**). The difficulty of the traverse seems to be compounded by the height of the garage door, i.e., a car traversing the driveway may be too high to fit under the garage door opening. A sedan can likely get scraped top and

bottom driving in to one of those garages. Will the proposed garages be impassable by automobile?

INCOMPLETE STREET DESIGN AND LACK OF NEIGHBORHOOD REVIEW OF STREET DESIGN

There will also be unreasonable impacts and adverse effects on the intersection of Chapman and Folsom Streets. The East Slope Design Review Board is on record as stating that the existing character of the intersection must be maintained.

- The applicant's design, or design information is incomplete because the grading for the street is not shown. This includes information for the proposed driveways for the new proposed homes (as previously mentioned above).
- How steep will this new street be?
- We request complete design information, including spot elevations and slopes at both sides of each driveway.

Until site design drawings for the re-design of the proposed extension of Upper Folsom Street, and the intersection of Chapman/Folsom has been submitted and approved, we believe this application is incomplete.

We believe this to be true because:

1. The new contours and the new grades are unknown.

2. Neighbors have been denied access to a proposed new topographic map
3. We have never seen how the entire new proposed street is being changed from the Community Garden all the way down to the intersection of Chapman and Folsom.
4. We have never seen how cars will enter and exit the garage at 3526 and 3516 Folsom Street. How will these five (5) cars enter & exit their respective garages? How will they then backup and/or go down Upper Folsom to access the intersection and "Lower" Folsom Street? How will these five (5) cars address the increased traffic coming at them from the following:
 - a. Chapman Street -West
 - b. 3574 Folsom - entering/exiting garage
 - c. 3580 Folsom - entering/exiting garage
 - d. Folsom Street - North/South traffic
5. Where is the full size to scale drawing for the proposed new street?

The proposed design of the intersection of Folsom and Chapman Streets appears too narrow to allow two vehicles to pass each other when cars are parked on Chapman facing east. Emergency vehicles (Fire, Ambulance, Police) and service vehicles (Garbage and Recology, Fed Ex, UPS, etc.) will struggle - or be absolutely unable - to have access and egress.

Please do not to add more unsafe traffic conditions to our local streets. This particular block is populated with children, as well as elderly and disabled people. Each of these populations is endangered by the proposed street design.

FUTURE DEVELOPMENT - "Six Lots Not Two"

All six (6) lots on Upper Folsom are capable of being developed (**Attachment D**). It stands to reason that once 3526 and 3516 Folsom Street are approved and a fully functioning road is put in, the owners of the four (4) other lots will be in an ideal and resource-rich position to develop their lots as well. When - **not if** - that happens, what is the plan for solving the problems and answering the multitude of questions noted previously?

LACK OF A 3-D MODEL

With only selected computer drawings, a developer can show the buildings in the most favorable light - and obfuscate any unfavorable perspectives. (For instance, garage access, true sense of bulk and mass, neighbors' driveways, Community Garden erosion concerns, side elevations in relation to Bernal Heights Blvd., and relationship to existing houses on Gates St., and so on.) At a previous neighborhood meeting, many neighbors

viewed the computer renditions, of the project as misleading - casting doubt on other perspectives presented by the developer.

Although specifically requested by the ESDRB to provide a physical model, the applicant said it was too expensive. We request the Commission not be taken in by this argument and respect the community need to fully understand how the proposed development will impact local residents - from Gates Street, Folsom/Chapman, Bernal Heights Blvd. and the Community Garden.

We ask the applicant to stand by the ESDRB request of a physical model - *and honor the neighbors' needs to view the proposed houses in ways they can trust*. This is a sound and reasonable request. Indeed we cannot assess the worthiness of this project without such critical visual information.

NEIGHBORHOOD CHARACTER

The proposed houses with, one with a 3-car garage at 3526 Folsom, loom out of scale for the neighborhood and are in defiance of both ESDRB Guidelines and the City's Transit First policy. They are in direct contrast to Bernal's distinctive smaller-scale housing and, specifically, the neighboring houses on this block of Folsom.

The too-big-for-the-neighborhood proposed houses - although adorned with latest trends in building material - disturbingly fit specific criticism found in the Guidelines: "The 'new vernacular form' is the maximum-building-envelope-shoebox... it is a solution without a context which isolates itself from its setting by not acknowledging its neighbors...." (ESDRB).

Bulk, Massing, and Elevations:

"Much recent development is not only inconsistent but often at odds with smaller scale existing structures." (ESDRB)

a) **Overall square footage:** It is disingenuous to think the latest blueprints reduce the square footage of the houses in any appreciable manner - or that they substantially improve elevations facing Chapman and Bernal Heights Blvd.

We respectfully request the Commission to restrict the proposed projects' square footage in relationship to existing nearby housing. The table below shows the typical Bernal dwelling on Folsom Street below the proposed houses. These houses reflect the distinctive

rural character of Bernal. The data will show that in terms of square footage, the new proposed homes do not.

Address	Livable space	Garage	Total Space
3516 Folsom St.	2125 sq. ft.	787 sq. ft.	2912 sq. ft.
3526 Folsom St.	2158 sq.ft.	775 sq. ft.	2933 sq. ft.
3574 Folsom St.	1150 sq. ft.	300 sq. ft.	1450 sq. ft.
3580 Folsom St.	1050 sq. ft.	210 sq. ft.	1310 sq. ft.
3590 Folsom St.	800 sq. ft. (appx.)	180 sq. ft. (appx.)	980 sq. ft. (appx.)

b) Three-car garages: The proposed two projects both have either a three-car, or a two-car garage, unlike any neighboring homes on Folsom Street - within 50 feet or, for that matter, in most of Bernal Heights. Indeed, a variance will be needed for the three-car garage, since it does not meet code.

Again, this is in defiance of the City's Transit First policy. *Given the times we live in, new construction condoning a three-car garage house in a city trying to wean people off cars is irresponsible and ecologically immoral.*

Please note: It was with the following rebuke that the pro-development real estate website, SF Curbed, described the applicant's 3,000 sq. ft. house that he built

and sold in another part of Bernal Heights in 2011: "Not-so-green features include a 3-car garage."

c) Side elevations: After five (5) ESDRB meetings, minimal - and nothing substantial - was done to address the ESDRB's request to improve side view elevations from Chapman and Bernal Heights Blvd. (The ESDRB even gave the applicant addresses of suggested side elevation treatments in the neighborhood to review.)

The new designs put lipstick on what are essentially big walls. To use their own language, the applicants designs are the "new vernacular" that allow for "maximum building envelope shoeboxes (ESDRB)."

Disturbingly, without a physical model, the neighbors are left to decipher architectural language and blueprints, which they are not trained to do. The pattern of sometimes "improving" designs with the smallest effort - and then touting these tiny steps as meeting the ESDRB's requests - underscores the need for physical models.

d) Side yards: For both safety and sunlight issues, neighbors requested side yards that went all the way through to the backyard. In fact, all the other houses on this block have such side yards - and the Guidelines specifically talk about the "relationship of individual

buildings to their lots and their immediate neighbors (ESDRB)".

Since Sept. 10, 2014 the applicant through the **ESDRB** has known about acceptable side yards for Bernal. Examples were given to the developer. An open side yard promotes an airy, not-so-urban feeling that would help mitigate the loss of sunlight and open space so close to Bernal Park. We request this style of side yard be recommended for the two proposed projects.

e) Public Safety - Rear Yard Access: There is a lack of backyard access for firefighters and public safety officers - especially along this vulnerable section of the gas transmission line. We are not satisfied that public safety officers can navigate the corner in case of a fire, health, or safety emergency.

f) Roof treatments: Despite repeated concerns from neighbors and community garden members about views and sunlight, the applicant has added an imposing new structure to the top of the proposed buildings.

This particular action follows a pattern of maximizing house size and mass - and being insensitive to neighbors and a smaller-scale neighborhood. *This new structure underscores the necessity for a physical model of the proposed projects.*

Below is the directive from a recent **ESDRB** letter:

"Plans presented have so far not clearly addressed how the new Folsom Street Extension will incorporate access to existing homes at 3574, 3577, and 3580 Folsom Street. We reiterate: develop detailed plans (with grading spot elevations), sections and elevations, and meet with these neighbors to review and agree upon driveway access and design in front of these houses."

g) Safety of Main Trunk Transmission Line (109)

- Gas transmission line 109, built in 1981, runs underneath this proposed street.
- The proposed street, flowing as it does over this 26" transmission line poses numerous dangerous safety risks. Neighbors are very worried.
- This is a densely urban neighborhood surrounding a steep, at least, 35-degree hill. Heavy earth moving equipment is known to topple over on such a steep grade, causing huge amounts of damage. Several years ago a cement truck did just that, on Folsom Street, while trying to make a turn. It resulted in a broken water main.
- The City has incomplete records about the safety of this Bernal Heights pipeline.

- The City also has no risk assessment guidelines, in the event of an accident, around gas transmission lines.

We are so concerned about the gas transmission line that we have requested advice from an internationally known engineering safety consultant, Dr. Robert G. Bea, Professor, UC-Berkeley and co-director of the Marine Technology and Management Group Center for Risk Mitigation. Professor Bea agrees with our concerns and finds them valid. His response is attached along with several slides showing the dangers of ignoring concerns regarding pipeline safety (**see attachment E**)

3. "Alternatives or changes to the proposed project ... "

We suggest a smaller house, no more than two (2) stories high, animated plane, materials, and elements that step down along the hillside, a developed and composed front façade with windows, carve-outs and appropriate changes in roof treatment (as per the **ESDRB** letter to the applicant on April 28, 2015), with square footage comparable to that of the neighbors on Folsom Street (see table above, p. 17), no garage, no external stairway, no roof garden, appropriate side yards and set-backs as per the **ESDRB** Guidelines. These houses, if designed and built correctly, would fit in perfectly with the neighborhood. They would enhance and complement the character of Bernal Heights. Almost all of the safety, traffic, and construction concerns would be eliminated. Most of the neighbor concerns would be addressed. The house would therefore conform to all elements of the **ESDRB** Guidelines.

5. "CHANGES MADE AS RESULT OF MEDIATION"

In July of 2014, at the suggestion of the **ESDRB** the applicant requested a meeting with neighbors whose driveway will be impacted by the new road. The driveway is shared and used by many neighbors and community members to not only access houses also the Community Garden, Bernal Heights Blvd. and Bernal Park. Thus our concerns stem from a group, not a few individuals. Our hope was to have an inclusive group meeting. We responded as such. No answer was forthcoming from the applicant.

We attended at least five (5) community meetings called by the ESDRB, with the applicant, over a period of eighteen (18) months. We discussed our concerns and fielded questions/responses back and forth. As a result the applicant did make some alterations to the 3516 Folsom project. The façade is more animated, changes in plane, materials, and stepped down design elements are present. No changes at all were made to 3526 Folsom.

These changes are relatively slight, relatively minimal and largely cosmetic. They do not for a moment alter the deep-seated and strongly felt concerns of the neighbors. The multiple and interconnected issues of: public safety, neighborhood character, and accessibility are as prominent now as they were when our public meetings began in December 2013.

development. The Bernal Heights East Slope is a special neighborhood and the qualities that make it that way are cherished by all those whose commitment to seeing them preserved has produced these building guidelines.

The history of the East Slope has been one of benign neglect by the City of San Francisco, however, while dirt roads and undeveloped hillsides have given the East Slope its rural character, the lack of roads and services has periodically presented real danger to the residents.

Much recent development is not only inconsistent but often at odds with the smaller scale existing structures. As a result, the East Slope's rural characteristics rapidly are disappearing along with views, open space and trees. Some new buildings have created "canyons" blocking sunlight and presenting building facades, which are all copies of a single undistinguished design.

In preparing these guidelines we have made a thorough inventory of present housing stock, vacant lots, open spaces, public areas, and streets, both developed and undeveloped.

Predominant architectural components have been examined along with the relationship of individual buildings to their lots and their immediate neighbors. These guidelines are an effort to retain the spirit of our neighborhood and to establish criteria for new housing design that will ensure, as much as possible, the continued existence of the East Slope's unique character.

How

minimizing monotony and enhancing the visual appeal of new housing.

We have tried very hard to make the guidelines prescriptive rather than restrictive. The intent is not to induce dull uniformity but rather to encourage inventive diversity while conforming to the patterns of development which have made Bernal Heights as humanly scaled as it is today.

In an interview recorded earlier in 1986, architect Hugh Jacobsen, a four-time winner of the National Honor Award of the American Institute of Architects is quoted as saying:

"From the beginning, I've looked at all architecture as a matter of good manners, being part of the whole street, being part of the fabric of the city. Good architecture, rather than beating its chest or shouting at neighbors, behaves like a well-mannered lady. There is politeness in every great city— Florence, Rome, and especially Paris. The streets have continuity but each building also has its own individuality. The buildings are at once proud and humane, standing strong in their mutual respect."

Certainly San Francisco is considered one of the great cities of the world. We fervently hope that newcomers to the East Slope, as part of a great city, will be architecturally polite so that we, the old and the new, can stand strong in our mutual respect.

SUMMARY OF DESIGN GUIDELINES

1. 9'-0" CURB CUT/SINGLE CAR GARAGE DOOR:

Garage doors shall be limited to a 10'-0" width. Curb cuts shall be 9'-0" and placed so as to create a 16'-0" curb space within the 25'-0" width of the lot to provide one full parking space on the street. In addition, the garage door shall be placed a minimum of 16'-0" from the inside edge of the sidewalk so as to provide one additional parking space per residence in the driveway.

2. LANDSCAPING • FRONT YARD SETBACKS • STREET TREES

50% of the Front Yard Setback area (not including the driveway up to the garage) shall have provision for landscaping (i.e. trees, shrubs, flower beds, ground cover, vines, etc.).

One Street Tree shall be planted at the time of construction in front of each lot within the street right-of-way, and close to the front property line. Trees shall be 15-gallon size.

3. ENTRY TREATMENT

Make the entry of the house something special — a celebration — more than just a front door. Create a transition between the street and the doorway. Give special attention to the treatment of the framing of the opening itself.

Fences or walls which enclose a lot or a portion of a lot, which run parallel to the property line on the street side, and are not structural portions of the buildings or the stair leading to it, shall not be completely solid at eye level.

4. BUILDING AND ARCHITECTURAL MASSING

Step the building with the slope of the lot. Building shall not exceed 32'-0" from any point on natural grade. This height shall be measured to the average height of a pitched roof or to the highest point of a flat roof. In addition, no point of the last 10'-0" depth of the building may exceed 2/3 the height of the highest point of the structure. Highest point, once again, is defined as the average height of the pitch on a sloped roof or the highest point of a flat roof.

At the rear, a minimum 17'-6" rearyard is required.

5. SIDEYARDS

A 4'-0" sideyard is required on one side of each 25'-0" lot. The first 5'-0" back from the street facade shall be completely open. Beyond that, two of the four additional sideyard zones must be left open (See Guideline for discussion of "zones".)

6. ROOF TREATMENT • STEP WITH SLOPE ALONG STREET

Any roof which is not pitched at a ratio of at least one in four must be designed and surfaced so as to be usable.

Any flat roof must be accessible from a prime living space without the necessity of climbing a special set of stairs to reach it.

Step rooflines of adjacent buildings up or down in imitation of the slope of the street.

7. FACADE ELEMENTS

Any balcony, porch, deck or terrace above ground level must be at least 6'-0" deep and a minimum of 36 square feet in total area.

8. COLORS & MATERIALS

No specific guidelines but suggestions and recommendations.

DESIGN GUIDELINES CONCLUSION

There are a number of topics which need to be addressed and yet do not fit into the form of a guideline. The issue of security and crime is one of these. None of the guidelines deals with insuring the safety of a home. Nowhere do we mention the use of metal grills at the entry or the elimination of landscaping to cut down on the possible hiding places. In fact, on both social-psychological and aesthetic grounds, these measures are not encouraged. It has been proven that the isolation created when people live barricaded behind fortress-like walls stimulates incidents of criminal activity more than security systems deter them.

We do not believe that the solution to crime, particularly breaking and entering, is an architectural one. The long-term solution will only come from changes in society at large, with the best short-term defense being a cohesive, responsive community which looks out for and protects its members. The basis for this sort of open communication network among neighbors presently exists in this section of Bernal Heights, much as it has in small towns of old.

All of the guidelines assume the construction of one house per lot. Though not specifically encouraged, it would certainly be acceptable to build one house on two lots, especially when the topography of a site or the existence of trees made a portion of a given lot unusable. Several guidelines would have to be amended if applied to a double lot and this would be handled on a case-by-case basis, as the need arose.

The question of whether adherence to these guidelines would increase the construction costs of prospective new homes has often been raised. Since a major goal of this report is the maintenance of Bernal Heights as an area which is financially accessible to people of low and moderate incomes, there have been considerable concerns over this point. In an effort to arrive at an answer, many people in the construction business have been presented with our concepts and asked to try to assess, as nearly as possible, what the economic consequences might be. We have been assured to our satisfaction that our recommendations in and of themselves, would not impose undue financial burden on the developers and owners of new housing. There is nothing in the guidelines which call for a deviation from standard construction practice or necessitates the introduction of expensive architectural services. If, in the process of planning a new structure, one can demonstrate that compliance is significantly raising his or her costs for some unforeseen and irreconcilable reason, there would be grounds for proposing a compromise solution.

These guidelines have been developed because of specific conditions on the East Slope of Bernal Heights. They were mandated by the City Planning Department in conjunction with a temporary building moratorium. The guidelines were adapted from those successfully in use for the Elsie Street neighborhood in northwest Bernal Heights. Residents, vacant lot owners and representatives of several city departments contributed to the development of these guidelines.

More

\

SEC. 242. BERNAL HEIGHTS SPECIAL USE DISTRICT.

(a) **General.** A Special Use District entitled the Bernal Heights Special Use District, the boundaries of which are shown on Sectional Map. Nos. 7SU, 8SU, and 11SU of the Zoning Map, is hereby established for the purposes set forth below.

(b) **Purposes.** In order to reflect the special characteristics and hillside topography of an area of the City that has a collection of older buildings situated on lots generally smaller than the lot patterns in other low-density areas of the City, and to encourage development in context and scale with the established character, there shall be a Bernal Heights Special Use District.

(c) The provisions of this Section 242 shall not apply to building permit applications or amendments thereto, or to conditional use, variance or environmental evaluation applications filed on or before January 7, 1991. Such applications shall be governed by the ordinances in effect on January 7, 1991, unless the applicant requests in writing that an application be governed by the provisions of this Section 242.

(d) **Definitions.** For purposes of this Section 242, the following definitions apply:

(1) "Adjacent building" shall mean a building on a lot adjoining the subject lot along a side lot line. Where the lot constituting the subject property is separated from the lot containing the nearest building by an undeveloped lot or lots for a distance of 50 feet or less parallel to the street or alley, such nearest building shall be deemed to be an "adjacent building," but a building on a lot so separated for a greater distance shall not be deemed to be an "adjacent building." A corner lot shall have only one adjacent building located along its side lot line.

(2) "Usable floor area" is the sum of the gross areas of the several



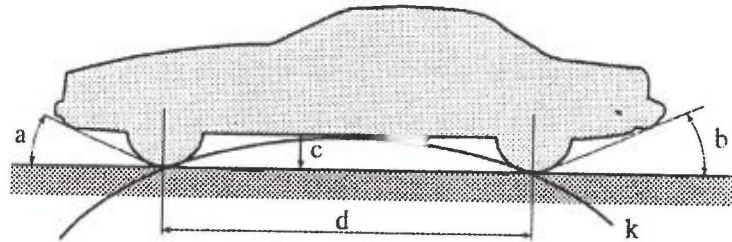
Standards

page 1 of 1

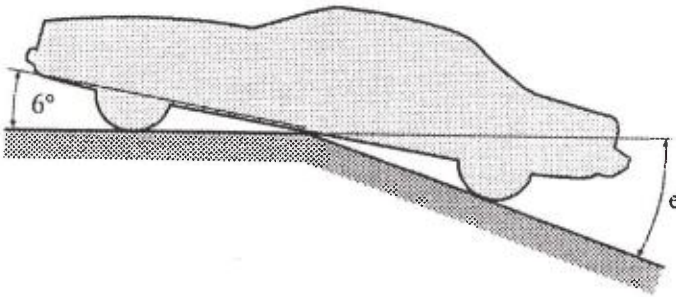
Section E2.b1

of the Division of Transportation
Salt Lake City Community Development

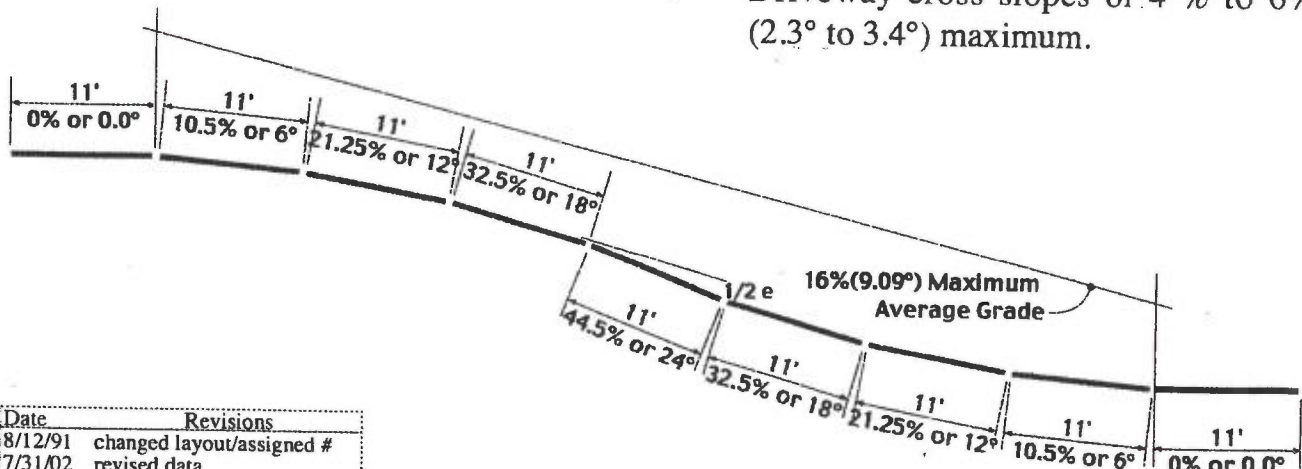
Maximum Driveway Slopes & Critical Angles



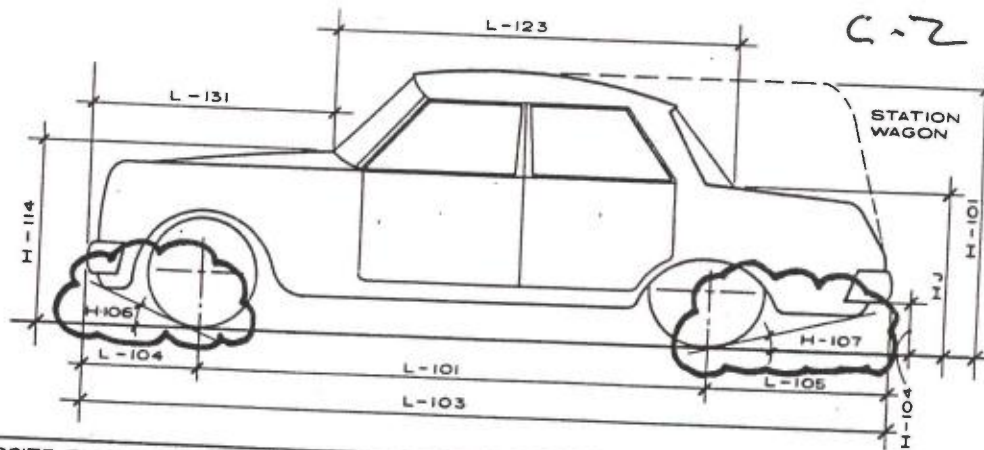
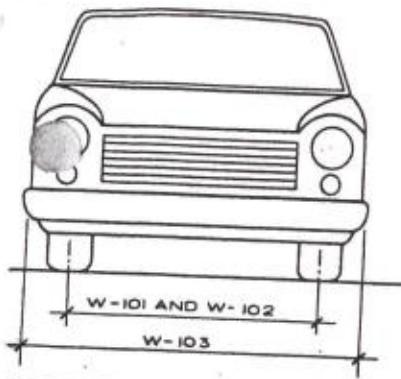
a = Maximum approach angle	= 20.2° = 36.8%
b = Maximum departure angle	= 9.2° = 16.2%
c = Minimum running ground clearance	= 4.3"
d = Design vehicle wheelbase	= 10.8' (Salt Lake City Design = 11')
e = Maximum ramp breakover angle	= 8.2° (Salt Lake City Design = 10.5% (6°))
k = Crest of curve arc	= $d \div e$ (Salt Lake City Design = 1.05)



Driveways leaving a public right-of-way should not exceed a maximum slope of 8% (4.57°) from gutter to property line. The slope should be transitioned beyond the property line no more than a maximum of 16% (9.09°) average grade to the parking pad. Driveway cross slopes of .4 % to 6% (2.3° to 3.4°) maximum.



Date	Revisions
8/12/91	changed layout/assigned #
7/31/02	revised data
2/24/03	revised data
5/04/05	revised data



AMERICAN AUTOMOBILE DIMENSIONS - COMPOSITE ELEVATIONS OF AUTOMOBILE DEvised BY AGS STAFF (STANDARD DIMENSIONS OF AUTOMOBILE MANUFACTURERS ASSOC. INC.)

NOTES :

- 1 - Foreign cars not included (except Volkswagen, see below).
- 2 - Dimensions are for 1968 models.
- 3 - Dimensions cover: sedans, coupes and station wagons.

OVERALL DIMENSIONS

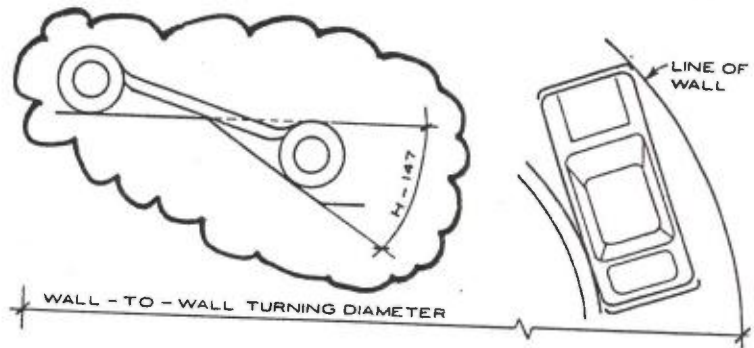
	MINIMUM	MAXIMUM
W-103 Overall width	Corvette 5'-9 1/4"	Buick 6'-8"
H-101 Overall height	Corvette 3'-11 3/4"	Jeep 5'-3 13/16"
L-101 Wheelbase	Corvette 8'-2"	Cadillac 11'-0"
L-103 Overall length	AMC AMX 14'-10 1/4"	Cadillac 19'-0 1/4"
H-156 Ground clearance	Pontiac 0'-3 11/16"	Jeep 0'-7 11/16"

ANGLES, RAMPS & DIAMS

	MINIMUM	MAXIMUM
H-106 Angle of approach (degrees)	Cadillac 19.2°	Jeep 39.0°
H-107 Angle of departure (degrees)	Mercury 10.8°	Javelin 23.8°
H-147 Ramp breakover angle (degrees)	Tempest 9.0°	Jeep 24.0°
Wall to wall turning diam. (ft.)	Jeep 37'-8"	Oldsmobile 49'-7"

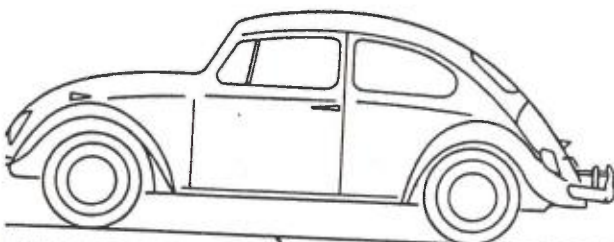
REAR OF CAR DIMENSIONS

	MINIMUM	MAXIMUM
H-106 at rear window to grnd.	Firebird 2'-9 13/16"	Checker 3'-10 1/2"
L-105 Overhang rear	Camaro 3'-4"	Imperial 5'-4"
W-102 Tread width - distance between ϕ of tires at ground	Rambler 4'-7"	Pontiac 5'-4"
L-104 Bottom of rear bumper to ground	AMC Ambassador 0'-9 11/16"	Camaro 0'-17"
L-153 Rear axle differential to ground	Buick 0'-5"	Chrysler 0'-7 1/2"



FRONT OF CAR DIMENSIONS

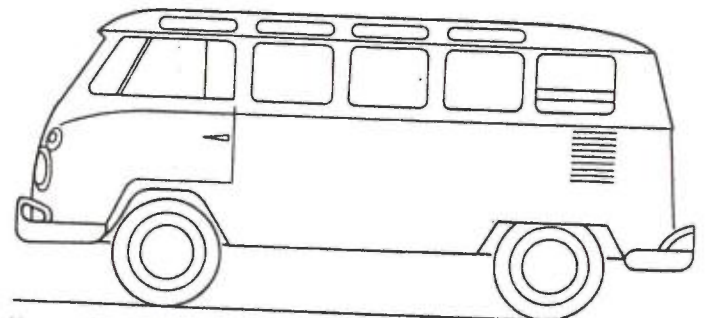
	MINIMUM	MAXIMUM
H-114 Hood at rear to ground	Corvette 2'-2 1/2"	Checker 3'-10 1/2"
L-104 Overhang front	Jeep 2'-4 3/4"	Eldorado 3'-8"
L-131 Front of car to base of windshield	Jeep 4'-4 3/4"	Toronado 6'-0"
W-101 Tread width-distance between ϕ of tires at ground	Rambler 4'-8"	Toronado 6'-3 1/2"
L-123 Upper structure	Corvette 4'-7 1/2"	Rebel 11'-11 3/16"



VOLKSWAGEN SEDAN

DIMENSIONS - SEDAN

Overall height	4'-11"
Overall length	13'-3"
Wheelbase	7'-10 1/2"
Front tread width	4'-3 1/2"
Rear tread width	4'-5"
Overall width	5'-1"



VOLKSWAGEN MICROBUS

DIMENSIONS - MICROBUS

Overall height	6'-5"
Overall length	14'-6"
Wheelbase	7'-10 1/2"
Front tread width	4'-6 1/2"
Rear tread width	4'-8"
Overall width	5'-9 1/2"

Bureau of Street Use & Management -
- provide data for Chapman & Folsom -

C-3



400 Commonwealth Drive, Warrendale, PA 15096-0001

SURFACE VEHICLE RECOMMENDED PRACTICE

SAE J689

REV.
JUN96

Issued 1960-03
Revised 1996-06

Superseding J689 DEC89

Submitted for recognition as an American National Standard

(R) CURBSTONE CLEARANCE, APPROACH, DEPARTURE, AND RAMP BREAKOVER ANGLES— PASSENGER CAR AND LIGHT TRUCK

1. **Scope**—This SAE Recommended Practice applies to rigid bumper or rigid structure points and flexible components of passenger cars, multipurpose passenger vehicles, and light trucks. This document is intended as a guide toward standard practice and is subject to change to keep pace with experience and technical advances.
- 1.1 **Purpose**—The purpose of this document is to provide minimum static design guidelines for curbstone clearance, approach, departure, and ramp breakover angles. This is to minimize damage, if any, in normal vehicle use conditions. This document also encompasses all current worldwide regulations and requirements.
- 1.2 **Field of Application**
 - 1.2.1 PASSENGER CAR, MULTIPURPOSE PASSENGER VEHICLE (MPV), AND LIGHT TRUCK
 - 1.2.2 **MINIMUM ANGLES AND CLEARANCES**—Under the manufacturer's most severe vehicle design load for each particular load condition, the minimum approach, departure, ramp breakover angles, and bumper-to-ground height, as indicated in Figure 1, shall be as follows:

When measuring these dimensions, flexible bumper components such as air cams, lower valance panels, and fascias should be considered. The allowable approach angle to flexible components that are allowed nonstructural damage should be 13 degrees.
2. **References**—There are no referenced publications specified herein.
3. **Definitions**
 - 3.1 **Passenger Car**—Vehicles with motive power, except multipurpose passenger vehicles, motorcycles, or trailers, designed for carrying 10 persons or less.

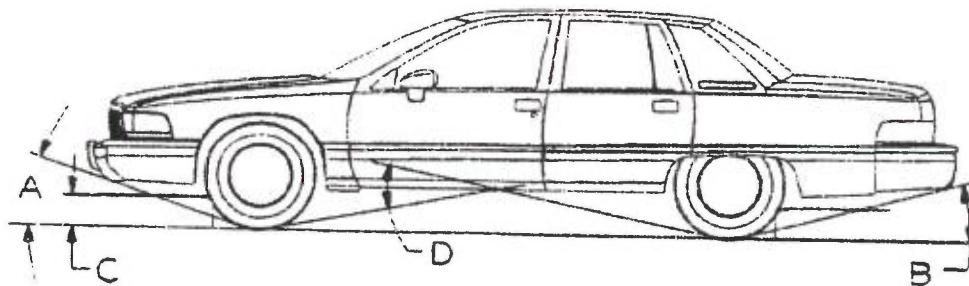
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A. Approach Angle (H106)	16 degrees
B. Departure Angle (H107)	13 degrees
C. Curbstone Height Clearance	203 mm (8 in)
D. Ramp Breakover Angle (H147)	12 degrees

FIGURE 1—MINIMUM ANGLES AND CLEARANCES

3.2 Multipurpose Passenger Vehicle (MPV)—Vehicles with motive power, except trailers, designed to carry 10 persons or less, which are constructed either on a truck chassis or with special features for occasional off-road operation.

3.3 Truck—Vehicles with motive power, except a trailer, designed primarily for the transportation of property or special-purpose equipment.

3.3.1 LIGHT TRUCK—Classification of self-propelled vehicles which are designed primarily to transport property or special-purpose equipment, and have a maximum gross weight rating (GVWR) of 4536 kg (10 000 lb) or less. GVWR is the value specified by the manufacturers as the loaded weight of a single vehicle.

3.4 Bumper to Ground

3.4.1 H102—FRONT BUMPER TO GROUND—The minimum dimension measured vertically from the lowest point on the front bumper to ground, including bumper guards if standard.

3.4.2 H103—FRONT BUMPER TO GROUND—CURB WEIGHT—Measured in the same manner as H102.

3.4.3 H104—REAR BUMPER TO GROUND—The minimum dimension measured vertically from the lowest point on the rear bumper to ground, including bumper guards if standard equipment.

3.4.4 H105—REAR BUMPER TO GROUND—CURB WEIGHT—Measured in the same manner as H104.

3.5 Angle of Approach (H106)—The angle measured between a line tangent to the front tire static-loaded radius arc and the initial point of structural interference forward of the front tire to ground. The limiting structural component shall be designated.

3.6 Angle of Departure (H107)—The angle measured between a line tangent of the rear tire static-loaded radius and the initial point of structural interference rearward of the rear tire to the ground. The limiting component shall be designated.

C-5

SAE J689 Revised JUN96

- 3.7 Ramp Breakover Angle (H147)**—The angle measured between two lines tangent to the front and rear tire static-loaded radius and intersecting at a point on the underside of the vehicle which defines the largest ramp over which the vehicle can roll.
- 3.8 Parking Curbstone Height Clearance**—The minimum curbstone clearance to any structure, mechanical, fuel tank, exhaust system, or any limiting component. The limiting components for this document are located forward of the front tires or rearward of the rear tires.
- 4. Notes**
- 4.1 Marginal Indicia**—The (R) is for the convenience of the user in locating areas where technical revisions have been made to the previous issue of the report. If the symbol is next to the report title, it indicates a complete revision of the report.

PREPARED BY THE SAE BUMPER STANDARDS COMMITTEE

c-6

SAE J689 Revised JUN96

Rationale—Revisions from SAE J689 DEC89 are based on upgrades to comply with vehicle in-transit shipping and towing and recovery requirements.

- The category "multipurpose passenger vehicles" has been included in light of the vehicles' recent popularity.
- All worldwide requirements and regulations have been considered.
- The ramp breakover angles have been increased from 10 to 12 degrees to comply to the 12 degree breakover angle required for vehicles shipped by haulaway trailers to minimize damage.
- While the 16 degree approach angle has been retained, the departure angle has been increased from 10 to 13 degrees to comply with a 13 degree requirement for car carrier transports, which can load the vehicle from either front or rear.
- 13 degree approach angle added for flexible components.
- The height under Curb Height Clearance remains unchanged.

Relationship of SAE Standard to ISO Standard—Not applicable

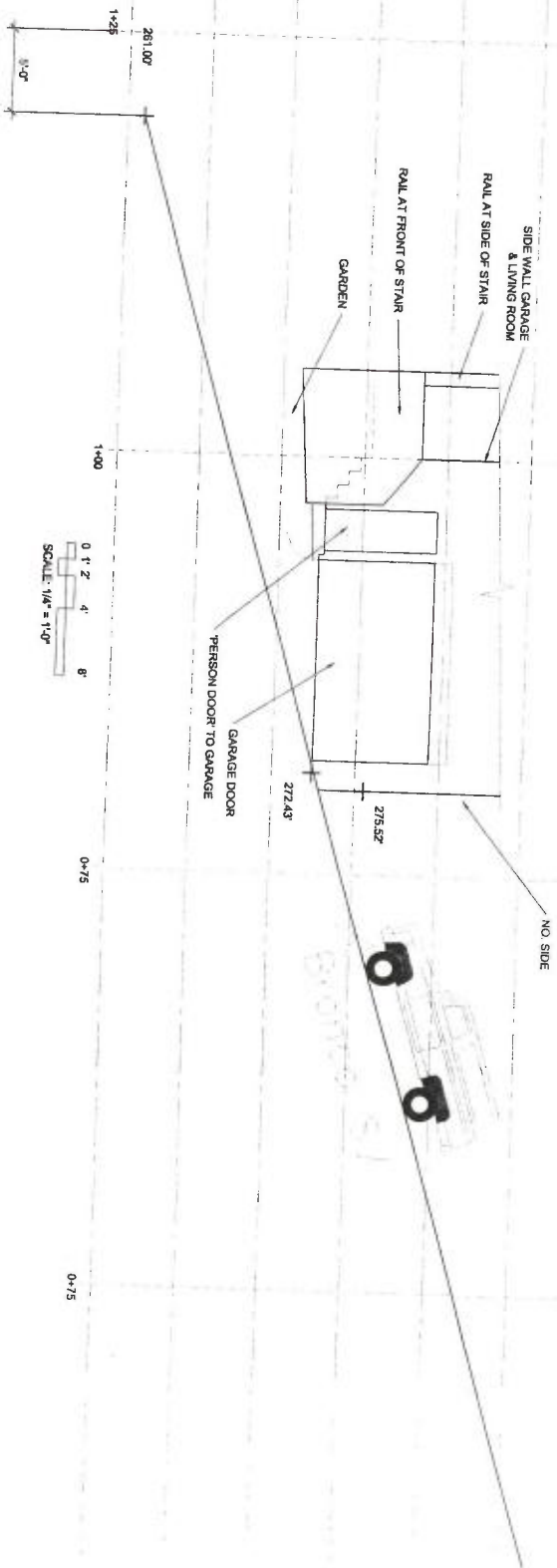
Application—This SAE Recommended Practice applies to rigid structural components of cars, multipurpose passenger vehicles, and light trucks. However, consideration should also be given to flexible components such as air dams, lower valance panels, aero shields, bumper covers, and fascias.

Reference Section—There are no referenced publications specified herein.

Developed by the SAE Bumper Standards Committee

C-7

305
300
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265
260



11 June 2003

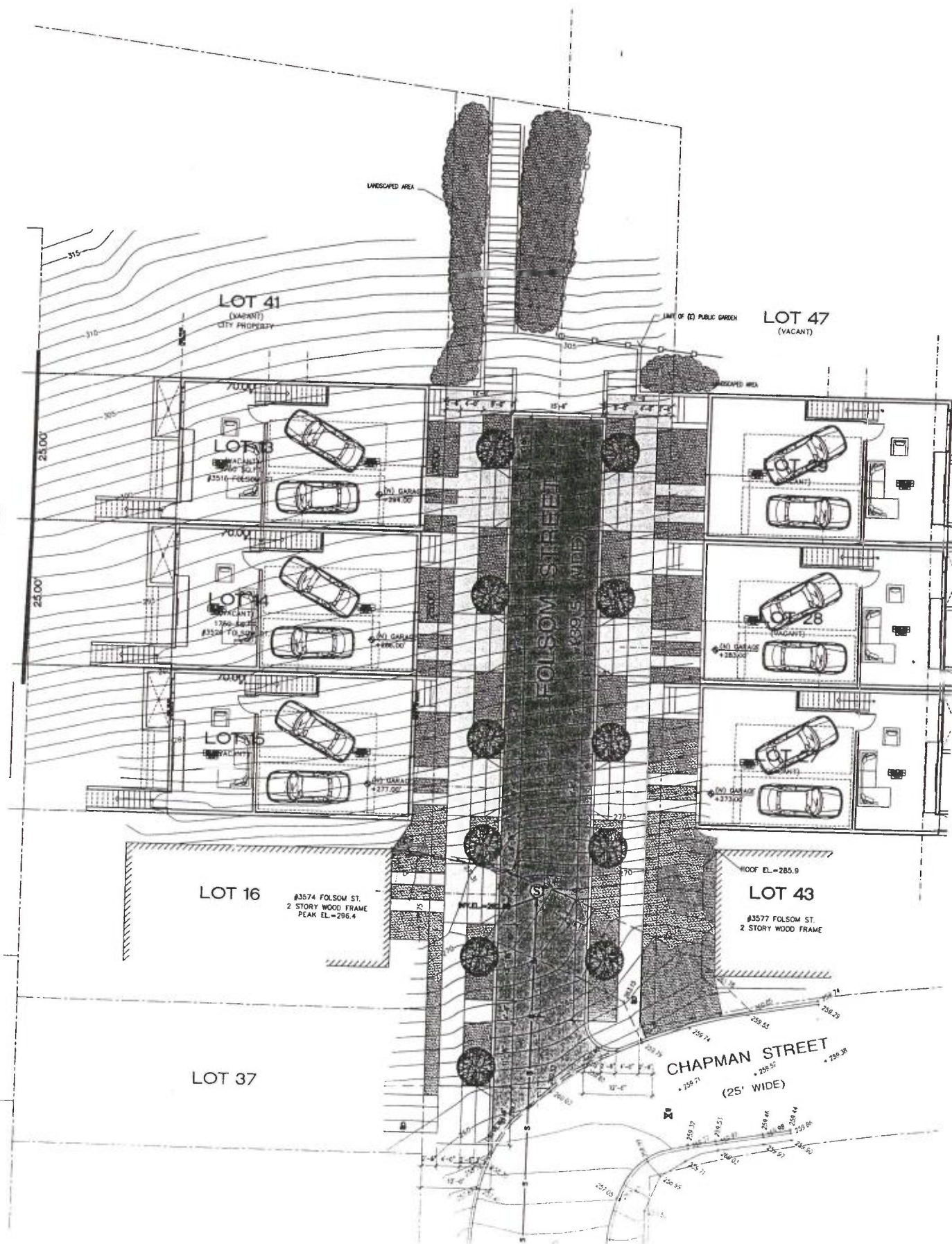
DRIVEWAY SLOPE LIMITS

The following table presents dimensions affecting performance of cars entering a driveway, for cars selected at random from autos.yahoo.com. Generally, a lower ratio of wheelbase to clearance indicates better performance at the top of the driveway (breakover). The attached sheet, copied from Architectural Graphic Standards (Sixth Edition) provides a range of approach, breakover, and departure angles.

Vehicle (03 Models)	Length (inches)	Wheelbase (inches)	Clearance (inches)	Ratio – Wheelbase to Clearance
Acura RSX	172.2	101.2	6.0	16.87
Audi A4	179.0	104.3	4.2	24.83
Buick Park Ave	206.8	113.8	5.5	20.69
Chevy Blazer	177.3	100.5	8.1	12.41
Chevy Suburban	219.3	130	8.4	15.48
Ford Taurus	197.6	108.5	5.4	20.09
Honda Civic	174.6	103.1	5.9	17.47
Infiniti I35	193.7	108.3	6.3	17.19
Infiniti Q45	199.6	113.0	5.7	19.82
Jeep Gr Cherokee	181.6	105.9	8.3	12.76
Mazda 6	186.8	105.3	5.1	20.65
Mazda Miata	155.7	89.2	4.0	22.3
Mercedes C Class	171.0	106.9	5.8	18.43
Mitsu Diamante	194.1	107.1	4.6	23.28
Nissan Maxima	191.5	108.3	5.9	18.36
Olds Aurora	199.3	112.2	5.5	20.4
Porsche 911	174.5	92.6	4.3	21.53
Saab 9-5	190.0	106.4	6.7	15.88
Subaru Legacy	187.4	104.3	6.3	16.56
Toyota Avalon	191.9	107.1	5.1	21.00
Toyota Camry	189.2	107.1	5.4	19.83
Toyota Tacoma	184.4	103.3	8.5	12.15
Volks Passat	185.2	106.4	5.8	18.34
Volvo S70	185.4	108.5	5.3	20.47

Table of worst
conditions.

ATTACHMENT
D-1



Hi,

I just received this back from Robert Bea, a UC Berkley professor emeritus in civil engineering....

-Marilyn

Sent from my iPhone with apologies for typos

Begin forwarded message:

From: "Robert G. BEA" <bea@ce.berkeley.edu>

Date: May 5, 2014, 10:26:47 AM PDT

To: Marilyn Waterman <yaviene@yahoo.com>

Subject: Re: Inquiry about Gas Transmission Pipeline 109 from concerned SF residents

Reply-To: bea@ce.berkeley.edu

Happy Monday Marilyn,

given the background you provided in your email, yes - you should be concerned.

there are several points in your summary that provide a good basis for your concerns:

- 1) old (1980s) PG&E gas transmission pipeline installed in area with highly variable topography,
- 2) no records on the construction, operation, and maintenance of the pipeline,
- 3) no definitive guidelines to determine if the pipeline is 'safe' and 'reliable',
- 4) apparent confusion about responsibilities (government, industrial - commercial) for the pipeline safety, reliability, and integrity.

this list is identical to the list of concerns that summarized causation of the San Bruno Line 132 gas pipeline disaster.

the fundamental 'challenge' associated with your concern is tied to the word 'safe'. unfortunately, it has been very rare that i have encountered organizations that have a good understanding of what that word means, and less of an understanding of how to demonstrate that a given system is 'safe enough'.

during my investigation of the San Bruno disaster, i did not find a single document (including trial deposition transcripts) that clearly indicated PG&E or the California PUC had a clear understanding of the word 'safe': freedom from undue exposure to injury and harm.


much of this situation is founded in 'ignorance'. it is very rare for me to work with engineers who have a comprehensive understanding of what the word safe means - and no clue about how to determine if a system is either safe or unsafe. the vast majority of governmental regulatory agencies are even worse off.

i have attached a graph that helps me explain the important concepts associated with determining if a system is safe or unsafe. the vertical scale is the likelihood of a failure. the horizontal scale is the consequences associated with a failure. the diagonal lines separate the graph into two quadrants: safe and not safe. if the potential consequences associated with a failure are low, then the likelihood of the failure can be high. if the potential consequences are very high, then the probability of failure must be very low. uncommon common sense.

on the graph, i shown a system that was designed for a particular 'risk' (combination of likelihood and consequences of failure). when it was constructed, the risk increased due to construction 'malfunctions' - like bad welding. when the system was put into service, the risk increased further - perhaps due to poor corrosion protection and due to the area around the pipeline being populated with homes, businesses, schools and other things that increase the potential consequences of a major failure. once it

is determined that the system that was originally designed to be safe, is no longer safe, then it is necessary to do things that will allow the system to be safely operated....reduce the likelihood of failure (e.g. repair the corrosion) and reduce the consequences of failure (e.g. install pressure control shut off sensors and equipment that can detect a loss of gas and rapidly shut the system down)....or replace the segment of the pipeline that no longer meets safety - reliability requirements.

after i completed my investigation of the San Bruno disaster, i prepared a series of 'graphics' that summarized my findings. because the graphics file is very large, i have sent the file to you as a Google Document with a link you can use to view or download the document to your computer.

 **The San Bruno Root Cause Analysis.pdf**

i know this has been a long answer to your short question. i hope it will help you understand how to better communicate your valid concerns regarding this development.

bob bea

Robert Bea

Professor Emeritus

Center for Catastrophic Risk Management

University of California Berkeley

Email: bea@ce.berkeley.edu

Risk Assessment & Management Services

60 Shuey Drive

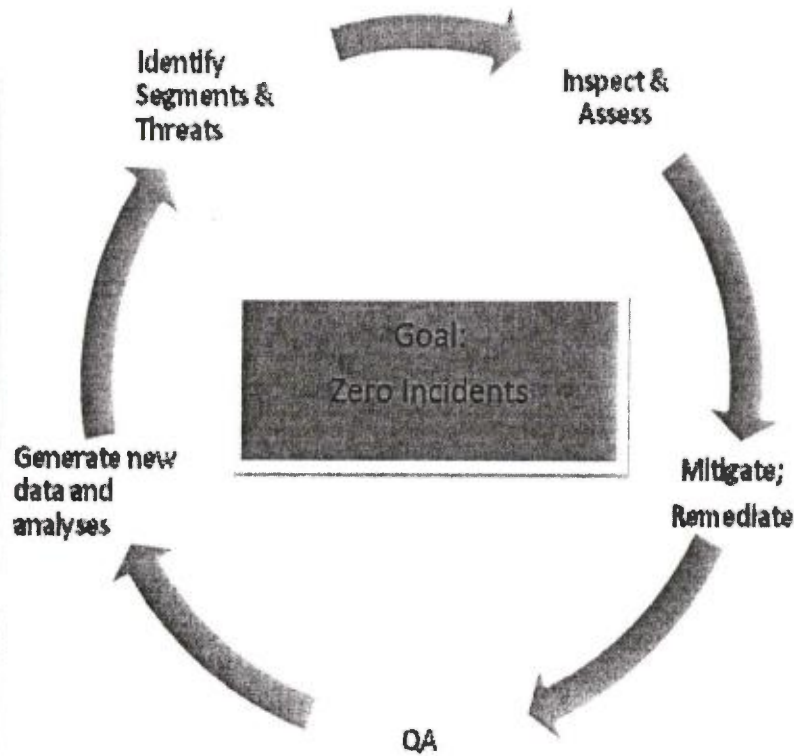
Moraga, CA 94556

925-631-1587 (office)

Pipeline Integrity Management Goal: Zero Significant Incidents (Interstate Natural Gas Association of America)

CENTRAL TENETS

- If an activity is not documented, it was not done
- A threat is assumed to exist until it can be demonstrated it does not exist
- The re-inspection interval should be scheduled to ensure the integrity of the



ENABLERS

- Project development
- Routing
- Design
- Construction
- Commissioning
- Complete accurate documentation
- Operating and maintenance data and records
- Subject matter expertise
- Coordination & communication
- Audits
- Process management
- Engineering standards

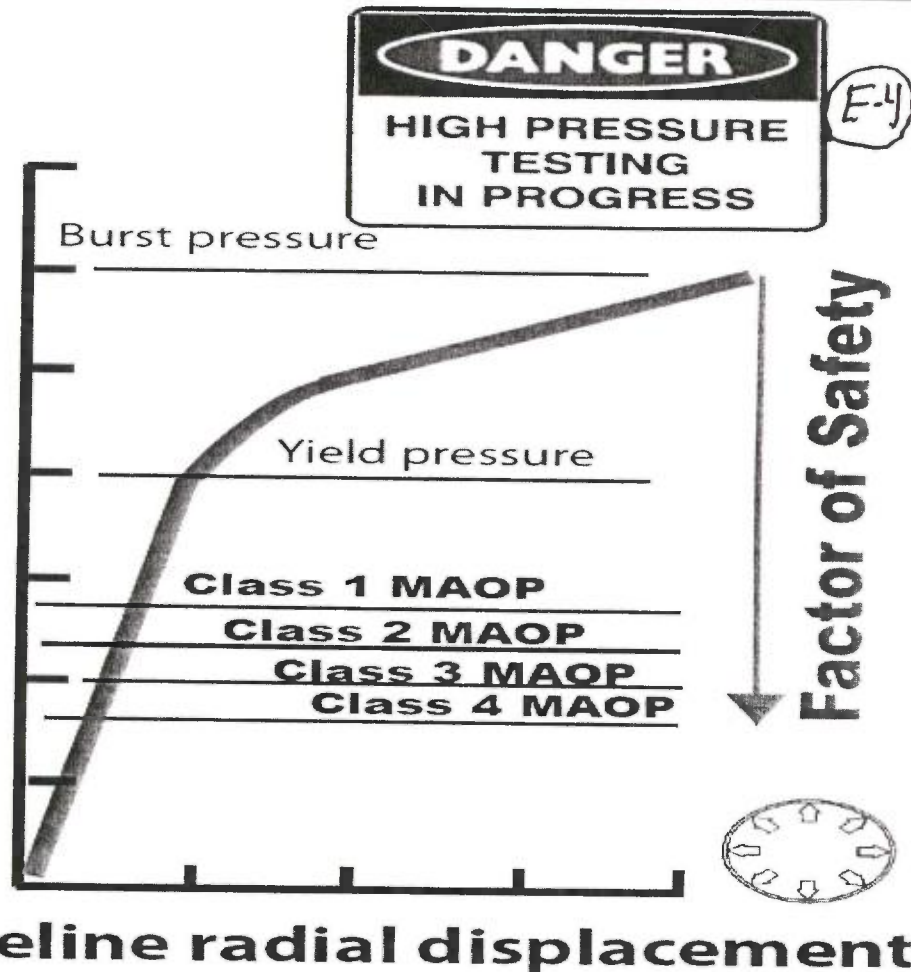
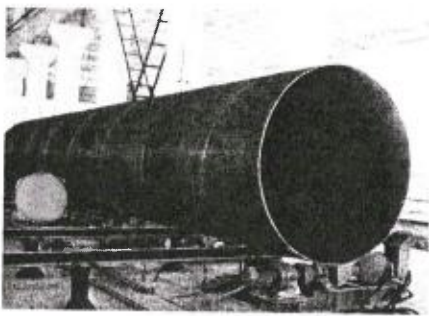
E-3

Pipeline Integrity Management

(MAOP – Maximum Allowable Operating Pressure)



Internal pipeline pressure



Pipeline and Hazardous Materials Safety Administration (PHMSA)

● Integrity Management requirements (49 CFR 192)

Identification of High Consequence Areas

E-5

Baseline assessment plans

Identification of threats to segments

Direct assessment plans

Defects remediation plans

Plans for continual Integrity Management assessment

Plans for confirming direct assessments

Provisions for protection of High Consequence Areas

Performance plans and measures

Record keeping provisions

Management of change processes

Quality assurance and control plans

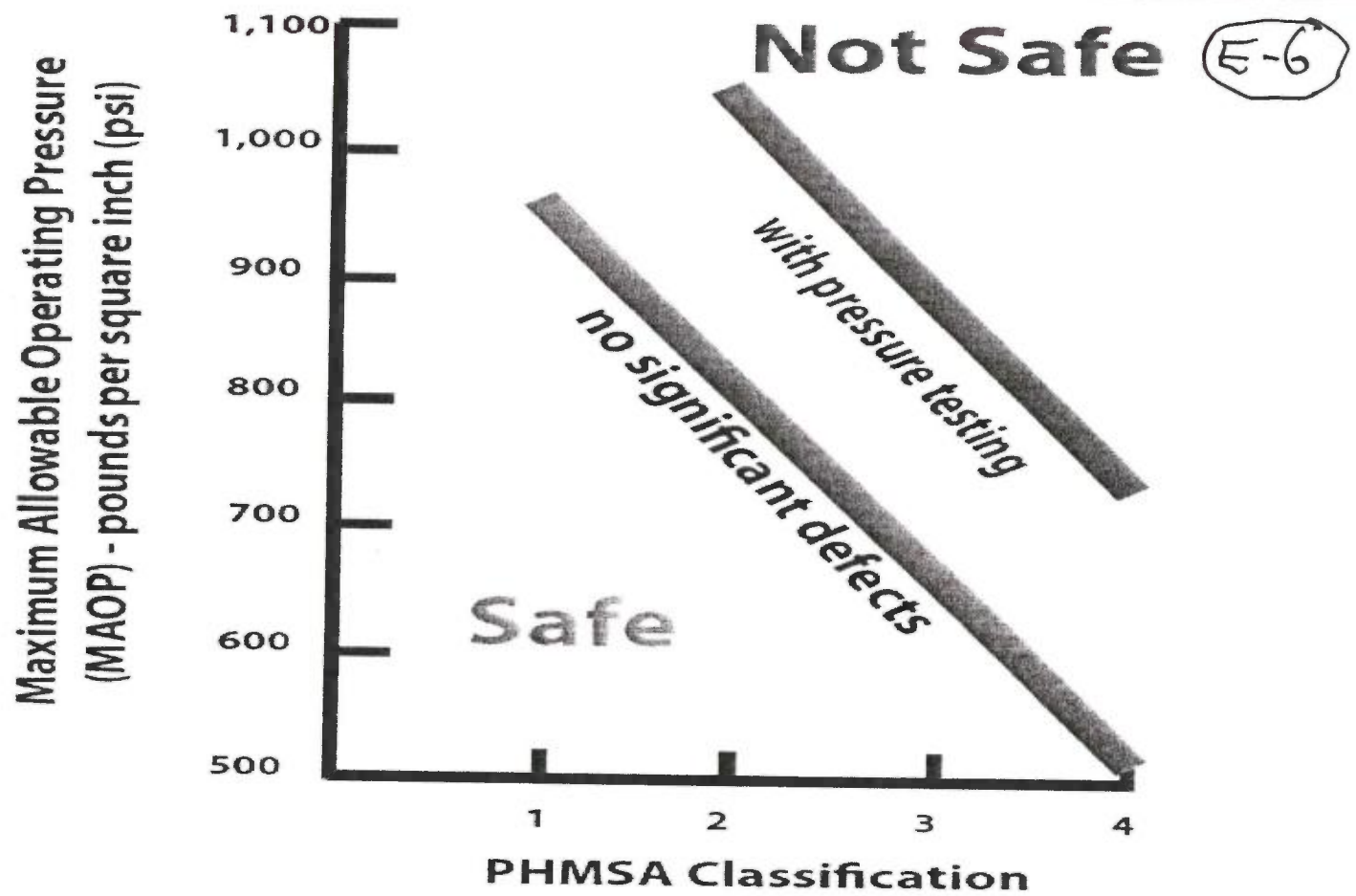
Communications plans

Provision of Integrity Management plans

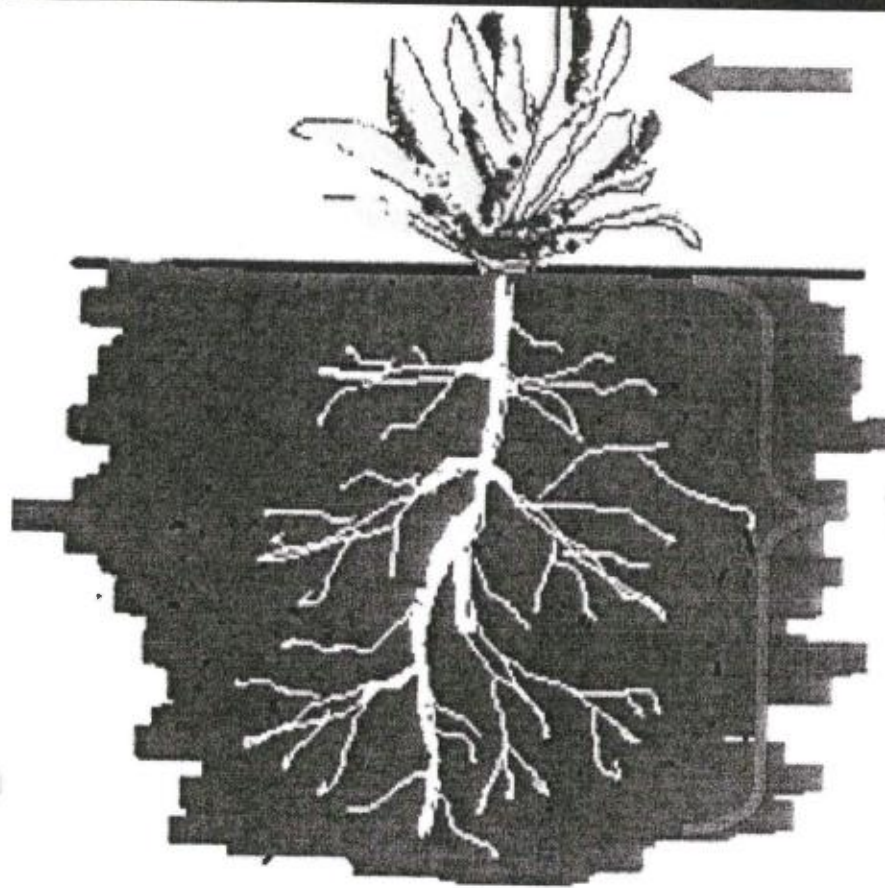
Procedures to minimize environmental and safety risks

Process for identification and assessment of newly identified High Consequence Areas

Pipeline Integrity Management



Forensic Engineering □ Root Cause Analysis □

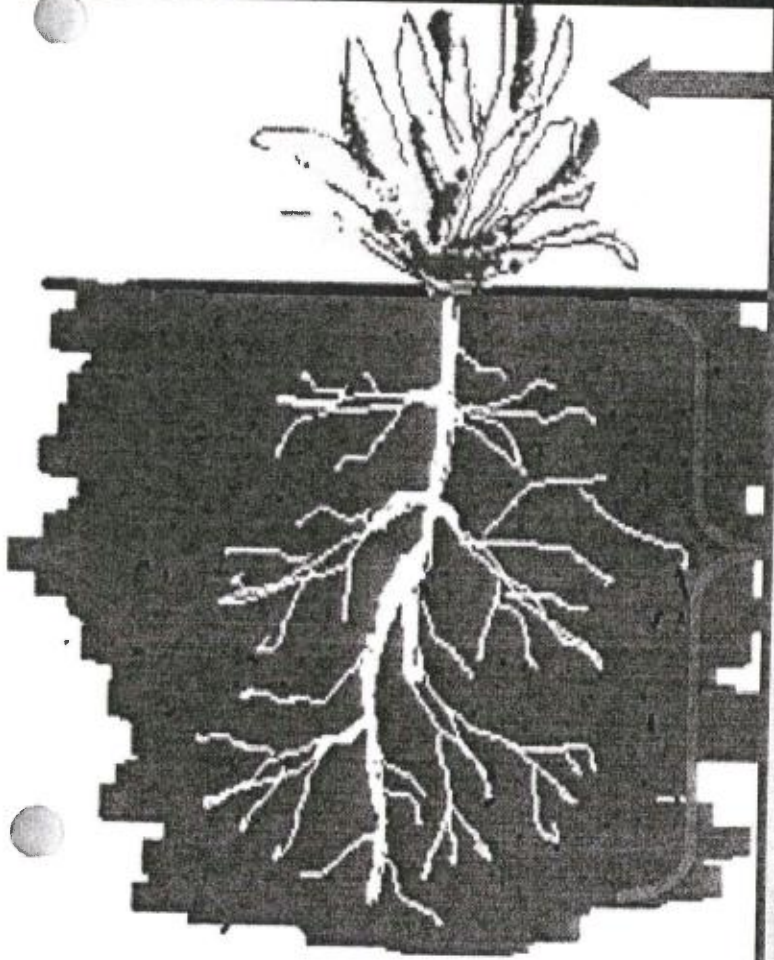


"The Weed" (E7)
Above the surface
(obvious)

The Underlying Causes
"The Root"
Below the surface
(not obvious)

Forensic Engineering

Root Cause Analysis



- Root cause analysis helps identify what, how and why something happened, thus preventing recurrence.
- Root causes are underlying, are reasonably identifiable, can be controlled by management and allow for generation of recommendations.
- The process involves data collection, cause charting, root cause identification and recommendation generation and implementation.

E-8

Crestmoor High Consequence Area



E-9

Summary of Testimony

E-10

**PG&E was responsible and
accountable for the
INTEGRITY MANAGEMENT
(SAFETY)
of Line 132 Segment 180
(*the pipeline*)**

Summary of Testimony

PG&E knew if *the pipeline* ruptured and ignited there would be deaths, injuries, property and productivity losses

(E.11)

Summary of Testimony

PG&E designed and constructed *the pipeline* during a 1956 relocation project with multiple geometric, material, and welding defects

E.12



Driveway at 3574 Folsom St, corner of Folsom + Chapman St



3574 Folsom St. house and driveway



Driveway at 3574 Folsom St / Folsom + Chapman



Construction truck stuck in 3580 Folsom St driveway due to steep slope during a renovation on Banks St.

APPLICATION FOR Discretionary Review

1. Owner/Applicant Information

DR APPLICANT'S NAME: HERB FELSEN FELD (for Neighbors Against Upper Folsom Street Extension)		
DR APPLICANT'S ADDRESS: 3574 Folsom Street	ZIP CODE: 94110	TELEPHONE: (415) 601-5062
PROPERTY OWNER WHO IS DOING THE PROJECT ON WHICH YOU ARE REQUESTING DISCRETIONARY REVIEW NAME: Fabien Lamnoye		
ADDRESS: 297c Kansas Street	ZIP CODE: 94110	TELEPHONE: (415) 626-8808
CONTACT FOR DR APPLICATION: Same as Above <input checked="" type="checkbox"/>		
ADDRESS:	ZIP CODE:	TELEPHONE: ()
E-MAIL ADDRESS: herb felsenfeld@gmail.com		

2. Location and Classification

STREET ADDRESS OF PROJECT: 3526 Folsom Street		ZIP CODE: 94110
CROSS STREETS: undeveloped land, near Chapman St. and Folsom Streets		
ASSESSORS BLOCK/LOT: 5626 / 014	LOT DIMENSIONS: 25' x 70'	LOT AREA (SQ FT): 1750 sq ft
ZONING DISTRICT: RH-1 / 40' X Bernad Hts. SUD		HEIGHT/BULK DISTRICT: 28'-7"

3. Project Description

Please check all that apply

Change of Use ☐ Change of Hours ☐ New Construction ☒ Alterations ☐ Demolition ☐ Other ☐

Additions to Building: Rear ☐ Front ☐ Height ☐ Side Yard ☐
Present or Previous Use: **vacant lot**Proposed Use: **Single Family Dwelling**Building Permit Application No. **2013.12.16.438**Date Filed: **12.17.2013**

Discretionary Review Request

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

1. 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.

See Attached

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:

See Attached

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?

See Attached

4. Actions Prior to a Discretionary Review Request

Prior Action	YES	NO
Have you discussed this project with the permit applicant?	<input type="checkbox"/>	<input type="checkbox"/>
Did you discuss the project with the Planning Department permit review planner?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you participate in outside mediation on this case?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

See Attached

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

Signature: _____

Date: September 15, 2015

Print name, and indicate whether owner or authorized agent

APRANTE FELSARDA

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	<input checked="" type="checkbox"/>
Address labels (original), if applicable	<input checked="" type="checkbox"/>
Address labels (copy of the above), if applicable	<input checked="" type="checkbox"/>
Photocopy of this completed application	<input checked="" type="checkbox"/>
Photographs that illustrate your concerns	<input type="checkbox"/>
Covenant or Deed Restrictions	<input type="checkbox"/>
Check payable to Planning Dept.	<input checked="" type="checkbox"/>
Letter of authorization for agent	<input type="checkbox"/> N/A
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)	<input type="checkbox"/>

NOTES:

☐ Required Material.

☒ Optional Material.

☐ Two sets of original labels and one copy of addresses of adjacent property owners and owners of property across street.

RECEIVED

SEP 15 2015

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
PIC

For Department Use Only

Application received by Planning Department:

By: Isoken Omokaro

Date: 9-15-15

DISCRETIONARY REVIEW REQUEST

#1 - " ... reasons for requesting DR ... what are the exceptional and extraordinary circumstances that justify DR ... How does it conflict with the General Plan or Priority Policies or Residential Guidelines ... cite sections ... "

The exceptional and extraordinary circumstances that prompt this DR Request come from our close examination of the following documents: (1) the City's General Plan (2) the Planning Code's Priority Policies; (3) Urban Design Elements; (4) the Residential Design Guidelines; (5) The East Slope Design Review Board (ESDRB) Guidelines; and (6) The Bernal Heights Special Use District provisions of Section 242. We will take these documents in order, as per below.

(1) General Plan

"San Francisco is a special place ... the center, the soul of the region, and co-operative efforts to maintain the areas quality of life are imperative (p. 1/7)." The project is a collection of undistinguished buildings that are unresponsive to the surrounding environment. As well they mar a "hilltop that reveals extraordinary vistas (ibid.)." These building are an intrusion on the "dramatic physical beauty (ibid.) " of this section of Bernal Heights.

This area is one with "qualities that make San Francisco unique" and are to be "preserved and enhanced (p.2/7)." The project will disturb those qualities by creating houses that are out of character with the surrounding hillside. Large-scale development with undistinguished design, totally separate from other houses on the block and nearby are particularly unappealing and intrusive. They permanently disturb the "creative consensus concerning ... environmental issues (p. 2/7)." These houses are out of step with "the attainment of the following goals;

- Protection, preservation, and enhancement of the ... esthetic values that establish the desirable quality and unique character of the city.
- Improvement of the city as a place for living by aiding in making it more healthful, safe, pleasant, and satisfying with housing representing good standards ... and adequate open spaces ... (p.3/7)."

Because these houses are out of scale, size, mass, and character with the houses and surrounding environment they will intrude in, and work against the esthetic values that establish Bernal Heights as a unique, special neighborhood. They will be created on a new street that is not healthy, not safe, not pleasant and not satisfying. Therefore, the project does not represent "good standards ... and adequate open spaces." In fact, it subverts good standards and adequate open spaces.

(2) Priority Policies - and -
URB.CPN.1.9 Section 101.1 (b)

This section designates two **General Plan Priority Policies** related to housing: (1) "affordable housing" and (2) "neighborhood character".

These policies and objectives state:

- "That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods (p. 4/7)." The sheer mass, size, scale, and overall design of this proposed house is totally at variance with the small-scale, rural nature of the neighborhood dwellings surrounding it. It will not conserve and protect neighborhood character since it is so out of scale with the neighbors. It is out of the economic range of diverse low-income families.
- "That the City's supply of affordable housing be preserved and enhanced" and "open space and their access to sunlight and vistas be protected from development (p. 4/7)." The proposed house will fly in the face of affordable housing. It will likely sell for upwards of \$2,000,000.00. This is not what the framers of the Priority Policies had in mind for the goal of "affordable housing". In fact this proposed house would be the polar opposite of affordable.

If the intent of the goal is to protect "open space (ibid.)", then this project will run counter to that goal. A house that is twice as large as its neighbors will consume - not protect, preserve and enhance open space.

(3) General Plan - Urban Design Elements -
Introduction, City Pattern
URB.CPN.1.3

"Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts." (i.e., Bernal Heights)

Attachment A shows a plan to build six (6) houses on the current available lots on Upper Folsom Street. The applicant prepared these plans at the instruction of City staff and they were presented at an ESDRB community meeting. They show what could be done in the future on this parcel of undeveloped land. We contend that when this occurs the entire area of undeveloped land will be in violation of the URB.CPN.1.3.

Building on the six (6) lots will create a total effect that forever alters the unique, rural and special character of this particular piece undeveloped land. It will obliterate the unique, rural and special character of the land; the total effect will be to ruin, negate, and destroy its

distinctive natural beauty. Qualities that have been nurtured and conserved for many decades will be lost.

(4) Residential Design Guidelines

Visual Character

a. "... buildings must be designed to be compatible with the scale, patterns and architectural features of surrounding buildings, drawing from elements that are common to the block (p. 9)." The proposed building is (as per the table listed on page 9) completely incompatible with scale of the buildings below it on Folsom Street, as well as on Gates Street. This is due to inappropriate massing, lack of detail, boxy appearance, flat front facade and architectural unresponsiveness to the hillside. Unlike the houses around it, this house maximizes every inch of available space making it unlike its neighbor houses in pattern and architectural features.

b. "... designer has a greater opportunity and responsibility to help define, unify, and contribute positively to the existing visual context (p. 10)." The applicant shirks his responsibility and avoids the opportunity to contribute positively to the existing context. The houses do not draw on the best (most logical, most neighborhood friendly) characteristics of neighboring dwellings. Once again the applicant does not

use sensitive development to allow this proposed house to fit in well with its neighbors.

Side Spacing Between Buildings

"Side spacing helps establish the individual character of each building. It creates a rhythm to composition of a proposed project. Projects must respect the existing pattern of side spacing (p.15)." The project opposes the open character of the houses around it. The surrounding houses have side yards that travel the length of the house. This project does not. Thus it ignores neighbor character, creating a dysfunctional rhythm that is jarring and visually unpleasant. The project is designed to disrespect the existing pattern of side spacing.

Building Scale

"It is essential for a building's scale to be compatible with that of surrounding buildings, in order to preserve the neighborhood character. Poorly scaled buildings will seem incompatible (too large) and inharmonious with their surroundings (see table, p. 17)." This building is out of scale with its neighbor's small architectural footprint. It forces a new and disruptive character on a small-scale, unique, rural space. The incompatibility with neighboring buildings is glaring and obvious. It does not preserve neighborhood character.

(5) East Slope Design Review Board Guidelines (Attachment A)

"The Bernal Heights East Slope is a special neighborhood and the qualities that make it that way are cherished by all those (with a) commitment to seeing them preserved ... (p.2)." The large scale of these proposed buildings are not in keeping with the special neighborhood characteristics (small dwellings, visually interesting design elements, unique rural attributes, etc.) that have traditionally been a feature of this Bernal neighborhood.

"Much recent development is not only inconsistent but often at odds with the smaller existing structures. ... East Slope's rural characteristics rapidly are disappearing along with views, open space, and trees. Some new buildings have created "canyons" blocking sunlight and presenting building facades which are copies of a single undistinguished design (ibid.)." This proposed building is a prime example of one that is "inconsistent and at odds with smaller existing structures." It simply does not fit in with the character of the neighborhood and its surrounding buildings. As well the building façade of 3516 Folsom is undistinguished (as noted by the **ESDRB**).

" ... architecture (is) a matter of good manners, being part of the whole street, being part of the fabric of the

city (ibid.)." The proposed house does not fit in with the whole street, or the surrounding houses. It has the opposite effect of "beating its chest or shouting at neighbors (ibid)."

(6) Sec. 242. Special Use District (Attachment B)

" (b) Purposes. In order to reflect the special characteristics and hillside topography of an area of the City that has a collection of older buildings situated on lots generally smaller than the lot patterns in other low-density areas of the City, and to encourage development in context and scale with the established character, there shall be a Bernal Heights Special Use District (<http://planning.sanfranciscocode.org/2/242/>)".

This section of the San Francisco Planning Code encourages development "in context and scale with the established character (ibid.)" of Bernal Heights. The proposed development is clearly - from the facts that have been presented previously and the facts contained in the following pages - not in context or in scale with the established character of this neighborhood.

#2 "... unreasonable impacts ... adverse effects ... who would be affected ... how?"

There are many unreasonable impacts and adverse effects of this project on our neighborhood. One, among many, that affects us most critically is the driveway shared by 3574 and 3577 Folsom Street.

The applicant has refused to provide accurate, complete and detailed visual information on this portion, or indeed any portion of his project. No engineered drawings exist.

As a result of this refusal neighbors have received no information on the following:

- A detailed design of the areas in front of 3577/3574 Folsom Street?
- A detailed design of the walks and driveways, walls if any, and landscaping?
- A detailed design of what will remain of our current walk/driveway, our walls, or our landscaping?
- A description of who will do the designs? Who will direct and approve the designs? Who will pay for it? Who will supervise the plan check and permit fees for any alternation or change in configuration of the driveway at 3577/3574 Folsom Street?

- Who will build this driveway? Who will pay for it? Who will certify that the work will have warranties, and that the warranties will be enforced?
- Will the applicant allow the owners of 3574/77 Folsom Street to select the designer and contractor for design and construction of the driveway? Will the applicant pay the costs incurred by the selected designer and contractor?
- Will any unforeseen expense and effort be off-loaded to the owners of the houses at 3577/74 Folsom Street? Or will all expenses be borne by the applicant?
- What are the specific and detailed inconveniences that the owners of 3577/74 Folsom Street will have to live with during construction? How long will the owners of these properties be unable to use their garage? If the owners have to park down the hill, during the months that construction takes place, how will they get into their house? What provisions will be made for neighbor parking during the construction process?
- What are the remedies if any of the homes at 3577/74 Folsom Street are damaged by construction operations? What provisions are made for settlement due to slope failure in front of these houses as a result of excavation for the new street?

- Why is the break-over angle, where the new block starts up from the Chapman Street intersection, not shown on any of the applicant's drawings? Is the slope of the new block of Folsom Street greater than 36%?
- The applicant is on record as stating (at the last public ESDRB meeting), "the driveway at 3574 Folsom Street will have to be raised two (2) feet". If this project is approved how will cars be prevented from bottoming out as they traverse the driveway and garage.
- What is the new break-over angle at the 3574 Folsom Street garage?
- How high will the new entrance be to the garages at 3574/77 Folsom Street? How will a car be able to traverse the new grade changes?
- How much higher will the new grade be over the existing grade?
- How will new drainage problems be handled at the 3574/77 Folsom Street homes?
- What is the break-over angle for the new houses proposed for 3516 and 3536 Folsom Street? They appear to approach 100%/45 degrees on the right side (**see attachment C**). The difficulty of the traverse seems to be compounded by the height of the garage door, i.e., a car traversing the driveway may be too high to fit under the garage door opening. A sedan can likely get scraped top and

bottom driving in to one of those garages. Will the proposed garages be impassable by automobile?

INCOMPLETE STREET DESIGN AND LACK OF NEIGHBORHOOD REVIEW OF STREET DESIGN

There will also be unreasonable impacts and adverse effects on the intersection of Chapman and Folsom Streets. The East Slope Design Review Board is on record as stating that the existing character of the intersection must be maintained.

- The applicant's design, or design information is incomplete because the grading for the street is not shown. This includes information for the proposed driveways for the new proposed homes (as previously mentioned above).
- How steep will this new street be?
- We request complete design information, including spot elevations and slopes at both sides of each driveway.

Until site design drawings for the re-design of the proposed extension of Upper Folsom Street, and the intersection of Chapman/Folsom has been submitted and approved, we believe this application is incomplete.

We believe this to be true because:

1. The new contours and the new grades are unknown.

2. Neighbors have been denied access to a proposed new topographic map
3. We have never seen how the entire new proposed street is being changed from the Community Garden all the way down to the intersection of Chapman and Folsom.
4. We have never seen how cars will enter and exit the garage at 3526 and 3516 Folsom Street. How will these five (5) cars enter & exit their respective garages? How will they then backup and/or go down Upper Folsom to access the intersection and "Lower" Folsom Street? How will these five (5) cars address the increased traffic coming at them from the following:
 - a. Chapman Street - West
 - b. 3574 Folsom - entering/exiting garage
 - c. 3580 Folsom - entering/exiting garage
 - d. Folsom Street - North/South traffic
5. Where is the full size to scale drawing for the proposed new street?

The proposed design of the intersection of Folsom and Chapman Streets appears too narrow to allow two vehicles to pass each other when cars are parked on Chapman facing east. Emergency vehicles (Fire, Ambulance, Police) and service vehicles (Garbage and Recology, Fed Ex, UPS, etc.) will struggle - or be absolutely unable - to have access and egress.

Please do not to add more unsafe traffic conditions to our local streets. This particular block is populated with children, as well as elderly and disabled people. Each of these populations is endangered by the proposed street design.

FUTURE DEVELOPMENT - "Six Lots Not Two"

All six (6) lots on Upper Folsom are capable of being developed (**Attachment D**). It stands to reason that once 3526 and 3516 Folsom Street are approved and a fully functioning road is put in, the owners of the four (4) other lots will be in an ideal and resource-rich position to develop their lots as well. When - **not if** - that happens, what is the plan for solving the problems and answering the multitude of questions noted previously?

LACK OF A 3-D MODEL

With only selected computer drawings, a developer can show the buildings in the most favorable light - and obfuscate any unfavorable perspectives. (For instance, garage access, true sense of bulk and mass, neighbors' driveways, Community Garden erosion concerns, side elevations in relation to Bernal Heights Blvd., and relationship to existing houses on Gates St., and so on.) At a previous neighborhood meeting, many neighbors

viewed the computer renditions, of the project as misleading - casting doubt on other perspectives presented by the developer.

Although specifically requested by the ESDRB to provide a physical model, the applicant said it was too expensive. We request the Commission not be taken in by this argument and respect the community need to fully understand how the proposed development will impact local residents - from Gates Street, Folsom/Chapman, Bernal Heights Blvd. and the Community Garden.

We ask the applicant to stand by the ESDRB request of a physical model - *and honor the neighbors' needs to view the proposed houses in ways they can trust.* This is a sound and reasonable request. Indeed we cannot assess the worthiness of this project without such critical visual information.

NEIGHBORHOOD CHARACTER

The proposed houses with, one with a 3-car garage at 3526 Folsom, loom out of scale for the neighborhood and are in defiance of both ESDRB Guidelines and the City's Transit First policy. They are in direct contrast to Bernal's distinctive smaller-scale housing and, specifically, the neighboring houses on this block of Folsom.

The too-big-for-the-neighborhood proposed houses - although adorned with latest trends in building material - disturbingly fit specific criticism found in the Guidelines: "The 'new vernacular form' is the maximum-building-envelope-shoebox... it is a solution without a context which isolates itself from its setting by not acknowledging its neighbors...." (ESDRB).

Bulk, Massing, and Elevations:

"Much recent development is not only inconsistent but often at odds with smaller scale existing structures." (ESDRB)

a) **Overall square footage:** It is disingenuous to think the latest blueprints reduce the square footage of the houses in any appreciable manner - or that they substantially improve elevations facing Chapman and Bernal Heights Blvd.

We respectfully request the Commission to restrict the proposed projects' square footage in relationship to existing nearby housing. The table below shows the typical Bernal dwelling on Folsom Street below the proposed houses. These houses reflect the distinctive

rural character of Bernal. The data will show that in terms of square footage, the new proposed homes do not.

Address	Livable space	Garage	Total Space
3516 Folsom St.	2125 sq. ft.	787 sq. ft.	2912 sq. ft.
3526 Folsom St.	2158 sq.ft.	775 sq. ft.	2933 sq. ft.
3574 Folsom St.	1150 sq. ft.	300 sq. ft.	1450 sq. ft.
3580 Folsom St.	1050 sq. ft.	210 sq. ft.	1310 sq. ft.
3590 Folsom St.	800 sq. ft. (appx.)	180 sq. ft. (appx.)	980 sq. ft. (appx.)

b) Three-car garages: The proposed two projects both have either a three-car, or a two-car garage, unlike any neighboring homes on Folsom Street - within 50 feet or, for that matter, in most of Bernal Heights. Indeed, a variance will be needed for the three-car garage, since it does not meet code.

Again, this is in defiance of the City's Transit First policy. *Given the times we live in, new construction condoning a three-car garage house in a city trying to wean people off cars is irresponsible and ecologically immoral.*

Please note: It was with the following rebuke that the pro-development real estate website, SF Curbed, described the applicant's 3,000 sq. ft. house that he built

and sold in another part of Bernal Heights in 2011: "Not-so-green features include a 3-car garage."

c) Side elevations: After five (5) ESDRB meetings, minimal - and nothing substantial - was done to address the ESDRB's request to improve side view elevations from Chapman and Bernal Heights Blvd. (The ESDRB even gave the applicant addresses of suggested side elevation treatments in the neighborhood to review.)

The new designs put lipstick on what are essentially big walls. To use their own language, the applicants designs are the "new vernacular" that allow for "maximum building envelope shoeboxes (**ESDRB**)."

Disturbingly, without a physical model, the neighbors are left to decipher architectural language and blueprints, which they are not trained to do. The pattern of sometimes "improving" designs with the smallest effort - and then touting these tiny steps as meeting the ESDRB's requests - underscores the need for physical models.

d) Side yards: For both safety and sunlight issues, neighbors requested side yards that went all the way through to the backyard. In fact, all the other houses on this block have such side yards - and the Guidelines specifically talk about the "relationship of individual

buildings to their lots and their immediate neighbors (ESDRB)".

Since Sept. 10, 2014 the applicant through the **ESDRB** has known about acceptable side yards for Bernal. Examples were given to the developer. An open side yard promotes an airy, not-so-urban feeling that would help mitigate the loss of sunlight and open space so close to Bernal Park. We request this style of side yard be recommended for the two proposed projects.

e) Public Safety - Rear Yard Access: There is a lack of backyard access for firefighters and public safety officers - especially along this vulnerable section of the gas transmission line. We are not satisfied that public safety officers can navigate the corner in case of a fire, health, or safety emergency.

f) Roof treatments: Despite repeated concerns from neighbors and community garden members about views and sunlight, the applicant has added an imposing new structure to the top of the proposed buildings.

This particular action follows a pattern of maximizing house size and mass - and being insensitive to neighbors and a smaller-scale neighborhood. *This new structure underscores the necessity for a physical model of the proposed projects.*

Below is the directive from a recent **ESDRB** letter:

"Plans presented have so far not clearly addressed how the new Folsom Street Extension will incorporate access to existing homes at 3574, 3577, and 3580 Folsom Street. We reiterate: develop detailed plans (with grading spot elevations), sections and elevations, and meet with these neighbors to review and agree upon driveway access and design in front of these houses."

g) Safety of Main Trunk Transmission Line (109)

- Gas transmission line 109, built in 1981, runs underneath this proposed street.
- The proposed street, flowing as it does over this 26" transmission line poses numerous dangerous safety risks. Neighbors are very worried.
- This is a densely urban neighborhood surrounding a steep, at least, 35-degree hill. Heavy earth moving equipment is known to topple over on such a steep grade, causing huge amounts of damage. Several years ago a cement truck did just that, on Folsom Street, while trying to make a turn. It resulted in a broken water main.
- The City has incomplete records about the safety of this Bernal Heights pipeline.

- The City also has no risk assessment guidelines, in the event of an accident, around gas transmission lines.

We are so concerned about the gas transmission line that we have requested advice from an internationally known engineering safety consultant, Dr. Robert G. Bea, Professor, UC-Berkeley and co-director of the Marine Technology and Management Group Center for Risk Mitigation. Professor Bea agrees with our concerns and finds them valid. His response is attached along with several slides showing the dangers of ignoring concerns regarding pipeline safety (**see attachment E**)

3. "Alternatives or changes to the proposed project ... "

We suggest a smaller house, no more than two (2) stories high, animated plane, materials, and elements that step down along the hillside, a developed and composed front façade with windows, carve-outs and appropriate changes in roof treatment (as per the **ESDRB** letter to the applicant on April 28, 2015), with square footage comparable to that of the neighbors on Folsom Street (see table above, p. 17), no garage, no external stairway, no roof garden, appropriate side yards and set-backs as per the **ESDRB** Guidelines. These houses, if designed and built correctly, would fit in perfectly with the neighborhood. They would enhance and complement the character of Bernal Heights. Almost all of the safety, traffic, and construction concerns would be eliminated. Most of the neighbor concerns would be addressed. The house would therefore conform to all elements of the **ESDRB** Guidelines.

5. "CHANGES MADE AS RESULT OF MEDIATION"

In July of 2014, at the suggestion of the **ESDRB** the applicant requested a meeting with neighbors whose driveway will be impacted by the new road. The driveway is shared and used by many neighbors and community members to not only access houses also the Community Garden, Bernal Heights Blvd. and Bernal Park. Thus our concerns stem from a group, not a few individuals. Our hope was to have an inclusive group meeting. We responded as such. No answer was forthcoming from the applicant.

We attended at least five (5) community meetings called by the ESDRB, with the applicant, over a period of eighteen (18) months. We discussed our concerns and fielded questions/responses back and forth. As a result the applicant did make some alterations to the 3516 Folsom project. The façade is more animated, changes in plane, materials, and stepped down design elements are present. No changes at all were made to 3526 Folsom.

These changes are relatively slight, relatively minimal and largely cosmetic. They do not for a moment alter the deep-seated and strongly felt concerns of the neighbors. The multiple and interconnected issues of: public safety, neighborhood character, and accessibility are as prominent now as they were when our public meetings began in December 2013.

development. The Bernal Heights East Slope is a special neighborhood and the qualities that make it that way are cherished by all those whose commitment to seeing them preserved has produced these building guidelines.

The history of the East Slope has been one of benign neglect by the City of San Francisco, however, while dirt roads and undeveloped hillsides have given the East Slope its rural character, the lack of roads and services has periodically presented real danger to the residents.

Much recent development is not only inconsistent but often at odds with the smaller scale existing structures. As a result, the East Slope's rural characteristics rapidly are disappearing along with views, open space and trees. Some new buildings have created "canyons" blocking sunlight and presenting building facades, which are all copies of a single undistinguished design.

In preparing these guidelines we have made a thorough inventory of present housing stock, vacant lots, open spaces, public areas, and streets, both developed and undeveloped.

Predominant architectural components have been examined along with the relationship of individual buildings to their lots and their immediate neighbors. These guidelines are an effort to retain the spirit of our neighborhood and to establish criteria for new housing design that will ensure, as much as possible, the continued existence of the East Slope's unique character.

How
minimizing monotony and enhancing the visual appeal of new housing.

We have tried very hard to make the guidelines prescriptive rather than restrictive. The intent is not to induce dull uniformity but rather to encourage inventive diversity while conforming to the patterns of development which have made Bernal Heights as humanly scaled as it is today.

In an interview recorded earlier in 1986, architect Hugh Jacobsen, a four-time winner of the National Honor Award of the American Institute of Architects is quoted as saying:

"From the beginning, I've looked at all architecture as a matter of good manners, being part of the whole street, being part of the fabric of the city. Good architecture, rather than beating its chest or shouting at neighbors, behaves like a well-mannered lady. There is politeness in every great city—Florence, Rome, and especially Paris. The streets have continuity but each building also has its own individuality. The buildings are at once proud and humane, standing strong in their mutual respect."

Certainly San Francisco is considered one of the great cities of the world. We fervently hope that newcomers to the East Slope, as part of a great city, will be architecturally polite so that we, the old and the new, can stand strong in our mutual respect.

SUMMARY OF DESIGN GUIDELINES

1. 9'-0" CURB CUT/SINGLE CAR GARAGE DOOR:

Garage doors shall be limited to a 10'-0" width. Curb cuts shall be 9'-0" and placed so as to create a 16'-0" curb space within the 25'-0" width of the lot to provide one full parking space on the street. In addition, the garage door shall be placed a minimum of 16'-0" from the inside edge of the sidewalk so as to provide one additional parking space per residence in the driveway.

2. LANDSCAPING • FRONT YARD SETBACKS • STREET TREES

50% of the Front Yard Setback area (not including the driveway up to the garage) shall have provision for landscaping (i.e. trees, shrubs, flower beds, ground cover, vines, etc.).

One Street Tree shall be planted at the time of construction in front of each lot within the street right-of-way, and close to the front property line. Trees shall be 15-gallon size.

3. ENTRY TREATMENT

Make the entry of the house something special — a celebration — more than just a front door. Create a transition between the street and the doorway. Give special attention to the treatment of the framing of the opening itself.

Fences or walls which enclose a lot or a portion of a lot, which run parallel to the property line on the street side, and are not structural portions of the buildings or the stair leading to it, shall not be completely solid at eye level.

4. BUILDING AND ARCHITECTURAL MASSING

Step the building with the slope of the lot. Building shall not exceed 32'-0" from any point on natural grade. This height shall be measured to the average height of a pitched roof or to the highest point of a flat roof. In addition, no point of the last 10'-0" depth of the building may exceed 2/3 the height of the highest point of the structure. Highest point, once again, is defined as the average height of the pitch on a sloped roof or the highest point of a flat roof.

At the rear, a minimum 17'-6" rearyard is required.

5. SIDEYARDS

A 4'-0" sideyard is required on one side of each 25'-0" lot. The first 5'-0" back from the street facade shall be completely open. Beyond that, two of the four additional sideyard zones must be left open (See Guideline for discussion of "zones".)

6. ROOF TREATMENT • STEP WITH SLOPE ALONG STREET

Any roof which is not pitched at a ratio of at least one in four must be designed and surfaced so as to be usable.

Any flat roof must be accessible from a prime living space without the necessity of climbing a special set of stairs to reach it.

Step rooflines of adjacent buildings up or down in imitation of the slope of the street.

7. FACADE ELEMENTS

Any balcony, porch, deck or terrace above ground level must be at least 6'-0" deep and a minimum of 36 square feet in total area.

8. COLORS & MATERIALS

No specific guidelines but suggestions and recommendations.

DESIGN GUIDELINES CONCLUSION

There are a number of topics which need to be addressed and yet do not fit into the form of a guideline. The issue of security and crime is one of these. None of the guidelines deals with insuring the safety of a home. Nowhere do we mention the use of metal grills at the entry or the elimination of landscaping to cut down on the possible hiding places. In fact, on both social-psychological and aesthetic grounds, these measures are not encouraged. It has been proven that the isolation created when people live barricaded behind fortress-like walls stimulates incidents of criminal activity more than security systems deter them.

We do not believe that the solution to crime, particularly breaking and entering, is an architectural one. The long-term solution will only come from changes in society at large, with the best short-term defense being a cohesive, responsive community which looks out for and protects its members. The basis for this sort of open communication network among neighbors presently exists in this section of Bernal Heights, much as it has in small towns of old.

All of the guidelines assume the construction of one house per lot. Though not specifically encouraged, it would certainly be acceptable to build one house on two lots, especially when the topography of a site or the existence of trees made a portion of a given lot unusable. Several guidelines would have to be amended if applied to a double lot and this would be handled on a case-by-case basis, as the need arose.

The question of whether adherence to these guidelines would increase the construction costs of prospective new homes has often been raised. Since a major goal of this report is the maintenance of Bernal Heights as an area which is financially accessible to people of low and moderate incomes, there have been considerable concerns over this point. In an effort to arrive at an answer, many people in the construction business have been presented with our concepts and asked to try to assess, as nearly as possible, what the economic consequences might be. We have been assured to our satisfaction that our recommendations in and of themselves, would not impose undue financial burden on the developers and owners of new housing. There is nothing in the guidelines which call for a deviation from standard construction practice or necessitates the introduction of expensive architectural services. If, in the process of planning a new structure, one can demonstrate that compliance is significantly raising his or her costs for some unforeseen and irreconcilable reason, there would be grounds for proposing a compromise solution.

These guidelines have been developed because of specific conditions on the East Slope of Bernal Heights. They were mandated by the City Planning Department in conjunction with a temporary building moratorium. The guidelines were adapted from those successfully in use for the Elsie Street neighborhood in northwest Bernal Heights. Residents, vacant lot owners and representatives of several city departments contributed to the development of these guidelines.

More

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SEC. 242. BERNAL HEIGHTS SPECIAL USE DISTRICT.

(a) **General.** A Special Use District entitled the Bernal Heights Special Use District, the boundaries of which are shown on Sectional Map. Nos. 7SU, 8SU, and 11SU of the Zoning Map, is hereby established for the purposes set forth below.

(b) **Purposes.** In order to reflect the special characteristics and hillside topography of an area of the City that has a collection of older buildings situated on lots generally smaller than the lot patterns in other low-density areas of the City, and to encourage development in context and scale with the established character, there shall be a Bernal Heights Special Use District.

(c) The provisions of this Section 242 shall not apply to building permit applications or amendments thereto, or to conditional use, variance or environmental evaluation applications filed on or before January 7, 1991. Such applications shall be governed by the ordinances in effect on January 7, 1991, unless the applicant requests in writing that an application be governed by the provisions of this Section 242.

(d) **Definitions.** For purposes of this Section 242, the following definitions apply:

(1) "Adjacent building" shall mean a building on a lot adjoining the subject lot along a side lot line. Where the lot constituting the subject property is separated from the lot containing the nearest building by an undeveloped lot or lots for a distance of 50 feet or less parallel to the street or alley, such nearest building shall be deemed to be an "adjacent building," but a building on a lot so separated for a greater distance shall not be deemed to be an "adjacent building." A corner lot shall have only one adjacent building located along its side lot line.

(2) "Usable floor area" is the sum of the gross areas of the several



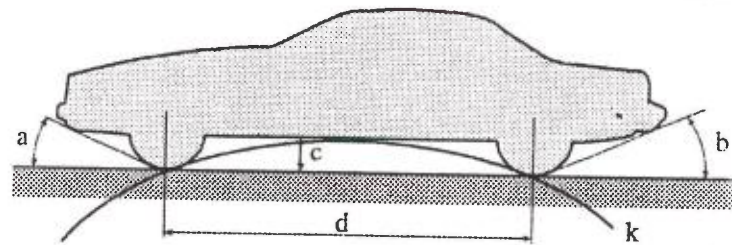
Standards

page 1 of 1

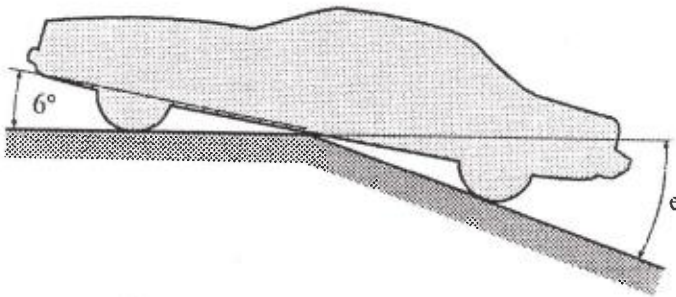
Section E2.b1

of the Division of Transportation
Salt Lake City Community Development

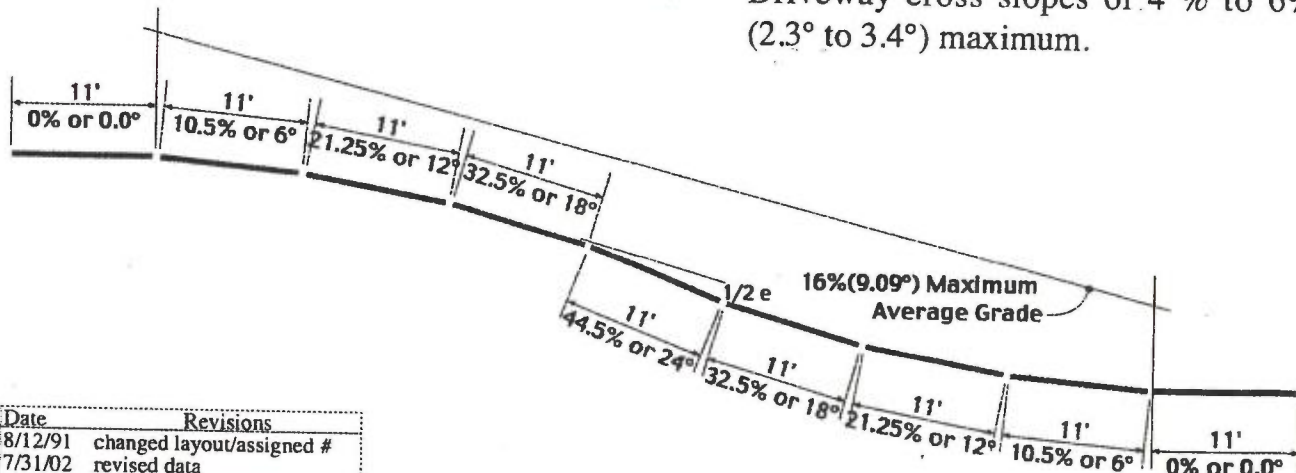
Maximum Driveway Slopes & Critical Angles



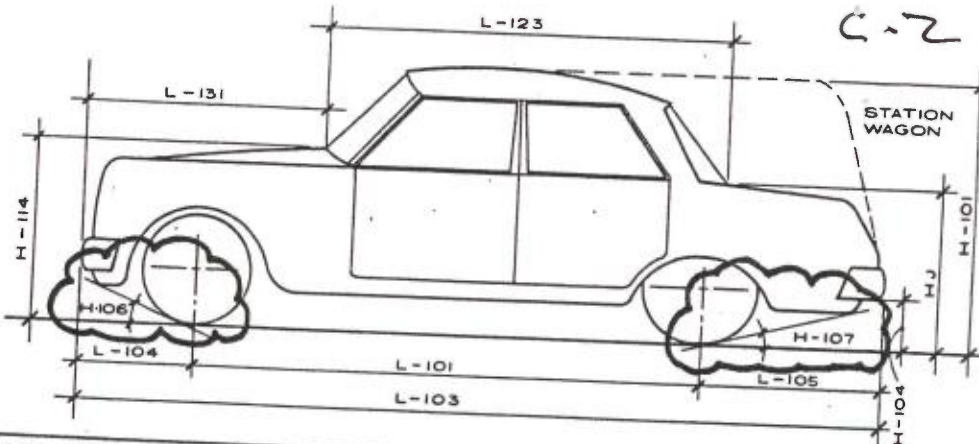
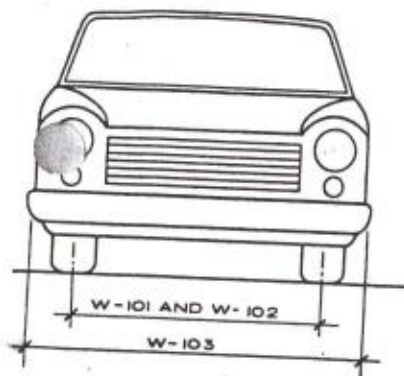
a = Maximum approach angle	= 20.2° = 36.8%
b = Maximum departure angle	= 9.2° = 16.2%
c = Minimum running ground clearance	= 4.3"
d = Design vehicle wheelbase	= 10.8' (Salt Lake City Design = 11')
e = Maximum ramp breakover angle	= 8.2° (Salt Lake City Design = 10.5% (6°))
k = Crest of curve arc	= $d \div e$ (Salt Lake City Design = 1.05)



Driveways leaving a public right-of-way should not exceed a maximum slope of 8% (4.57°) from gutter to property line. The slope should be transitioned beyond the property line no more than a maximum of 16% (9.09°) average grade to the parking pad. Driveway cross slopes of 4 % to 6% (2.3° to 3.4°) maximum.



Date	Revisions
8/12/91	changed layout/assigned #
7/31/02	revised data
2/24/03	revised data
5/04/05	revised data



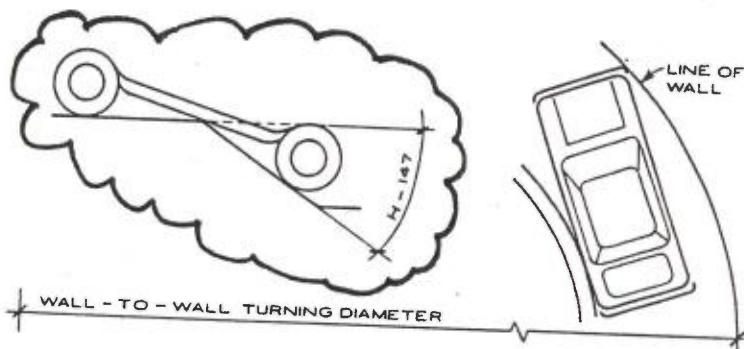
AMERICAN AUTOMOBILE DIMENSIONS - COMPOSITE ELEVATIONS OF AUTOMOBILE DEvised BY AGS STAFF (STANDARD DIMENSIONS OF AUTOMOBILE MANUFACTURERS ASSOC. INC.)

- NOTES :**
- 1 - Foreign cars not included (except Volkswagen, see below).
 - 2 - Dimensions are for 1968 models.
 - 3 - Dimensions cover: sedans, coupes and station wagons.

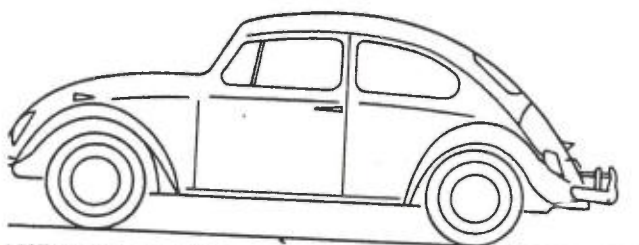
OVERALL DIMENSIONS	MINIMUM	MAXIMUM
W-103 Overall width	Corvette 5'-9 1/4"	Buick 6'-8"
H-101 Overall height	Corvette 3'-11 3/4"	Jeep 5'-3 13/16"
L-101 Wheelbase	Corvette 8'-2"	Cadillac 11'-0"
L-103 Overall length	AMC AMX 14'-10 1/4"	Cadillac 19'-0 1/4"
H-156 Ground clearance	Pontiac 0'-3 11/16"	Jeep 0'-7 11/16"

ANGLES, RAMPS & DIAMS	MINIMUM	MAXIMUM
H-106 Angle of approach (degrees)	Cadillac 19.2°	Jeep 39.0°
H-107 Angle of departure (degrees)	Mercury 10.8°	Javelin 23.8°
H-147 Ramp breakover angle (degrees)	Tempest 9.0°	Jeep 24.0°
Wall to wall turning diam. (ft.)	Jeep 37'-8"	Oldsmobile 49'-7"

REAR OF CAR DIMENSIONS	MINIMUM	MAXIMUM
U-101 at rear window to grnd.	Firebird 2'-9 13/16"	Checker 3'-10 1/2"
U-102 Overhang rear	Camaro 3'-4"	Imperial 5'-4"
U-102 Tread width - distance between ϕ of tires at ground	Rambler 4'-7"	Pontiac 5'-4"
U-104 Bottom of rear bumper to ground	AMC Ambassador 0'-9 11/16"	Camaro 0'-17"
U-153 Rear axle differential to ground	Buick 0'-5"	Chrysler 0'-7 1/2"



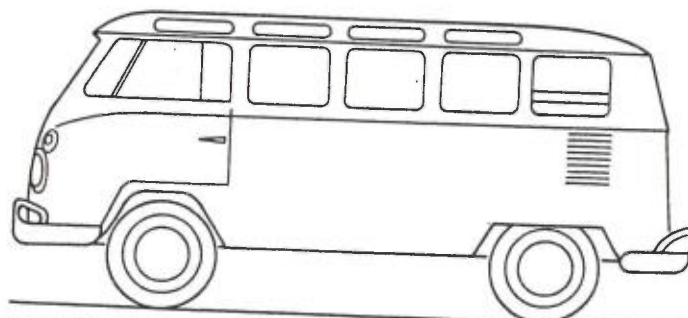
FRONT OF CAR DIMENSIONS	MINIMUM	MAXIMUM
H-114 Hood at rear to ground	Corvette 2'-2 1/2"	Checker 3'-10 1/2"
L-104 Overhang front	Jeep 2'-4 3/4"	Eldorado 3'-8"
L-131 Front of car to base of windshield	Jeep 4'-4 3/4"	Toronado 6'-0"
W-101 Tread width-distance between ϕ of tires at ground	Rambler 4'-8"	Toronado 6'-3 1/2"
L-123 Upper structure	Corvette 4'-7 1/2"	Rebel 11'-11 3/16"



VOLKSWAGEN SEDAN

DIMENSIONS - SEDAN

Overall height	4'-11"
Overall length	13'-3"
Wheelbase	7'-10 1/2"
Front tread width	4'-3 1/2"
Rear tread width	4'-5"
Overall width	5'-1"



VOLKSWAGEN MICROBUS

DIMENSIONS - MICROBUS

Overall height	6'-5"
Overall length	14'-6"
Wheelbase	7'-10 1/2"
Front tread width	4'-6 1/2"
Rear tread width	4'-8"
Overall width	5'-9 1/2"

Bureau of Street Use & Management -
- Brain can angle for Chapman & Folsom -

SURFACE VEHICLE RECOMMENDED PRACTICE

SAE J689

REV.
JUN96

Issued 1960-03
Revised 1996-06

Superseding J689 DEC89

Submitted for recognition as an American National Standard

(R) CURBSTONE CLEARANCE, APPROACH, DEPARTURE, AND RAMP BREAKOVER ANGLES— PASSENGER CAR AND LIGHT TRUCK

1. Scope—This SAE Recommended Practice applies to rigid bumper or rigid structure points and flexible components of passenger cars, multipurpose passenger vehicles, and light trucks. This document is intended as a guide toward standard practice and is subject to change to keep pace with experience and technical advances.

1.1 Purpose—The purpose of this document is to provide minimum static design guidelines for curbstone clearance, approach, departure, and ramp breakover angles. This is to minimize damage, if any, in normal vehicle use conditions. This document also encompasses all current worldwide regulations and requirements.

1.2 Field of Application

1.2.1 PASSENGER CAR, MULTIPURPOSE PASSENGER VEHICLE (MPV), AND LIGHT TRUCK

1.2.2 MINIMUM ANGLES AND CLEARANCES—Under the manufacturer's most severe vehicle design load for each particular load condition, the minimum approach, departure, ramp breakover angles, and bumper-to-ground height, as indicated in Figure 1, shall be as follows:

When measuring these dimensions, flexible bumper components such as air cams, lower valance panels, and fascias should be considered. The allowable approach angle to flexible components that are allowed nonstructural damage should be 13 degrees.

2. References—There are no referenced publications specified herein.

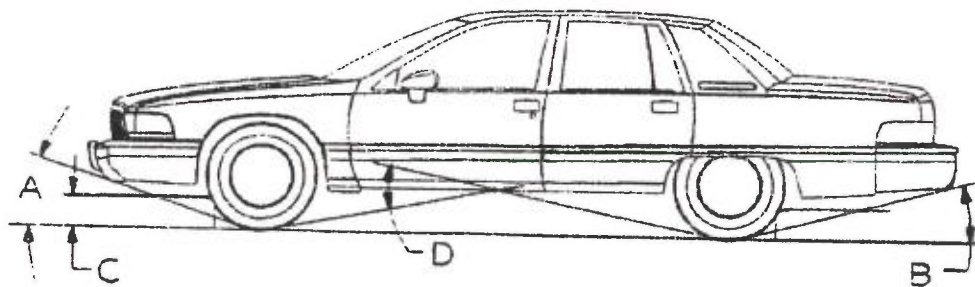
3. Definitions

3.1 Passenger Car—Vehicles with motive power, except multipurpose passenger vehicles, motorcycles, or trailers, designed for carrying 10 persons or less.

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SAE reviews each technical report at least every five years at which time it may be reaffirmed, revised, or cancelled. SAE invites your written comments and suggestions.

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A. Approach Angle (H106)	16 degrees
B. Departure Angle (H107)	13 degrees
C. Curbstone Height Clearance	203 mm (8 in)
D. Ramp Breakover Angle (H147)	12 degrees

FIGURE 1—MINIMUM ANGLES AND CLEARANCES

- 3.2 Multipurpose Passenger Vehicle (MPV)**—Vehicles with motive power, except trailers, designed to carry 10 persons or less, which are constructed either on a truck chassis or with special features for occasional off-road operation.
- 3.3 Truck**—Vehicles with motive power, except a trailer, designed primarily for the transportation of property or special-purpose equipment.
- 3.3.1 LIGHT TRUCK**—Classification of self-propelled vehicles which are designed primarily to transport property or special-purpose equipment, and have a maximum gross weight rating (GVWR) of 4536 kg (10 000 lb) or less. GVWR is the value specified by the manufacturers as the loaded weight of a single vehicle.
- 3.4 Bumper to Ground**
- 3.4.1 H102—FRONT BUMPER TO GROUND**—The minimum dimension measured vertically from the lowest point on the front bumper to ground, including bumper guards if standard.
- 3.4.2 H103—FRONT BUMPER TO GROUND—CURB WEIGHT**—Measured in the same manner as H102.
- 3.4.3 H104—REAR BUMPER TO GROUND**—The minimum dimension measured vertically from the lowest point on the rear bumper to ground, including bumper guards if standard equipment.
- 3.4.4 H105—REAR BUMPER TO GROUND—CURB WEIGHT**—Measured in the same manner as H104.
- 3.5 Angle of Approach (H106)**—The angle measured between a line tangent to the front tire static-loaded radius arc and the initial point of structural interference forward of the front tire to ground. The limiting structural component shall be designated.
- 3.6 Angle of Departure (H107)**—The angle measured between a line tangent of the rear tire static-loaded radius and the initial point of structural interference rearward of the rear tire to the ground. The limiting component shall be designated.

C-5

SAE J689 Revised JUN96

- 3.7 **Ramp Breakover Angle (H147)**—The angle measured between two lines tangent to the front and rear tire static-loaded radius and intersecting at a point on the underside of the vehicle which defines the largest ramp over which the vehicle can roll.
- 3.8 **Parking Curbstone Height Clearance**—The minimum curbstone clearance to any structure, mechanical, fuel tank, exhaust system, or any limiting component. The limiting components for this document are located forward of the front tires or rearward of the rear tires.
4. **Notes**
- 4.1 **Marginal Indicia**—The (R) is for the convenience of the user in locating areas where technical revisions have been made to the previous issue of the report. If the symbol is next to the report title, it indicates a complete revision of the report.

PREPARED BY THE SAE BUMPER STANDARDS COMMITTEE

c-6

SAE J689 Revised JUN96

Rationale—Revisions from SAE J689 DEC89 are based on upgrades to comply with vehicle in-transit shipping and towing and recovery requirements.

- The category "multipurpose passenger vehicles" has been included in light of the vehicles' recent popularity.
- All worldwide requirements and regulations have been considered.
- The ramp breakover angles have been increased from 10 to 12 degrees to comply to the 12 degree breakover angle required for vehicles shipped by haulaway trailers to minimize damage.
- While the 16 degree approach angle has been retained, the departure angle has been increased from 10 to 13 degrees to comply with a 13 degree requirement for car carrier transports, which can load the vehicle from either front or rear.
- 13 degree approach angle added for flexible components.
- The height under Curb Height Clearance remains unchanged.

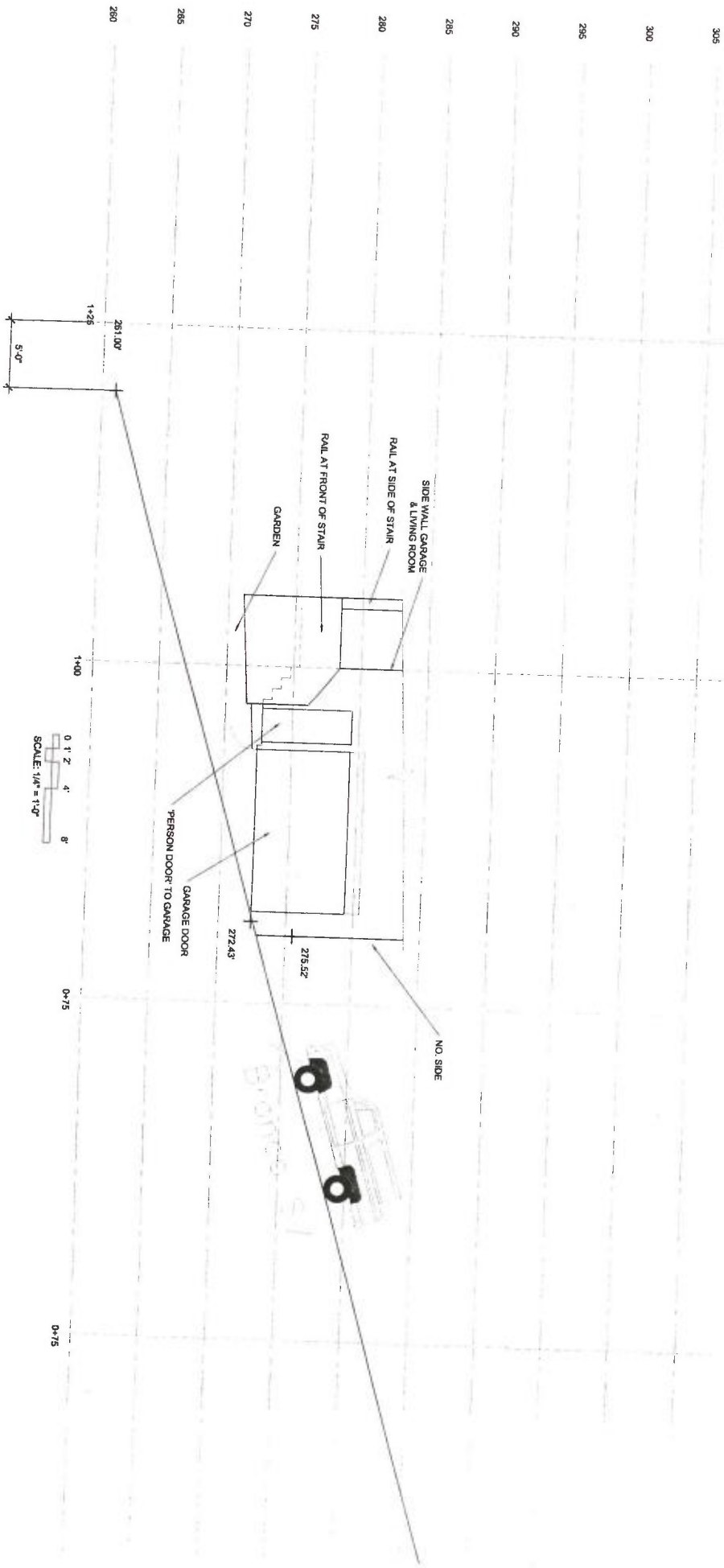
Relationship of SAE Standard to ISO Standard—Not applicable

Application—This SAE Recommended Practice applies to rigid structural components of cars, multipurpose passenger vehicles, and light trucks. However, consideration should also be given to flexible components such as air dams, lower valance panels, aero shields, bumper covers, and fascias.

Reference Section—There are no referenced publications specified herein.

Developed by the SAE Bumper Standards Committee

C-7



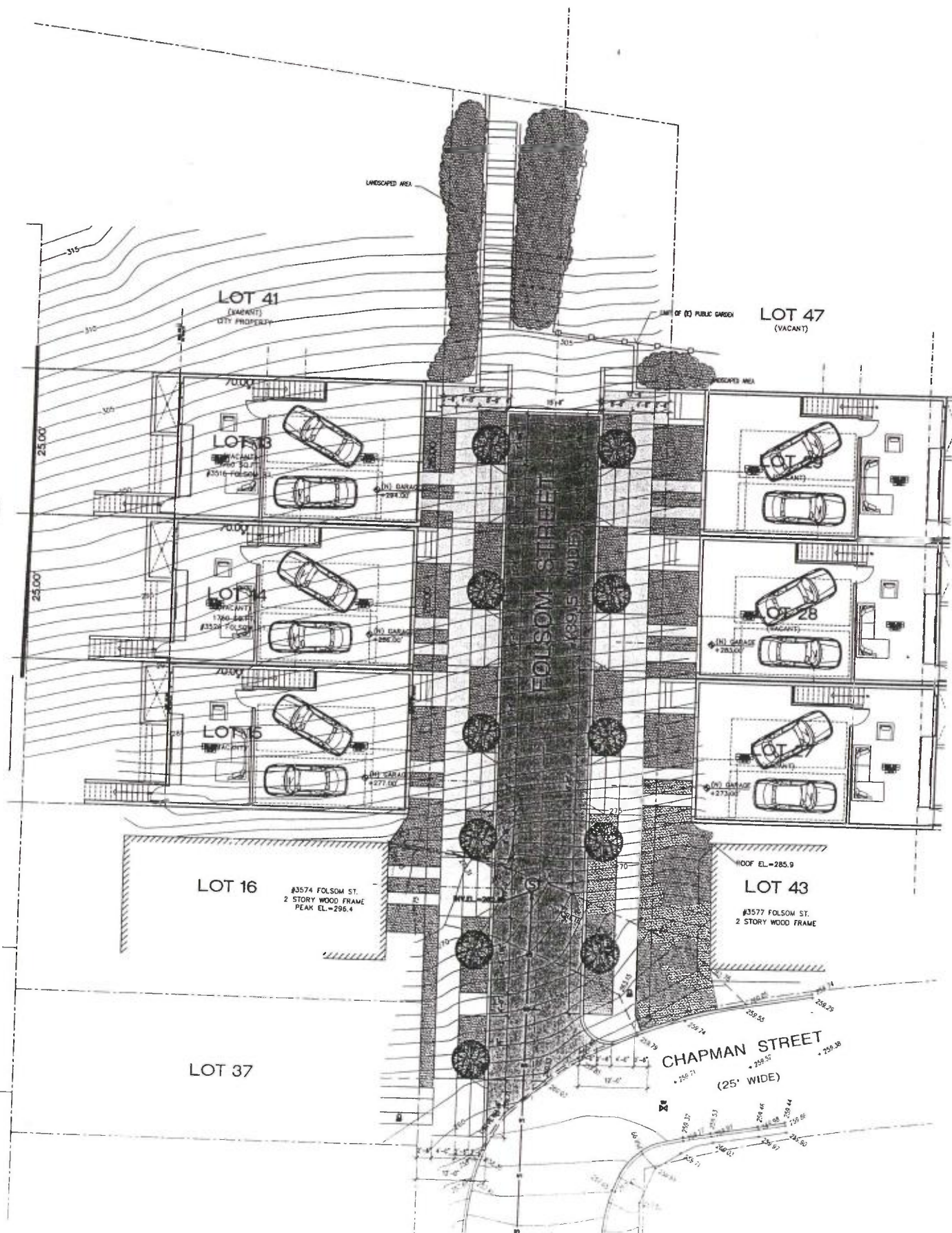
11 June 2003

DRIVEWAY SLOPE LIMITS

The following table presents dimensions affecting performance of cars entering a driveway, for cars selected at random from autos.yahoo.com. Generally, a lower ratio of wheelbase to clearance indicates better performance at the top of the driveway (breakover). The attached sheet, copied from Architectural Graphic Standards (Sixth Edition) provides a range of approach, breakover, and departure angles.

Vehicle (03 Models)	Length (inches)	Wheelbase (inches)	Clearance (inches)	Ratio – Wheelbase to Clearance
Acura RSX	172.2	101.2	6.0	16.87
Audi A4	179.0	104.3	4.2	24.83
Buick Park Ave	206.8	113.8	5.5	20.69
Chevy Blazer	177.3	100.5	8.1	12.41
Chevy Suburban	219.3	130	8.4	15.48
Ford Taurus	197.6	108.5	5.4	20.09
Honda Civic	174.6	103.1	5.9	17.47
Infiniti I35	193.7	108.3	6.3	17.19
Infiniti Q45	199.6	113.0	5.7	19.82
Jeep Gr Cherokee	181.6	105.9	8.3	12.76
Mazda 6	186.8	105.3	5.1	20.65
Mazda Miata	155.7	89.2	4.0	22.3
Mercedes C Class	171.0	106.9	5.8	18.43
Mitsu Diamante	194.1	107.1	4.6	23.28
Nissan Maxima	191.5	108.3	5.9	18.36
Olds Aurora	199.3	112.2	5.5	20.4
Porsche 911	174.5	92.6	4.3	21.53
Saab 9-5	190.0	106.4	6.7	15.88
Subaru Legacy	187.4	104.3	6.3	16.56
Toyota Avalon	191.9	107.1	5.1	21.00
Toyota Camry	189.2	107.1	5.4	19.83
Toyota Tacoma	184.4	103.3	8.5	12.15
Volks Passat	185.2	106.4	5.8	18.34
Volvo S70	185.4	108.5	5.3	20.47

Table of worst
conditions.



Hi,

I just received this back from Robert Bea, a UC Berkley professor emeritus in civil engineering....

-Marilyn

Sent from my iPhone with apologies for typos

Begin forwarded message:

From: "Robert G. BEA" <bea@ce.berkeley.edu>

Date: May 5, 2014, 10:26:47 AM PDT

To: Marilyn Waterman <yaviene@yahoo.com>

Subject: Re: Inquiry about Gas Transmission Pipeline 109 from concerned SF residents

Reply-To: bea@ce.berkeley.edu

Happy Monday Marilyn,

given the background you provided in your email, yes - you should be concerned.

there are several points in your summary that provide a good basis for your concerns:

- 1) old (1980s) PG&E gas transmission pipeline installed in area with highly variable topography,
- 2) no records on the construction, operation, and maintenance of the pipeline,
- 3) no definitive guidelines to determine if the pipeline is 'safe' and 'reliable',
- 4) apparent confusion about responsibilities (government, industrial - commercial) for the pipeline safety, reliability, and integrity.

this list is identical to the list of concerns that summarized causation of the San Bruno Line 132 gas pipeline disaster.

the fundamental 'challenge' associated with your concern is tied to the word 'safe'. unfortunately, it has been very rare that i have encountered organizations that have a good understanding of what that word means, and less of an understanding of how to demonstrate that a given system is 'safe enough'.

during my investigation of the San Bruno disaster, i did not find a single document (including trial deposition transcripts) that clearly indicated PG&E or the California PUC had a clear understanding of the word 'safe': freedom from undue exposure to injury and harm.


much of this situation is founded in 'ignorance'. it is very rare for me to work with engineers who have a comprehensive understanding of what the word safe means - and no clue about how to determine if a system is either safe or unsafe. the vast majority of governmental regulatory agencies are even worse off.

i have attached a graph that helps me explain the important concepts associated with determining if a system is safe or unsafe. the vertical scale is the likelihood of a failure. the horizontal scale is the consequences associated with a failure. the diagonal lines separate the graph into two quadrants: safe and not safe. if the potential consequences associated with a failure are low, then the likelihood of the failure can be high. if the potential consequences are very high, then the probability of failure must be very low. uncommon common sense.

on the graph, i shown a system that was designed for a particular 'risk' (combination of likelihood and consequences of failure). when it was constructed, the risk increased due to construction 'malfunctions' - like bad welding. when the system was put into service, the risk increased further - perhaps due to poor corrosion protection and due to the area around the pipeline being populated with homes, businesses, schools and other things that increase the potential consequences of a major failure. once it

is determined that the system that was originally designed to be safe, is no longer safe, then it is necessary to do things that will allow the system to be safely operated....reduce the likelihood of failure (e.g. repair the corrosion) and reduce the consequences of failure (e.g. install pressure control shut off sensors and equipment that can detect a loss of gas and rapidly shut the system down)....or replace the segment of the pipeline that no longer meets safety - reliability requirements.

after i completed my investigation of the San Bruno disaster, i prepared a series of 'graphics' that summarized my findings. because the graphics file is very large, i have sent the file to you as a Google Document with a link you can use to view or download the document to your computer.

 **The San Bruno Root Cause Analysis.pdf**

i know this has been a long answer to your short question. i hope it will help you understand how to better communicate your valid concerns regarding this development.

bob bea

Robert Bea

Professor Emeritus

Center for Catastrophic Risk Management

University of California Berkeley

Email: bea@ce.berkeley.edu

Risk Assessment & Management Services

60 Shuey Drive

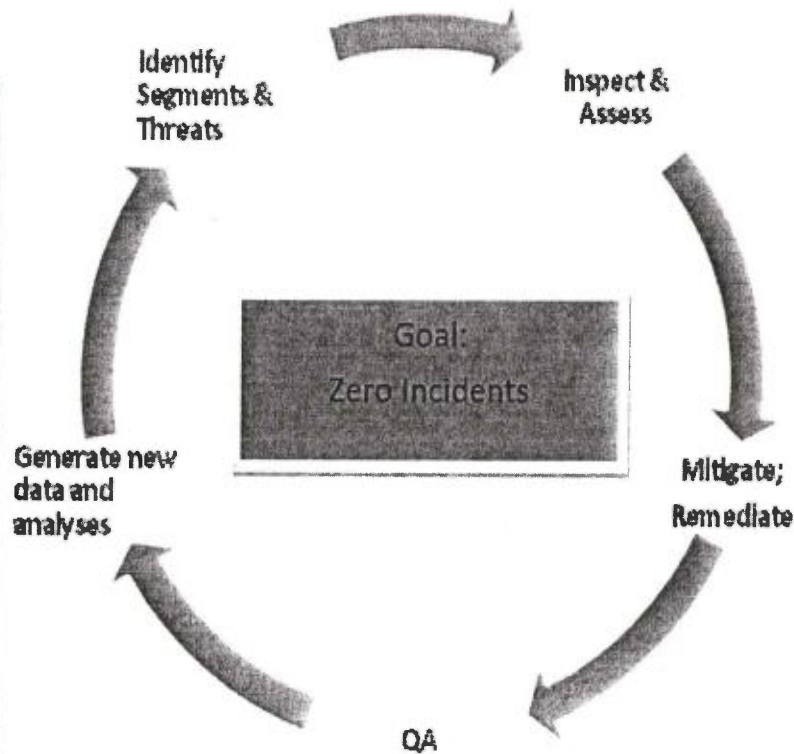
Moraga, CA 94556

925-631-1587 (office)

Pipeline Integrity Management Goal: Zero Significant Incidents (Interstate Natural Gas Association of America)

CENTRAL TENETS

- If an activity is not documented, it was not done
- A threat is assumed to exist until it can be demonstrated it does not exist
- The re-inspection interval should be scheduled to ensure the integrity of the



ENABLERS

- Project development
- Routing
- Design
- Construction
- Commissioning
- Complete, accurate documentation
- Operating and maintenance data and records
- Subject matter expertise
- Coordination & communication
- Audits
- Process management
- Engineering standards

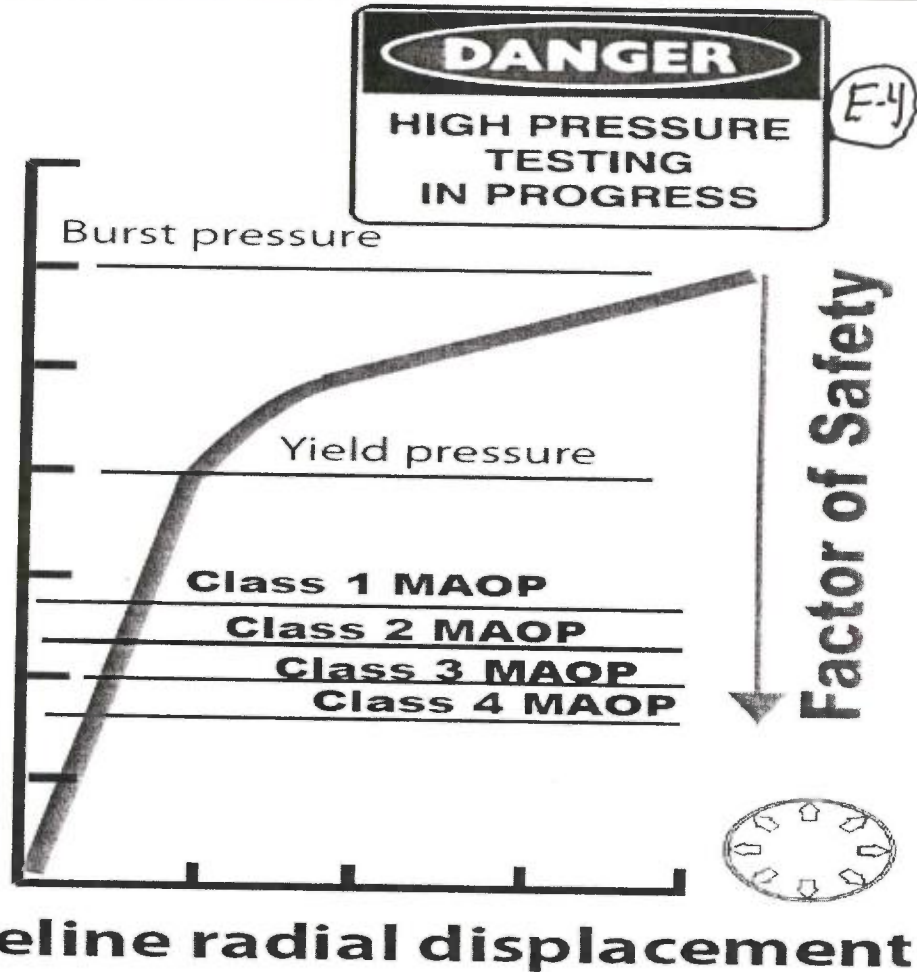
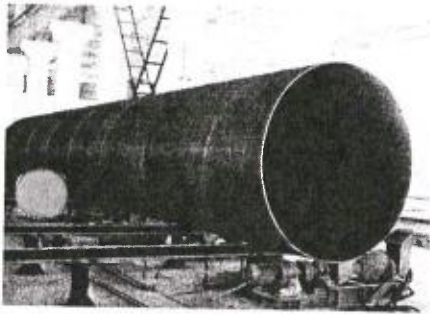
E-3

Pipeline Integrity Management

(MAOP – Maximum Allowable Operating Pressure)



Internal pipeline pressure



Pipeline and Hazardous Materials Safety Administration (PHMSA)

● Integrity Management requirements (49 CFR 192)

Identification of High Consequence Areas

Baseline assessment plans

Identification of threats to segments

Direct assessment plans

Defects remediation plans

Plans for continual Integrity Management assessment

Plans for confirming direct assessments

Provisions for protection of High Consequence Areas

Performance plans and measures

Record keeping provisions

Management of change processes

Quality assurance and control plans

Communications plans

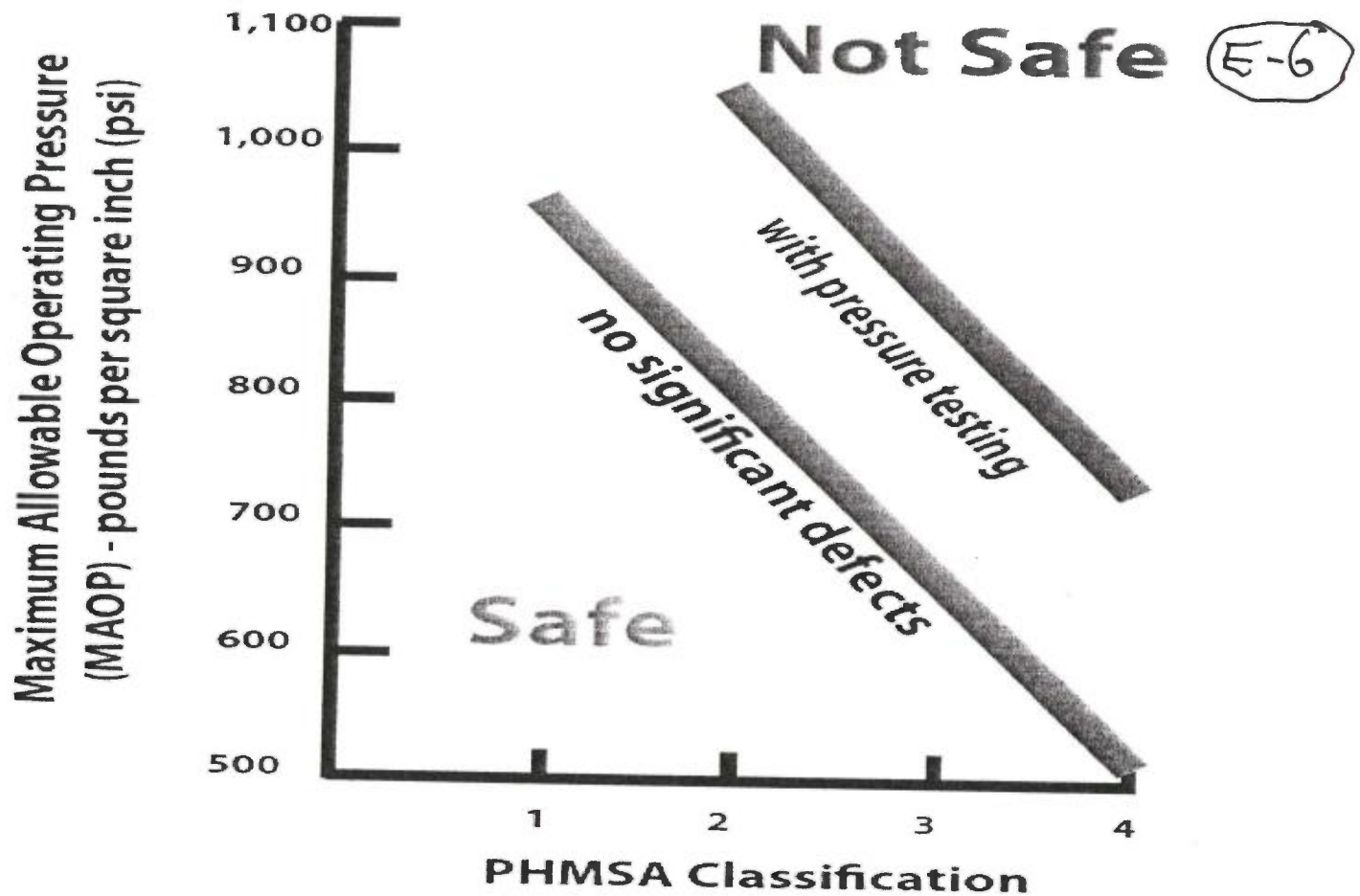
● Provision of Integrity Management plans

Procedures to minimize environmental and safety risks

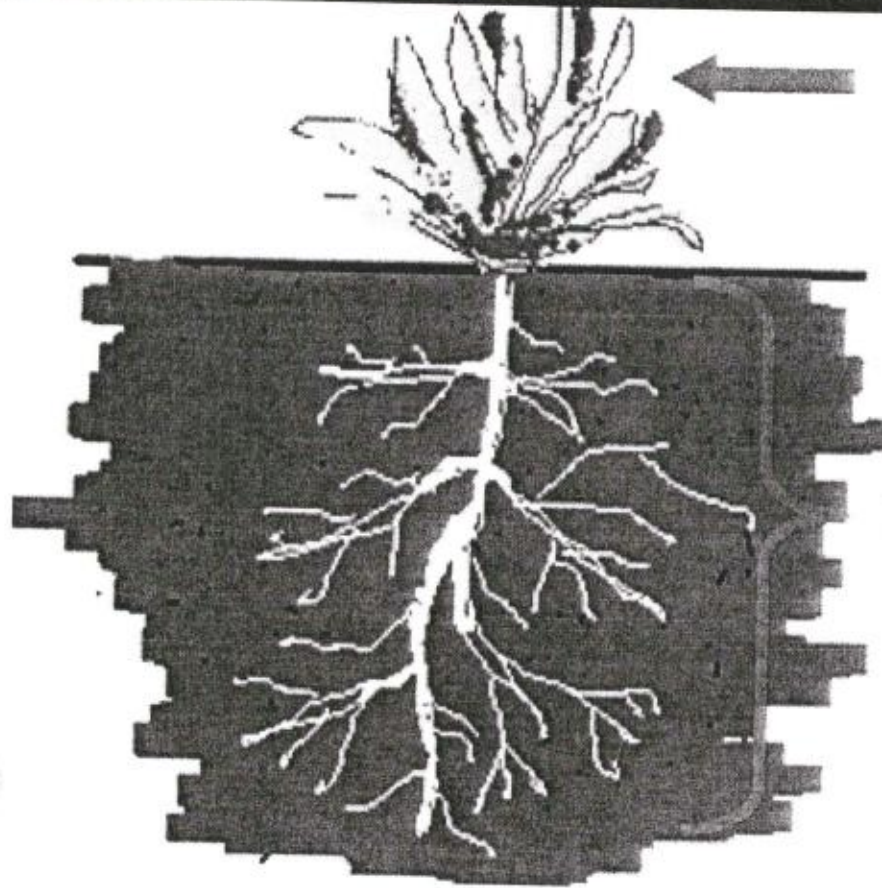
Process for identification and assessment of newly identified High Consequence Areas

E-S

Pipeline Integrity Management



Forensic Engineering □ Root Cause Analysis □

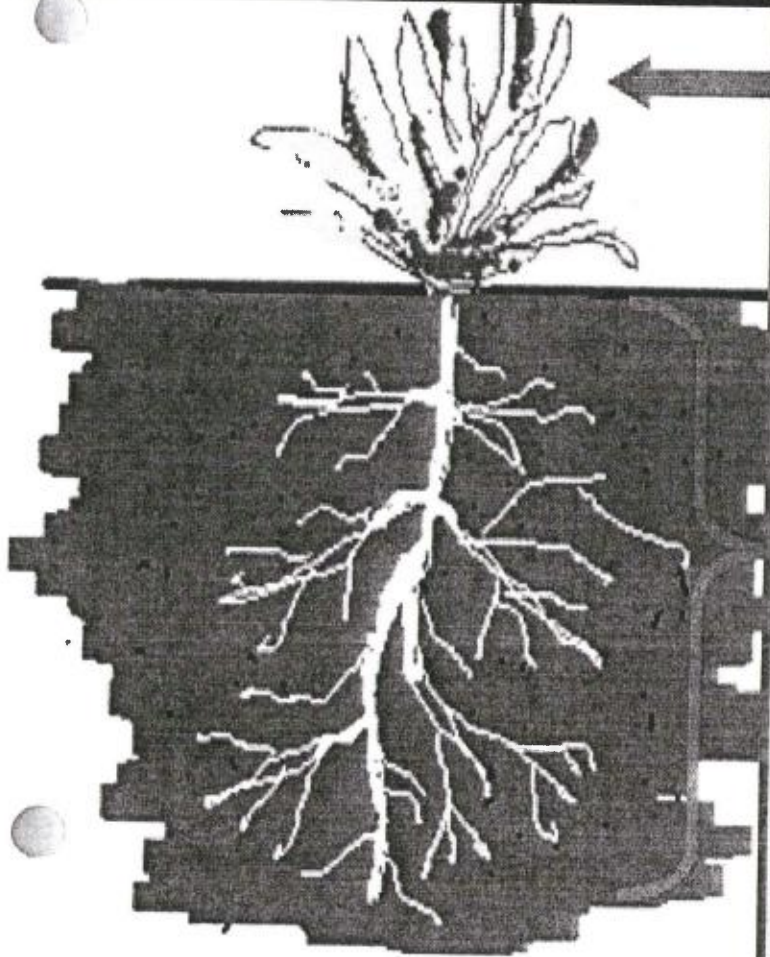


"The Weed" (E7)
Above the surface
(obvious)

The Underlying Causes
"The Root"
Below the surface
(not obvious)

Forensic Engineering

Root Cause Analysis



- Root cause analysis helps identify what, how and why something happened, thus preventing recurrence.
- Root causes are underlying, are reasonably identifiable, can be controlled by management and allow for generation of recommendations.
- The process involves data collection, cause charting, root cause identification and recommendation generation and implementation.

E-8

Crestmoor High Consequence Area



E-9

Summary of Testimony

E-10

**PG&E was responsible and
accountable for the
INTEGRITY MANAGEMENT
(SAFETY)
of Line 132 Segment 180
(*the pipeline*)**

Summary of Testimony

PG&E knew if *the pipeline* ruptured and ignited there would be deaths, injuries, property and productivity losses

(E.11)

Summary of Testimony

PG&E designed and constructed *the pipeline* during a 1956 relocation project with multiple geometric, material, and welding defects

E.12

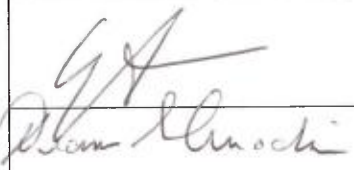
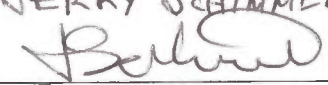

Neighbors Against The Upper Folsom Street Extension

We the undersigned Bernal Heights neighbors are opposed to the building of two (2) houses at 3526 and 3516 Folsom Street. We support the request for Discretionary Review by **Neighbors Against The Upper Folsom Street Extension.**

Name	Address
Gail Newman	3574 Folsom St. S.F. 94110
Patricia Hughes	3577 Folsom St. SF 94110
Steven Picus	3580 FOLSOM ST. 94110
MILDEITATRO	3580 FOLSOM ST 94110
Cristina Madero	3607 Folsom St. 94110
Jan Holliday	3653 Folsom St 94110
MILEY HOLMAN	3615 FOLSOM ST 94110
Sheri Hamm	" " "
kl Bellig	3625 Folsom
PAT MURPHY	70 BANKS
ANDY BRADEN	70 BANKS

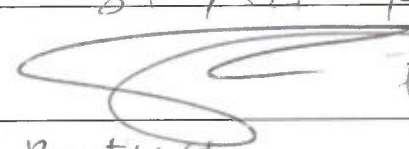
Neighbors Against The Upper Folsom Street Extension

We the undersigned Bernal Heights neighbors are opposed to the building of two (2) houses at 3526 and 3516 Folsom Street. We support the request for Discretionary Review by **Neighbors Against The Upper Folsom Street Extension.**

Name	Address
Laurent SANCHEZ	3619 FOLSOM ST SAN FRANCISCO
Julie Glantz	3625 FOLSOM ST SF CA 94110
Aram Ayrapetian	515 Powhattan Ave.
Nancy Zecher	405 Chapman St, SF CA ⁹⁴¹¹⁰
 DIANA S. AMODIA	405 Chapman St, SF CA ⁹⁴¹¹⁰
JERRY SCHIMMEL 	390 CHAPMAN ST SAN FRANCISCO, CA 94110
JOYA MYER 	40 PRENTISS ST. SAN FRAN. 94110
Joy Myer	77 NEVADA ST SF, CA 94110
Robyn Talman	42 Nevada St. SF, CA 94110
Mike Boss	42 Nevada St. SF, CA 94110
Jesse Boss	42 Nevada St. SF CA 94110

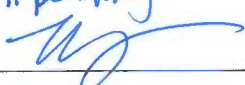
Neighbors Against The Upper Folsom Street Extension

We the undersigned Bernal Heights neighbors are opposed to the building of two (2) houses at 3526 and 3516 Folsom Street. We support the request for Discretionary Review by **Neighbors Against The Upper Folsom Street Extension.**

Name	Address
Ray A. Castro RAY A. CASTRO	67 Prentiss St SAN FRANCISCO 94110
TAKE BOWERS	51 PRENTISS ST.
BRISTELL KELBORN	SAN FRANCISCO CA 94110 <small>SAME ADDRESS</small>
MICHAELINE BUNTING	64 Prentiss Street
JOY GREER	SAN FRANCISCO 94110
ARTURO SCHWARTZBERG	77 NEVADA ST SF 94110
Warren SEDAR	74 Nevada Street SF 94110
May Insola	80 ROSENKRANZ SF 94110
Paul DeMello	73 Nevada St 94110
Kelly Carlowe	98 Nevada SF, CA 94110
Sandra P. M. de	 101 Prentiss St.
Christin Chi	96 Prentiss St. SF CA 94110
CHARLOTTE WILLIAMS	390 CHAPMAN ST 94110

Neighbors Against The Upper Folsom Street Extension

We the undersigned Bernal Heights neighbors are opposed to the building of two (2) houses at 3526 and 3516 Folsom Street. We support the request for Discretionary Review by **Neighbors Against The Upper Folsom Street Extension**.

Name	Address
Hope Meng 	74 Banks Street San Francisco, CA 94110
Jeremy Hermann	74 Banks Street San Francisco, CA 94110
Thomas Kim	3595 Folsom St San Francisco, CA 94110
Vicki Ng	3595 Folsom St San Francisco, CA 94110
Courtney Hoecherl	3590 Folsom St San Francisco, CA 94110
Deborah Garson	117 Banks St, SF 94110
Ian Williams	131 Mullen
Leslie Simon	117 Brewster
Donald Schaan	117 Brewster
Caya Schaan	642 Peralta Ave #1, SF 94110
Noctan Rodriguez	642 Peralta Ave #1, SF 94110

Neighbors Against The Upper Folsom Street Extension

We the undersigned Bernal Heights neighbors are opposed to the building of two (2) houses at 3526 and 3516 Folsom Street. We support the request for Discretionary Review by **Neighbors Against The Upper Folsom Street Extension.**

Name	Address
Dennis Hayes - Bernal Heights Community Garden Coordinator	41 Stoneman St, SF 94110
Nicola Griffin	101 Prentiss St 94110
Theresa Markle	56 Nebraska St, SF 94110
Ken Garrett	56 Nebraska St, SF 94110
Nancy Stepicka	608 Peralta Ave, SF 94110
Arash Babaki	13 Carver St. San Francisco 94110
Llew Reller	90 Galer St. - SF 94110
Kim Kacere	3601 Folsom St SF 94110
Barbara Underberg	76 Rosentkranz SF 94110



P.G. + E Power Line Sign above Folsom and Chapman St



Small homes + side yards

3590, 3580, 3574 Folsom



partial side-yard and house at 3590 Folsom St



Side Yard

3580 Folsom St



Side Yard 3580 Folsom St



Small homes on Gates St (back)

APPLICATION FOR Discretionary Review

1. Owner/Applicant Information

DR APPLICANT'S NAME: Marilyn Waterman		
DR APPLICANT'S ADDRESS: 61 Gates Street	ZIP CODE: 94110	TELEPHONE: (650) 387-9918
PROPERTY OWNER WHO IS DOING THE PROJECT ON WHICH YOU ARE REQUESTING DISCRETIONARY REVIEW NAME: Fabien Lannoye		
ADDRESS: 297c Kansas Street, San Francisco	ZIP CODE: SF	TELEPHONE: (415) 626-8868
CONTACT FOR DR APPLICATION: Same as Above <input checked="" type="checkbox"/> <input type="checkbox"/>		
ADDRESS:	ZIP CODE:	TELEPHONE: ()
E-MAIL ADDRESS:		

2. Location and Classification

STREET ADDRESS OF PROJECT: 3526 Folsom Street		ZIP CODE:
CROSS STREETS: Chapman Street		
ASSESSORS BLOCK/LOT: 5626 / 014	LOT DIMENSIONS: 25X70	LOT AREA (SQ FT): 1750
ZONING DISTRICT: RH-1/40-XBernal Hts. SUD		HEIGHT/BULK DISTRICT:

3. Project Description

Please check all that apply

 Change of Use ☐ Change of Hours ☐ New Construction ☒ Alterations ☐ Demolition ☐ Other ☐

 Additions to Building: Rear ☐ Front ☐ Height ☐ Side Yard ☐
 PGE Gas transmission pipeline ROW; paths to Bernal Blvd. and park

Present or Previous Use: _____

Proposed Use: **Single family house**Building Permit Application No. **2013.12.16.4318**Date Filed: **12/17/13**

4. Actions Prior to a Discretionary Review Request

Prior Action	YES	NO
Have you discussed this project with the permit applicant?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you discuss the project with the Planning Department permit review planner?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Did you participate in outside mediation on this case?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

See attached.

Discretionary Review Request

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

1. 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 cite specific sections of the Residential Design Guidelines.

See attached.

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:

See attached.

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?

See attached.

5) Changes made to project as a result of mediation:

Changes made to project were painful tiny steps and the house remains super-sized for the area. Bernal Heights East Slope Special Use District met at least five times with the developer. The developer made it clear he was maximizing his building envelope regardless of small-house character of neighborhood; project remains at three stories with large garage in need of a variance. Developer never followed through on talking with neighbors, even though he said he would. Penthouse stairwell was added at last meeting on North elevation in full view from Bernal Hts. Blvd and Bernal Park. North elevation toward Bernal Park got some decorative material added to try to make it look more than a wall but BHESDRB felt it wasn't enough. The BHESDRB did not approve project as proposed.

Other infrastructure and public safety issues linger unresolved: major gas transmission pipeline with a troubled history runs through proposed access area to houses and latest street design only adds to apprehension about catastrophic accident during construction; proposed street will be the second or third steepest in SF, adding to a list of dangerous streets with emergency vehicle access issues in Bernal. Street design also remains murky in terms of access to existing houses during and after construction.

1) What are the reasons for requesting a DR? What are the exceptional and extraordinary circumstances that justify the DR the project? How does this project conflict with SF General Plan, Planning Code's Priority Policies or SFRDG? Cite specific sections of Residential Design Guidelines.

Reason #1 - This is an exceptionally and extraordinarily out-of-scale-for-the neighborhood house at three stories and garage variance with penthouse stairwell that threatens neighborhood character and economic diversity. The SUD came into being to protect the East Slope's diverse population and small houses with single car garages. (See pixs of neighborhood.) The profitable super-sizing of East Slope houses threatens to turn the entire neighborhood into a neighborhood of tear-downs unless SUD protections are respected.

Houses within a 300 foot radius average 1329 square feet. The adjacent house is 1050 sf (3580 Folsom St. within 50 feet). (See SF Assessor's chart). Developer seems to be gaming system to maximize housing envelope.

Codes cited:

- General Plan Priority #2 - Existing housing and neighborhood character be conserved and protected in order to preserve cultural and economic diversity.

- General Plan Priority #3 - That the city's supply of affordable housing be preserved and enhanced.
- Sec. 242,b - In order to reflect the special characteristics and hillside topography of an area of the City that has a collection of older buildings situated on lots generally smaller than the lot patterns in other low-density areas of the City, and to encourage development in context and scale with the established character, there shall be a Bernal Heights Special Use District.
- SFRDG, Pg. 8 - When considering the immediate context of a project, the concern is how the proposed project relates to the adjacent buildings.
- SFRDG, PG. 8 - When considering the broader context of a project, the concern is how the proposed project relates to the visual character created by other buildings in the general vicinity.
- SF General Plan Urban Design Element, Fundamental Principles of Conservation, pg. 23, #4A - A plan seeking to avoid excessive bulkiness must consider the existing scale of development in each area of the city
- Bernal Heights East Slope Guidelines, Pg. 2 - Much recent development is not only inconsistent but often at odds with the smaller scale existing structures. As a result the East Slope's rural characteristics rapidly are disappearing along with views, open space"
- Bernal Heights East Slope Guidelines, Pg. 15, sec. 4 - Intent: Promote harmony in the visual relationship and transitions between new and older buildings.
- Sec. 242, pg. 7, Garage variance required for square footage above 1300 square feet of living space. Usable floor space to parking space ratios: 0 to 1300 square feet for the first parking space. 1301 - 2250 for the second parking space. 2251 to 2850 for the third parking space.

REASON #2 - Side yard setback does not respect the existing pattern on block - which allows for along the sides and create a sense of open space. This would seem critical since the houses would be replacing what is now open space. Developer is maximizing the building envelope at the expense of neighborhood character.

- SFRDG pg 15 - Respect the existing pattern of side spacing.

Reason #3 -

Large garage (variance required) is out of character with houses on this block - and in most of Bernal. Garage size is being used to make the house as big as possible.

Codes cited:

- Sec. 242, pg. 7, Usable floor space to parking space ratios: 0 to 1300 square feet for first parking space. 1301 - 2250 sf for second parking space. 2251 to 2850 sf for third parking space.

- General Plan Priority #2 - Existing housing and neighborhood character be conserved and protected in order to preserve cultural and economic diversity.
- Sec. 242,b - In order to reflect the special characteristics and hillside topography of an area of the City that has a collection of older buildings situated on lots generally smaller than the lot patterns in other low-density areas of the City, and to encourage development in context and scale with the established character, there shall be a Bernal Heights Special Use District.
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- Bernal Heights East Slope Guidelines, Pg. 15, sec. 4 - Intent: Promote harmony in the visual relationship and transitions between new and older buildings.

REASON #4 - Wall-like exterior of North elevation next to Bernal Heights Park is used to create maximum envelope for building size and does not enhance neighborhood view from Bernal Park. Public views are impeded by penthouse stairwell.

The ESDRB letter to the developer listed the wall-like elevation facing Bernal as one reason the project is not being supported. (See letter)

Citations:

- SF General Plan Urban Design Element, Fundamental Principles of Conservation, Pg. 27, #17 - Blocking, construction or other impairment of pleasing views of the Bay or Ocean, distant hills, or other parts of the city can destroy an important characteristic of the unique setting and quality of the city.
- SF General Plan Urban Design Element, Fundamental Principles of Conservation, pg. 23, #4A - A plan seeking to avoid excessive bulkiness must consider the existing scale of development in each area of the city
- SFRDG pg 38 - Limit the size of the penthouse in order to reduce its visibility from the street....Stair penthouses may also be entirely eliminated.

Reason #5 - Exceptional and Extraordinary conditions exist (as defined by the Planning Commission's definition for DR) due to "unusual context" and "complex topography" "not addressed in the design standards:" An aging,

major PGE Gas Transmission Pipeline - one of three feeding natural gas into SF - runs through the proposed access area up a dangerously steep grade, the main reason this site has never been developed. The catastrophic risk is further heightened by the threat of earthquakes during construction.

No risk-assessment has been done regarding the public safety concerns surrounding this project. The proposed new access road would be a ROW over aging and troubled PGE Gas Transmission Pipeline 109 (with lost maintenance records and pre-existing tree intrusions violating federal guidelines, see photo). Encased under asphalt, the aging pipeline is typically un-reactive - but this area is unpaved. The pipeline is on a pitched, undeveloped patch of Bernal hill. Pipeline 109 is the same type of transmission pipeline that exploded catastrophically in San Bruno and Fresno - and caused serious accidents in Carmel, Walnut Creek and at least four other local cities (see articles and letter by Carmel Mayor).

Federally recommended safe practices that use additional site-specific safety precautions have not been incorporated into final designs (see citation). The Planning Department has approved a building permit without knowing the pipeline's depth and exact location, located within a few feet of the property, which may substantially change project design, including garage access, building location and break-over angle - against recommended federal safe practices (see citation).

Developer proposes creating the third steepest street in SF at 37 degrees (actual grade unknown since depth of pipeline is unknown) - and he will be responsible for grading over transmission pipeline with heavy-duty equipment (see Fresno explosion photo).

An accidental gas leak of PG&E's Gas Transmission 109 Pipeline would be catastrophic to local residents, Community Garden users, and Bernal Park visitors (see photos). Noted gas transmission pipeline expert, Robert Bea, confirmed neighbor's concern regarding danger as legitimate (see letter). In 2007, during street construction at the exact base of this location, a cement truck overturned while trying to make a turn, rupturing a waterline. (See photo)

Citations:

- General Plan Priority #5 - That the City achieve the greatest possible preparedness to protect against injury and the loss of life during an earthquake.
- US Department of Transportation PHPSA "Consultation Zones and Planning Areas" pg. 1 - Local governments should consider implementing "planning areas" to enhance safety when new land uses and property development are planned near transmission pipelines....these are areas where additional development regulations, standards or guidelines to ensure safety should be considered."

- Pipelines and Informed Planning Alliance (PIPA) "Partnering to Further Enhance Pipeline Safety through Risk-Informed Land Use Planning," Appendix C, Ex. 14 and 15a,b,c "Trees should be avoided." "Tree roots may damage transmission pipeline." (See photo)

Citations:

- SF General Plan Urban Design Element, Fundamental Principles of Conservation, Pg. 27, #17 - Blocking, construction or other impairment of pleasing views of the Bay or Ocean, distant hills, or other parts of the city can destroy an important characteristic of the unique setting and quality of the city.
- SF General Plan Urban Design Element, Fundamental Principles of Conservation, pg. 23, #4A - A plan seeking to avoid excessive bulkiness must consider the existing scale of development in each area of the city
- SFRDG pg 38 - Limit the size of the penthouse in order to reduce its visibility from the street....Stair penthouses may also be entirely eliminated.

2) Unreasonable impacts during construction:

Residents have a right to live in San Francisco free from the fear of a catastrophic accident - which won't happen during construction unless the pipeline safety issue is dealt with. Most pipeline accidents happen on ROW during construction, according to data from the US Department of Transportation. Heavy duty construction equipment and construction vehicle will block neighbor's access to their houses and emergency vehicle access on Chapman Street.

3) Alternatives:

Alt. 1 - Resolve public safety issues and final design questions regarding pipeline and dangerously steep street. Lower pipeline so street can be safely graded to match the slope of parallel streets that have been graded down for safe vehicle access. Build small-scale housing that is in line with neighborhood character and won't create a neighborhood of tear-downs.

Alt. 2 - Acknowledge this particular patch of Bernal's hill's dangerous terrain and pipeline public safety issues by keeping it open space.

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	<input type="checkbox"/>
Address labels (original), if applicable	<input type="radio"/>
Address labels (copy of the above), if applicable	<input type="radio"/>
Photocopy of this completed application	<input type="checkbox"/>
Photographs that illustrate your concerns	<input checked="" type="checkbox"/>
Covenant or Deed Restrictions	<input checked="" type="checkbox"/>
Check payable to Planning Dept.	<input type="checkbox"/>
Letter of authorization for agent	<input type="checkbox"/>
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)	<input checked="" type="checkbox"/>

NOTES:

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

For Department Use Only

Application received by Planning Department:

By: _____

Date: _____

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

Signature: _____

Date: _____

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

Owner / Authorized Agent (circle one)

gates St. - one block from proposed site (behind proposed project)



ann lockett <lockett514@icloud.com>
(No Subject)

September 15, 2015 2:09 PM

1 Attachment, 329 KB



ADJACENT HOUSING
ON UPPER FOLSOM

LOOKING DOWN FOLSOM ST
FROM POWHATTEN.

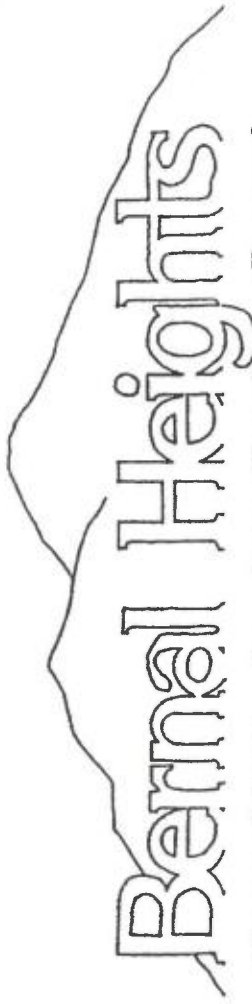


This is the part of Folsom that one drives
up to proposed site.
Note: small houses w/ single car garages.

Ratio of Building to Parcel Square Footage					
For Properties within 300 Feet of 3516 and 3526 Folsom Street					
Data from CCSF Assessor's Property Search Database as of 9/7/15					
Address					
House #	Street	Bldg sq ft	Parcel sf	Bldg:Lot	Notes
66	Banks	2749	1750	157%	
70	Banks	2749	1750	157%	
74	Banks	2749	1750	157%	
83	Banks	2025	1750	116%	no parcel sf, used 1750
87	Banks	2365	1750	135%	no parcel sf, used 1750
89	Banks	1000	1750	57%	
97	Banks	1200	1750	69%	
98	Banks	1295	1750	74%	
99	Banks	1200	1750	69%	
101	Banks	1069	1750	61%	
102	Banks	1276	1750	73%	
103	Banks	1450	1750	83%	
104	Banks	625	1750	36%	
105	Banks	1000	1750	57%	
106	Banks	899	1750	51%	
107	Banks	1035	1782	58%	
114	Banks	1650	1750	94%	
116	Banks	1233	1746	71%	
390	Chapman	1338	1750	76%	
400	Chapman	1130	1746	65%	
401	Chapman	1660	1746	95%	
405	Chapman	2180	1746	125%	
39	Ellsworth	1340	1750	77%	
43	Ellsworth	1526	1750	87%	
47	Ellsworth	1180	1750	67%	
51	Ellsworth	1193	1746	68%	
55	Ellsworth	1265	1746	72%	
56	Ellsworth	1500	1750	86%	
58	Ellsworth	696	1750	40%	
59	Ellsworth	1265	1746	72%	
65	Ellsworth	1382	1750	79%	
66	Ellsworth	1243	1750	71%	
70	Ellsworth	1480	1750	85%	
71	Ellsworth	1880	1750	107%	
76	Ellsworth	1275	1750	73%	
77	Ellsworth	2025	1750	116%	
81	Ellsworth	1250	1746	72%	
82	Ellsworth	1275	1750	73%	
86	Ellsworth	1275	1750	73%	
99	Ellsworth	1250	1746	72%	
103	Ellsworth	1275	1746	73%	
107	Ellsworth	1781	1746	102%	

AVERAGE
 SF OF
 HOUSES IN
 300' RADIUS
 IS 1329 SF

Ratio of Building to Parcel Square Footage								
For Properties within 300 Feet of 3516 and 3526 Folsom Street								
Data from CCSF Assessor's Property Search Database as of 9/7/15								
Address								
House #	Street	Bldg sq ft	Parcel sf	Bldg:Lot	Notes			
105	Gates St	1540	1746	88%				
105	Gates St	180	1746	10%				
106	Gates St	1250	1746	72%				
109	Gates St	1690	1750	97%				
111	Gates St	1207	1746	69%				
112	Gates St	1016	1750	58%				
113	Gates St	1626	1750	93%				
115	Gates St	1780	1750	102%	includes 117 Gates			
118	Gates St	1411	1750	81%				
119	Gates St	1101	1750	63%				
124	Gates St	1185	1746	68%				
130	Gates St	1200	1746	69%				
132	Gates St	2258	1750	129%				
515	Powhattan	800	2378	34%				
688	Powhattan	2250	1750	129%				
40	Prentiss	1750	3496	50%				
80	Prentiss	625	1746	36%				
96	Prentiss	950	3500	27%				
Average Square Footage		1329	1838	74%				



East Slope Design Review Board

Terry Milne, external secretary • 321 Rutledge • San Francisco 94110 • [285-8978]

April 28, 2015

Fabien Lannoye
BluOrange Designs
241 Amber Drive
San Francisco CA 94131
fabien@bluorange.com

Re: 3516 & 3526 Folsom Street
Block/Lots: 5626/013 & 014

Dear Mr. Lannoye:

The Bernal Heights East Slope Design Review Board held a Board-only meeting on April 22, 2015 to review the latest designs for two proposed houses at 3516 and 3526 Folsom Street. This was a follow up to five neighborhood meetings attended by large groups of neighbors and a series of comment letters written by the Board. The sites are currently undeveloped and without vehicular access.

While we believe that the process has resulted in some improvements to the project, the Board cannot support the project as being in alignment with the Bernal Heights East Slope Building Guidelines.

If the two proposed houses and associated street improvements are built, they will set a precedent for potential development of adjacent lots on the Folsom Street extension, and there are a number of issues that we continue to believe are not in compliance with the Guidelines or consistent with neighborhood character:

1. Bulk and Massing of Elevations: while the front facade of #3516 is animated with changes in plane, materials and elements that step down in height along with the hillside, the front facade of #3526 Folsom remains very boxy, flat and unresponsive to the hillside.
2. Elevations facing Chapman Street and Bernal Boulevard: these will be visually prominent in the neighborhood. These facades remain largely undeveloped and uncomposed, with large expanses of blank wall where there are opportunities for windows, carve-outs, changes in roof treatment and/or other elements that could add visual interest.

In addition to these items, neighbors have raised a number of concerns that are beyond the purview of the Board (construction impact, slope and break-over angle at the Folsom Street extension, easements, existing PG&E gas line, Fire Department access to the neighborhood during construction etc.).

Since the Board is not a City agency, it does not have the power to either approve or disapprove the

BERNAL
HEIGHTS
TOP OF
FOLSON
STREET

APPENDIX C

PIPA Report, November 2010

Examples 15a, 15b and 15c – Tree roots may damage transmission pipelines.

These pictures illustrate situations on the transmission pipeline right-of-way that should be avoided.

These pictures illustrate why trees should not be allowed in the right-of-way. The tree roots have impeded the pipeline operator's ability to access and evaluate the condition of the transmission pipeline. Pipeline coatings may also be damaged by tree roots. Coatings need to remain intact to protect the transmission pipeline from external corrosion.



PIPA REPORT
SHOWING
TREE ROOT
DAMAGE.





SAN BRUNO

ZF

PG&E gas explosion leaves at least 11 hurt

Blast from page A1

The tractor was being operated by a county public works employee who was using it to reinforce a berm behind the targets at the Fresno County Peace Officers' Range, according to spokesman Tony Botti of the Fresno County Sheriff's Office. Three lanes and about 30 feet away, more than a dozen inmates were digging bullets out of the berm.

It was not immediately clear whether the tractor operator knew the gas transmission line was there. Anyone who digs with heavy equipment is supposed to check with local utilities in advance. PG&E spokeswoman Nicole Liebelt said the company had not received a call on its digging hotline from anyone working nearby.

But, according to Botti, the tractor operator was not engaged in digging at the time of the explosion. "All the indications are that he was driving and the explosion happened," Botti said, perhaps because the front-end loader was scraping the ground.

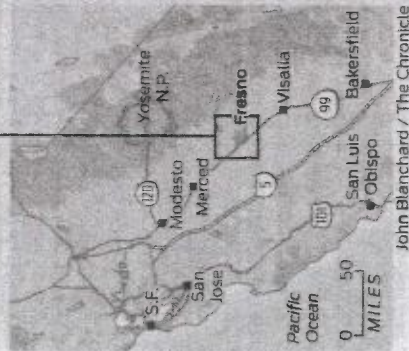
Whatever the cause, the explosion was immense — flaring more than 100 feet into the air, according to onlookers, and spilling outward in heat and flames that injured at least 10 of the inmates. One was in such critical condition that he had to be airlifted to a nearby hospital.

"The driver of the tractor,

amazingly, was able to walk over to the ambulance," Botti said. He added a smaller example of the fireball's intensity: plastic trash cans 200 feet away from the explosion, in an area where deputies clean their guns, melted. "They looked like trash-can lids," Botti said.

Fortunately, most of the area around the explosion was grassland, the shooting range and an equestrian center.

Another factor that kept the toll from being more severe is that deputies were at the shooting range. "Hats off to them," Botti said. "They



John Blanchard / The Chronicle



Kevin Ling / Associated Press

A fireball erupts after a large gas pipeline exploded near Fresno, injuring at least 11 people and closing Highway 99.

jumped into action right away to get aid."

According to Pete Martinez, a spokesman for the Fresno Fire Department, the response to the fireball included 15 fire engines, fire trucks and water trucks each containing roughly 2,000 gallons for the engines to draw on.

Highway 99 was closed in both directions until 4:30 p.m. A railroad line running alongside the shooting range sustained damage.

Last week, the California Public Utilities Commission slapped PG&E with a record \$1.6 billion penalty for the September 2010 explosion of a

natural gas pipeline beneath San Bruno, which killed eight people. The blast erupted from a 1950s-era pipeline that had been installed with substandard welds that failed, said federal investigators.

Since then, PG&E has spent or committed to spend \$2.8 billion on repairing and upgrading its vast network of natural gas pipes, which spans most of Northern and Central California. The utility has replaced more than 800 miles of cast-iron pipe and installed 200 automatic or remotely controlled shut-off valves, as well as invested in new leak-detection technology.

Those investments, however, cannot prevent other people from digging into and puncturing gas lines — the most common cause of natural gas pipeline accidents nationwide.

But if the tractor in fact was not engaged in scooping dirt out of the ground, that raises the question of how close the 12-inch transmission line was to the surface.

Late Friday, the utilities commission reported that it had dispatched a team to Fresno and would conduct a full investigation of the explosion. The commission had already begun coordinating with the federal Pipeline and Hazardous Materials Safety Administration, said spokeswoman Terrie Prosper.

John King, David R. Baker and Kale Williams are San Francisco Chronicle staff writers. E-mail: jking@sfbchronicle.com, dbaker@sfbchronicle.com, kwilliams@sfbchronicle.com Twitter: @JohnKingSFChron, @DavidBakerSF, @SFKale

FROM THE COVER

Land altered before blast

Blast from page A1

closer to the surface than any one realized.

Among the critically burned victims was the county Department of Public Works employee who was driving the front-end loader that struck and punctured the 12-inch-wide gas pipe, sending a fireball more than 100 feet into the air, according to witnesses. The unidentified driver had been building up a dirt berm behind a sheriff's firing range near Highway 99.

8 inmates injured

Eight of the injured were inmates from the Fresno County Jail who were digging bullets out of the berm. Six inmates remained hospitalized on Saturday, including one with life-threatening injuries, said Tony Botti, a spokesman for the Fresno County Sheriff's Office. Two deputies were treated at a local hospital and released Friday night.

How and why the explosion occurred is under investigation by the California Public Utilities Commission, working with the federal Pipeline and Hazardous Materials Safety Administra-

been scraped and hauled and maneuvered to build up the backdrop for the targets, said Botti of the sheriff's office.

"The whole area has changed significantly over the past year," Botti said. "There's been constant construction."

PG&E's Boyles said the pipeline was well marked with a pair of orange and white warning signs in the area.

The driver "was directly between the two line markers," Boyles said, with the warning signs about 100 feet on either side of the vehicle.

But when a reporter asked to see the signs and photograph them, Boyles ordered the reporter to leave the premises.

The area "was an active in-

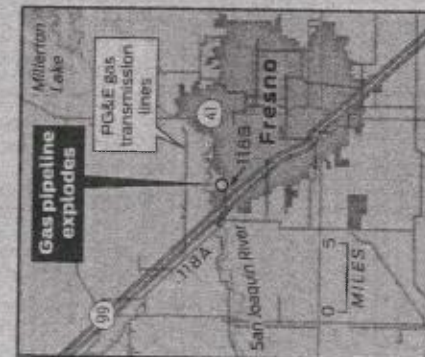
physical inspection of the pipe is involved.

State law requires workers who use digging and grading equipment to call 811 two working days before beginning their work, said another PG&E spokesman, Nick Stimmel. That call alerts PG&E and other utilities to send someone out to identify the location of underground pipes and equipment.

No call before dig

Stimmel said its 811 call center, USA North, never received such a call.

"Often times it's a lack of awareness" that causes workers not to make the crucial call, Stimmel said. "Sometimes people just don't want to wait" for



Pacific Gas and Electric Co.

A front-end loader sits on a berm behind a firing range Friday after causing a blast near Fresno. At right is part of the pipeline.

3:20 pm — because the area had not been upgraded to have an automatic shut-off valve, which can be closed from a remote location.

Since the San Bruno explosion, PG&E has installed 200 automatic or remotely controlled shut-off valves as part of its \$2.8 billion effort to improve its network of natural gas pipelines across Northern and Central California.

At the shooting range Friday, flames burned until nearly 4 p.m.

On Saturday morning, Union Pacific Railroad crews worked to repair 400 feet of nearby track that was bent, melted and twisted by the blast. They had been working since Friday

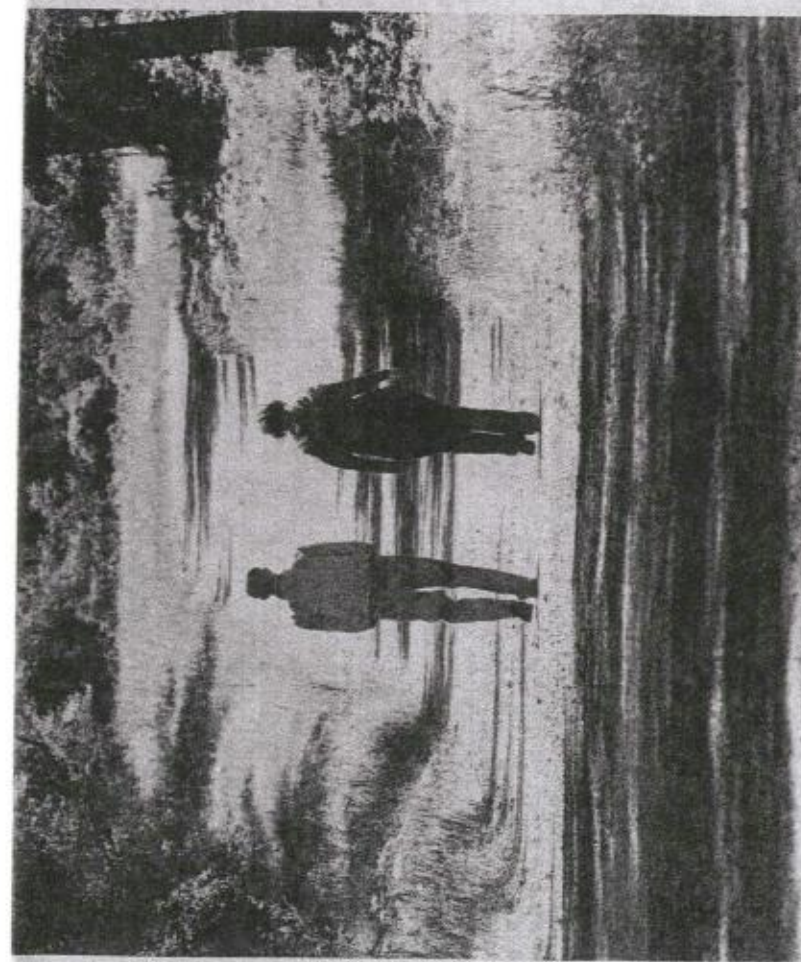
2016 and build connections to other trails along the spectacular coast mountains of the Peninsula.

It would be the first time the San Francisco utility has lifted restrictions on access to the land surrounding the reservoir, opening 23,000 acres of scenery for the public to admire. The proposal was hailed by Bay Area residents who have long sought access to the trails in the watershed.

"I'm very encouraged," said Jim Sullivan, a docent for the Golden Gate National Recreation Area and San Mateo County parks. "These are existing corridors that have been accessed by patrol vehicles, horseback riders and utility workers for many years."

The proposal brings park advocates closer to their dream of creating a giant network of trails through the watershed and connecting with federal, state and local

Trails continues on A9



Terray Sylvester / The Chronicle

San Francisco Public Utilities Commission employees Tim Ramirez and Betsy Lauppe Rhodes walk on the Fifield-Cahill Ridge Trail, which will open for expanded uses and be extended farther through the watershed land.

"The area is full of trails that go back to the 1860s. They belong to the people in perpetuity."

Andy House, founder of the group Open the SF Watershed

created 500-foot "buffer zones," Berkeley's version is more sweeping and applies to many more products.

If passed by the City Council on May 12, it would turn tobacco into an obscure, big-ticket item, since the proposed buffer zones would

Tobacco continues on A8

Gas pipeline blast injures 11 near Fresno

By John King, David R. Baker and Kale Williams

A Pacific Gas and Electric Co. natural gas pipeline near Fresno erupted in a fireball Friday afternoon — injuring at least 11 people and temporarily closing down Highway 99 — after a tractor operator accidentally punctured the 12-inch line, authorities said.

Eleven victims were transported to hospitals, where officials said four were in critical condition, two were in serious condition and the remainder suffered minor injuries.

The explosion, which sent flames surging past the tops of nearby trees, happened shortly before 2:30 p.m. on a shooting range close to busy Highway 99, one of the San Joaquin Valley's two main freeways.

Blast continues on A9

2 Syria fighting: In an interview published Friday in the Swedish daily Expressen, Syrian Presi-

3 Cameroon attack: Boko Haram militants killed at least 12 people in attacks on two

U.N. Human Rights Commission's office said at least 6,116 people have been killed since the fighting broke out a year ago.

5 Rights abuses: Bahrain is

hitting back at an Amnesty International report alleging that government reforms have failed to end serious violations of human rights in the Gulf country

failed to convict journalists who paid police, prison guards and other officials for stories.

After the verdicts, prosecutors told most of the

journalists facing upcoming cash-for-scoops trials that charges

SFGATE <http://www.sfgate.com/news/article/PG-amp-E-Carmel-home-explosion-blamed-on-bad-5316064.php>

PG&E Carmel home explosion blamed on bad pipeline records

By Jaxon Van Derbeken Updated 7:55 am, Friday, March 14, 2014

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**IMAGE 1 OF 2**

A house at Guadalupe and Third streets in Carmel after a gas explosion in March.

Pacific Gas and Electric Co.'s faulty pipeline records, which the utility promised to fix after the deadly San Bruno disaster more than three years ago, are being blamed in a natural-gas explosion that destroyed a home last week in Carmel.

No one was home and there were no injuries when the explosion destroyed the one-bedroom cottage March 3. The owner said that was largely attributable to good luck: A work crew was supposed to be in the house but never got there because of traffic.

PG&E says gas crews working around the house were misled by company records about the type of

Can PG&E Be Trusted? Carmel Puts Pacific Gas & Electric Co. on Notice in Carmel Explosion



Jason Burnett, Mayor of Carmel, California

Five years after a devastating pipeline explosion ripped through the city of San Bruno, killing eight, and a year after another explosion destroyed a house in Carmel-by-the-Sea, the Pacific Gas & Electric Co. still doesn't have accurate records of the gas pipes around our homes, neighborhoods and businesses, the business practices to compensate for their inaccurate records, or the tools in place to immediately halt a gas leak. Each day this situation is not fixed puts the public's safety at risk.

That's not my opinion alone, but the concern of the California Public Utilities Commission, which opened a formal investigation of PG&E's practices and record-keeping after recent pipeline accidents in Carmel, Mountain View, Milpitas, Morgan Hill and Castro Valley highlighted the risk to public safety of PG&E not having accurate records or maps of its vast pipeline network.

The proceeding — which could lead to more penalties and fines against PG&E — follows a report by the CPUC's Safety Enforcement Division finding that PG&E's pipeline records are too inadequate and too flawed to be trusted when making critically important, ongoing safety decisions. The public remains at risk until these issues are resolved.

several potentially lifesaving safety measures to prevent future pipeline breaches from threatening this community again.

These include better training of construction crews with the necessary emergency tools to make sure gas leaks are stopped quickly. Crews must respond to odor calls in a timely fashion, and a project manager must be designated to monitor construction projects and make regular site visits for possible pipeline interference.

As we prepare to participate in the upcoming CPUC investigation of PG&E's record-keeping and safety practices, we intend to require these measures as part of any penalties levied. We simply can't trust that PG&E will impose these measures on its own. The safety of our communities and the lives of our residents depend on our diligence.

Regulatory Changes: San Bruno Explosion Mirrors 2004 Walnut Creek Pipeline Blast

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Getty Images / Justin Sullivan

The aftermath of the lethal San Bruno explosion has begun to replicate regulatory and safety changes that were products of the 2004 Walnut Creek pipeline blast, a case we represented for our client who suffered burns over 30% of his body.

New Safety Regulations

San Bruno: Yesterday U.S. Rep. Jackie Speier, (D-Hillsborough) announced legislation that would require pipeline operators across the country to equip their lines with automatic shut-off valves. This technology could have significantly reduced the devastation of the San Bruno pipeline explosion.

Walnut Creek: In 2006, the federal Pipeline and Hazardous Materials Safety Administration's Office of Pipeline Safety and Kinder Morgan, an energy company involved with the Walnut Creek explosion, agreed that Kinder Morgan would provide system-wide

SFGATE <http://www.sfgate.com/bayarea/article/PG-E-s-Line-109-also-seen-as-posing-safety-risks-2375453.php>

PG&E's Line 109 also seen as posing safety risks

SAN BRUNO BLAST Missing records, vulnerable welds for pipe from South Bay to S.F.

By Jaxon Van Derbeken Published 4:00 am, Sunday, April 10, 2011

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#1 Reason Men Pull Away

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The Biggest Mistake Women Make That Kills A Man's Attraction



IMAGE 1 OF 3

An exposed section of PG&E's Line 109 gas transmission pipeline spans a creek on a steep hillside in Redwood City, Calif. on Friday, April 1, 2011.

(Published Apr. 10, 2011)

The other pipeline that Pacific Gas and Electric Co. has long relied on to deliver natural gas up the Peninsula has problems similar to the ruptured line in San Bruno - flawed or missing records and at-risk welds, including 80-year-old technology recognized as prone to earthquake failures, The Chronicle has learned.

Like PG&E transmission Line 132 - the pipe that ruptured and exploded in San Bruno on Sept. 9 - Line 109 runs from Milpitas through the South Bay and Peninsula and up to San Francisco, where it terminates in the Dogpatch neighborhood.

ADVERTISING

Since the blast that killed eight people and destroyed 38 homes, PG&E has avoided service disruptions in the upper Peninsula by using a part of Line 109 to route gas around the blast site, thus keeping most of Line 132 in service.

Federal investigators have keyed into PG&E's inaccurate records on Line 132 in San Bruno - records that showed the 1956-vintage pipe had no seam when, in fact, it had a flawed seam weld since tied to the rupture. The company vouched for the line's safety using a method in 2009 that was incapable of finding bad welds.

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Line 109 may be equally problematic for the company, documents show. Like all the lines running into San Francisco, PG&E has cut the pressure on Line 109 by 20 percent in the wake of the San Bruno disaster, but experts say that given its questionable state, the cut affords little assurance of safety.

"You don't know the right level of safety to begin with, so you don't know if you are cutting pressure by enough," said Richard Kuprewicz, a pipeline safety expert in Redmond, Wash.

Missing records

Perhaps the most damaging revelation about Line 109 came last month when the utility acknowledged that it lacks any records for a 5-mile segment in San Bruno that was installed by 1995. The undocumented segment starts south of the rupture site on Skyline Boulevard at San Bruno Avenue, and heads inland to Junipero Serra Boulevard and hooks up to the old route on Skyline at Hickey Boulevard.

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The 5-mile part of the line is among 140 miles of transmission pipe for which PG&E has said it has so far found no documents to prove it is operating safely. PG&E has until the end of August to look for the records as part of a \$3 million fine settlement still pending and slated to be argued Monday before the California Public Utilities Commission.

The undocumented part of the line apparently was installed to route around three active earthquake faults in the area on Skyline Boulevard, PG&E records show. The replacement route is now reflected on PG&E's current maps, but the utility lacks records of construction documents and has no proof that it did legally mandated high-pressure water tests.

UC engineering Professor Bob Bea said the lack of records for a 1995-era project is "astounding."

"To have that long a section of an important pipeline without records on its condition - that would be alarming," he said. "I think we have a problem, Houston."

PG&E has acknowledged that the line has other identified risks, but says it inspected the line in 2009 and found no leaks over the past decade.

Brittle welds

PG&E has noted that a 2-mile portion of Line 109 along Alemany Boulevard in San Francisco dates from 1932 and was constructed using oxyacetylene welds, notoriously brittle and susceptible to failure in earthquakes. The at-risk part of the line runs under the street roughly from Sickles Avenue to Rousseau Street.

Oxyacetylene technology - which dates to the early part of the 20th century - is problematic because the hot gases used in the welding process generate bubbles in the welding bond, Bea said.

"It's difficult to get a weld with high integrity," he said. "You end up with a lot of gas and bubbles trapped in the metal."

Kuprewicz added, "Oxyacetylene welds are like glass. They don't bend, they snap. They are very brittle."

Dozens of those welds failed in the 1971 quake in Sylmar (Los Angeles County), according to a 2008 seismic report done for the U.S. Geological Survey on the vulnerability of that kind of weld. The report also found that in the 1989 Loma Prieta quake, PG&E had three transmission line failures involving such welds, and in the 1994 quake in Northridge (Los Angeles County), more than two dozen such welds failed or were damaged.

The 2008 report recommended replacement with upgraded pipes, or at least using automatic shutoff valves, pointing out that oxyacetylene welds were almost 100 times more likely to fail in a quake than more modern technology.

PG&E has long downplayed the usefulness of automatic valves, citing industry data showing most blast damage is done in the first 30 seconds of an explosion, but since the San Bruno blast has said it will install them in many high-risk areas.

Rehab versus replace

PG&E had been replacing dozens of miles a year of old pipes since 1985 - including the 5-mile reroute near San Bruno - but told regulators in 1995 that it now intended to begin finding ways to rehab old lines rather than replace them.

One of its first efforts in that vein was to install, that year, a plastic liner in Line 109 under Alemany Boulevard that had 1932-vintage oxyacetylene welds. The purpose of the liner was to create an internal membrane to contain any gas release if vulnerable girth welds failed in an earthquake.

PG&E bought the liner from Paltem Systems Inc. of Missouri, and it was touted as being able to withstand pressures up to 900 pounds per square inch. Paltem is not currently in business in the United States.

"The purpose of this project was to install a safe composite lining, in order to provide additional support and protection," PG&E spokesman Joe Molica said about the liner.

Before installing the liner, he said, PG&E had tested that part of the line using high-pressure water. At the time, the company said it would track any leaks and inspect the line a year after installation.

PG&E recently told San Francisco City Attorney Dennis Herrera, who asked for details about the project, that it did an initial camera inspection but did not do a follow-up inspection. PG&E says the inspection could have damaged the liner and there had been no leaks in the past decade.

Inspection aside, experts question the value of the liner in a major quake. Glen Stevick, a Berkeley engineer and pipeline safety expert, said such an interior liner "does provide a lot of flexibility and it can take a certain amount of leakage without rupture."

But, he said, substantial ground movement during a quake could have a "guillotine" action in severing a circumferential weld, slicing the liner in the process.

Doug Honegger, an Arroyo Grande (San Luis Obispo County) consultant on pipeline seismic safety, agreed the liner's value is limited.

"The question is why they put the liner in. If the threat was from large ground movement, I'm not sure the (liner) would be what they needed," he said. "The preferred option would be to replace that section."

Vulnerable welds

Still other parts of Line 109 were constructed with low-frequency electric resistance welds, considered vulnerable during normal operations and tied to more than 100 failures nationwide.

PG&E inspected Line 109 in 2009 using a method that was incapable of finding flawed seam welds. Yet two stretches of the line have such welds, according to PG&E records. PG&E officials have said they had been intentionally boosting the pressure on lines with such welds every five years or so since 2003, but stopped the practice after the San Bruno explosion. The company says it had been elevating the pressure because federal regulations - based on peak pressure levels - would otherwise kick in and limit its ability to meet peak demand.

Federal officials say they don't understand why PG&E was boosting pressure on vulnerable lines.

PG&E last spiked the pressure on the San Francisco part of Line 109 on April 12 of last year to 147 pounds per square inch; the line's maximum capacity is 150 psi. It first spiked the pressure on the line in December 2003 to 150 psi. Experts have questioned the safety of the spiking practice on such vulnerable welds, saying they could make them more prone to failure.

Portion above ground

Outside San Francisco, at the higher-pressure segment of the line, experts point to another potential problem spot: an above-ground, 50-foot span where Line 109 crosses a dry creek bed. PG&E inspected the line in 2009 and said any safety concerns were addressed.

But UC Berkeley's Bea said erosion on the creek banks during recent storms could potentially weaken support on either side spanning the creekbed. He worries the line has no underpinnings to support the crossing.

Experts point to the totality of Line 109 problems as warning signs that the older, untested lines in PG&E's system are fraught with potential risks

PG&E had largely stopped replacing old lines by 2000, when it cut back on miles replaced in favor of inspection efforts to assure safety, document show.

"With the age and the risk factors they have, why aren't they judiciously replacing these pipes?" pipeline safety expert Kuprewicz said. "You are playing Russian roulette with a six-shooter, and you have five bullets in the gun."

"I frankly don't feel very comfortable with their whole" system, said Robert Eiber, another pipeline integrity expert. "It's a mess. You need to find out what you have in the ground."

Herrera said he wants to know more about the line before he is satisfied it is safe.

"It's quite clear that we haven't received all the records that would give us that complete confidence," he said. He added that he intends to make every effort to make sure "we are getting the records we need."

E-mail Jaxon Van Derbeken at jvanderbeken@sfchronicle.com.

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Re: Inquiry about Gas Transmission Pipeline 109 from
concerned SF residents

- Robert G. BEA

- May 5 at 10:26 AM

To

- Marilyn Waterman

Happy Monday Marilyn,

given the background you provided in your email, yes - you should be concerned.

there are several points in your summary that provide a good basis for your concerns:

- 1) old (1980s) PG&E gas transmission pipeline installed in area with highly variable topography,
- 2) no records on the construction, operation, and maintenance of the pipeline,
- 3) no definitive guidelines to determine if the pipeline is 'safe' and 'reliable',
- 4) apparent confusion about responsibilities (government, industrial - commercial) for the pipeline safety, reliability, and integrity.

this list is identical to the list of concerns that summarized causation of the San Bruno Line 132 gas pipeline disaster.

the fundamental 'challenge' associated with your concern is tied to the word 'safe'. unfortunately, it has been very rare that i have encountered organizations that have a good understanding of what that word means, and less of an understanding of how to demonstrate that a given system is 'safe enough'.

during my investigation of the San Bruno disaster, i did not find a single document (including trial deposition transcripts) that clearly indicated PG&E or the California PUC had a clear understanding of the word 'safe': freedom from undue exposure to injury and harm.

much of this situation is founded in 'ignorance'. it is very rare for me to work with engineers who have a comprehensive understanding of what the word safe means - and no clue about how to determine if a system is either safe or unsafe. the vast majority of governmental regulatory agencies are even worse off.

i have attached a graph that helps me explain the important concepts associated with determining if a system is safe or unsafe. the vertical scale is the likelihood of a failure. the horizontal scale is the consequences associated with a failure. the diagonal lines separate the graph into two quadrants: safe and not safe. if the potential consequences associated with a failure are low, then the likelihood of the failure can be high. if the potential consequences are very high, then the probability of failure must be very low. uncommon common sense.

on the graph, i shown a system that was designed for a particular 'risk' (combination of likelihood and consequences of failure). when it was constructed, the risk increased due to construction 'malfunctions' - like bad welding. when the system was put into service, the risk increased further - perhaps due to poor corrosion protection and due to the area around the pipeline being populated with homes, businesses, schools and other things that increase the potential consequences of a major failure. once it is determined that the system that was originally designed to be safe, is no longer safe, then it is necessary to do things that will allow the system to be safely operated....reduce the likelihood of failure (e.g. repair the corrosion) and reduce the consequences of failure (e.g. install pressure control shut off sensors and equipment that can detect a loss of gas and rapidly shut the system down)....or replace the segment of the pipeline that no longer meets safety - reliability requirements.

All of this makes many of us very uneasy. Should we be?

We would greatly appreciate your perspective.

Regards,
Marilyn Waterman

PS - If you want to google the proposed development the addresses are:
3516 and 3526 Folsom St., San Francisco

--
Robert Bea
Professor Emeritus
Center for Catastrophic Risk Management
University of California Berkeley
Email: bea@ce.berkeley.edu

Risk Assessment & Management Services
60 Shuey Drive
Moraga, CA 94556
925-631-1587 (office)
925-699-3503 (cell)
Email: BeaRAMS@gmail.com
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Cement truck mixes poorly with city water

Chronicle staff report Published 4:00 am, Wednesday, August 22, 2007

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Chronicle / Katy Raddatz

IMAGE 1 OF 2

WATERMAIN_027_RAD.jpg SHOWN: Broken water main and fallen cement truck at the corner of Powhattan and Folsom Streets in San Francisco, CA., where undergrounding and sewer repair work have been ongoing. (Katy Raddatz/The Chronicle) **

A cement truck overturned, below, and ruptured a water line in San Francisco's Bernal Heights neighborhood Tuesday, knocking out service to four blocks for seven hours.

The accident happened a little after 10 a.m. and slightly injured the cement truck driver.

At left, an Atlas Towing worker rigs cables to the fallen truck.

Righting the truck took several hours more than expected, but the job was finally accomplished at 3 p.m. with the help of two heavy-duty tow trucks. Two hours later, water was flowing to all in the neighborhood once again, said Tony Winnicker, a spokesman for the city Public Utilities Commission.

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The affected area is bounded by Powhattan Avenue, Cortland Avenue, Folsom Street and Gates Street.

APPLICATION FOR Discretionary Review

1. Owner/Applicant Information

DR APPLICANT'S NAME: Various Neighbors - Bernal Safe and Livable (c/o Sam Orr)		(415) 816-5140	
DR APPLICANT'S ADDRESS: See attached List (c/o 61 Gates Street)	SIGNATURE LIST ATTACHED	ZIP CODE: 94110	TELEPHONE: (415) 886-5448

PROPERTY OWNER WHO IS DOING THE PROJECT ON WHICH YOU ARE REQUESTING DISCRETIONARY REVIEW NAME: Fabien Lannoye		
ADDRESS: 297c Kansas Street, San Francisco	ZIP CODE: SF	TELEPHONE: (415) 626-8868

CONTACT FOR DR APPLICATION:

Same as Above ☒

ADDRESS:

ZIP CODE:

TELEPHONE:

()

E-MAIL ADDRESS:

2. Location and Classification

STREET ADDRESS OF PROJECT: 3526 Folsom Street		ZIP CODE:		
CROSS STREETS: Chapman Street				
ASSESSORS BLOCK/LOT: 5626 / 014	LOT DIMENSIONS: 25X70	LOT AREA (SQ FT): 1750	ZONING DISTRICT: RH-1/40-XBernal Hts. SUD	HEIGHT/BULK DISTRICT:

3. Project Description

Please check all that apply

Change of Use ☐ Change of Hours ☐ New Construction ☒ Alterations ☐ Demolition ☐ Other ☐Additions to Building: Rear ☐ Front ☐ Height ☐ Side Yard ☐
Open space, walking paths to Bernal park; school children field trips

Present or Previous Use:

Single family house

Proposed Use:

Building Permit Application No. 2013.12.16.4318

Date Filed: 12/17/13

4. Actions Prior to a Discretionary Review Request

Prior Action	YES	NO
Have you discussed this project with the permit applicant?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you discuss the project with the Planning Department permit review planner?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Did you participate in outside mediation on this case?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

See attached.

Discretionary Review Request

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

1. 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 cite specific sections of the Residential Design Guidelines.

See attached.

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:

See attached.

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?

See attached.

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

Signature: _____

Sam Orr

Date: _____

9/15/15

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

SAM ORR, coordinator

Owner / Authorized Agent (circle one)

*Bernal Safe + Livable
(an ad hoc neighborhood
group representing 82
neighbors at this time)*

5. Changes made to project as a result of mediation.

Bernal Heights East Slope Special Use District met at least five times with the developer. Meetings were attended by large numbers of residents. Changes made to project were incremental at best, a fact underscored by Bernal Heights East Slope Design Review Board not supporting the project. Developer was asked to meet with neighbors but did not follow through. Neighborhood character issues remain outstanding, dominated by a three-story house with large garage (variance required) - notably out-of-proportion to small neighboring houses - and vaguely fleshed out access issues impacting neighbors' homes and garages on steep ROW. Despite concerns about maintaining public views from Bernal Heights Blvd., developer added a penthouse stairwell in last rendition of publicly presented plans. North elevations were minimally changed but not enough to address objections to wall-like exterior facing Bernal Park.

Proposed street design changes remain confusing, obfuscating actual implementation of plans regarding: access to existing garages and homes impacted by proposed new street; right-of-way construction on a major aging PG&E gas transmission pipeline (with lost PGE records and tree intrusions); break-over angles; and the addition of another dangerously steep street in Bernal with emergency and regular vehicle access issues.

1. What are the reason for requesting Discretionary Review? Exceptional and extraordinary circumstances? How does the project conflict with the City's General Plan Planning Code's Priority Policies or Residential Guidelines? Cite specific sections of the SFRDG.

Reason #1 - Proposed three-story/large garage (variance required) project is out-of-scale to predominantly two-story/single-car garage homes and threatens Bernal East Slope's SUD protected small-house neighborhood character and socio-economic diversity by creating a de facto speculation zone of tear-downs to be replaced by larger, more profitable developments.

According to SF Assessor's data base, the size of Bernal houses within a 300 foot radius of project is 1329 square feet (see enclosed chart). The adjacent house is 1050 sf (3580 Folsom St. within 50 feet). Current docs/design do not include project's size but it is sizably out of scale.

Codes cited:

- General Plan Priority #2 - Existing housing and neighborhood character be conserved and protected in order to preserve cultural and economic diversity.
- General Plan Priority #3 - That the city's supply of affordable housing be preserved and enhanced.
- Sec. 242,b - In order to reflect the special characteristics and hillside topography of an area of the City that has a collection of older buildings situated on lots generally smaller than the lot patterns in other low-density areas of the City, and to encourage development in context and scale with the established character, there shall be a Bernal Heights Special Use District.
- SFRDG, Pg. 8 - When considering the immediate context of a project, the concern is how the proposed project relates to the adjacent buildings.
- SFRDG, PG. 8 - When considering the broader context of a project, the concern is how the proposed project relates to the visual character created by other buildings in the general vicinity.
- SF General Plan Urban Design Element, Fundamental Principles of Conservation, pg. 23, #4A - A plan seeking to avoid excessive bulkiness must consider the existing scale of development in each area of the city
- Bernal Heights East Slope Guidelines, Pg. 2 - Much recent development is not only inconsistent but often at odds with the smaller scale existing structures. As a result the East Slope's rural characteristics rapidly are disappearing along with views, open space"

- Bernal Heights East Slope Guidelines, Pg. 15, sec. 4 - Intent: Promote harmony in the visual relationship and transitions between new and older buildings.
- Sec. 242, pg. 7, Garage variance required for square footage above 1300 square feet of living space. Usable floor space to parking space ratios: 0 to 1300 square feet for the first parking space. 1301 - 2250 for the second parking space. 2251 to 2850 for the third parking space.

Reason #2 - Exceptional and Extraordinary conditions exist (as defined by the Planning Commission's definition for DR) due to "unusual context" and "complex topography" "not addressed in the design standards:" An aging, major PGE Gas Transmission Pipeline - one of three feeding natural gas into SF - runs through the proposed access area up a dangerously steep grade, the main reason this site has never been developed. The catastrophic risk is further heightened by the threat of earthquakes during construction.

No risk-assessment has been done regarding the public safety concerns surrounding this project. The proposed new access road would be a ROW over aging and troubled PGE Gas Transmission Pipeline 109 (with lost maintenance records and pre-existing tree intrusions violating federal guidelines, see photo). Encased under asphalt, the aging pipeline is typically unreactive - but this area is unpaved. The pipeline is on a pitched, undeveloped patch of Bernal hill. Pipeline 109 is the same type of transmission pipeline that exploded catastrophically in San Bruno and Fresno - and caused serious accidents in Carmel, Walnut Creek and at least four other local cities (see articles and letter by Carmel Mayor).

Federally recommended safe practices that use additional site-specific safety precautions have not been incorporated into final designs (see citation). The Planning Department has approved a building permit without knowing the pipeline's depth and exact location, located within a few feet of the property, which may substantially change project design, including garage access, building location and break-over angle - against recommended federal safe practices (see citation).

Developer proposes creating the third steepest street in SF at 37 degrees (actual grade unknown since depth of pipeline is unknown) - and he will be responsible for grading over transmission pipeline with heavy-duty equipment (see Fresno explosion photo).

An accidental gas leak of PG&E's Gas Transmission 109 Pipeline would be catastrophic to local residents, Community Garden users, and Bernal Park visitors (see photos). Noted gas transmission pipeline expert, Robert Bea, confirmed neighbor's concern regarding danger as legitimate (see letter). In 2007, during street construction at the exact base of this location, a cement truck overturned while trying to make a turn, rupturing a waterline. (See photo)

Citations:

- General Plan Priority #5 - That the City achieve the greatest possible preparedness to protect against injury and the loss of life during an earthquake.
- US Department of Transportation PHPSA "Consultation Zones and Planning Areas" pg. 1 - Local governments should consider implementing "planning areas" to enhance safety when new land uses and property development are planned near transmission pipelines....these are areas where additional development regulations, standards or guidelines to ensure safety should be considered."
- Pipelines and Informed Planning Alliance (PIPA) "Partnering to Further Enhance Pipeline Safety through Risk-Informed Land Use Planning," Appendix C, Ex. 14 and 15a,b,c "Trees should be avoided." "Tree roots may damage transmission pipeline." (See photo)

REASON #3 - "Unusual context" of location of proposed development, next to Bernal Heights Park, threatens public views - and creates a "wall" where there was once open space.

The north elevation of this house is adjacent to Bernal Heights Park and Bernal Heights Blvd and Community Garden, where hundreds of visitors walk, bike, garden and drive every day. A

penthouse stairwell - taller than the railing of the rooftop garden and extending into the public viewing vista - was added to the plans at the last ESDRB meeting. It rises up on the north side of the house, adjacent to the park, impeding views. Since then, the penthouse stairwell has been enlarged and broaden, further impeding views.

The ESDRB letter to the developer informing him of why his project was not in compliance with ESDRB Guidelines specifically notes the elevations facing Bernal are "visually prominent" and remain "largely undeveloped and uncomposed." (See letter)

Citations:

- SF General Plan Urban Design Element, Fundamental Principles of Conservation, Pg. 27, #17 - Blocking, construction or other impairment of pleasing views of the Bay or Ocean, distant hills, or other parts of the city can destroy an important characteristic of the unique setting and quality of the city.
- SF General Plan Urban Design Element, Fundamental Principles of Conservation, pg. 23, #4A - A plan seeking to avoid excessive bulkiness must consider the existing scale of development in each area of the city
- SFRDG pg 38 - Limit the size of the penthouse in order to reduce its visibility from the street....Stair penthouses may also be entirely eliminated.

Reason #4 - Large garage for two cars (variance required) is out of character for neighborhood and threatens economic diversity.

This is a particularly perplexing aspect of proposed project, given the predominant neighborhood character of small houses and single car-garages and a few, rare two-car garages with outside side by side access. It also adds to an already dangerous traffic situation (See overturned cement truck photo.) The fact the house is located on a 37 degree slope makes it particularly improbable that actual double parking will be utilized - and/or done safely. (Try maneuvering on a street that steep.) This appears to be a way to circumvent the system in order to maximize the building envelope and make this house as large as possible.

Codes cited:

- Sec. 242, pg. 7, Usable floor space to parking space ratios: 0 to 1300 square feet for first parking space. 1301 - 2250 sf for second parking space. 2251 to 2850 sf for third parking space.
- General Plan Priority #2 - Existing housing and neighborhood character be conserved and protected in order to preserve cultural and economic diversity.
- Sec. 242,b - In order to reflect the special characteristics and hillside topography of an area of the City that has a collection of older buildings situated on lots generally smaller than the lot patterns in other low-density areas of the City, and to encourage development in context and scale with the established character, there shall be a Bernal Heights Special Use District.
- SFRDG, Pg. 8 - When considering the immediate context of a project, the concern is how the proposed project relates to the adjacent buildings.
- SFRDG, PG. 8 - When considering the broader context of a project, the concern is how the proposed project relates to the visual character created by other buildings in the general vicinity.
- SF General Plan Urban Design Element, Fundamental Principles of Conservation, pg. 23, #4A - A plan seeking to avoid excessive bulkiness must consider the existing scale of development in each area of the city
- Bernal Heights East Slope Guidelines, Pg. 2 - Much recent development is not only inconsistent but often at odds with the smaller scale existing structures. As a result the East Slope's rural characteristics rapidly are disappearing along with views, open space"
- Bernal Heights East Slope Guidelines, Pg. 15, sec. 4 - Intent: Promote harmony in the visual relationship and transitions between new and older buildings.

2. Unreasonable impacts during construction:

Of particular concern, construction will happen over and close to an aging transmission pipeline on an unusually steep grade in an urban area with high-risk consequences if an accident happens. Bernal residents have a reasonable expectation not to live in fear of a catastrophic explosion - and so far no government entity is taking responsibility for ensuring citizens safety. Additionally, construction activities will block access for emergency vehicles to this section of Bernal. The development will open up hill to further development of all six lots, prolonging the development period and *significant public safety concerns* of nearby neighbors.

3. What alternatives...would reduce the adverse effects noted above in question #1?

Alt 1 - First, resolve public safety issues and final design questions regarding pipeline and dangerously steep street. Lower pipeline so street can be safely graded to match the slope of parallel streets that have been graded down for safe vehicle access. Reduce the size of house to a scale that conforms and enhances neighborhood character.

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	<input checked="" type="checkbox"/>
Address labels (original), if applicable	<input checked="" type="checkbox"/>
Address labels (copy of the above), if applicable	<input checked="" type="checkbox"/>
Photocopy of this completed application	<input checked="" type="checkbox"/>
Photographs that illustrate your concerns	<input checked="" type="checkbox"/>
Covenant or Deed Restrictions	<input type="checkbox"/>
Check payable to Planning Dept.	<input checked="" type="checkbox"/>
Letter of authorization for agent	<input type="checkbox"/>
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)	<input type="checkbox"/>

NOTES:

☐ Required Material.

☐ Optional Material.

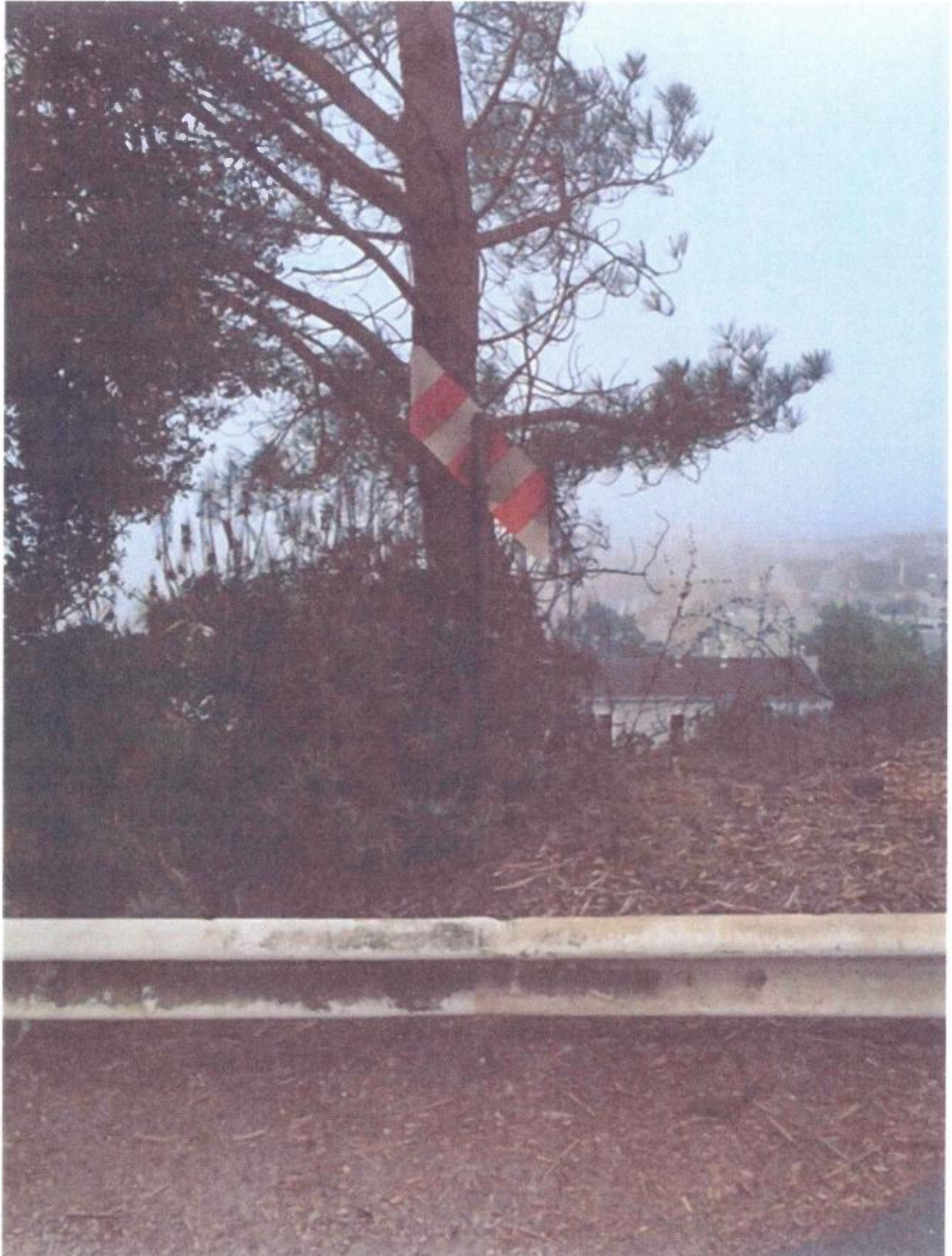
☐ Two sets of original labels and one copy of addresses of adjacent property owners and owners of property across street.

For Department Use Only

Application received by Planning Department:

By: _____

Date: _____



TREE ON TRANSMISSION PIPELINE 109
TOP OF FOLSOM STREET IN BERNAL HEIGHTS

FROM THE COVER

Land altered before blast

Blast from page A1

closer to the surface than anyone realized.

Among the critically burned victims was the county Department of Public Works employee who was driving the front-end loader that struck and punctured the 12-inch-wide gas pipe, sending a fireball more than 100 feet into the air, according to witnesses. The unidentified driver had been building up a dirt berm behind a sheriff's firing range near Highway 99.

8 inmates injured

Eight of the injured were inmates from the Fresno County Jail who were digging bullets out of the berm. Six inmates remained hospitalized on Saturday, including one with life-threatening injuries, said Tony Botti, a spokesman for the Fresno County Sheriff's Office. Two deputies were treated at a local hospital and released Friday night.

How and why the explosion occurred is under investigation by the California Public Utilities Commission, working with the federal Pipeline and Hazardous Materials Safety Administration.

been scraped and hauled and maneuvered to build up the backdrop for the targets, said Botti of the sheriff's office.

"The whole area has changed significantly over the past year," Botti said. "There's been constant construction."

PG&E's Boyles said the pipeline was well marked with a pair of orange and white warning signs in the area.

The driver "was directly between the two line markers," Boyles said, with the warning signs about 100 feet on either side of the vehicle.

But when a reporter asked to see the signs and photograph them, Boyles ordered the reporter to leave the premises.

The area "was an active investigation site and we had been

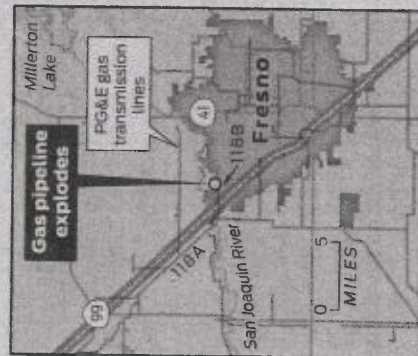
physical inspection of the pipe is involved.

State law requires workers who use digging and grading equipment to call 811 two working days before beginning their work, said another PG&E spokesman, Nick Stimmel. That call alerts PG&E and other utilities to send someone out to identify the location of underground pipes and equipment.

No call before dig

Stimmel said its 811 call center, USA North, never received such a call.

"Oftentimes it's a lack of awareness" that causes workers not to make the crucial call, Stimmel said. "Sometimes people just don't want to wait" for



A front-end loader sits on a berm behind a firing range Friday after causing a blast near Fresno. At right is part of the pipeline.

Pacific Gas and Electric Co.

3:20 pm — because the area had not been upgraded to have an automatic shut-off valve, which can be closed from a remote location.

Since the San Bruno explosion, PG&E has installed 200 automatic or remotely controlled shut-off valves as part of its \$2.8 billion effort to improve its network of natural gas pipelines across Northern and Central California.

At the shooting range Friday, flames burned until nearly 4 p.m.

On Saturday morning, Union Pacific Railroad crews worked to repair 400 feet of nearby track that was bent, melted and twisted by the blast. They had been working since Friday





SAN BRUNO

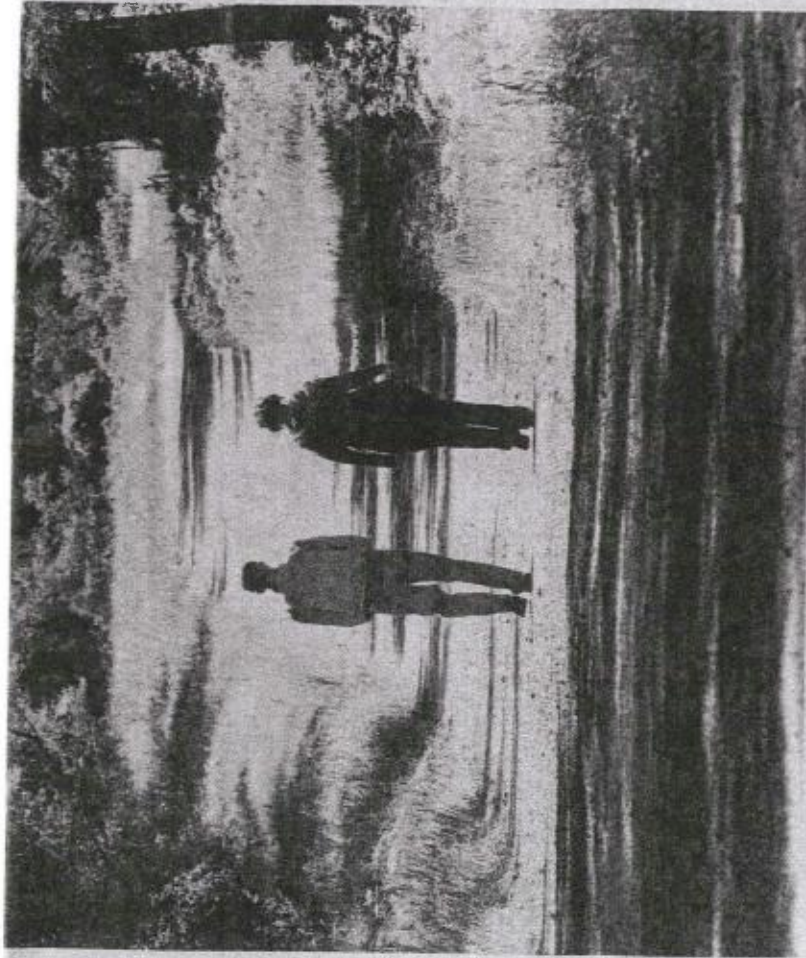
2016 and build connections to other trails along the spectacular coast mountains of the Peninsula.

It would be the first time the San Francisco utility has lifted restrictions on access to the land surrounding the reservoir, opening 23,000 acres of scenery for the public to admire. The proposal was hailed by Bay Area residents who have long sought access to the trails in the watershed.

"I'm very encouraged," said Jim Sullivan, a docent for the Golden Gate National Recreation Area and San Mateo County parks. "These are existing corridors that have been accessed by patrol vehicles, horseback riders and utility workers for many years."

The proposal brings park advocates closer to their dream of creating a giant network of trails through the watershed and connecting with federal, state and local

Trails continues on A9



Teiray Sylvester / The Chronicle

San Francisco Public Utilities Commission employees Tim Ramirez and Betsy Lauppe Rhodes walk on the Fifield-Cahill Ridge Trail, which will open for expanded uses and be extended farther through the watershed land.

"The area is full of trails that go back to the 1860s. They belong to the people in perpetuity."

Andy House, founder of the group Open the SF Watershed

created 500-foot "buffer zones," Berkeley's version is more sweeping and applies to many more products.

If passed by the City Council on May 12, it would turn tobacco into an obscure, big-ticket item, since the proposed buffer zones would

Tobacco continues on A8

Gas pipeline blast injures 11 near Fresno

By John King, David R. Baker and Kale Williams

A Pacific Gas and Electric Co. natural gas pipeline near Fresno erupted in a fireball Friday afternoon — injuring at least 11 people and temporarily closing down Highway 99 — after a tractor operator accidentally punctured the 12-inch line, authorities said.

Eleven victims were transported to hospitals, where officials said four were in critical condition, two were in serious condition and the remainder suffered minor injuries.

The explosion, which sent flames surging past the tops of nearby trees, happened shortly before 2:30 p.m. on a shooting range close to busy Highway 99, one of the San Joaquin Valley's two main freeways.

Blast continues on A9

Cameroon attack: Boko Haram militants killed at least 12 people in attacks on two Cameroonian villages on the northwestern border.

Rights abuses: Bahrain is hitting back at an Amnesty International report alleging that government reforms have failed to end serious violations of human rights in the Gulf country.

Syria fighting: In an interview published Friday in the Swedish daily Expressen, Syrian President Bashar al-Assad said that the Syrian army has been fighting in the northwestern border area.

After the verdicts, prosecutors told most of the journalists facing upcoming cash-for-scoops trials that charges

failed to convict journalists who paid police, prison guards and other officials for stories.

U.N. Human Rights Commissioner's office said at least 6,116 people have been killed since the fighting broke out a year ago.

PG&E gas explosion leaves at least 11 hurt

Blast from page A1

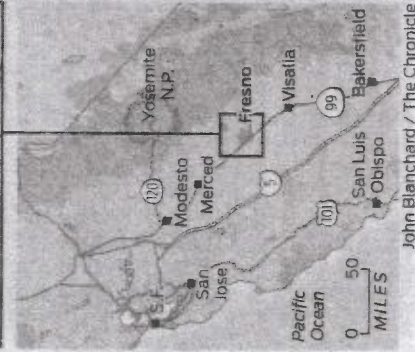
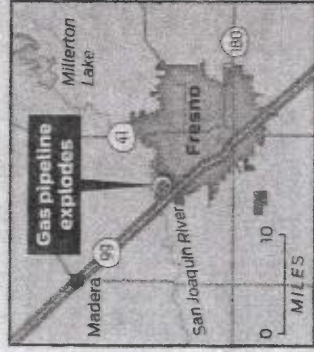
The tractor was being operated by a county public works employee who was using it to reinforce a berm behind the targets at the Fresno County Peace Officers' Range, according to spokesman Tony Botti of the Fresno County Sheriff's Office. Three lanes and about 30 feet away, more than a dozen inmates were digging bullets out of the berm.

It was not immediately clear whether the tractor operator knew the gas transmission line was there. Anyone who digs with heavy equipment is supposed to check with local utilities in advance. PG&E spokeswoman Nicole Liebelt said the company had not received a call on its digging hotline from anyone working nearby.

But, according to Botti, the tractor operator was not engaged in digging at the time of the explosion. "All the indications are that he was driving and the explosion happened," Botti said, perhaps because the front-end loader was scraping the ground.

Whatever the cause, the explosion was immense — flaring more than 100 feet into the air, according to onlookers, and spilling outward in heat and flames that injured at least 10 of the inmates. One was in such critical condition that he had to be airlifted to a nearby hospital.

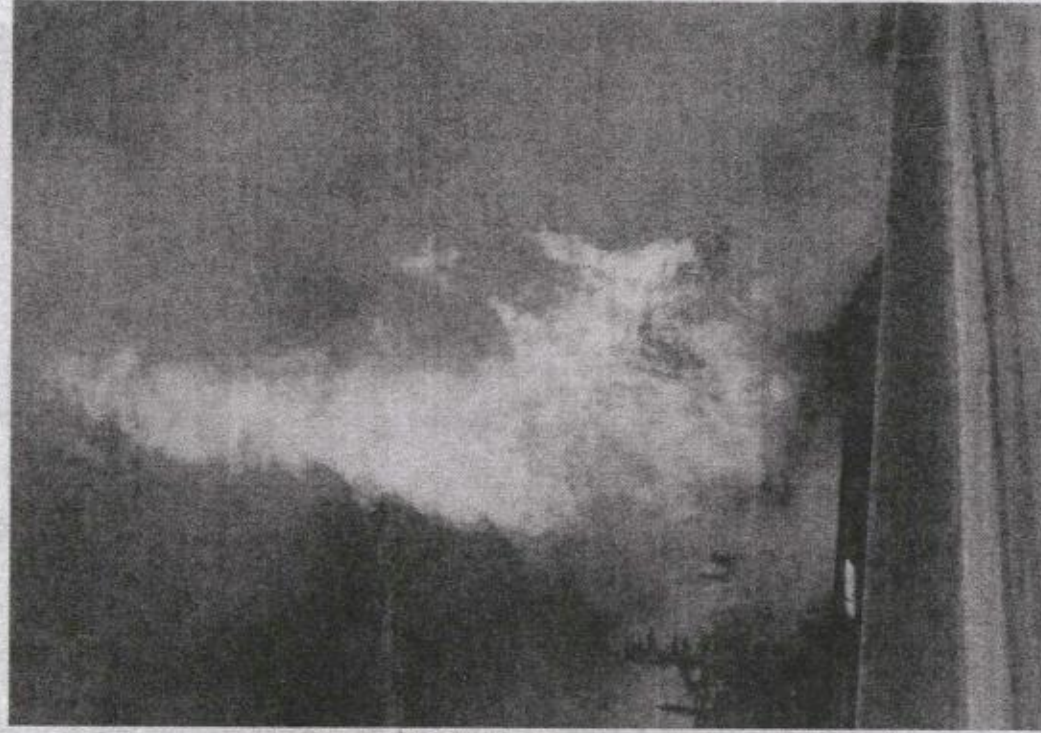
"The driver of the tractor,



amazingly, was able to walk over to the ambulance," Botti said. He added a smaller example of the fireball's intensity: plastic trash cans 200 feet away from the explosion, in an area where deputies clean their guns, melted. "They looked like trash-can lids," Botti said.

Fortunately, most of the area around the explosion was grassland, the shooting range and an equestrian center.

Another factor that kept the toll from being more severe is that deputies were at the shooting range. "Hats off to them," Botti said. "They



Kevin Ling / Associated Press

A fireball erupts after a large gas pipeline exploded near Fresno, injuring at least 11 people and closing Highway 99.

jumped into action right away to get aid."

According to Pete Martinez, a spokesman for the Fresno Fire Department, the response to the fireball included 15 fire engines, fire trucks and water trucks each containing roughly 2,000 gallons for the engines to draw on.

Highway 99 was closed in both directions until 4:30 p.m. A railroad line running alongside the shooting range sustained damage.

Last week, the California Public Utilities Commission slapped PG&E with a record \$1.6 billion penalty for the September 2010 explosion of a

natural gas pipeline beneath San Bruno, which killed eight people. The blast erupted from a 1950s-era pipeline that had been installed with standard welds that failed, said federal investigators.

Since then, PG&E has spent or committed to spend \$2.8 billion on repairing and upgrading its vast network of natural gas pipes, which spans most of Northern and Central California. The utility has replaced more than 800 miles of cast-iron pipe and installed 200 automatic or remotely controlled shut-off valves, as well as invested in new leak-detection technology.

Those investments, however, cannot prevent other people from digging into and puncturing gas lines — the most common cause of natural gas pipeline accidents nationwide.

But if the tractor in fact was not engaged in scooping dirt out of the ground, that raises the question of how close the 12-inch transmission line was to the surface.

Late Friday, the utilities commission reported that it had dispatched a team to Fresno and would conduct a full investigation of the explosion. The commission had already begun coordinating with the federal Pipeline and Hazardous Materials Safety Administration, said spokeswoman Terrie Prosper.

John King, David R. Baker and Kale Williams are San Francisco Chronicle staff writers. E-mail: jking@sfcchronicle.com, dbaker@sfcchronicle.com, kwilliams@sfcchronicle.com Twitter: @JohnKingSFCChron, @DavidBakerSF, @SJ/Kale

Regulatory Changes: San Bruno Explosion Mirrors 2004 Walnut Creek Pipeline Blast

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Getty Images / Justin Sullivan

The aftermath of the lethal San Bruno explosion has begun to replicate regulatory and safety changes that were products of the 2004 Walnut Creek pipeline blast, a case we represented for our client who suffered burns over 30% of his body.

New Safety Regulations

San Bruno: Yesterday U.S. Rep. Jackie Speier, (D-Hillsborough) announced legislation that would require pipeline operators across the country to equip their lines with automatic shut-off valves. This technology could have significantly reduced the devastation of the San Bruno pipeline explosion.

Walnut Creek: In 2006, the federal Pipeline and Hazardous Materials Safety Administration's Office of Pipeline Safety and Kinder Morgan, an energy company involved with the Walnut Creek explosion, agreed that Kinder Morgan would provide system-wide

SFGATE <http://www.sfgate.com/news/article/PG-amp-E-Carmel-home-explosion-blamed-on-bad-5316064.php>

PG&E Carmel home explosion blamed on bad pipeline records

By Jaxon Van Derbeken Updated 7:55 am, Friday, March 14, 2014

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IMAGE 1 OF 2

A house at Guadalupe and Third streets in Carmel after a gas explosion in March.

Pacific Gas and Electric Co.'s faulty pipeline records, which the utility promised to fix after the deadly San Bruno disaster more than three years ago, are being blamed in a natural-gas explosion that destroyed a home last week in Carmel.

No one was home and there were no injuries when the explosion destroyed the one-bedroom cottage March 3. The owner said that was largely attributable to good luck: A work crew was supposed to be in the house but never got there because of traffic.

PG&E says gas crews working around the house were misled by company records about the type of

Can PG&E Be Trusted? Carmel Puts Pacific Gas & Electric Co. on Notice in Carmel Explosion



Jason Burnett, Mayor of Carmel, California

Five years after a devastating pipeline explosion ripped through the city of San Bruno, killing eight, and a year after another explosion destroyed a house in Carmel-by-the-Sea, the Pacific Gas & Electric Co. still doesn't have accurate records of the gas pipes around our homes, neighborhoods and businesses, the business practices to compensate for their inaccurate records, or the tools in place to immediately halt a gas leak. Each day this situation is not fixed puts the public's safety at risk.

That's not my opinion alone, but the concern of the California Public Utilities Commission, which opened a formal investigation of PG&E's practices and record-keeping after recent pipeline accidents in Carmel, Mountain View, Milpitas, Morgan Hill and Castro Valley highlighted the risk to public safety of PG&E not having accurate records or maps of its vast pipeline network. The proceeding — which could lead to more penalties and fines against PG&E — follows a report by the CPUC's Safety Enforcement Division finding that PG&E's pipeline records are too inadequate and too flawed to be trusted when making critically important, ongoing safety decisions. The public remains at risk until these issues are resolved.

several potentially lifesaving safety measures to prevent future pipeline breaches from threatening this community again.

These include better training of construction crews with the necessary emergency tools to make sure gas leaks are stopped quickly. Crews must respond to odor calls in a timely fashion, and a project manager must be designated to monitor construction projects and make regular site visits for possible pipeline interference.

As we prepare to participate in the upcoming CPUC investigation of PG&E's record-keeping and safety practices, we intend to require these measures as part of any penalties levied. We simply can't trust that PG&E will impose these measures on its own. The safety of our communities and the lives of our residents depend on our diligence.

SFGATE <http://www.sfgate.com/bayarea/article/Cement-truck-mixes-poorly-with-city-water-2545528.php>

Cement truck mixes poorly with city water

Chronicle staff report Published 4:00 am, Wednesday, August 22, 2007

ADVERTISEMENT

CEMENT TRUCK OVERTURNED DURING CON-
STRUCTION AT FOLSOM and POWHATTAN



Chronicle / Katy Raddatz

IMAGE 1 OF 2

WATERMAIN_027_RAD.jpg SHOWN: Broken water main and fallen cement truck at the corner of Powhattan and Folsom Streets in San Francisco, CA., where undergrounding and sewer repair work have been ongoing. (Katy Raddatz/The Chronicle) **

A cement truck overturned, below, and ruptured a water line in San Francisco's Bernal Heights neighborhood Tuesday, knocking out service to four blocks for seven hours.

The accident happened a little after 10 a.m. and slightly injured the cement truck driver.

At left, an Atlas Towing worker rigs cables to the fallen truck.

Righting the truck took several hours more than expected, but the job was finally accomplished at 3 p.m. with the help of two heavy-duty tow trucks. Two hours later, water was flowing to all in the neighborhood once again, said **Tony Winnicker**, a spokesman for the city **Public Utilities Commission**.

RELATED STORIES



Water service
restored in Bernal
Heights

The affected area is bounded by Powhattan Avenue, Cortland Avenue, Folsom Street and Gates Street.

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APPENDIX C

PIPA Report, November 2010

Examples 15a, 15b and 15c – Tree roots may damage transmission pipelines.

These pictures illustrate situations on the transmission pipeline right-of-way that should be avoided.

These pictures illustrate why trees should not be allowed in the right-of-way. The tree roots have impeded the pipeline operator's ability to access and evaluate the condition of the transmission pipeline. Pipeline coatings may also be damaged by tree roots. Coatings need to remain intact to protect the transmission pipeline from external corrosion.



PIPA REPORT:
SHOWING
TREE
ROOT
DANGER

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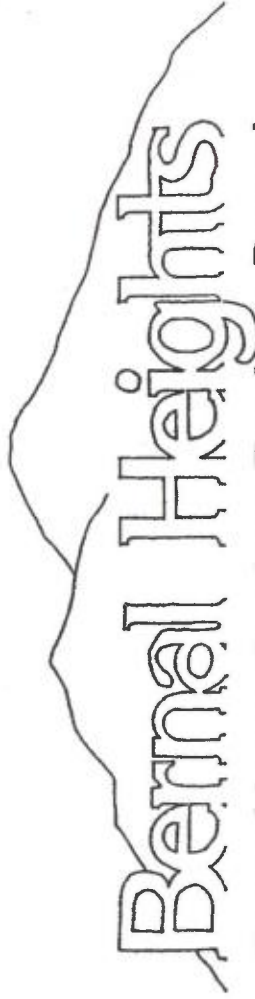
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East Slope Design Review Board

Terry Milne, external secretary • 321 Rutledge • San Francisco 94110 • [285-8978]

April 28, 2015

Fabien Lannoye
BluOrange Designs
241 Amber Drive
San Francisco CA 94131
fabien@bluorange.com

Re: 3516 & 3526 Folsom Street
Block/Lots: 5626/013 & 014

Dear Mr. Lannoye:

The Bernal Heights East Slope Design Review Board held a Board-only meeting on April 22, 2015 to review the latest designs for two proposed houses at 3516 and 3526 Folsom Street. This was a follow up to five neighborhood meetings attended by large groups of neighbors and a series of comment letters written by the Board. The sites are currently undeveloped and without vehicular access.

While we believe that the process has resulted in some improvements to the project, the Board cannot support the project as being in alignment with the Bernal Heights East Slope Building Guidelines.

If the two proposed houses and associated street improvements are built, they will set a precedent for potential development of adjacent lots on the Folsom Street extension, and there are a number of issues that we continue to believe are not in compliance with the Guidelines or consistent with neighborhood character:

1. Bulk and Massing of Elevations: while the front façade of #3516 is animated with changes in plane, materials and elements that step down in height along with the hillside, the front façade of #3526 Folsom remains very boxy, flat and unresponsive to the hillside.
2. Elevations facing Chapman Street and Bernal Boulevard: these will be visually prominent in the neighborhood. These façades remain largely underdeveloped and uncomposed, with large expanses of blank wall where there are opportunities for windows, carve-outs, changes in roof treatment and/or other elements that could add visual interest.

In addition to these items, neighbors have raised a number of concerns that are beyond the purview of the Board (construction impact, slope and break-over angle at the Folsom Street extension, easements, existing PG&E gas line, Fire Department access to the neighborhood during construction etc.).

Since the Board is not a City agency, it does not have the power to either approve or disapprove the

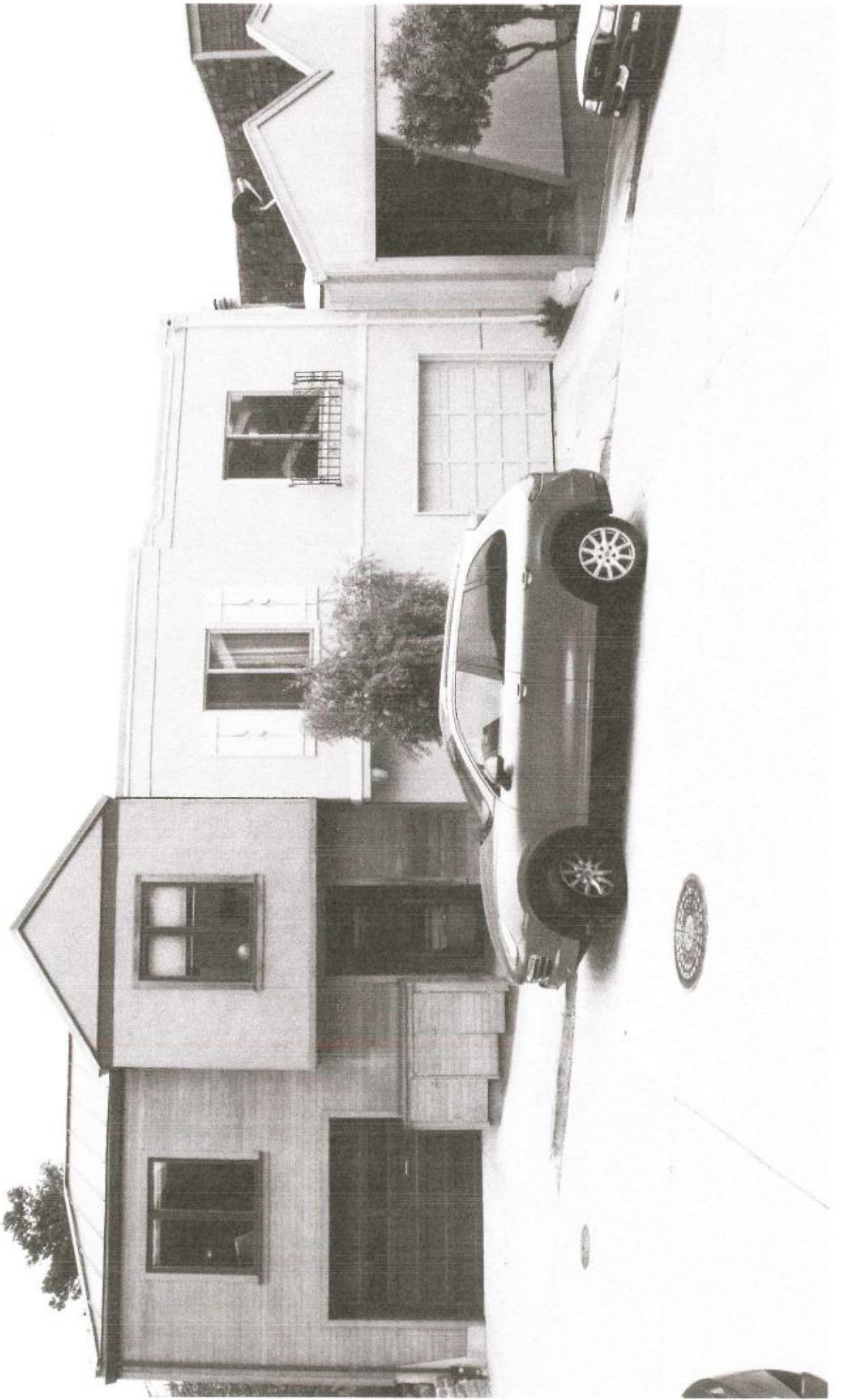
LOOKING DOWN FOLSOM ST
FROM POWHATTEN.



This is the part of Folsom that one
drives up to proposed site.

note: small houses w/ one car garages.

ABUTTING HOUSES TO 3516 TULSON
- 55 GATES, 61 GATES, 65 GATES



THREE ADJACENT HOUSES
(TOP HOUSE IS 3580 FOLSOM,
CLOSEST TO PROPOSED PROJECT.)



NOTE: ~~side yard~~ side yard of adjacent houses
that allow air and light.

NOTE: ~~scale~~ scale of house - one story ~~over~~ OVER
garage.

SFGATE <http://www.sfgate.com/bayarea/article/Cement-truck-mixes-poorly-with-city-water-2545528.php>

Cement truck mixes poorly with city water

Chronicle staff report Published 4:00 am, Wednesday, August 22, 2007

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Chronicle / Katy Raddatz

IMAGE 1 OF 2

WATERMAIN_027_RAD.jpg SHOWN: Broken water main and fallen cement truck at the corner of Powhattan and Folsom Streets in San Francisco, CA., where undergrounding and sewer repair work have been ongoing. (Katy Raddatz/The Chronicle) **

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The affected area is bounded by Powhattan Avenue, Cortland Avenue, Folsom Street and Gates Street.

SFGATE <http://www.sfgate.com/bayarea/article/PG-E-s-Line-109-also-seen-as-posing-safety-risks-2375453.php>

PG&E's Line 109 also seen as posing safety risks

SAN BRUNO BLAST Missing records, vulnerable welds for pipe from South Bay to S.F.

By Jaxon Van Derbeken Published 4:00 am, Sunday, April 10, 2011
ADVERTISEMENT



IMAGE 1 OF 3

An exposed section of PG&E's Line 109 gas transmission pipeline spans a creek on a steep hillside in Redwood City, Calif. on Friday, April 1, 2011.

(Published Apr. 10, 2011)

The other pipeline that Pacific Gas and Electric Co. has long relied on to deliver natural gas up the Peninsula has problems similar to the ruptured line in San Bruno - flawed or missing records and at-risk welds, including 80-year-old technology recognized as prone to earthquake failures, The Chronicle has learned.

Like PG&E transmission Line 132 - the pipe that ruptured and exploded in San Bruno on Sept. 9 - Line 109 runs from Milpitas through the South Bay and Peninsula and up to San Francisco, where it terminates in the Dogpatch neighborhood.

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Since the blast that killed eight people and destroyed 38 homes, PG&E has avoided service disruptions in the upper Peninsula by using a part of Line 109 to route gas around the blast site, thus keeping most of Line 132 in service.

Federal investigators have keyed into PG&E's inaccurate records on Line 132 in San Bruno - records that showed the 1956-vintage pipe had no seam when, in fact, it had a flawed seam weld since tied to the rupture. The company vouched for the line's safety using a method in 2009 that was incapable of finding bad welds.

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J'

Line 109 may be equally problematic for the company, documents show. Like all the lines running into San Francisco, PG&E has cut the pressure on Line 109 by 20 percent in the wake of the San Bruno disaster, but experts say that given its questionable state, the cut affords little assurance of safety.

"You don't know the right level of safety to begin with, so you don't know if you are cutting pressure by enough," said Richard Kuprewicz, a pipeline safety expert in Redmond, Wash.

Missing records

Perhaps the most damaging revelation about Line 109 came last month when the utility acknowledged that it lacks any records for a 5-mile segment in San Bruno that was installed by 1995. The undocumented segment starts south of the rupture site on Skyline Boulevard at San Bruno Avenue, and heads inland to Junipero Serra Boulevard and hooks up to the old route on Skyline at Hickey Boulevard.

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The 5-mile part of the line is among 140 miles of transmission pipe for which PG&E has said it has so far found no documents to prove it is operating safely. PG&E has until the end of August to look for the records as part of a \$3 million fine settlement still pending and slated to be argued Monday before the California Public Utilities Commission.

The undocumented part of the line apparently was installed to route around three active earthquake faults in the area on Skyline Boulevard, PG&E records show. The replacement route is now reflected on PG&E's current maps, but the utility lacks records of construction documents and has no proof that it did legally mandated high-pressure water tests.

UC engineering Professor Bob Bea said the lack of records for a 1995-era project is "astounding."

"To have that long a section of an important pipeline without records on its condition - that would be alarming," he said. "I think we have a problem, Houston."

PG&E has acknowledged that the line has other identified risks, but says it inspected the line in 2009 and found no leaks over the past decade.

Brittle welds

PG&E has noted that a 2-mile portion of Line 109 along Alemany Boulevard in San Francisco dates from 1932 and was constructed using oxyacetylene welds, notoriously brittle and susceptible to failure in earthquakes. The at-risk part of the line runs under the street roughly from Sickles Avenue to Rousseau Street.

Oxyacetylene technology - which dates to the early part of the 20th century - is problematic because the hot gases used in the welding process generate bubbles in the welding bond, Bea said.

"It's difficult to get a weld with high integrity," he said. "You end up with a lot of gas and bubbles trapped in the metal."

Kuprewicz added, "Oxyacetylene welds are like glass. They don't bend, they snap. They are very brittle."

Dozens of those welds failed in the 1971 quake in Sylmar (Los Angeles County), according to a 2008 seismic report done for the U.S. Geological Survey on the vulnerability of that kind of weld. The report also found that in the 1989 Loma Prieta quake, PG&E had three transmission line failures involving such welds, and in the 1994 quake in Northridge (Los Angeles County), more than two dozen such welds failed or were damaged.

The 2008 report recommended replacement with upgraded pipes, or at least using automatic shutoff valves, pointing out that oxyacetylene welds were almost 100 times more likely to fail in a quake than more modern technology.

PG&E has long downplayed the usefulness of automatic valves, citing industry data showing most blast damage is done in the first 30 seconds of an explosion, but since the San Bruno blast has said it will install them in many high-risk areas.

Rehab versus replace

PG&E had been replacing dozens of miles a year of old pipes since 1985 - including the 5-mile reroute near San Bruno - but told regulators in 1995 that it now intended to begin finding ways to rehab old lines rather than replace them.

One of its first efforts in that vein was to install, that year, a plastic liner in Line 109 under Alemany Boulevard that had 1932-vintage oxyacetylene welds. The purpose of the liner was to create an internal membrane to contain any gas release if vulnerable girth welds failed in an earthquake.

PG&E bought the liner from Paltem Systems Inc. of Missouri, and it was touted as being able to withstand pressures up to 900 pounds per square inch. Paltem is not currently in business in the United States.

"The purpose of this project was to install a safe composite lining, in order to provide additional support and protection," PG&E spokesman Joe Molica said about the liner.

Before installing the liner, he said, PG&E had tested that part of the line using high-pressure water. At the time, the company said it would track any leaks and inspect the line a year after installation.

PG&E recently told San Francisco City Attorney Dennis Herrera, who asked for details about the project, that it did an initial camera inspection but did not do a follow-up inspection. PG&E says the inspection could have damaged the liner and there had been no leaks in the past decade.

Inspection aside, experts question the value of the liner in a major quake. Glen Stevick, a Berkeley engineer and pipeline safety expert, said such an interior liner "does provide a lot of flexibility and it can take a certain amount of leakage without rupture."

But, he said, substantial ground movement during a quake could have a "guillotine" action in severing a circumferential weld, slicing the liner in the process.

Doug Honegger, an Arroyo Grande (San Luis Obispo County) consultant on pipeline seismic safety, agreed the liner's value is limited.

"The question is why they put the liner in. If the threat was from large ground movement, I'm not sure the (liner) would be what they needed," he said. "The preferred option would be to replace that section."

Vulnerable welds

Still other parts of Line 109 were constructed with low-frequency electric resistance welds, considered vulnerable during normal operations and tied to more than 100 failures nationwide.

PG&E inspected Line 109 in 2009 using a method that was incapable of finding flawed seam welds. Yet two stretches of the line have such welds, according to PG&E records. PG&E officials have said they had been intentionally boosting the pressure on lines with such welds every five years or so since 2003, but stopped the practice after the San Bruno explosion. The company says it had been elevating the pressure because federal regulations - based on peak pressure levels - would otherwise kick in and limit its ability to meet peak demand.

Federal officials say they don't understand why PG&E was boosting pressure on vulnerable lines.

PG&E last spiked the pressure on the San Francisco part of Line 109 on April 12 of last year to 147 pounds per square inch; the line's maximum capacity is 150 psi. It first spiked the pressure on the line in December 2003 to 150 psi. Experts have questioned the safety of the spiking practice on such vulnerable welds, saying they could make them more prone to failure.

Portion above ground

Outside San Francisco, at the higher-pressure segment of the line, experts point to another potential problem spot: an above-ground, 50-foot span where Line 109 crosses a dry creek bed. PG&E inspected the line in 2009 and said any safety concerns were addressed.

But UC Berkeley's Bea said erosion on the creek banks during recent storms could potentially weaken support on either side spanning the creekbed. He worries the line has no underpinnings to support the crossing.

Experts point to the totality of Line 109 problems as warning signs that the older, untested lines in PG&E's system are fraught with potential risks

PG&E had largely stopped replacing old lines by 2000, when it cut back on miles replaced in favor of inspection efforts to assure safety, document show.

"With the age and the risk factors they have, why aren't they judiciously replacing these pipes?" pipeline safety expert Kuprewicz said. "You are playing Russian roulette with a six-shooter, and you have five bullets in the gun."

"I frankly don't feel very comfortable with their whole" system, said Robert Eiber, another pipeline integrity expert. "It's a mess. You need to find out what you have in the ground."

Herrera said he wants to know more about the line before he is satisfied it is safe.

"It's quite clear that we haven't received all the records that would give us that complete confidence," he said. He added that he intends to make every effort to make sure "we are getting the records we need."

E-mail Jaxon Van Derbeken at jvanderbeken@sfgate.com.

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September 15

We, the undersigned Bernal Heights neighbors, support the Application for Discretionary Review by **Bernal Safe and Livable**--residents concerned about proposed development of a street and houses on a dangerously steep undeveloped hill over a major gas transmission pipeline in our residential area.

The proposed project addresses are 3516 & 3526 Folsom Street.

<u>NAME</u>	<u>ADDRESS</u>	<u>SIGNATURE</u>
Beth Abrams	123 Gates Street	Beth Abrams
JENNIFER KIM	91 Gates	J. Kim
DREW TAYLOR	336 Banks St.	D. Taylor
Robert L. Math	197 Elsie	R. Math
MICHAEL SNEED	130 CHAPMAN	M. Sneed
Alex Plant	1020 CORTLAND AVE.	A. Plant
Jill R. Tso	95 Gates St.	J. Tso
TOMAS LERMAN	734 Anderson	T. Lerman
David Knopp	187 Crescent Ave	D. Knopp
Alicia Jose	3633 Folsom St	A. Jose
Jesus Quilos	3633 Folsom St	J. Quilos
Mercedes Quilos	3633 Folsom St	M. Quilos
Nirrus Rodriguez	3150 Mission St	N. Rodriguez
Victor Valiente	3639 Folsom St	V. Valiente
Cedric Dumail	3639 Folsom St	C. Dumail
Cindy Calaver	3115 Folsom	C. Calaver
Connie Wong	276 ELLSWORTH	C. Wong
Joe Long	3686 Folsom St.	J. Long
DARREN MORGAN	201 GATES ST	D. Morgan
Susan Maiorana	249 A Brantis St.	S. Maiorana
Terre McTear-Watts	228 Gates St	T. McTear-Watts
Mateo Jaramillo	195 Gates St	M. Jaramillo
HARLOW WATERMAN	61 GATES ST.	H. Waterman
Anna Kuchert	61 Gates St	A. Kuchert

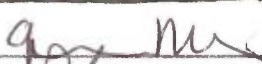


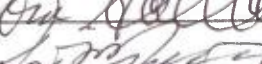







We the undersigned Bernal Heights neighbors support the Application for Discretionary Review by
 BERNAL SAFE AND LIVABLE, an organization concerned about proposed development of a road and
 houses on steep open space over a major gas transmission pipeline in our residential area.

<u>NAME</u>	<u>ADDRESS</u>	<u>SIGNATURE</u>
LINDA RAMEY	65 GATE ST. 94110	L. Ramey
RAFFI BASHLIAN	60 GATES ST. 94110	R. Bashlian
PAMELA LOPINTO	75 GATES ST 94110	Pamela Lopinto
Kelly Purdom	266 Gates ST 94110	Kelly Purdom
Carol Cantwell	203 Gates St 94110	Carol Cantwell
STEVE PICCUS	3580 FOLSOM ST. 94110	Steve Piccus
MIDORI DKUBA	3580 FOLSOM ST 94110	Midori Dkuba
James Marple	151 Anderson St 94110	James Marple
Margaret Kniete	199 Monttrie	Margaret Kniete
Beverly Gavin	1649 York ST 94110	Beverly Gavin
Phyllis Schoenwald	377 Francina St 94110	Phyllis Schoenwald
SCOTT Cunningham	252 ELSIE SF 94110	Scott Cunningham
Darryl Forman	158 Wood SF 94110	Darryl Forman
TONY CHRISANTHIS	375 CRESCENT AVE	Tony Chrisanthis
Nails Baulet	75 Gates St 94110	Nails Baulet
John D Webster.	112 Gates ST 94110	John D Webster
Beth Zanderman	118 Gates St 94110	Beth Zanderman
Kathryn Bender	90 Gates St 94110	Kathryn Bender
ALICIA CHAZEN	68 Gates St 94110	Alicia Chazen
MARK HESNER	60 GATES ST 94110	Mark Hesner

September 2015

We the undersigned Bernal Heights neighbors support the Application for Discretionary Review by **Bernal Safe and Livable**, an organization concerned about proposed development of a street and houses on steep open space over a major gas transmission pipeline in our residential area.

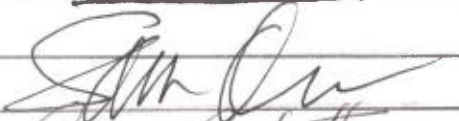
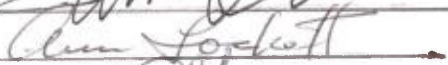


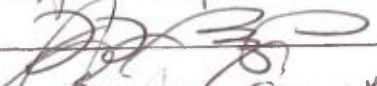

The proposed project addresses are 3516 & 3526 Folsom Street.

<u>NAME</u>	<u>ADDRESS</u>	<u>SIGNATURE</u>
Giuliana Milanese	137 Anderson St 94110	
Robert Weissblatt	140 Mullen Ave 94110	
Laurel Muniz	302 Winfield St. 94110	
TOM GALLAGHER	239 Mullen Ave. 94110	
JOSE L MUNIZ	302 Winfield St 94110	
Linda Weiner	72 Oct 98 St. 94110	
Judith Kutz	192 Bocana St 94110	
Michael Lesser	246 Ripley 94110	
Diane Ross	246 Ripley 94110	
CYRENA TORRES SIMONS	50 GATES ST 94110	
MARCUS SANGH RYU	50 GATES ST 94110	

September 2015

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<u>NAME</u>	<u>ADDRESS</u>	<u>SIGNATURE</u>
SAM ORR	61 Gates St.	
ANN LOCKETT	61 Gates St.	
Ofelia Ley	3101 21st St. S.E.	
Talya Courtney	135 Park St.	
Lisa Bishop	135 Park St., SF	
GERRY COURTNEY	135 PARK ST. SF	
John Hodges	139 PARK ST SF	

September 2015

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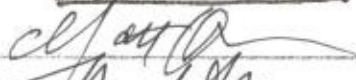
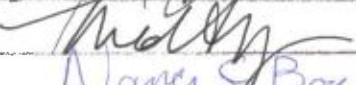
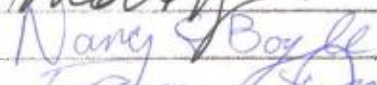
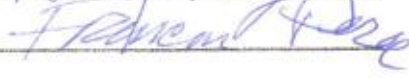
The proposed project addresses are 3516 & 3526 Folsom Street.

<u>NAME</u>	<u>ADDRESS</u>	<u>SIGNATURE</u>
MARK HESHER	60 GATES ST	Mark Heshner
Tamer Pendle	81 GATES ST.	Tamer Pendle
Barbara Tell	563 Peralta Ave	Barbara Tell
Julie Kendall	39 ELLSWORTH ST	Julie Kendall
Melinda Kendall	39 ELLSWORTH ST.	Melinda Kendall
Martha Soukup	105 Manchester St	Martha Soukup
Joy Eppel	185 ANDERSON ST	Joy Eppel
BEVERLY ANDERSON	168 MOULTRIE	Beverly Anderson
HELEN NORRIS	43 ELLSWORTH	Helen Norris

September 15

We, the undersigned Bernal Heights neighbors, support the Application for Discretionary Review by **Bernal Safe and Livable**--residents concerned about proposed development of a street and houses on a dangerously steep undeveloped hill over a major gas transmission pipeline in our residential area.

The proposed project addresses are 3516 & 3526 Folsom Street.

<u>NAME</u>	<u>ADDRESS</u>	<u>SIGNATURE</u>
MATT TWYMAN	672 MOULTRIE ST.	
Nicole Twyman	672 Moultrie St	
NANCY E. Boyle	153 ELLSWORTH ST.	
Francine Perea	185 ANDERSON ST	

September 2015

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The proposed project addresses are 3516 & 3526 Folsom Street.

<u>NAME</u>	<u>ADDRESS</u>	<u>SIGNATURE</u>
Karen Miller	147 Nevada St.	Karen Miller
Fam LOPinto	75 Gates St.	[Signature]
Nais Rauler	75 Gates St.	[Signature]
Jame Penick	81 GATES ST	[Signature]
Tom SCHULZ	65 GATES ST	Tom Schulz

Additional Supporters of the Bernal Safe and Livable
Discretionary Review Application
(authorizing emails attached)

Paul Hessinger
212 Gates Street

Elaine Elinson
100 Winfield Street

Nancy Slepicka
608 Peralta Aveevue

Giuliana Milanese
137 Anderson Street

Connie Ewald
76 Gates St.

Peter Ewald
76 Gates St.

Rosanne Liggett
125 Gates Street

Malcolm Gaines
85 Gates St

Sam Orr <sam.orr1@gmail.com>

To: Ann Lockett

Fwd: Folsom Development

September 14, 2015 9:19 PM

Begin forwarded message:

From: Llewellyn Keller <llewkeller@icloud.com>

Subject: Folsom Development

Date: September 12, 2015 at 6:33:06 PM PDT

To: "sam.orr1@gmail.com" <sam.orr1@gmail.com>

Hi Sam - I responded to Gail a few days ago with my name & address to be added, but if this new solicitation isn't the same thing - please feel free to list my support - Llew Keller - 90 Gates

Sent from my iPhone

Sam Orr <sam.orr1@gmail.com>

To: Ann Lockett

Fwd: Bernal Safe

September 14, 2015 9:21 PM

Begin forwarded message:

From: Rosanne Liggett <rosanneadana@hotmail.com>

Subject: Bernal Safe

Date: September 13, 2015 at 1:51:03 PM PDT

To: "sam.orr1@gmail.com" <sam.orr1@gmail.com>

Please add my name and address to the list of people concerned (and opposed) to the building project on the site next to the community garden:

Rosanne Liggett
125 Gates Street
SF 94110

Thanks for the heroic community work to stop this project!

Rosanne

Malcolm Gaines <malcolm@malcolmgaines.us>

September 14, 2015 2:48 PM

To: Sam Orr <sam.orr1@gmail.com>

Cc: Marilyn Waterman <yaviene@yahoo.com>, Ann Lockett <lockett7@gmail.com>

Re: Request for Planning Commission review -- Due Tuesday

Thanks so much, Sam, for working on this with everyone else. I'd like to lend my support to the DR application.

Malcolm Gaines
85 Gates St
SF 94110

--

Malcolm Gaines
malcolm@malcolmgaines.us

On Sep 12, 2015, at 2:24 PM, Sam Orr <sam.orr1@gmail.com> wrote:

Dear Neighbor,

With apologies, we are e-mailing you because you signed earlier petitions expressing concern about a proposed development below the Community Garden on Bernal Heights.

The Planning Commission has recently approved the design for two houses at what would be 3516 and 3526 Folsom, currently an open slope with no street. In doing this the Commission overrode the Bernal Heights East Slope Design Review Board's unwillingness to approve the designs.

We are gathering support for an application — due this Tuesday — for what is called a Discretionary Review by the Planning Commission. The review offers the opportunity for a public hearing and the presentation of concerns about the proposed development by the people affected. The focus of our ad hoc neighborhood group, Bernal Safe and Livable, is the out-of-character size of the proposed houses for this neighborhood and the extreme safety issues arising from construction on the steep slope over a major PG&E trunk pipeline.

Neighbors comprising Bernal Safe and Livable have been circulating petitions of support for this application. About 40 people have signed. If you have signed already, THANK YOU. If you would like to offer email support for Bernal Safe and Livable's application requesting a review by the Planning Commission, please join the list of supporters by sending your name and address to sam.orr1@gmail.com.

The list of supporters will be enclosed with the Bernal Safe and Livable Discretionary Review Application that is due Tuesday morning, September 15.

Thanks much,
Bernal Safe and Livable

Sam Orr <sam.orr1@gmail.com>

To: Ann Lockett

Fwd: support Bernal Safe and Livable application

September 14, 2015 9:33 PM

Begin forwarded message:

From: Nancy Slepicka <nrslepicka@gmail.com>

Subject: support Bernal Safe and Livable application

Date: September 12, 2015 at 2:29:14 PM PDT

To: sam.orr1@gmail.com

Nancy Slepicka
608 Peralta Ave.
SF 94110

Sam Orr <sam.orr1@gmail.com>

September 14, 2015 9:31 PM

To: Ann Lockett

Fwd: Request for Planning Commission review -- Due Tuesday

Begin forwarded message:

From: Giuliana Milanese <gfmilanese@gmail.com>

Subject: Re: Request for Planning Commission review -- Due Tuesday

Date: September 12, 2015 at 2:38:59 PM PDT

To: Sam Orr <sam.orr1@gmail.com>

please my name Giuliana Milanese 137 Anderson sT 94110

On Sat, Sep 12, 2015 at 2:24 PM, Sam Orr <sam.orr1@gmail.com> wrote:

Dear Neighbor,

With apologies, we are e-mailing you because you signed earlier petitions expressing concern about a proposed development below the Community Garden on Bernal Heights.

The Planning Commission has recently approved the design for two houses at what would be 3516 and 3526 Folsom, currently an open slope with no street. In doing this the Commission overrode the Bernal Heights East Slope Design Review Board's unwillingness to approve the designs.

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The list of supporters will be enclosed with the Bernal Safe and Livable Discretionary Review Application that is due Tuesday morning, September 15.

Thanks much,
Bernal Safe and Livable

|

Sam Orr <sam.orr1@gmail.com>

To: Ann Lockett

Fwd: I support review

September 14, 2015 9:19 PM

Begin forwarded message:

From: 5jaguar5@comcast.net

Subject: I support review

Date: September 12, 2015 at 2:48:21 PM PDT

To: "sam.orr1@gmail.com" <sam.orr1@gmail.com>

I support the petition for review this is Paul Hessinger 212 Gate St.

Sent from my iPhone

Sam Orr <sam.orr1@gmail.com>

To: Ann Lockett

Fwd: Petition

September 14, 2015 9:19 PM

Begin forwarded message:

From: Elaine Elinson <eelinson@gmail.com>

Subject: Petition

Date: September 12, 2015 at 3:09:19 PM PDT

To: sam.orr1@gmail.com

Hi Sam -- You can add my name to the petition -- Elaine Elinson, 100 Winfield Street, S.F. 94110. I misunderstood Ann's earlier e-mail, I thought I had to sign in person.

Thanks! and good luck!

Elaine

Sam Orr <sam.orr1@gmail.com>

To: Ann Lockett

Fwd: Support

September 14, 2015 9:18 PM

Begin forwarded message:

From: Connie Ewald <ewaldconnie@yahoo.com>
Subject: **Support**
Date: September 13, 2015 at 1:05:31 PM PDT
To: "sam.orr1@gmail.com" <sam.orr1@gmail.com>

Hello Sam,

We are traveling at the moment but want to lend support in any way that we can, so please add our names to the list of those supporting a discretionary review:

Connie Ewald
76 Gates St.
ewaldconnie@yahoo.com

Peter Ewald
76 Gates St.
pewald31545@gmail.com

[Sent from Yahoo Mail for iPad](#)

2013.1768DRP-09

APPLICATION FOR Discretionary Review

1. Owner/Applicant Information

DR APPLICANT'S NAME:

Terry Milne, Bernal Heights East Slope Design Review Board

DR APPLICANT'S ADDRESS:

321 Rutledge Street, San Francisco CA

ZIP CODE:
94110

TELEPHONE:
(415) 285-8978

PROPERTY OWNER WHO IS DOING THE PROJECT ON WHICH YOU ARE REQUESTING DISCRETIONARY REVIEW NAME:

Fabien Lannoye

ADDRESS:

241 Amber Drive, San Francisco, CA

ZIP CODE:
94131

TELEPHONE:
(415) 626-8868

CONTACT FOR DR APPLICATION:

Same as Above ☒

ADDRESS:

ZIP CODE:

TELEPHONE:
()

E-MAIL ADDRESS:

jcab@earthlink.net

2. Location and Classification

STREET ADDRESS OF PROJECT:

3526 Folsom Street, San Francisco CA

ZIP CODE:
94110

CROSS STREETS:

Bernal Heights Boulevard and Chapman Street

ASSESSORS BLOCK/LOT:

5626 / 014

LOT DIMENSIONS:

25' x 70'

LOT AREA (SQ FT):

1750

ZONING DISTRICT:

Rh-1 (Bernal Heights)

HEIGHT/BULK DISTRICT:

40-X

3. Project Description

Please check all that apply

Change of Use ☐ Change of Hours ☐ New Construction ☒ Alterations ☐ Demolition ☐ Other ☐

Additions to Building: Rear ☐ Front ☐ Height ☐ Side Yard ☐

Present or Previous Use: vacant lot

Proposed Use: Residential

Building Permit Application No. 2013.12.16.4318

Date Filed: 8/17/15

 ORIGINAL

RECEIVED

SEP 16 2015

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
NEIGHBORHOOD PLANNING

Discretionary Review Request

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

1. 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.

See attached Building Permit Application No. 2013.12.16.4318
3526 Folsom Street

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:

See attached Building Permit Application No. 2013.12.16.4318
3526 Folsom Street

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?

See attached Building Permit Application No. 2013.12.16.4318
3526 Folsom Street

4. Actions Prior to a Discretionary Review Request

Prior Action	YES	NO
Have you discussed this project with the permit applicant?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you discuss the project with the Planning Department permit review planner?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Did you participate in outside mediation on this case?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

Some changes were made to the project as a result of neighborhood review meetings. A number of issues concerning infrastructure and utilities were clarified.

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

Signature: _____

Terry Milne

Date: _____

16 Sept 2015

hernal heights east slope design review

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

TERRY MILNE

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	<input checked="" type="checkbox"/>
Address labels (original), if applicable	<input checked="" type="checkbox"/>
Address labels (copy of the above), if applicable	<input checked="" type="checkbox"/>
Photocopy of this completed application	<input checked="" type="checkbox"/>
Photographs that illustrate your concerns	<input checked="" type="checkbox"/>
Covenant or Deed Restrictions	<input type="checkbox"/>
Check payable to Planning Dept.	<input type="checkbox"/>
Letter of authorization for agent	<input type="checkbox"/>
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)	<input type="checkbox"/>

NOTES:

☐ Required Material.

☒ Optional Material.

☐ Two sets of original labels and one copy of addresses of adjacent property owners and owners of property across street.

RECEIVED

SEP 16 2015

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
NEIGHBORHOOD PLANNING

For Department Use Only

Application received by Planning Department:

By: _____

Date: _____

Discretionary Review Request

Building Permit Application No. 2013.12.16.4318 (3526 Folsom Street)

1. The site for this project is a special location in the Bernal Heights neighborhood. It is in the midst of a series of six vacant lots, next to a Community Garden and to City park land, on a steep, undeveloped street right-of-way. The design for a new residence can be effective in enhancing what looks like hillside open space.

The project will have extraordinary precedence and influence on several future residences on other lots on Folsom Street. The influence is magnified because the lots are unusually small – 25ft by 70ft.

The south and east façades will be visually prominent in the neighborhood because they will face Chapman Street and be seen from Bernal Heights Park and boulevard. The façade remains largely under-developed and uncomposed – expanses of blank wall where there are opportunities for windows or setbacks to add visual interest.

2. According to the Bernal Heights East Slope Guidelines, facades should have visual interest and enrichment. Breaking up a solid-wall effect on the street also reduces bulk. A box is the wrong image for hillside lots. It appears particularly boxy because it does not step down with the slope of the street. (The East Slope Design Review extensively surveyed and indexed and mapped the neighborhood characteristics to devise the Guidelines and to establish parameters of “neighborhood character.”)

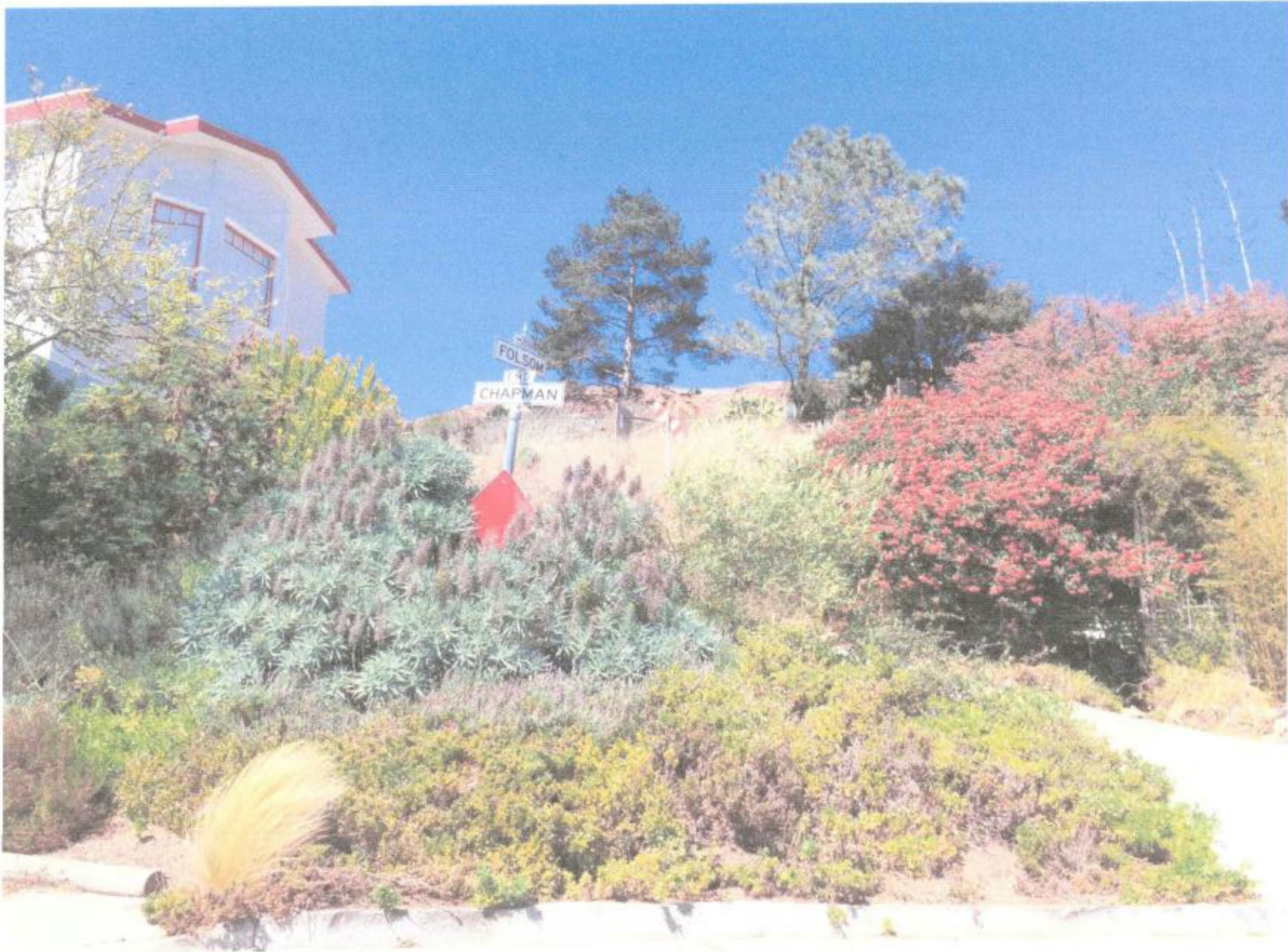
“The City Planning Commission does ...accept the Bernal Heights East Slope Building Guidelines a neighborhood study ... and intends to take into consideration the recommendations contained therein when reviewing proposals for construction of new housing.” (CPC Resolution No. 10854)

3. The south and east façades could be revised by enlarging the entry notch or recessing to frame more windows. There are opportunities to add visual interest. More substantial side yards could be provided, breaking down the mass of the building rather than filling the site from property line to property line. This would avoid a solid wall effect where there is currently open space.

Neighbors have raised a number of concerns (slope of Folsom Street extension, construction impact, easements, and PG&E gas line) that are beyond the purview of the Review Board.



~~3516 &~~ 3526 Folsom Vicinity and Views
9/10/15



View 1: From Folsom and Chapman looking up at sites
view north

3526 Folsom Street

3 of 6



View 2: From Bernal Heights Boulevard at gate of Community Garden, looking down at sites
view south

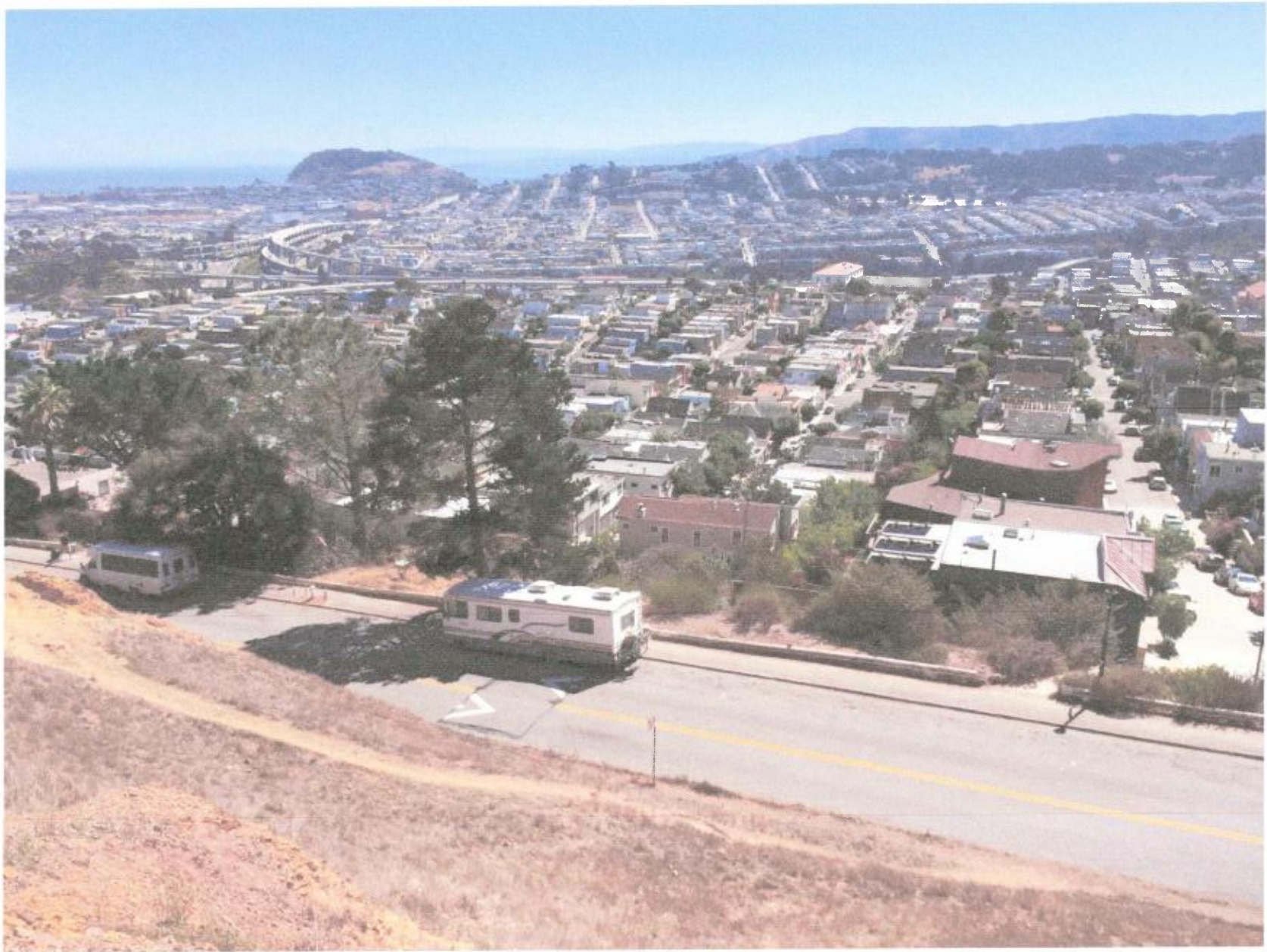
3526 Folsom Street

4 of 6



View 3: From Bernal Heights Boulevard directly above sites
view south

3526 Folsom Street



View 4: From path on the hill, looking down towards sites

view south

3526 Folsom Street

6 of 6

ZACKS, FREEDMAN & PATTERSON

A PROFESSIONAL CORPORATION

235 Montgomery Street, Suite 400
San Francisco, California 94104
Telephone (415) 956-8100
Facsimile (415) 288-9755
www.zfplaw.com

March 23, 2016

VIA EMAIL AND U.S. MAIL

Hon. Rodney Fong
President, San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103
Commissions.Secretary@sfgov.org

Re: 3516 & 3526 Folsom Street
Case Nos. 2013.1768DRP & 2013.1383DRP

Dear President Fong and Commissioners:

Our office represents neighbors of the proposed development at 3516-3526 Folsom Street (the "Project").

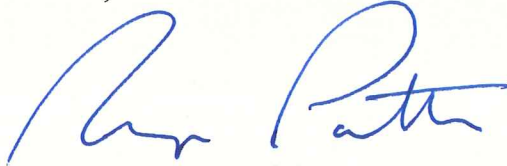
Requests for Discretionary Review have been filed by the East Slope Design Review Board, the Bernal Heights South Slope Organization, Neighbors Against the Upper Folsom Street Extension, and Bernal Safe & Livable. Moreover, hundreds of neighbors have signed statements of opposition to this Project, and for good reason.

Enclosed, please find expert reports regarding the Project's noncompliance with Fire and Emergency Response access requirements, as well as the nonfunctionality of the Project's street and driveways as presently proposed.

Please do not hesitate to contact me if I can provide any further information.

Very truly yours,

ZACKS, FREEDMAN & PATTERSON, PC



Ryan J. Patterson

CC: Rich Sucre, San Francisco Planning Department
Project Sponsor, c/o Charles Olson

Encl.

Mario Ballard & Associates

Building and Fire Code Consultants

March 23, 2016

Subject: 3516-3526 Folsom Street
Fire Department Access

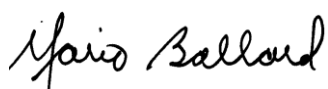
References:

- California Fire Code Section 503 "Fire Apparatus Access Roads"
- San Francisco Fire Department Informational Bulletin 5.01
- Department of Public Works 2015 Subdivision Regulation
- Table of contents Appendix-Technical Specifications Related to Engineering Document Section XII-B-3

The California Fire Code, San Francisco Fire Department Technical Bulletin 5.01 and the DPW 2015 Subdivision regulation include specific guidelines and requirements related to street widths, grade, angles of approach and departure and maximum grade related to Ariel truck operation.

Based on the information reviewed, the proposed development of Folsom Street North of Chapman will not meet the required specifications for Fire Department apparatus (See SFFD Bulletin 5.01) or Fire Department ambulance (EMR) access. All equipment, ladders, hoses as well as emergency medical equipment and supplies will need to be manually transported to the incident site which could impact firefighting operations and EMR response.

Mario Ballard



MARIO BALLARD & Associates
1335 Sixth Avenue, San Francisco, California 94122
(415) 640-4283
marioballardsf@aol.com

Mario Ballard, Principal

CAREER SUMMARY

Principal, Mario Ballard and Associates	5/1/2007-Present
Principal, Zari Consulting Group	1/1/2013-Present
Captain, Bureau of Fire Prevention, Plan Review Division	2001- 4/21/2007
Lieutenant, Bureau of Fire Prevention, Plan Check Division	1994 - 2001
Inspector, San Francisco Fire Department	1991 - 1994
Firefighter, San Francisco Fire Department	1974 - 1991
Linebarger Plumbing and Construction, SF CA	1974 - 1980
Servadei Plumbing Company, SF CA	1974
United States Army, Army Security Agency	1972 - 1974

LICENSES

ICC, International Code Conference Certified Building Plans Examiner

CERTIFICATIONS

ICC Advanced Occupancy
ICC Advanced Schematic Design
ICC Building Areas and Fire Design
ICC Advanced Types of Construction
ICC Advanced Means of Egress
CFCA Certificate of Training of Locally Adopted Ordinances and Resolutions
IFC Institute Certificate Application of the UBC for Fire Code Enforcement
ICBO Certificate on Course Completion on Fundamentals of Exiting
ICBO Certificate on Course Completion Complex Exiting
ICBO Certificate on Course Completion Building Use and Construction Type
ICBO Certificate on Course Completion Fire Protection, Building Size and Location
ICBO Course Overview of the Uniform Building Code
California Fire Chief's Association Fire Prevention Officers' Section Fire Alarm Levels I & II
Fire Sprinkler Advisory Board of Northern California & Sprinkler Fitter Local 483 Fire Sprinkler Seminar
National Fire Sprinkler Association, Inc., Hydraulics for Sprinklers
EDI Code International, Innovative Code Enforcement Techniques
Certification State of California Title 19/Title 24

EDUCATION

Fire Strategy & Tactics 1981-1993
Fire Service Supervision
Fire Prevention 1A, 1B, 1C
Fire Prevention 2A, 2B
Fire Prevention Officer Level One
Firefighter Level One and Two
Arson 1A, 1B
Hazardous Materials 1A, 1B
Instructor 1A
Fire Management 1A

City College of San Francisco 1970-1972

COMMITTEE INVOLVEMENT

Building Code Advisory Committee
Hunters Point Development Team
Mission Bay Task Force
Treasure Island Development Team
Trans-Bay Transit Center
Muni Metro, Light Rail Third Street Corridor
Department of Building Inspection MIS Case Development
San Francisco Board of Examiners Fire Department Representative
Member California Fire Chief's Association Fire Prevention Officers
BOMA Code Advisory Committee
Mayor's Office of Economic Development Bio-Teck Task Force
Hunters Point Redevelopment Task Force
Building Code Standards Committee 1996-1999
Participant in the Eighth Annual California Fire Prevention-Institute Workshop,
"Providing the Optimum in Fire and Life Safety Training"
Participant North/South California Fire Prevention Officers Workshops 1996 - 1998
Guest Speaker at SMACNA (Sheet Metal and Air Conditioning Contractors National Association)

PUBLIC SERVICE

Rooms That Rock For Chemo (RTR4C), Director Secretary 2011-Present
San Francisco Spina Bifida Association, (Past) Vice President

California Fire Code Section 503
“Fire Apparatus Access Roads”

FIRE COMMAND CENTER.

FIRE DEPARTMENT MASTER KEY.

FIRE LANE.

KEY BOX.

TRAFFIC CALMING DEVICES.

SECTION 503 FIRE APPARATUS ACCESS ROADS

503.1 Where required. Fire apparatus access roads shall be provided and maintained in accordance with Sections 503.1.1 through 503.1.3.

503.1.1 Buildings and facilities. Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

Exception: The fire code official is authorized to increase the dimension of 150 feet (45 720 mm) where:

1. The building is equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3.
2. Fire apparatus access roads cannot be installed because of location on property, topography, waterways, nonnegotiable grades or other similar conditions, and an approved alternative means of fire protection is provided.
3. There are not more than two Group R-3 or Group U occupancies.

503.1.2 Additional access. The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

503.1.3 High-piled storage. Fire department vehicle access to buildings used for high-piled combustible storage shall comply with the applicable provisions of Chapter 32.

503.2 Specifications. Fire apparatus access roads shall be installed and arranged in accordance with Sections 503.2.1 through 503.2.8.

[California Code of Regulations, Title 19, Division 1, §3.05(a)] Fire Department Access and Egress. (Roads)

(a) Roads. Required access roads from every building to a public street shall be all-weather hard-surfaced (suitable for use by fire apparatus) right-of-way not less than 20 feet in width. Such right-of-way shall be unobstructed and maintained only as access to the public street.

Exception: The enforcing agency may waive or modify this requirement if in his opinion such all-weather

hard-surfaced condition is not necessary in the interest of public safety and welfare.

503.2.1 Dimensions. Fire apparatus access roads shall have an unobstructed width of not less than ~~20 feet (6096 mm)~~, exclusive of shoulders, except for approved security gates in accordance with ~~Section 503.6~~, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm).

503.2.2 Authority. The fire code official shall have the authority to require an increase in the minimum access widths where they are inadequate for fire or rescue operations.

503.2.3 Surface. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities.

503.2.4 Turning radius. The required turning radius of a fire apparatus access road shall be determined by the fire code official.

503.2.5 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus.

503.2.6 Bridges and elevated surfaces. Where a bridge or an elevated surface is part of a fire apparatus access road, the bridge shall be constructed and maintained in accordance with AASHTO HB-17. Bridges and elevated surfaces shall be designed for a live load sufficient to carry the imposed loads of fire apparatus. Vehicle load limits shall be posted at both entrances to bridges when required by the fire code official. Where elevated surfaces designed for emergency vehicle use are adjacent to surfaces which are not designed for such use, approved barriers, approved signs or both shall be installed and maintained when required by the fire code official.

503.2.7 Grade. The grade of the fire apparatus access road shall be within the limits established by the fire code official based on the fire department's apparatus.

503.2.8 Angles of approach and departure. The angles of approach and departure for fire apparatus access roads shall be within the limits established by the fire code official based on the fire department's apparatus.

503.3 Marking. Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING—FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.

503.4 Obstruction of fire apparatus access roads. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearances established in ~~Section 503.2.1~~ shall be maintained at all times.

**San Francisco Fire Department
Informational Bulletin 5.01**

5.01 Street Widths for Emergency Access

Reference: 2010 S.F.F.C. Sections 503 and Appendix D, Section D105

The Division of Planning and Research of the San Francisco Fire Department has established requirements for minimum street widths to facilitate emergency equipment access. These requirements are specified as follows:

Minimum Street Widths and Access Roads

1. The San Francisco Fire Code (503.2.1) requires a minimum of 20 feet of unobstructed roadway and a vertical clearance of not less than 13' 6" for existing roadways. While a 20 foot wide roadway is permissible, past practice has shown that making ninety degree turns are not possible without the trucks moving into oncoming traffic. The vehicles can make the turn only on one way streets.
2. The San Francisco Fire Code (503.2.5) requires a turnaround for all dead-end fire access roads in excess of 150'. The San Francisco Fire Department has determined an 80 foot turnaround and a 40' radius to be sufficient.
3. The San Francisco Fire Code requires a minimum 26' wide street for new developments where the new buildings are greater than 30' in height from the lowest level of fire department vehicle access and are unsprinklered. These streets shall be located a minimum of 15' and a maximum of 30' from the buildings and shall be parallel to one entire side of the buildings.

SAN FRANCISCO FIRE DEPARTMENT VEHICLE SPECIFICATIONS

	ENGINES	TRUCKS
Outside tire extremity	8 ft. 2 in.	8 ft. 3 in.
Vehicle width (with mirrors)	10 ft. 4 in.	10 ft 1 in.
Truck width with one jack extended	n/a	12 ft. 9 in.
Truck width with two jacks extended	n/a	17 ft. 9 in.
Vehicle height	11 ft.	12 ft.
Length of vehicle	30 ft.	57 ft.
Gross vehicle weight	40,400 lbs.	70,000 lbs.
Street grades maximum	26% maximum	26% maximum
Approach and departure	15% maximum	15% maximum
Truck aerial operations	n/a	14% maximum

The Fire Department will determine, on a case-by-case review, where the truck aerial operations may not be required.

**Department of Public Works 2015
Subdivision Regulation**

C. STREET GUIDELINES

1. Alignment

All streets shall, as far as practicable, align with existing streets. The Subdivider shall justify any deviations based on written environmental and design objectives.

2. Intersecting Streets

Intersecting streets shall meet at right angles or as nearly so as practicable.

3. Naming

Streets of a proposed subdivision which are in alignment with existing streets shall bear the names of the existing streets. The Department of Public Works shall approve names for all new streets.

4. Street Grades

DPW shall not approve street grades in excess of 17% except as an exception and under unusual conditions.

Streets having grades in excess of 14% shall require separate consultation with the Fire Department prior to use for fire access purposes.

No gutter grade shall be less than 0.5%. The Subdivider shall provide concrete on any pavement grade less than 1.0%.

The Subdivider shall connect all changes in street grades, the algebraic sum of which exceeds 1.5%, with vertical curves of DPW-approved length sufficient to provide safe stopping sight distances and good riding quality. All changes in street grades shall have an absolute value of the algebraic difference in grades which does not exceed fifteen percent (15%), regardless of any vertical curves.

The Director with the consent of the SFFD may approve of any design modification to this standard on a case-by-case basis.

5. Surface Drainage

- a. Subdivider shall grade streets to provide a continuous downhill path.
- b. At low end cul-de-sacs and sumps, in addition to sewer drainage facilities, Subdivider shall provide surface drainage channels in dedicated easements as relief of overflow to prevent flooding of adjoining property.
- c. Subdivider shall design street and drainage channel cross-sections to provide a transport channel for overland or surface flow in excess of the 5-years storm capacity of the sewer system. The channel capacity shall be the difference between the sewer capacity and the quantity of runoff generated by a 100-year storm as defined by the NOAA National Weather Service or by City-furnished data, applied over the tributary area involved.
- d. Subdivider shall round street curb intersections by a curve generally having a radius equivalent to the width of the sidewalk and the design shall be in accordance with the Better Streets Plan. While allowing vehicle movements for emergency vehicles, the Subdivider shall use the smallest possible radius.

D. PRIVATE STREETS

Private streets shall have a minimum right-of-way width of 40 feet for through streets. Dead-end private streets shall have a minimum right-of-way width of 60 feet. The Subdivider shall consult with the Fire Department and Department of Building Inspection for all designs that might result in less than the minimum width.

E. BLOCKS

Technical Specifications Related to Engineering Document Section XII-B-3

DPW Disabilities Coordinator for specific provisions related to pavement materials, passenger loading zones, and path of travel for disabled persons.²⁷

3. Fire Department Operations.

- a. All streets shall provide a minimum clear width of 20 feet of travel way between obstructions. Obstructions may include parked vehicles, certain curbs greater than 6 inches in height²⁸ or any other fixed object that prevents emergency vehicular travel.
- b. For purposes of calculating the clear width of the travel way, such width may include any combination of the following:
 - i. That portion of any adjacent curbside parking space having a width greater than 7 feet,
 - ii. a bike lane or any other adjacent pavement capable of supporting emergency vehicles where such lane or pavement is separated from the vehicular lanes by paint striping (Class II) or a mountable curb being no more than 2 inches in height (Class I), or other forms of pavement separation that may vary in material type, color, and texture.
- c. Where adjacent buildings are greater than 40 feet in height and not of Type 1 (fire resistive) building construction, and the building entrance locations are not yet specified, the Director may require an operational width of at least 26 feet to accommodate Fire Department operational requirements along each street fronting such a building.
 - i. “Operational width” shall be the combined total of the clear width of the travel way together with those unobstructed portions of adjacent pavement or sidewalks (if

²⁷ See also *Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way* as published by the United States Access Board.

²⁸ See San Francisco Fire Code Sec. 503.4, providing additional guidance on what may be considered an obstruction; see also Board of Supervisors Ordinance No. 116-13.

capable of supporting emergency vehicles).Reservation of portions of curbside parking for fire-only access or use of alternative mountable curb designs that allow for safe fire vehicle access to the sidewalk may accomplish this goal. The Fire Department, in consultation with other affected City agencies, may approve other proposals developed in the future.

- ii. In such cases, the Subdivider shall provide sufficient right-of-way width on all abutting sides of a proposed development block to accommodate the foreseeable street design alternatives.
- iii. Where DPW requires the portion of the block to have additional operational width (greater than 20 feet clear), the design engineer shall locate this in segments along the building frontages with a maximum length of 200 feet for any one segment. Segments may have a minimum length of as little as 100 feet. The Subdivider shall ensure the existence of adequate space for emergency vehicles to pass each other and set up operations at the front entrance of the building. In addition, the design shall provide for meaningful traffic calming measures to ensure safe vehicle speeds along the street, including returning to the standard 20 foot travel way between widened segments. This provision shall not apply to blocks less than 200 feet in length.
- iv. Subdividers are encouraged to consult with the Fire Department early in the subdivision process in advance of when the Subdivider anticipates the construction of such buildings. Information such as building access points, size of building and type of building construction are essential elements needed for constructive agency review.

- v. Any decision to accommodate street widths having greater than 20 feet of travel way shall be approved by the Director only after consultation with and approval by an interagency working group composed of the Fire Department, the Municipal Transportation Agency, the Planning Department and any other affected city agency. When discussing the most appropriate widths of the travel way, the interagency working group shall consider such factors as the role and intended character of the street in the overall street network, the width of adjacent streets, the length of the street(s) in question, the anticipated traffic volume, and emergency and medical response.

4. Bicycle Lanes

All bicycle facilities shall meet or exceed the minimum lane widths provided in the *California Highway Design Manual*, the *California Manual on Uniform Traffic Control Devices*. Subdivider's shall design bicycle facilities in accordance with the *NACTO Urban Bikeway Design Guide*.

5. Parking Lane

The width of a curbside parallel parking lane shall be 8 feet. SFMTA may approve on a case by case basis angled curbside parking designs.

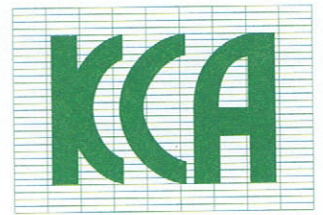
6. Curb Intersection Radii and Turning Movements

Subdividers shall design intersections for and accommodate turning vehicles in accordance with the Better Streets Plan.²⁹

²⁹ <http://www.sfbetterstreets.org/find-project-types/pedestrian-safety-and-traffic-calming/traffic-calming-overview/curb-radius-changes/>

KCA ENGINEERS, INC.

CONSULTING ENGINEERS • SURVEYORS • PLANNERS



318 BRANNAN STREET • SAN FRANCISCO, CALIFORNIA 94107 • (415) 546-7111 • FAX (415) 546-9472

March 23, 2016

6016

Ryan J. Patterson
Zacks & Freedman
A Professional Corporation
235 Montgomery Street, Suite 400
San Francisco, CA 94104
Email:ryanp@zulpc.com

Re: 3516 & 3526 Folsom Street
San Francisco

Dear Mr. Patterson:

I have reviewed the grading plan, sheet C1.0 and the utility and dimension plan, sheet C2.0 prepared by David J. Franco for the extension of Folsom Street north from Chapman Street.

This is presently an ungraded and unimproved street which is legislated for a 5' 6" wide sidewalk on each side of the 39' 6" wide street right-of-way with a 28' 6" wide paved travel way for two way traffic, which is shown on the City and County of San Francisco grade map number 266.

The proposal by Mr. Franco is for a 4 foot wide sidewalk on the west side of the street in an area that is 12 feet wide between the curb and the property line; no sidewalk in a 12 foot wide area between the curb and property line on the east side of the street; and a street paving width of 15' 6" for vehicular traffic. In addition, the proposed vehicle curb ramps (driveway ramps) are proposed to be 5' 6" deep instead of the standard 3'-0" designated in the City standards. The grade of the paving for the street is proposed to vary between 34% and 36%.

The proposed street will be one of the steepest in the City. There are two streets in the vicinity of the subject section of Folsom Street that are about the same steepness as the proposed street. The first is Prentiss between Chapman and Powhattan and the other is Nevada above Chapman.

I did not attempt to drive on either of these streets. I did observe something that concerned me which was the large quantity of trash bins at Chapman and Nevada. If Recology will not pick up at the individual buildings for the extension of Folsom, there is no location at the intersection with Chapman to put two to three garbage cans for each of the seven residential lots fronting on proposed Folsom.

Traffic movement is another concern. With only a 15' 6" travel lane, it does not appear wide enough to accommodate a car going uphill and one going downhill at the same time. Therefore, the car going uphill will block the whole intersection of Folsom and Chapman while someone is driving downhill in the proposed new street.

Another traffic concern is how a vehicle would turn around. Due to the narrow width of the street, it will be necessary to drive over the sidewalk and then back-up uphill. This will be difficult and not a comfortable task to perform, especially in wet weather.

In addition to the above concerns, the following items should be addressed prior to a final review of this street construction.

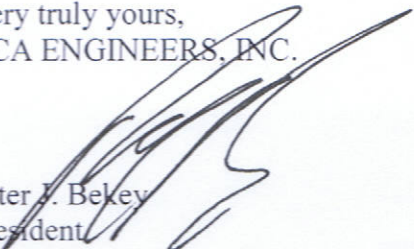
1. Mail delivery may not be feasible to the proposed residences. If it is not, it may be necessary to install mailboxes at the Chapman and Folsom intersection. It should be required that the post office agree to deliver, or that a proposed mailbox location be shown on the plans.
2. There is a gas trunk line located in this street at an unknown depth. PG&E has special requirements relative to the construction of utility services that cross this gas line. A cross section should be supplied that shows the actual elevation of the gas line and the lateral crossings, approved by PG&E.
3. Storm water will be flowing down the new street and needs to be picked up in catch basins prior to crossing over the intersection of Chapman and Folsom. These need to be shown so that they do not impact the proposed driveways to the existing two homes. Their design also has to consider the steepness of the street.
4. The plans do not make any provision for a place for a package delivery truck to park, or a taxi to wait to pick up a resident. Should a loading zone be provided on Chapman, since there is insufficient width on the new street to park a vehicle?
5. What provision is being made for guest parking, or will they be allowed to park in the driveway to the garage and block the sidewalks.
6. The plans do not indicate that this will be a private street, so it is assumed that it will be publicly maintained. Will the maintenance of the street and utilities be by the City?
7. A garbage can pick up spot needs to be designated and shown on the plans. It should take into consideration that all of the existing lots may be improved with residences, and that the area is acceptable to Recology.
8. Due to the narrow width of the street between curbs, it will probable be regulated for no parking. How will this be enforced by the City?
9. A street lighting plan should be required to be submitted for review, including information about how the light will affect the existing residents and the City open space.
10. A signage and striping plan should be provided which will address items such as a stop sign or stop bar, that the street is not a through street, parking restrictions, etc.

Re: 3516 & 3526 Folsom Street
San Francisco

6016
March 23, 2016
Page 3 of 3

This project requires that substantially more information needs to be resolved and addressed on the plans before it should be formally considered for review by the Planning Department. Without this additional information having first been submitted for review by the project sponsor the proposed street may create an inadequate project.

Very truly yours,
KCA ENGINEERS, INC.



Peter J. Bekey
President
pbekey@kcaengineers.com
RCE #14786

KCA ENGINEERS, INC.

CONSULTING ENGINEERS • SURVEYORS • PLANNERS



318 BRANNAN STREET • SAN FRANCISCO, CALIFORNIA 94107 • (415) 546-7111 • FAX (415) 546-9472

CURRICULUM VITAE

Peter J. Bekey
President
KCA Engineers, Inc.
318 Brannan Street
2nd Floor
San Francisco, CA 94107
Phone: (415)546-7111
Fax: (415)546-9472
Email: pbekey@kcaengineers.com

EDUCATION

Graduated from University of Southern California at Los Angeles
Bachelor of Engineering

1957

LICENSES

Registered Professional Engineer #14786. Received July 1, 1964. License is current through March 31, 2017. License is for Civil Engineering and Surveying.

RELATED EXPERIENCE

1953 – 1958	C D & E Engineering, Los Angeles, CA Utility Systems Design.
1958 – 1967	MW Finley Co., Los Angeles, CA Land Development Design, Land Surveying and Construction Surveying.
1967-Present	KCA Engineers, Inc., San Francisco, CA Land Development Design, Contract City Engineer, Public Works Design, Land Surveying, Construction Surveys and Business Management.

March 23, 2016

Job Number: 14.145

Patrick Buscovich Civil Engineer

The following is a Civil Engineering analysis of the proposed "Street":

- The Bureau of Street Use and Mapping (BSUM) have standards for street design and construction for the city to maintain the street. The current design is so out of conformance with city standards, the city will never accept this street. The street has varying slope from the intersection and the sidewalks are not level with each other. Warping of a street is not allowed. The fronting property owner will have to maintain this street in perpetuity.
- This proposed street will be one of the steepest streets in San Francisco at 36% slope. It will be 16 feet wide with no vehicle turn around at the top. It is a dead end street. Streets this steep are almost always thru streets.
- Most vehicles, other than a specialized car, will not be able to drive onto the dead end street and to the houses. Most passenger cars will stop at the corner of Folsom & Chapman and park.
- It will be a challenge to turn around and change direction on this street in a vehicle, based upon the narrow width of 16 feet and extreme slope. Average cars length range from 15 feet to 18 feet long. It will be difficult to have an average car turn from uphill, to 90° to curb, to down hill. At 16' wide, an 18 foot car does not fit in the 90° position. Further, at 36° slope, vehicles with a medium to high center of mass will experience "tipping over" when turning around in the 90° position. Thus any vehicle that are tall (i.e. mail truck, pick up, delivery van, garbage truck, etc) or have a long wheel base (sedan) will not be able to drive onto this dead end street. The only passenger car that could use this dead end street is low height, short wheel base, compact cars. Backing down the hill is not going to be a viable or safe solution due to pedestrian. Ironically, the only vehicle that can turn around on this street (i.e. compact car) will not be able to transverse

the base of the dead end street. The base is a flat intersection, a transition section and a steep hill (36°). Most cars will bottom out the tail pipe going uphill or the front fender going down. Even with a transition section of the street going from flat 0°, a short transition of 18° and then street 36° is not enough. No extension of car beyond the rear wheel or front wheel will work. To cross the intersection and go up/down this street will require a car with no front or rear end. This vehicle will also need to cross a very steep sidewalk; this will require a high undercarriage. A compact car with a high undercarriage and no front or rear end. The only vehicle that meets this description is a off road Jeep. It is short, has a low center of mass, high undercarriage clearance and no front or rear end. It is not a passenger vehicle. It is for off road driving which is what will be required to drive this hill.

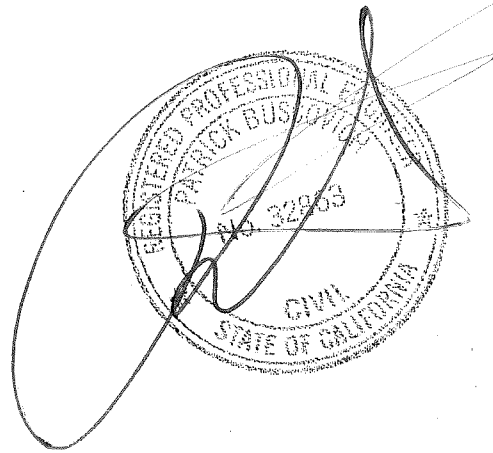
It is also important to note that garbage truck will not go up this street and Recology will not walk up the street to pick up recycling. Recycling bins will have to be left at the corner of Folsom and Chapman. With two homes now and two proposed with 4 more sites ready, the size of this garbage zone will be large. There is no sidewalk envision at the corner so no garbage zone is available. This is problem that needs to be addressed now in the street design for these homes to be livable.

Additionally, the mail truck will not go up this street. The mailman will have to hike up this street leaving his truck at the corner. This will potentially create a traffic issue at the intersection of Folsom and Chapman. I also hope that the project sponsor has talked to the US Postal Service to confirm they will hike the street to deliver the mail. Otherwise, a mail box will be required by the USPS at the intersection of Chapman and Folsom. There is no location I see that works for a mail box, let alone the recycle garbage bin zone.

The proposed two homes will need off street vehicle parking. Plausibly one vehicle could be a true off road Jeep, which could drive this street. The jeep will also be able to traverse the sidewalk cross slope. At a minimum, a second car will be used at this house. Due to the steepness of Bernal I question the viability of a bike to replace a car but at a minimum, one addition car will be used for a house of this size. This second car is not going to be a jeep but a mid size or larger car. This car will not be able to use the garage parking in the house but will use Street Parking. For planning purpose, six home time 1 car per home need to be accounted for neighborhood parking. For guest visits, more parking will be require. A simple study shows the need for 10 additional street parking spot in a neighbor with an acute shortage for on street parking. These "10 cars" not go up and down the street or across the sidewalk. There is no street parking in front of these homes. These 10 cars are going to park in a 200 foot walking radius on the adjoining block of Folsom street below the intersection or the adjoining block of Chapman. The garage in these homes will not work and a 16 foot wide Street with no street parking in front of homes will congest parking in this neighbor and will cause issues with Prop. Statement 2 "neighborhood character is conserved and protected".

In summary, the vehicle issue and parking demand will create a traffic mess for this neighborhood. This problem has simply not even been addressed by the project sponsor. It will be borne by the neighborhood. This problem is exacerbating by the size/number of bedroom proposed by the project by the project sponsor. Reducing the size of the house/reducing the number of bedroom will correspondingly reduce the parking demand and traffic congestion. Reducing the size of the home will not solve the parking problem, just make it less severe.\

Issue	Car Features
16 wide street	Short car
36° slope on street	Low center mass
Intersection transition	No front or rear end
Steep sidewalk	High undercarriage



Patrick Buscovich & Associates Structural Engineers, Inc.

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Patrick Buscovich S.E.

Education: University of California, Berkeley ~ Bachelors of Science, Civil Engineering 1978
~ Masters of Science, Structural Engineering 1979

Organizational: State of California, Building Standards Commission
Commissioner 2000 – 2002
City & County of San Francisco, Department of Building Inspection (DBI)
Commissioner/Vice President 1995 – 1996
Chair, SF Housing Code Update 1995
UMB Appeals Board 2005 – 2006
Code Advisory Committee 1990 – 1992
Chair of Section 104 Sub-Committee.
Structural Engineers Association of Northern California (SEAONC)
President 1997 – 1998
Vice President 1996 – 1997
Board of Directors 1994 – 1999
College of Fellows Elected 2002
Edwin Zacher Award 1999
Structural Engineers Association of California (SEAOC)
Board of Directors 1996 – 2000
Applied Technology Council (ATC)
President 2007 – 2008
Board of Directors 2000 – 2009

Licenses: California, Civil Engineer C32863, 1981
Structural Engineer S2708, 1985

Experience: *Patrick Buscovich and Associates, Structural Engineer – Senior Principal (1990 to Present)*
Specializing in Existing Buildings, Seismic Strengthening/Structural Rehabilitation, Building Code/Permit Consultation, Peer Review, Expert Witness/Forensic Engineering

- Code Consulting and Peer Review for projects in San Francisco (Planning Department, Fire Preventing, Street Use & Mapping, Building Department, Board of Appeals).
- Permit Consultant in San Francisco (DBI, DCP, SFFD, BSUM & BOA).
- Expert Witness/Forensic Engineering/Collapse & Failure Analysis
- Seismic Retrofit Consultation.
- Member of the following SEAONC/DBI Committees:
 - Committee to revise San Francisco Building Code Section 104F/3304.6.
 - 1988-1990 Committee to draft San Francisco UMB ordinance.
 - 1993 Committee to revise the San Francisco UMB ordinance.
 - SEONC Blue-Ribbon panel to revise earthquake damage trigger, 1998
 - Secretary, Blue Ribbon Panel on seismic amendments to the 1998 SFBC.
 - Secretary, Blue Ribbon Panel Advising The San Francisco Building Department on CAPSS.
- Co-Author of the following SF Building Code Sections.
 - EQ damage trigger SFBC 3404.7.2, Repair 3405.1.3, Change of Occupancy 3408.4.1., Lateral Forces Existing Building 1604.11.1
- Author SFBC Administrative Bulletin: AB102 (Seismic alteration) & AB103 (CFC)
- Coordinator/Speaker for SEAONC San Francisco UMB Seminars 1992, 1993 & 1994.
- Speaker at 2009 SEAONC Seminar on San Francisco UMB Code, 1850 to Present.
- Member of 1993 San Francisco UMB Bond Advisory Board.
- Speaker at numerous San Francisco Department of Building Inspection Seminars on UMB.
- Speaker at numerous code workshops for the San Francisco Department Building Inspection.
- Co-author of 1990 San Francisco UMB Appeals Board Legislation.
- Co-author of San Francisco Building Code Earthquake Damage Trigger for Seismic Upgrade, Committee Rewrite 2008.
- As a San Francisco Building Commissioner:
 - Directed formulation of Building Occupancy Resumption Plan (BORP)
 - Chaired the 1995 update on the San Francisco Housing Code.
 - Directed formulation of UMB tenant protection program
- Consultant to the City of San Francisco for evaluation of buildings damaged in the Loma Prieta Earthquake (October 17, 1989) to assist the Bureau of Building Inspection regarding shoring or demolition of "Red-Tagged" structures (SOHA).
- Consultant to San Francisco Department of Building Inspection on the Edgehill Land Slide 1997.
- Consultant to 100's of private clients for evaluating of damage to their buildings from the October 17, 1989 Loma Prieta Earthquake.
- Project Administrator for multi-team seismic investigation of San Francisco City-owned Buildings per Proposition A, 1989 (\$350 million bond). (SOHA).
- Project Manager for seismic strengthening of the Marin Civic Center (SOHA).
- Structural Engineer for the Orpheum Theater, Curran Theater and Golden Gate Theater.
- Consultant on numerous downtown SF High Rise Buildings.
- Rehabilitation & Seismic Strengthening design for 1000's of commercial and residential buildings in San Francisco.
- Commercial Tenant Improvement
- Structure Rehabilitation of Historic Building.
- Structural consultant for 1000's of single family homes and apartment buildings alteration in San Francisco

Previous Employment

- SOHA 1980-1990, Associate
- PMB 1979-1980, Senior Designer

Public Service:

Association of Bay Area Government – Advisory Panels
Holy Family Day Home – Board of Director
Community Action Plan for Seismic Safety (CAPSS), Advisory Panel.

Awards:

Congressional Award, 2003.
SFDBI Certificate of Recognition, 1996.

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March 23, 2016

VIA EMAIL AND U.S. MAIL

Hon. Rodney Fong
President, San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103
Commissions.Secretary@sfgov.org

Re: 3516 & 3526 Folsom Street
Case Nos. 2013.1768DRP & 2013.1383DRP

Dear President Fong and Commissioners:

Our office represents neighbors of the proposed development at 3516-3526 Folsom Street (the "Project").

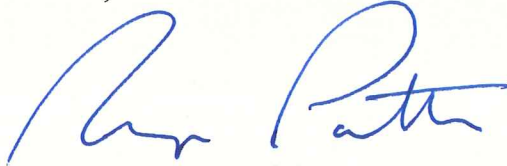
Requests for Discretionary Review have been filed by the East Slope Design Review Board, the Bernal Heights South Slope Organization, Neighbors Against the Upper Folsom Street Extension, and Bernal Safe & Livable. Moreover, hundreds of neighbors have signed statements of opposition to this Project, and for good reason.

Enclosed, please find expert reports regarding the Project's noncompliance with Fire and Emergency Response access requirements, as well as the nonfunctionality of the Project's street and driveways as presently proposed.

Please do not hesitate to contact me if I can provide any further information.

Very truly yours,

ZACKS, FREEDMAN & PATTERSON, PC



Ryan J. Patterson

CC: Rich Sucre, San Francisco Planning Department
Project Sponsor, c/o Charles Olson

Encl.

Mario Ballard & Associates

Building and Fire Code Consultants

March 23, 2016

Subject: 3516-3526 Folsom Street
Fire Department Access

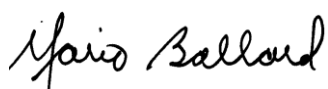
References:

- California Fire Code Section 503 "Fire Apparatus Access Roads"
- San Francisco Fire Department Informational Bulletin 5.01
- Department of Public Works 2015 Subdivision Regulation
- Table of contents Appendix-Technical Specifications Related to Engineering Document Section XII-B-3

The California Fire Code, San Francisco Fire Department Technical Bulletin 5.01 and the DPW 2015 Subdivision regulation include specific guidelines and requirements related to street widths, grade, angles of approach and departure and maximum grade related to Ariel truck operation.

Based on the information reviewed, the proposed development of Folsom Street North of Chapman will not meet the required specifications for Fire Department apparatus (See SFFD Bulletin 5.01) or Fire Department ambulance (EMR) access. All equipment, ladders, hoses as well as emergency medical equipment and supplies will need to be manually transported to the incident site which could impact firefighting operations and EMR response.

Mario Ballard



MARIO BALLARD & Associates
1335 Sixth Avenue, San Francisco, California 94122
(415) 640-4283
marioballardsf@aol.com

Mario Ballard, Principal

CAREER SUMMARY

Principal, Mario Ballard and Associates	5/1/2007-Present
Principal, Zari Consulting Group	1/1/2013-Present
Captain, Bureau of Fire Prevention, Plan Review Division	2001- 4/21/2007
Lieutenant, Bureau of Fire Prevention, Plan Check Division	1994 - 2001
Inspector, San Francisco Fire Department	1991 - 1994
Firefighter, San Francisco Fire Department	1974 - 1991
Linebarger Plumbing and Construction, SF CA	1974 - 1980
Servadei Plumbing Company, SF CA	1974
United States Army, Army Security Agency	1972 - 1974

LICENSES

ICC, International Code Conference Certified Building Plans Examiner

CERTIFICATIONS

ICC Advanced Occupancy
ICC Advanced Schematic Design
ICC Building Areas and Fire Design
ICC Advanced Types of Construction
ICC Advanced Means of Egress
CFCA Certificate of Training of Locally Adopted Ordinances and Resolutions
IFC Institute Certificate Application of the UBC for Fire Code Enforcement
ICBO Certificate on Course Completion on Fundamentals of Exiting
ICBO Certificate on Course Completion Complex Exiting
ICBO Certificate on Course Completion Building Use and Construction Type
ICBO Certificate on Course Completion Fire Protection, Building Size and Location
ICBO Course Overview of the Uniform Building Code
California Fire Chief's Association Fire Prevention Officers' Section Fire Alarm Levels I & II
Fire Sprinkler Advisory Board of Northern California & Sprinkler Fitter Local 483 Fire Sprinkler Seminar
National Fire Sprinkler Association, Inc., Hydraulics for Sprinklers
EDI Code International, Innovative Code Enforcement Techniques
Certification State of California Title 19/Title 24

EDUCATION

Fire Strategy & Tactics 1981-1993
Fire Service Supervision
Fire Prevention 1A, 1B, 1C
Fire Prevention 2A, 2B
Fire Prevention Officer Level One
Firefighter Level One and Two
Arson 1A, 1B
Hazardous Materials 1A, 1B
Instructor 1A
Fire Management 1A

City College of San Francisco 1970-1972

COMMITTEE INVOLVEMENT

Building Code Advisory Committee
Hunters Point Development Team
Mission Bay Task Force
Treasure Island Development Team
Trans-Bay Transit Center
Muni Metro, Light Rail Third Street Corridor
Department of Building Inspection MIS Case Development
San Francisco Board of Examiners Fire Department Representative
Member California Fire Chief's Association Fire Prevention Officers
BOMA Code Advisory Committee
Mayor's Office of Economic Development Bio-Teck Task Force
Hunters Point Redevelopment Task Force
Building Code Standards Committee 1996-1999
Participant in the Eighth Annual California Fire Prevention-Institute Workshop,
"Providing the Optimum in Fire and Life Safety Training"
Participant North/South California Fire Prevention Officers Workshops 1996 - 1998
Guest Speaker at SMACNA (Sheet Metal and Air Conditioning Contractors National Association)

PUBLIC SERVICE

Rooms That Rock For Chemo (RTR4C), Director Secretary 2011-Present
San Francisco Spina Bifida Association, (Past) Vice President

California Fire Code Section 503
“Fire Apparatus Access Roads”

FIRE COMMAND CENTER.

FIRE DEPARTMENT MASTER KEY.

FIRE LANE.

KEY BOX.

TRAFFIC CALMING DEVICES.

SECTION 503 FIRE APPARATUS ACCESS ROADS

503.1 Where required. Fire apparatus access roads shall be provided and maintained in accordance with Sections 503.1.1 through 503.1.3.

503.1.1 Buildings and facilities. Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

Exception: The fire code official is authorized to increase the dimension of 150 feet (45 720 mm) where:

1. The building is equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3.
2. Fire apparatus access roads cannot be installed because of location on property, topography, waterways, nonnegotiable grades or other similar conditions, and an approved alternative means of fire protection is provided.
3. There are not more than two Group R-3 or Group U occupancies.

503.1.2 Additional access. The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

503.1.3 High-piled storage. Fire department vehicle access to buildings used for high-piled combustible storage shall comply with the applicable provisions of Chapter 32.

503.2 Specifications. Fire apparatus access roads shall be installed and arranged in accordance with Sections 503.2.1 through 503.2.8.

[California Code of Regulations, Title 19, Division 1, §3.05(a)] Fire Department Access and Egress. (Roads)

(a) Roads. Required access roads from every building to a public street shall be all-weather hard-surfaced (suitable for use by fire apparatus) right-of-way not less than 20 feet in width. Such right-of-way shall be unobstructed and maintained only as access to the public street.

Exception: The enforcing agency may waive or modify this requirement if in his opinion such all-weather

hard-surfaced condition is not necessary in the interest of public safety and welfare.

503.2.1 Dimensions. Fire apparatus access roads shall have an unobstructed width of not less than ~~20 feet (6096 mm)~~, exclusive of shoulders, except for approved security gates in accordance with ~~Section 503.6~~, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm).

503.2.2 Authority. The fire code official shall have the authority to require an increase in the minimum access widths where they are inadequate for fire or rescue operations.

503.2.3 Surface. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities.

503.2.4 Turning radius. The required turning radius of a fire apparatus access road shall be determined by the fire code official.

503.2.5 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus.

503.2.6 Bridges and elevated surfaces. Where a bridge or an elevated surface is part of a fire apparatus access road, the bridge shall be constructed and maintained in accordance with AASHTO HB-17. Bridges and elevated surfaces shall be designed for a live load sufficient to carry the imposed loads of fire apparatus. Vehicle load limits shall be posted at both entrances to bridges when required by the fire code official. Where elevated surfaces designed for emergency vehicle use are adjacent to surfaces which are not designed for such use, approved barriers, approved signs or both shall be installed and maintained when required by the fire code official.

503.2.7 Grade. The grade of the fire apparatus access road shall be within the limits established by the fire code official based on the fire department's apparatus.

503.2.8 Angles of approach and departure. The angles of approach and departure for fire apparatus access roads shall be within the limits established by the fire code official based on the fire department's apparatus.

503.3 Marking. Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING—FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.

503.4 Obstruction of fire apparatus access roads. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearances established in ~~Section 503.2.1~~ shall be maintained at all times.

**San Francisco Fire Department
Informational Bulletin 5.01**

5.01 Street Widths for Emergency Access

Reference: 2010 S.F.F.C. Sections 503 and Appendix D, Section D105

The Division of Planning and Research of the San Francisco Fire Department has established requirements for minimum street widths to facilitate emergency equipment access. These requirements are specified as follows:

Minimum Street Widths and Access Roads

1. The San Francisco Fire Code (503.2.1) requires a minimum of 20 feet of unobstructed roadway and a vertical clearance of not less than 13' 6" for existing roadways. While a 20 foot wide roadway is permissible, past practice has shown that making ninety degree turns are not possible without the trucks moving into oncoming traffic. The vehicles can make the turn only on one way streets.
2. The San Francisco Fire Code (503.2.5) requires a turnaround for all dead-end fire access roads in excess of 150'. The San Francisco Fire Department has determined an 80 foot turnaround and a 40' radius to be sufficient.
3. The San Francisco Fire Code requires a minimum 26' wide street for new developments where the new buildings are greater than 30' in height from the lowest level of fire department vehicle access and are unsprinklered. These streets shall be located a minimum of 15' and a maximum of 30' from the buildings and shall be parallel to one entire side of the buildings.

SAN FRANCISCO FIRE DEPARTMENT VEHICLE SPECIFICATIONS

	ENGINES	TRUCKS
Outside tire extremity	8 ft. 2 in.	8 ft. 3 in.
Vehicle width (with mirrors)	10 ft. 4 in.	10 ft 1 in.
Truck width with one jack extended	n/a	12 ft. 9 in.
Truck width with two jacks extended	n/a	17 ft. 9 in.
Vehicle height	11 ft.	12 ft.
Length of vehicle	30 ft.	57 ft.
Gross vehicle weight	40,400 lbs.	70,000 lbs.
Street grades maximum	26% maximum	26% maximum
Approach and departure	15% maximum	15% maximum
Truck aerial operations	n/a	14% maximum

The Fire Department will determine, on a case-by-case review, where the truck aerial operations may not be required.

**Department of Public Works 2015
Subdivision Regulation**

C. STREET GUIDELINES

1. Alignment

All streets shall, as far as practicable, align with existing streets. The Subdivider shall justify any deviations based on written environmental and design objectives.

2. Intersecting Streets

Intersecting streets shall meet at right angles or as nearly so as practicable.

3. Naming

Streets of a proposed subdivision which are in alignment with existing streets shall bear the names of the existing streets. The Department of Public Works shall approve names for all new streets.

4. Street Grades

DPW shall not approve street grades in excess of 17% except as an exception and under unusual conditions.

Streets having grades in excess of 14% shall require separate consultation with the Fire Department prior to use for fire access purposes.

No gutter grade shall be less than 0.5%. The Subdivider shall provide concrete on any pavement grade less than 1.0%.

The Subdivider shall connect all changes in street grades, the algebraic sum of which exceeds 1.5%, with vertical curves of DPW-approved length sufficient to provide safe stopping sight distances and good riding quality. All changes in street grades shall have an absolute value of the algebraic difference in grades which does not exceed fifteen percent (15%), regardless of any vertical curves.

The Director with the consent of the SFFD may approve of any design modification to this standard on a case-by-case basis.

5. Surface Drainage

- a. Subdivider shall grade streets to provide a continuous downhill path.
- b. At low end cul-de-sacs and sumps, in addition to sewer drainage facilities, Subdivider shall provide surface drainage channels in dedicated easements as relief of overflow to prevent flooding of adjoining property.
- c. Subdivider shall design street and drainage channel cross-sections to provide a transport channel for overland or surface flow in excess of the 5-years storm capacity of the sewer system. The channel capacity shall be the difference between the sewer capacity and the quantity of runoff generated by a 100-year storm as defined by the NOAA National Weather Service or by City-furnished data, applied over the tributary area involved.
- d. Subdivider shall round street curb intersections by a curve generally having a radius equivalent to the width of the sidewalk and the design shall be in accordance with the Better Streets Plan. While allowing vehicle movements for emergency vehicles, the Subdivider shall use the smallest possible radius.

D. PRIVATE STREETS

Private streets shall have a minimum right-of-way width of 40 feet for through streets. Dead-end private streets shall have a minimum right-of-way width of 60 feet. The Subdivider shall consult with the Fire Department and Department of Building Inspection for all designs that might result in less than the minimum width.

E. BLOCKS

Technical Specifications Related to Engineering Document Section XII-B-3

DPW Disabilities Coordinator for specific provisions related to pavement materials, passenger loading zones, and path of travel for disabled persons.²⁷

3. Fire Department Operations.

- a. All streets shall provide a minimum clear width of 20 feet of travel way between obstructions. Obstructions may include parked vehicles, certain curbs greater than 6 inches in height²⁸ or any other fixed object that prevents emergency vehicular travel.
- b. For purposes of calculating the clear width of the travel way, such width may include any combination of the following:
 - i. That portion of any adjacent curbside parking space having a width greater than 7 feet,
 - ii. a bike lane or any other adjacent pavement capable of supporting emergency vehicles where such lane or pavement is separated from the vehicular lanes by paint striping (Class II) or a mountable curb being no more than 2 inches in height (Class I), or other forms of pavement separation that may vary in material type, color, and texture.
- c. Where adjacent buildings are greater than 40 feet in height and not of Type 1 (fire resistive) building construction, and the building entrance locations are not yet specified, the Director may require an operational width of at least 26 feet to accommodate Fire Department operational requirements along each street fronting such a building.
 - i. “Operational width” shall be the combined total of the clear width of the travel way together with those unobstructed portions of adjacent pavement or sidewalks (if

²⁷ See also *Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way* as published by the United States Access Board.

²⁸ See San Francisco Fire Code Sec. 503.4, providing additional guidance on what may be considered an obstruction; see also Board of Supervisors Ordinance No. 116-13.

capable of supporting emergency vehicles).Reservation of portions of curbside parking for fire-only access or use of alternative mountable curb designs that allow for safe fire vehicle access to the sidewalk may accomplish this goal. The Fire Department, in consultation with other affected City agencies, may approve other proposals developed in the future.

- ii. In such cases, the Subdivider shall provide sufficient right-of-way width on all abutting sides of a proposed development block to accommodate the foreseeable street design alternatives.
- iii. Where DPW requires the portion of the block to have additional operational width (greater than 20 feet clear), the design engineer shall locate this in segments along the building frontages with a maximum length of 200 feet for any one segment. Segments may have a minimum length of as little as 100 feet. The Subdivider shall ensure the existence of adequate space for emergency vehicles to pass each other and set up operations at the front entrance of the building. In addition, the design shall provide for meaningful traffic calming measures to ensure safe vehicle speeds along the street, including returning to the standard 20 foot travel way between widened segments. This provision shall not apply to blocks less than 200 feet in length.
- iv. Subdividers are encouraged to consult with the Fire Department early in the subdivision process in advance of when the Subdivider anticipates the construction of such buildings. Information such as building access points, size of building and type of building construction are essential elements needed for constructive agency review.

- v. Any decision to accommodate street widths having greater than 20 feet of travel way shall be approved by the Director only after consultation with and approval by an interagency working group composed of the Fire Department, the Municipal Transportation Agency, the Planning Department and any other affected city agency. When discussing the most appropriate widths of the travel way, the interagency working group shall consider such factors as the role and intended character of the street in the overall street network, the width of adjacent streets, the length of the street(s) in question, the anticipated traffic volume, and emergency and medical response.

4. Bicycle Lanes

All bicycle facilities shall meet or exceed the minimum lane widths provided in the *California Highway Design Manual*, the *California Manual on Uniform Traffic Control Devices*. Subdivider's shall design bicycle facilities in accordance with the *NACTO Urban Bikeway Design Guide*.

5. Parking Lane

The width of a curbside parallel parking lane shall be 8 feet. SFMTA may approve on a case by case basis angled curbside parking designs.

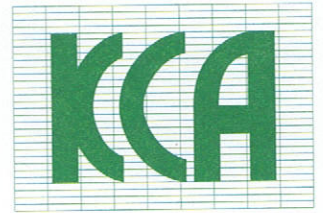
6. Curb Intersection Radii and Turning Movements

Subdividers shall design intersections for and accommodate turning vehicles in accordance with the Better Streets Plan.²⁹

²⁹ <http://www.sfbetterstreets.org/find-project-types/pedestrian-safety-and-traffic-calming/traffic-calming-overview/curb-radius-changes/>

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March 23, 2016

6016

Ryan J. Patterson
Zacks & Freedman
A Professional Corporation
235 Montgomery Street, Suite 400
San Francisco, CA 94104
Email:ryanp@zulpc.com

Re: 3516 & 3526 Folsom Street
San Francisco

Dear Mr. Patterson:

I have reviewed the grading plan, sheet C1.0 and the utility and dimension plan, sheet C2.0 prepared by David J. Franco for the extension of Folsom Street north from Chapman Street.

This is presently an ungraded and unimproved street which is legislated for a 5' 6" wide sidewalk on each side of the 39' 6" wide street right-of-way with a 28' 6" wide paved travel way for two way traffic, which is shown on the City and County of San Francisco grade map number 266.

The proposal by Mr. Franco is for a 4 foot wide sidewalk on the west side of the street in an area that is 12 feet wide between the curb and the property line; no sidewalk in a 12 foot wide area between the curb and property line on the east side of the street; and a street paving width of 15' 6" for vehicular traffic. In addition, the proposed vehicle curb ramps (driveway ramps) are proposed to be 5' 6" deep instead of the standard 3'-0" designated in the City standards. The grade of the paving for the street is proposed to vary between 34% and 36%.

The proposed street will be one of the steepest in the City. There are two streets in the vicinity of the subject section of Folsom Street that are about the same steepness as the proposed street. The first is Prentiss between Chapman and Powhattan and the other is Nevada above Chapman.

I did not attempt to drive on either of these streets. I did observe something that concerned me which was the large quantity of trash bins at Chapman and Nevada. If Recology will not pick up at the individual buildings for the extension of Folsom, there is no location at the intersection with Chapman to put two to three garbage cans for each of the seven residential lots fronting on proposed Folsom.

Traffic movement is another concern. With only a 15' 6" travel lane, it does not appear wide enough to accommodate a car going uphill and one going downhill at the same time. Therefore, the car going uphill will block the whole intersection of Folsom and Chapman while someone is driving downhill in the proposed new street.

Another traffic concern is how a vehicle would turn around. Due to the narrow width of the street, it will be necessary to drive over the sidewalk and then back-up uphill. This will be difficult and not a comfortable task to perform, especially in wet weather.

In addition to the above concerns, the following items should be addressed prior to a final review of this street construction.

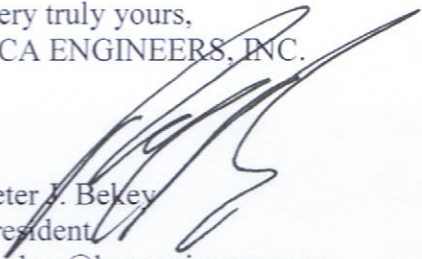
1. Mail delivery may not be feasible to the proposed residences. If it is not, it may be necessary to install mailboxes at the Chapman and Folsom intersection. It should be required that the post office agree to deliver, or that a proposed mailbox location be shown on the plans.
2. There is a gas trunk line located in this street at an unknown depth. PG&E has special requirements relative to the construction of utility services that cross this gas line. A cross section should be supplied that shows the actual elevation of the gas line and the lateral crossings, approved by PG&E.
3. Storm water will be flowing down the new street and needs to be picked up in catch basins prior to crossing over the intersection of Chapman and Folsom. These need to be shown so that they do not impact the proposed driveways to the existing two homes. Their design also has to consider the steepness of the street.
4. The plans do not make any provision for a place for a package delivery truck to park, or a taxi to wait to pick up a resident. Should a loading zone be provided on Chapman, since there is insufficient width on the new street to park a vehicle?
5. What provision is being made for guest parking, or will they be allowed to park in the driveway to the garage and block the sidewalks.
6. The plans do not indicate that this will be a private street, so it is assumed that it will be publicly maintained. Will the maintenance of the street and utilities be by the City?
7. A garbage can pick up spot needs to be designated and shown on the plans. It should take into consideration that all of the existing lots may be improved with residences, and that the area is acceptable to Recology.
8. Due to the narrow width of the street between curbs, it will probable be regulated for no parking. How will this be enforced by the City?
9. A street lighting plan should be required to be submitted for review, including information about how the light will affect the existing residents and the City open space.
10. A signage and striping plan should be provided which will address items such as a stop sign or stop bar, that the street is not a through street, parking restrictions, etc.

Re: 3516 & 3526 Folsom Street
San Francisco

6016
March 23, 2016
Page 3 of 3

This project requires that substantially more information needs to be resolved and addressed on the plans before it should be formally considered for review by the Planning Department. Without this additional information having first been submitted for review by the project sponsor the proposed street may create an inadequate project.

Very truly yours,
KCA ENGINEERS, INC.



Peter J. Bekey
President
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RCE #14786

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EDUCATION

Graduated from University of Southern California at Los Angeles
Bachelor of Engineering

1957

LICENSES

Registered Professional Engineer #14786. Received July 1, 1964. License is current through March 31, 2017. License is for Civil Engineering and Surveying.

RELATED EXPERIENCE

1953 – 1958	C D & E Engineering, Los Angeles, CA Utility Systems Design.
1958 – 1967	MW Finley Co., Los Angeles, CA Land Development Design, Land Surveying and Construction Surveying.
1967-Present	KCA Engineers, Inc., San Francisco, CA Land Development Design, Contract City Engineer, Public Works Design, Land Surveying, Construction Surveys and Business Management.

March 23, 2016

Job Number: 14.145

Patrick Buscovich Civil Engineer

The following is a Civil Engineering analysis of the proposed "Street":

- The Bureau of Street Use and Mapping (BSUM) have standards for street design and construction for the city to maintain the street. The current design is so out of conformance with city standards, the city will never accept this street. The street has varying slope from the intersection and the sidewalks are not level with each other. Warping of a street is not allowed. The fronting property owner will have to maintain this street in perpetuity.
- This proposed street will be one of the steepest streets in San Francisco at 36% slope. It will be 16 feet wide with no vehicle turn around at the top. It is a dead end street. Streets this steep are almost always thru streets.
- Most vehicles, other than a specialized car, will not be able to drive onto the dead end street and to the houses. Most passenger cars will stop at the corner of Folsom & Chapman and park.
- It will be a challenge to turn around and change direction on this street in a vehicle, based upon the narrow width of 16 feet and extreme slope. Average cars length range from 15 feet to 18 feet long. It will be difficult to have an average car turn from uphill, to 90° to curb, to down hill. At 16' wide, an 18 foot car does not fit in the 90° position. Further, at 36° slope, vehicles with a medium to high center of mass will experience "tipping over" when turning around in the 90° position. Thus any vehicle that are tall (i.e. mail truck, pick up, delivery van, garbage truck, etc) or have a long wheel base (sedan) will not be able to drive onto this dead end street. The only passenger car that could use this dead end street is low height, short wheel base, compact cars. Backing down the hill is not going to be a viable or safe solution due to pedestrian. Ironically, the only vehicle that can turn around on this street (i.e. compact car) will not be able to transverse

the base of the dead end street. The base is a flat intersection, a transition section and a steep hill (36°). Most cars will bottom out the tail pipe going uphill or the front fender going down. Even with a transition section of the street going from flat 0°, a short transition of 18° and then street 36° is not enough. No extension of car beyond the rear wheel or front wheel will work. To cross the intersection and go up/down this street will require a car with no front or rear end. This vehicle will also need to cross a very steep sidewalk; this will require a high undercarriage. A compact car with a high undercarriage and no front or rear end. The only vehicle that meets this description is a off road Jeep. It is short, has a low center of mass, high undercarriage clearance and no front or rear end. It is not a passenger vehicle. It is for off road driving which is what will be required to drive this hill.

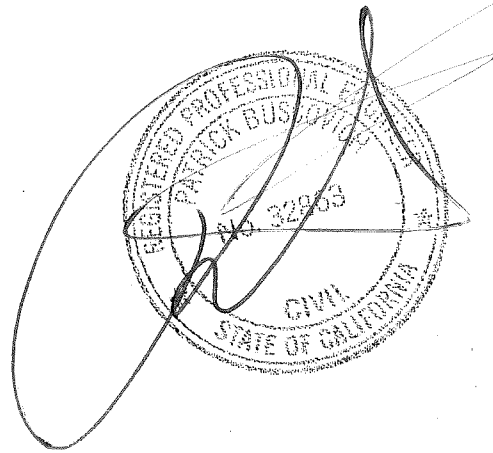
It is also important to note that garbage truck will not go up this street and Recology will not walk up the street to pick up recycling. Recycling bins will have to be left at the corner of Folsom and Chapman. With two homes now and two proposed with 4 more sites ready, the size of this garbage zone will be large. There is no sidewalk envision at the corner so no garbage zone is available. This is problem that needs to be addressed now in the street design for these homes to be livable.

Additionally, the mail truck will not go up this street. The mailman will have to hike up this street leaving his truck at the corner. This will potentially create a traffic issue at the intersection of Folsom and Chapman. I also hope that the project sponsor has talked to the US Postal Service to confirm they will hike the street to deliver the mail. Otherwise, a mail box will be required by the USPS at the intersection of Chapman and Folsom. There is no location I see that works for a mail box, let alone the recycle garbage bin zone.

The proposed two homes will need off street vehicle parking. Plausibly one vehicle could be a true off road Jeep, which could drive this street. The jeep will also be able to traverse the sidewalk cross slope. At a minimum, a second car will be used at this house. Due to the steepness of Bernal I question the viability of a bike to replace a car but at a minimum, one addition car will be used for a house of this size. This second car is not going to be a jeep but a mid size or larger car. This car will not be able to use the garage parking in the house but will use Street Parking. For planning purpose, six home time 1 car per home need to be accounted for neighborhood parking. For guest visits, more parking will be require. A simple study shows the need for 10 additional street parking spot in a neighbor with an acute shortage for on street parking. These "10 cars" not go up and down the street or across the sidewalk. There is no street parking in front of these homes. These 10 cars are going to park in a 200 foot walking radius on the adjoining block of Folsom street below the intersection or the adjoining block of Chapman. The garage in these homes will not work and a 16 foot wide Street with no street parking in front of homes will congest parking in this neighbor and will cause issues with Prop. Statement 2 "neighborhood character is conserved and protected".

In summary, the vehicle issue and parking demand will create a traffic mess for this neighborhood. This problem has simply not even been addressed by the project sponsor. It will be borne by the neighborhood. This problem is exacerbating by the size/number of bedroom proposed by the project by the project sponsor. Reducing the size of the house/reducing the number of bedroom will correspondingly reduce the parking demand and traffic congestion. Reducing the size of the home will not solve the parking problem, just make it less severe.\

Issue	Car Features
16 wide street	Short car
36° slope on street	Low center mass
Intersection transition	No front or rear end
Steep sidewalk	High undercarriage



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Patrick Buscovich S.E.

Education: University of California, Berkeley ~ Bachelors of Science, Civil Engineering 1978
~ Masters of Science, Structural Engineering 1979

Organizational: State of California, Building Standards Commission
Commissioner 2000 – 2002
City & County of San Francisco, Department of Building Inspection (DBI)
Commissioner/Vice President 1995 – 1996
Chair, SF Housing Code Update 1995
UMB Appeals Board 2005 – 2006
Code Advisory Committee 1990 – 1992
Chair of Section 104 Sub-Committee.
Structural Engineers Association of Northern California (SEAONC)
President 1997 – 1998
Vice President 1996 – 1997
Board of Directors 1994 – 1999
College of Fellows Elected 2002
Edwin Zacher Award 1999
Structural Engineers Association of California (SEAOC)
Board of Directors 1996 – 2000
Applied Technology Council (ATC)
President 2007 – 2008
Board of Directors 2000 – 2009

Licenses: California, Civil Engineer C32863, 1981
Structural Engineer S2708, 1985

Experience: *Patrick Buscovich and Associates, Structural Engineer – Senior Principal (1990 to Present)*
Specializing in Existing Buildings, Seismic Strengthening/Structural Rehabilitation, Building Code/Permit Consultation, Peer Review, Expert Witness/Forensic Engineering

- Code Consulting and Peer Review for projects in San Francisco (Planning Department, Fire Preventing, Street Use & Mapping, Building Department, Board of Appeals).
- Permit Consultant in San Francisco (DBI, DCP, SFFD, BSUM & BOA).
- Expert Witness/Forensic Engineering/Collapse & Failure Analysis
- Seismic Retrofit Consultation.
- Member of the following SEAONC/DBI Committees:
 - Committee to revise San Francisco Building Code Section 104F/3304.6.
 - 1988-1990 Committee to draft San Francisco UMB ordinance.
 - 1993 Committee to revise the San Francisco UMB ordinance.
 - SEONC Blue-Ribbon panel to revise earthquake damage trigger, 1998
 - Secretary, Blue Ribbon Panel on seismic amendments to the 1998 SFBC.
 - Secretary, Blue Ribbon Panel Advising The San Francisco Building Department on CAPSS.
- Co-Author of the following SF Building Code Sections.
 - EQ damage trigger SFBC 3404.7.2, Repair 3405.1.3, Change of Occupancy 3408.4.1., Lateral Forces Existing Building 1604.11.1
- Author SFBC Administrative Bulletin: AB102 (Seismic alteration) & AB103 (CFC)
- Coordinator/Speaker for SEAONC San Francisco UMB Seminars 1992, 1993 & 1994.
- Speaker at 2009 SEAONC Seminar on San Francisco UMB Code, 1850 to Present.
- Member of 1993 San Francisco UMB Bond Advisory Board.
- Speaker at numerous San Francisco Department of Building Inspection Seminars on UMB.
- Speaker at numerous code workshops for the San Francisco Department Building Inspection.
- Co-author of 1990 San Francisco UMB Appeals Board Legislation.
- Co-author of San Francisco Building Code Earthquake Damage Trigger for Seismic Upgrade, Committee Rewrite 2008.
- As a San Francisco Building Commissioner:
 - Directed formulation of Building Occupancy Resumption Plan (BORP)
 - Chaired the 1995 update on the San Francisco Housing Code.
 - Directed formulation of UMB tenant protection program
- Consultant to the City of San Francisco for evaluation of buildings damaged in the Loma Prieta Earthquake (October 17, 1989) to assist the Bureau of Building Inspection regarding shoring or demolition of "Red-Tagged" structures (SOHA).
- Consultant to San Francisco Department of Building Inspection on the Edgehill Land Slide 1997.
- Consultant to 100's of private clients for evaluating of damage to their buildings from the October 17, 1989 Loma Prieta Earthquake.
- Project Administrator for multi-team seismic investigation of San Francisco City-owned Buildings per Proposition A, 1989 (\$350 million bond). (SOHA).
- Project Manager for seismic strengthening of the Marin Civic Center (SOHA).
- Structural Engineer for the Orpheum Theater, Curran Theater and Golden Gate Theater.
- Consultant on numerous downtown SF High Rise Buildings.
- Rehabilitation & Seismic Strengthening design for 1000's of commercial and residential buildings in San Francisco.
- Commercial Tenant Improvement
- Structure Rehabilitation of Historic Building.
- Structural consultant for 1000's of single family homes and apartment buildings alteration in San Francisco

Previous Employment

- SOHA 1980-1990, Associate
- PMB 1979-1980, Senior Designer

Public Service:

Association of Bay Area Government – Advisory Panels
Holy Family Day Home – Board of Director
Community Action Plan for Seismic Safety (CAPSS), Advisory Panel.

Awards:

Congressional Award, 2003.
SFDBI Certificate of Recognition, 1996.

Sucre, Richard (CPC)

From: Linda Ramey <lindaramey5@gmail.com>
Sent: Tuesday, March 22, 2016 3:30 PM
To: Sucre, Richard (CPC)
Subject: House next to mine at 71 Gates
Attachments: DSCN0706.JPG; ATT00001.txt; DSCN0703.JPG; ATT00002.txt

This three story house looms above all of the one story houses next to it. It was built around 1980. The neighbors had met with the builder and thought he was working with them. They were totally shocked at the final building and still feel betrayed. I am dismayed every time I drive up Gates St. and see it looming above all of the other houses. So out of character with the neighborhood, as Mr. Lannoye's designs would also be.



03.21.2016



03.22.2016

Sucre, Richard (CPC)

From: Linda Ramey <lindaramey5@gmail.com>
Sent: Tuesday, March 22, 2016 3:37 PM
To: Sucre, Richard (CPC)
Subject: House just beyond the Community Garden
Attachments: DSCN0697.JPG; ATT00001.txt

An example of massive, wall-like design that destroys the view from the hill. The other photo shows the view from the hill close to our houses as it currently exists. Mr. Lannoye's massive, bulky design as seen from the park and Bernal Blvd. has the same potential to destroy the view of the valley which is enjoyed by hundreds of park visitors every day,



03.21.2016

Sucre, Richard (CPC)

From: Linda Ramey <lindaramey5@gmail.com>
Sent: Tuesday, March 22, 2016 3:39 PM
To: Sucre, Richard (CPC)
Subject: View from Bernal Blvd.
Attachments: DSCN0699.JPG; ATT00001.txt; DSCN0700.JPG; ATT00002.txt

Whoops!! These photos got left off my last email.



03.21.2016



03.21.2016

General Responses to Discretionary Review 2013.1383DRP

Foreword:

The Project Sponsors, Anna Limkin and Fabien Lannoye, purchased the vacant lot at 3516 Folsom Street in the hope of building their personal residence. The lot had been listed for a year.

Anna and Fabien have two children, both attending San Francisco Public Schools. Both Anna and Fabien work full time in the City, where they have been living and working for many years, where they met and where their two children were born.

As we reach(ed) our fifties, we are finally able to afford a house in the City we call home. We can't afford a huge house, just a 3 bedroom house, which seems a fair request for a family of 4. After doing our due diligence to verify with the Planning Department, with DPW, with SFFD and all concerned parties, we decided to proceed and purchased the lot.

We designed our house and scheduled a Project Review meeting with the Planning Department to make certain that the proposed project would comply with the restrictive Special Use District for Bernal Heights, Planning Code Section 242. Planning reviewed the project in detail and advised on a few improvements, which we immediately incorporated into the project.

At the suggestion of the Planning Department, we contacted the ESDRB to schedule a pre-application meeting with the neighbors. The Planning Department recommended contacting the ESDRB, although they told us we were not in the ESDRB area and did not need to comply with the ESDRB Guidelines.

Prior to the meetings with the ESDRB, we discovered that flyers had been posted around Bernal, rallying Bernal residents to attend a meeting to oppose a project which would create a "600-foot Radius Blast/Fire Zone" by building "luxury homes" on "Undevelopable land". (see attached photo).

The first meeting, as well as the next four, were very hostile, but we continued to participate. Every answer we gave the neighbors was called "a lie."

The 19 DR were filed against the two proposed residences, 10 of them against 3516 Folsom Street. Some of the neighbors even managed to file 4 identical DRs per household. 5 other DRs were filed by another household.

Anna and I still hope all can be reasonable and that we can collaborate together to resolve the issues, as good neighbors would. We hope we will be given the chance to show our appreciation of others' understanding and fairness.

Given the similarities between most of the DR issues and in an attempt to simplify and unify the DR process for this project, we suggest responding to the main issues in a common set of responses, while 2013.1383DRP-10, filed by the ESDRB, which is different from the other DRs, will get its own set of responses.

- 1- Site: Several of the DR requestors suggest that the 6 vacant lots are open space which should not be developed. Although the DR requestors have enjoyed the adjacent lots as undeveloped land for many years, the

these lots were created and laid out at the same time as the DR Requestors' lots and zoned for residential use. This has never changed.

The proposed project does not impact the views from the Park, nor does it have any negative impact on the Public Garden. Renderings were provided, demonstrating minimum impact on the views from the public areas around the proposed project. Shadow studies were prepared and provided, demonstrating no shadow impact.

Project Sponsor has no ties or involvement of any sort to the remaining adjacent four vacant lots.

2- Proposed extension of Folsom Street:

- a. Numerous layouts were proposed to DPW and the Planning Department. Better Streets Department requested that we follow the straight layout which has since been developed in accordance with their recommendations.
- b. DPW-BSM did not allow a retaining wall in order to minimize the slope of the proposed road. A retaining wall was allowed on Banks Street(next block) to reduce its slope.
- c. There are several streets in San Francisco which are steeper than the proposed street (please see attached document: "Steepest Streets of San Francisco").
- d. The suggestion to build a road from Bernal Heights was considered but deemed impossible due to the public garden.
- e. State requirement only allows one driveway to access a maximum of two lots. The proposed road extension will provide access to the two existing houses, as well as to the two proposed houses. Project sponsor has offered a road solution that will provide access up front to all adjacent vacant lots, avoiding rework in the future, if/when other lot owners should decide to develop their lots. This is of benefit to all concerned neighbors.
- f. Bernal Heights has many steep access roads due to its topography and density, which naturally limits the size of trucks and access.
- g. As to garbage trucks, project sponsor has contacted Recology several times. There are solutions to this problem and project sponsor will resolve it, but at this point, project sponsor cannot get a confirmed solution as Recology does not provide a proposal to a house which does not exist.
- h. SFFD has reviewed the application and deemed the project acceptable for distance to the nearby fire hydrants and for the fact that the proposed house will be equipped with a full fire protection sprinkler system. Most of Bernal Heights is problematic for fire access; this house will be one of the very few equipped with a full fire protection sprinkler system.

DRIVEWAYS of Impacted Neighbors:

Project sponsor has offered to meet with the 3 neighbors whose driveways would be impacted, their consultant and DPW-BSM in order to discuss the details and specifics of the process. At this point, DPW-BSM has requested more time in order to get all comments from the various department consulted, as all of them have not responded. DPW and Streets and Highways have reviewed and approved proposed Street Improvement drawings.

- a. DR requestor states that project sponsor has refused to share information, which is not true.
- b. Project sponsor has offered to pay for all costs for the DR driveway, which was stated at several of the ESDRB meetings.
- c. Proposed Street Improvement is currently being reviewed by DPW. Neighbors have hired a consultant to review the proposed road extension and project sponsor has been e-mailing any and

all information as it is produced. Given the sensitive nature of this project and huge backlog with DPW, the proposed street improvement is being processed slowly. Project Sponsor is not withholding any information and is open to discuss any issues in a constructive and respectful way. Project sponsor is very sensitive to neighbor's concerns, and driveways and road being proposed are being designed to minimize difficulties and improve current conditions. Proposed driveways will be an improvement over existing non-permitted conditions.

- d. As stated previously, project sponsor has no involvement in any of the adjacent vacant lots.

3- PG&E Pipeline:

"An aging, major PG&E Gas Transmission Pipeline":

Prior to the first meeting at the ESDRB, some neighbors posted inflammatory posters, inciting Bernal residents to oppose the project, stating it would create a "600-foot Radius Blast/Fire Zone". This created a difficult and hostile climate at the various ESDRB meetings. (Copy of the poster is part of DR#05, page 10).

The PG&E Pipeline was installed in 1981, and is continuously monitored by PG&E. This pipeline runs along the entire length of Folsom Street on the South Slope of Bernal. The proposed project will require exploration of the pipeline and further assessment of its current condition. The Pipeline issues will be addressed under the Street Improvement permit and are not a SF Planning issue. DPW Street Improvement Permit Review is reviewing PG&E issues. Project Sponsor is working with SFDPW, PG&E and Civil Engineers.

A PG&E spokesperson attended one of the ESDRB meetings and answered all questions and comments. ESDRB appreciated the clarifications, but DR requestors continue to misrepresent the situation (please see attached PG&E responses to comments).

Several DR requestors indicate that the proposed project will be built directly above the Pipeline, which is not accurate: the Pipeline runs under Folsom Street from Alemany Blvd to Bernal Height Blvd. The proposed road extension will only require minimal surface grading and solely the driveways will be installed over the existing Pipeline, landscaped areas will be covering the intermediate sections between driveways. The proposed house will sit approximately 14' away from the Pipeline.

The PG&E Pipeline and the proposed Road extension are under DPW-BSM jurisdiction and a Street Improvement permit is currently under review. (Please see attached Q&A from PG&E).

4- Proposed Residence:

a. PROPOSED RESIDENCE IS OUT OF SCALE AND OUT OF CHARACTER WITH ADJACENT PROPERTIES:

DR Requestors characterize the proposed residence as a "3 Story / 3 Car garage...out of scale to predominantly 2 story homes with single car garages".

The proposed residence is a 2 story over basement (not a 3 story) with a required 2 car garage (not 3 car). The definition of Story and Basement can be found in the California Building Code.

The 2 car garage is required by SFPC Section 242(e)(4). Most adjacent houses were built prior to the Planning Code and do not comply with its parking requirements. The proposed project has a full below-grade basement, employing the topography of the site to encompass the required 2 car garage. Some of the adjacent houses are three stories (see addresses 66, 70, 74, 83 and 87 Banks Street); some are 3 story over basement (see address 405 Chapman Street).

Several DR requestors produced a document showing sizes of adjacent houses, but the square footages provided as opponent's evidence for the adjacent houses sizes is unverified, based on outdated Assessor-Recorder records which are neither verified nor updated. The listed square footages are most likely livable SF

rather than [gross][Fabien, as you know, Section 242 uses “usable floor area,” not “gross”] SF as defined in Planning Code Section 242 (which factors any exterior walls, undeveloped areas having more than 5’ of ceiling height,...). The list, however, clearly shows that the proposed project is not out of scale with its adjacent neighbors, as the proposed residence is smaller or equal to 15 of the 39 adjacent residences.

SF Planning Department and ESDRB reviewed the project and concurred that the project complies with all requirements. Both Planning Code Section 242 and ESDRB Guidelines make it impossible to create an out of scale building since no part of the building may be taller than 30’ above adjacent grade. This limits the building height on a steep lot. And Section 242(e)(3) mandates a mass reduction of 650 square feet of usable floor area, further reducing the size of any new structure.

The proposed 2 car garage is required by Planning Code Section 242 (e)(4). If the proposed garage is “out of character”, it is because most adjacent houses were built prior to the implementation of Planning Code Section 242. Adjacent houses do not comply with this section of the Code. In order to comply, each house over 1,300 gross SF would be required to have a 2 car, side-by-side independently accessible garage; over 2,251 SF, each house would be required to have a 3 car garage.

The proposed residence will not be any more visible than its adjacent neighbors. In regards to the garage, the proposed project requires a variance due to a conflict in the Planning Code: the proposed project complies to the 2 car parking required by Planning Code Section 242, but does not allow the first two cars to be independently accessible: the newer garage requirements limit the garage door width to 10’ (which makes side by side parking nearly impossible in Bernal), compared to when 12’ was allowed per Section 242 (which made side by side parking possible). The proposed driveway slopes up 14.46% on the downhill side while sloping down 19.53% on the uphill side of the driveway, not “35%” as mistakenly stated by some of the DR Requestors.

Special attention is given to the roof of the proposed project, specifically following ESDRB guidelines. The proposed roof sits below Bernal Blvd sidewalk elevation. Green roof-planted areas are proposed to maximize positive presence, providing a visual continuum of natural planting. The roofs of neighboring existing houses are devoid of vegetation, and most of them do not comply with the ESDRB guidelines.

There were no substantial changes required by the Planning Department or ESDRB as the proposed project was reasonable to begin with. Nonetheless, the project, was reduced from 2,396 SF to 2,227 Gross SF, reducing the parking requirement from 3 to 2 cars, while increasing the required Mass reduction from 651 SF to 856 SF.

DR Requestor describes the proposed residence as a Mac Mansion, but the proposed residence is 1,762 SF above-ground (1,942 gross SF), 3 bedroom with 2.5 bathrooms, which is smaller or equal in size to 15 out of the 39 adjacent houses (please see attached “Adjacent Houses spreadsheet”). Project sponsor has demonstrated by shadow study that the proposed project will not impact the public gardens. Planning Department, RDT and ESDRB have reviewed the proposed project and found it to be Code complaint.

- b. “...out-of-character boxes”: Of the adjacent 23 houses on blocks 5626 and 5627, only 2 have pitched roofs, all others have flat roofs and box-like volumes. The proposed project offers roofs composed of green planting, deck and solar panels, making them visually more pleasant than adjacent existing roofs.
- c. “Wall-like exterior of North elevation” and “public views impeded by penthouse stairwell”:
Correction: The North elevation has partial setbacks, is composed of various materials, and has several windows. Please see response to DR-10.
Correction: The proposed Penthouse stairwell was removed from the project prior to ESDRB’s last meeting.
- d. “Side Yard setback does not respect existing pattern”: (please see attached “Side Yards” exhibits.)

Despite the fact that both the Planning Department and ESDRB have scrupulously reviewed the project and found no conflict with the Planning Code, DR requestors continue to assert that the proposed project does not comply with several of the code requirements.

The side yard setback requirement is not a Planning Code requirement, but an ESDRB Guideline suggestion (ESDRB Guidelines page 19). ESDRB has reviewed and accepted the proposed design as complying with the Side Yard requirements.

As for Existing properties, note that most adjacent properties do not have any side yard setbacks:

- a. Block 5626 is composed of 16 lots. Three lots (including 3516 and 3526 Folsom) are undeveloped. Out of the 13 built lots, only 4 of the existing houses have side yards, the other 9 have no side yard. The proposed project conforms to the ESDR Guidelines side yard requirements. Nine of the adjacent properties do not comply.
- b. Block 5627 is composed of 14 lots. Four lots are currently undeveloped. The 10 existing houses are built from property line to property line and have no side yards.

Attachments:

- Adjacent properties story count
- Adjacent properties side yards
- Adjacent properties Square Footage
- San Francisco steepest streets
- PG&E responses
- Shadow Study
- Proposed project renderings
- DPW Street Improvement drawings



STORY COUNT (based on CBC definition of Story)



X: no side yard

.....: Partial side yard
(as required by ESDRB Guidelines)

.....: Side yard

ADDRESS		BLDG SF PER	Revised	Actual GROSS TOTAL SF		NOTES
HOUSE #	STREET	ASSESSOR'S RECORD	Total SF	Garage SF	PER Section 242	
66	BANKS	2,749.00			2,749.00	3 STORY HOUSE BUILT IN 1991
70	BANKS	2,749.00			2,749.00	3 STORY HOUSE BUILT IN 1991
74	BANKS	2,749.00			2,749.00	3 STORY HOUSE BUILT IN 1991
83	BANKS	2,025.00			2,025.00	3 STORY HOUSE BUILT IN 2012
87	BANKS	2,365.00			2,365.00	3 STORY HOUSE BUILT IN 2013
89	BANKS	1,000.00			1,000.00	
97	BANKS	1,200.00	400.00		1,600.00	2 STORY - PA 200403199139 ADD POWDER AT 1ST FLOOR
98	BANKS	1,295.00			1,295.00	
99	BANKS	1,200.00			1,200.00	
101	BANKS	1,069.00	1,988.00	160	1,828.00	2 STORY - PA 8402970 ADD BATHROOM + BEDROOM ON GROUND FLOOR
102	BANKS	1,276.00			1,276.00	
103	BANKS	1,450.00	500.00		1,950.00	3 STORY - PA 201208288455 - ADD BEDROOM, BATHROOM, CLOSET IN "BASEMENT" - ATTIC SPACE
104	BANKS	625.00			625.00	
105	BANKS	1,000.00	2,000.00	160	1,840.00	2 STORY - PA 9801646: LEGALIZE DOWNSTAIRS BATH + BEDROOM
106	BANKS	899.00			899.00	
107	BANKS	1,035.00	1,000.00	160	1,875.00	2 STORY + BASEMENT? PA 8711632: VERTICAL + HORIZONTAL ADDITION
114	BANKS	1,650.00			1,650.00	
116	BANKS	1,233.00			1,233.00	
390	CHAPMAN	1,338.00			1,338.00	
400	CHAPMAN	1,130.00			1,130.00	
401	CHAPMAN	1,660.00	2,100.00	300	1,800.00	2 STORY + BASEMENT - NOV INTENSE INTERIOR WORK...
405	CHAPMAN	2,180.00	3,150.00	300	2,850.00	3 STORY + BASEMENT - SEVERAL PERMITS FOR NEW INTERIOR WORK?
55	GATES	1,373.00	2,050.00	160	1,890.00	2 STORY - PA 2004-1019-7138 ALTER ENTRANCE, ADD BATRHOOM DOWNSTAIRS..
						PA 2010-0520-2891: CONVERT 130 SF GARAGE TO INTERIOR SPACE, ADD SPIRAL STAIRS
61	GATES	1,221.00			1,221.00	2 STORY - PA 941128: ENLARGE EXISTING GROUND FLOOR BEDROOM + ADD (N) BATHROOM
65	GATES	1,492.00			1,492.00	2 STORY
71	GATES	2,131.00			2,131.00	3 STORY HOUSE BUILT in 1983
75	GATES	775.00	1,550.00	160	1,390.00	2 STORY (TOP FLOOR + FULL "BASEMENT") - GARAGE
81	GATES	775.00	1,550.00	160	1,390.00	2 STORY (TOP FLOOR + FULL "BASEMENT") - GARAGE
85	GATES	775.00	1,550.00	160	1,390.00	2 STORY (TOP FLOOR + FULL "BASEMENT") - GARAGE
91	GATES	775.00	1,950.00	160	1,790.00	PA 2011-0413-3969: ADD BATHROOM DOWNSTAIRS - OLD 2 STORY REAR ADDITION
95	GATES	1,850.00			1,850.00	2 STORY - ASSESSOR RECORDS SEEMS ACCURATE
551	POWAHATTAN	800.00	1,600.00	160	1,440.00	2 STORY (TOP FLOOR + FULL "BASEMENT") - GARAGE
688	POWAHATTAN	2,250.00			2,250.00	3 STORY - MISSING FROM NEIGHBOR'S SPREADSHEET
3590	FOLSOM	760.00	1,520.00	160	1,360.00	2 STORY (TOP FLOOR + FULL "BASEMENT") - GARAGE
3599	FOLSOM	1,600.00			1,600.00	2 STORY - Recent house, SF appears correct
3595	FOLSOM	1,600.00			1,600.00	2 STORY - Recent house, SF appears correct
3580	FOLSOM	1,050.00	2,100.00	160	1,940.00	2 STORY - PA 2010-0706-6044 ADD STAIRS TO DOWNSTAIRS
3574	FOLSOM	1,125.00	2,250.00	320	1,930.00	2 STORY (TOP FLOOR + FULL "BASEMENT") - GARAGE
3577	FOLSOM	1,125.00	2,000.00	160	1,840.00	2 STORY (TOP FLOOR + FULL "BASEMENT") - GARAGE
Total		55,354.00			66,530.00	
# of houses		39			39	
Average		1,419.33	Revised Average		1,705.90	
TOTAL GROSS SF			BELOW GRADE	ABOVE GRADE		
3516	FOLSOM	2,227.00	285.70	1,941.30		EQUAL OR SMALLER TO 15 OF 39 HOUSES
			-5%	1,844.24		EQUAL (+/-5%) TO 9 OF 39 ADJACENT HOUSES
			5%	2,038.37		SMALLER THAN 6 OF 39 ADJACENT HOUSES
3526	FOLSOM	2,204.80	360.00	1,844.80		EQUAL OR SMALLER TO 19 OF 39 HOUSES
			-5%	1,752.56		EQUAL (+/-5%) TO 13 OF 39 ADJACENT HOUSES
			5%	1,937.04		SMALLER THAN 6 OF 39 ADJACENT HOUSES
DEFINITIONS						
SF PLANNING	"Usable floor area" is the sum of the gross areas of the several floors of a building, measured from the exterior walls or from the center lines of common walls separating two buildings. "Usable floor area" shall not include that floor area devoted to off-street parking or any space or area which is not readily accessible and which has not more than five feet vertical clearance at any point.					
CODE Section 242.(d).(2)						
CBC 2013 DEFINITIONS						
BASEMENT	A story that is not a story above grade plane (see "Story above grade plane").					
STORY	That portion of a building included between the upper surface of a floor and the upper surface of the floor or roof next above...					
ABOVE GRADE PLANE	Any story having its finished floor surface entirely above grade plane, or in which the finished surface of the floor next above is:					
	1 More than 6 feet above grade plane; or					
	2 more than 12 feet above the finished ground level at any point					



More Steeps Of San Francisco

A New Steepest Street Is Born

[Tweet](#)

BY STEPHEN VON WORLEY ON FEBRUARY 4, 2010

LAST NOVEMBER, as [previously detailed](#), we searched San Francisco's less-photogenic neighborhoods for under-appreciated inclines, rewrote the City's "official" list of steepest streets, and discovered Prentiss Street, which, at a maximum grade of 37%, matches Pittsburgh's Canton Avenue as the most-tilted urban thoroughfare in the world.

Afterwards, I boarded the couch for a well-deserved weekend in pro sports vacationland. All the while, loose ends whispered in the wind, open leads nagged, and unexplored territory begged for attention. With a tap of the volume button, I could drown them out, but...

Did [George Washington](#) dip his finger into the Delaware and whine "maybe I'll come back when it's warmer?" Did, daily at noon, [Rosie the Riveter](#) betray her trusty gun for the factory masseuse? Did [Pee-wee](#) shirk his Big Adventure under the duress of potato chips and beer?

Hell no! Like them, my moral marching orders were to press onward, and thus compelled, with much pressure, onward with the ***Steepest Search*** did I proceed...

Romolo

At the dawn of the [Gold Rush](#), San Franciscans bore witness to an infamous boxing match, wherein Haste, cheered by 50,000 rabid forty-niners, knocked out Foresight in the first round.

Foresight's defeat scuttled grand plans of swooping avenues and Parisian boulevards. Seemingly overnight, Haste's rudimentary rectangular street grid clung to the hillsides like an early autumn snow, peppered with a motley assortment of taverns, storefronts, pleasure dens, and flophouses:



24th Street on Potrero Hill

Data Pointed is the home of artist and scientist Stephen Von Worley's data visualization research; a journal of interesting information imagery and news from around the world; and a place where you can spend a few minutes, have a laugh or two, and discover something new. [Learn more!](#)

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An 1857 survey of San Francisco's North Beach neighborhood. North is to the right. Modern landmarks in color: Yellow=Coit Tower, Green=Columbus Avenue (built in 1873), Purple=Vallejo Street, Red=Romolo Place

Mother Nature has long since **folded, spindled, and mutilated** those first buildings, but the streets survive. Today, they leap and dive the same crazy ups and downs as they first did, 160 years ago, in the neighborhood known as...

North Beach! Perhaps you've come to sample a bowl of **cioppino**, get your **Beat** on at **Vesuvio**, do some **Barbary Coast**-style carousing along Broadway, or simply wander the streets in search of companionship and adventure. Whatever your poison, it's gonna be fun!

But first, you gotta park. You've already climbed **Telegraph Hill** three times over, tracing and retracing every goddamned back street and alleyway within half a mile, and still nothing. Fiddlesticks! Then, on your fifteenth pass down Vallejo, you notice a narrow gap in the apartments to the left, marked by an inconspicuous sign as **Romolo Place**.

Maybe there's a parking space down there?

As you approach, Romolo itself hides behind a lip of pavement. It must be a bit of a slope, so you shed some speed and begin the turn. Then, that mysterious red light under the odometer – you always wondered what it was for – starts to blink. Split-seconds later, a panicked siren squawks: ah-rooga, ah-rooga, ah-rooga! What's going on? Suddenly...

The pavement drops out of view and you're staring into space then oh no! the car lurches down and then right and you stomp the brakes and the tires squeal and it's gonna roll and holy shit! you're almost on the stairs and into the building on the right and then the left and the proximity sensor bings as the pavement flies up at you and scraaaaaape... Romolo gives your car a love peck as it screeches to rest at the bottom.

Did that really just happen?! A glance in the rear-view explains everything...



Romolo Place. Mind the tilt!

Romolo pitches precipitously, at a 32.5% grade along the centerline, but also a terrifying twenty inches downward, sideways, from left-to-right, over its twelve foot width. Together, these tilts send a spicy North Beach meatball skittering down the fall line at a sauce-splattering 40%!

Under the influence of Romolo's sinfully improper grade, our on-site survey team began to [speak in tongues](#). Drawn by the commotion, a roving band of drunkards joined the chorus, and guided by their strangely-therapeutic ramblings, the gibberish slowly yielded to Consensus. In Romolo's close quarters, your car would never be far enough askew to feel the full 40%, but as entering from Vallejo, you'd briefly pitch downwards close to it: somewhere between 37 and 38%.

We split the difference – 37.5% – and christened Romolo as the Super Steep Street Most Likely To Inflict Coffee Crotch On Early Morning Delivery Truck Drivers.

"Crotch," my team giggled, over and over again. My, were they – [randy?](#) I handed them a roll of dollar bills wrapped in a twenty, gestured downhill towards Big Daddy's, and made myself scarce.

Bradford

When the esteemed [Sir Poskanzer](#) recommends that you do something, you do it, lest an unfortunate online "accident" cut you down a few months later. So, there I was, per his "suggestion" at the base of [Bernal Heights](#), measuring Bronte Street's quite-respectable 29%. Thanks Jef!

Next door, Bronte's less-sophisticated neighbor, **Bradford Street**, climbs eagerly from Tompkins Avenue at twenty-percent grade. Then, after 150 feet, the slope doubles, and the concrete poops out. "Anyone wanna take over?!" it yells.

"I does!" hollers the insane asphalt driveway. And lickety split, there's a perilous, oil-stained jump to the private property above: not "country club" private, mind you, but the **other** kind, wherein the gap-toothed inhabitants take mighty unkindly to camera-waving interlopers.



The insane driveway at the top of Bradford Street. Photo courtesy of MapJack.

I'd seen the driveway before – at the tail end of the previous episode – and clearly, it required investigation. However, it also had me spooked, so I played the oops-out-of-time card and returned home to a pleasant dinner.

On this visit, I had no such excuse...

Before the Journalists Club would dispense my credentials, they made me swear on the Holy Notepad that I would always Do Whatever Whatever It Takes To Get The Story. Up there might be the World's Most Extreme Driveway, and I must document it for the benefit of you, my Loyal Reader, no matter what the danger.

To buy myself a precious few seconds of extra escape time, I cooked up a crude verbal diversion:

Hey look, **Hatfields!**

Then, with a deep breath, I exited the vehicle and began what might be my final few steps uphill. Ever. Gulp.

Hey, something looked different. Where was the asphalt? What were those orange cones and construction barricades doing there? And why was it all so much *whiter* than before?

OMFG, the "driveway" was actually part of Bradford Street, and it'd been repaved!

Lately, Public Works must be mainlining their **Wheaties**, because, as part of the same Bernal Heights Street Improvement Project that yielded Prentiss, they had replaced the ugly asphalt ramp with a tilted concrete slab, and a very special one at that:



Bradford Street's 41% grade.

Carefully, I scaled the beast and measured it: a solid 30 feet of **sustained 41% grade**. On such a slope, gravity alone pulls a one-ton car downhill with 800 pounds of force, accelerating it from **zero to sixty** in 7.2 seconds. Whoa Nellie!

Congratulations, Bradford Street above Tompkins, for, having Bravely Thrust into the Forty-Percent-Plus Frontier, you now stand alone atop the Peak Of Maximum Grades as the Most Tilted Paved Urban Thoroughfare In The World!

All drivers of cars with golden tires, please travel to Bradford and apply commemorative golden skid marks, forthwith!

A New List

Now, our list of Steepest Streets needs an overhaul. Shoot the confetti, release the balloons, and spotlights center stage in five, four, three, two, one...

The Steepest Streets In San Francisco

1. Bradford above Tompkins (41% grade)
2. Romolo between Vallejo and Fresno (37.5% grade)
3. Prentiss between Chapman and Powhattan (37% grade)
4. Nevada above Chapman (35% grade)
5. Baden above Mangels (34% grade) *
6. Ripley between Peralta and Alabama (31.5% grade)
7. 24th between De Haro and Rhode Island (31.5% grade)
8. Filbert between Hyde and Leavenworth (31.5% grade)
9. 22nd between Vicksburg and Church (31.5% grade)
10. Broadway above Taylor (31% grade)
11. 23rd above Carolina (31% grade)

Source: Stephen Von Worley.

Notes: Ranked by maximum grade, as of February 2010.

Ties are broken by the length of maximum slope.

** Crude, single lane pseudo-street*

With that, we shift the Steepest Search into Maintenance Gear, wherein we'll monitor Bernal for further developments and field other leads as they pop up. If you see anything interesting, don't hesitate to ring our **tip line**, please!

Bernalwood's questions, and PG&E's responses, are provided here in their entirety:

1. When was the section of pipeline under the the proposed home site installed? When was it last upgraded?

The line was installed in 1981. PG&E has a comprehensive inspection and monitoring program to ensure the safe operation of this line.

2. How often is this section of 109 inspected? What does the inspection entail? When did the last inspection take place? What were the results of that inspection?

This section of L-109 was successfully strength tested (via a hydrostatic pressure test) at the time of installation. PG&E records show no history of leaks for L-109 in this area.

PG&E has a comprehensive inspection and monitoring program to ensure the safety of its natural gas transmission pipeline system. PG&E regularly conducts patrols, leak surveys, and cathodic protection (corrosion protection) system inspections for its natural gas pipelines. Any issues identified as a threat to public safety are addressed immediately. PG&E also performs integrity assessments of certain gas transmission pipelines in urban and suburban areas.

Patrols: PG&E patrols its gas transmission pipelines at least quarterly to look for indications of missing pipeline markers, construction activity and other factors that may threaten the pipeline. L-109 through the [Bernal Heights] neighborhood was last aerially patrolled in May 2014 and no issues were found.

Leak Surveys: PG&E conducts leak surveys at least annually of its natural gas transmission pipelines. Leak surveys are generally conducted by a leak surveyor walking above the pipeline with leak detection instruments. L-109 in San Francisco was last leak surveyed in April 2014 and no leaks were found.

Cathodic Protection System Inspections: PG&E utilizes an active cathodic protection (CP) system on its gas transmission and steel distribution pipelines to protect them against corrosion. PG&E inspects its CP systems every two months to ensure they are operating correctly. The CP systems on L-109 in this area were last inspected in May 2014 and were found to be operating correctly.

Integrity Assessments: There are three federally-approved methods to complete a transmission pipeline integrity management baseline assessment: In-Line Inspections (ILI), External Corrosion Direct Assessment (ECDA) and Pressure Testing. An In-Line Inspection involves a tool (commonly known as a "pig") being inserted into the pipeline to identify any areas of concern such as potential metal loss (corrosion) or geometric abnormalities (dents) in the pipeline. An ECDA involves an indirect, above-ground electrical survey to detect coating defects and the level of cathodic protection. Excavations are performed to do a direct examination of the pipe in areas of concern as

required by federal regulations. Pressure testing is a strength test normally conducted using water, which is also referred to as a hydrostatic test.

PG&E performed an ECDA on L-109 in this area in 2009 and no issues were found. PG&E plans to perform another ECDA on L-109 in this area in 2015. This section of L-109 also had an ICDA (Internal Corrosion Direct Assessment) performed in 2012, and no issues were found.

Automated Shut-off Valves: There are two types of automated shut-off valves recognized within the natural gas industry: Remote Controlled Valves (RCV's), which can be operated remotely from PG&E's Gas Control Center, and Automatic Shutoff Valves (ASV's) that will close automatically as a result of rapidly falling pipeline pressures and/or increased flows at the valve location. There is an RCV on L-109 in Daly City that can be used to isolate the section of L-109 that runs through this neighborhood.

3. Is this section of pipeline 109 "the same type that blew up in San Bruno?"

No. Line 109 operates at a much lower pressure and is smaller in diameter, and is of a much more recent vintage.

4. What safety procedures does PG&E put in place when home or street construction occurs on the site of a major gas pipeline like 109?

Anytime a contractor or resident makes an excavation on franchise or private property, they must call 811 (State Law for Underground Service Alerts [USA]) in advance so we can identify and properly locate our UG facilities. When our Damage Prevention group gets the USA request and identifies a critical facility like a gas transmission line in the scope of work, they notify the caller that they must contact PG&E for a standby employee. PG&E must observe a safe excavation around our lines if any digging is within 10' of it. We must be present when they dig around this line. Our standby inspector will instruct and guide the excavating party to avoid damage. Excavators who violate this Law are subject to fines.

5. Does the steep grade of the Folsom site have any impact on Pipeline 109? Given the grade at the proposed site, are any special provisions or procedures required to ensure the safety of the pipeline during construction?

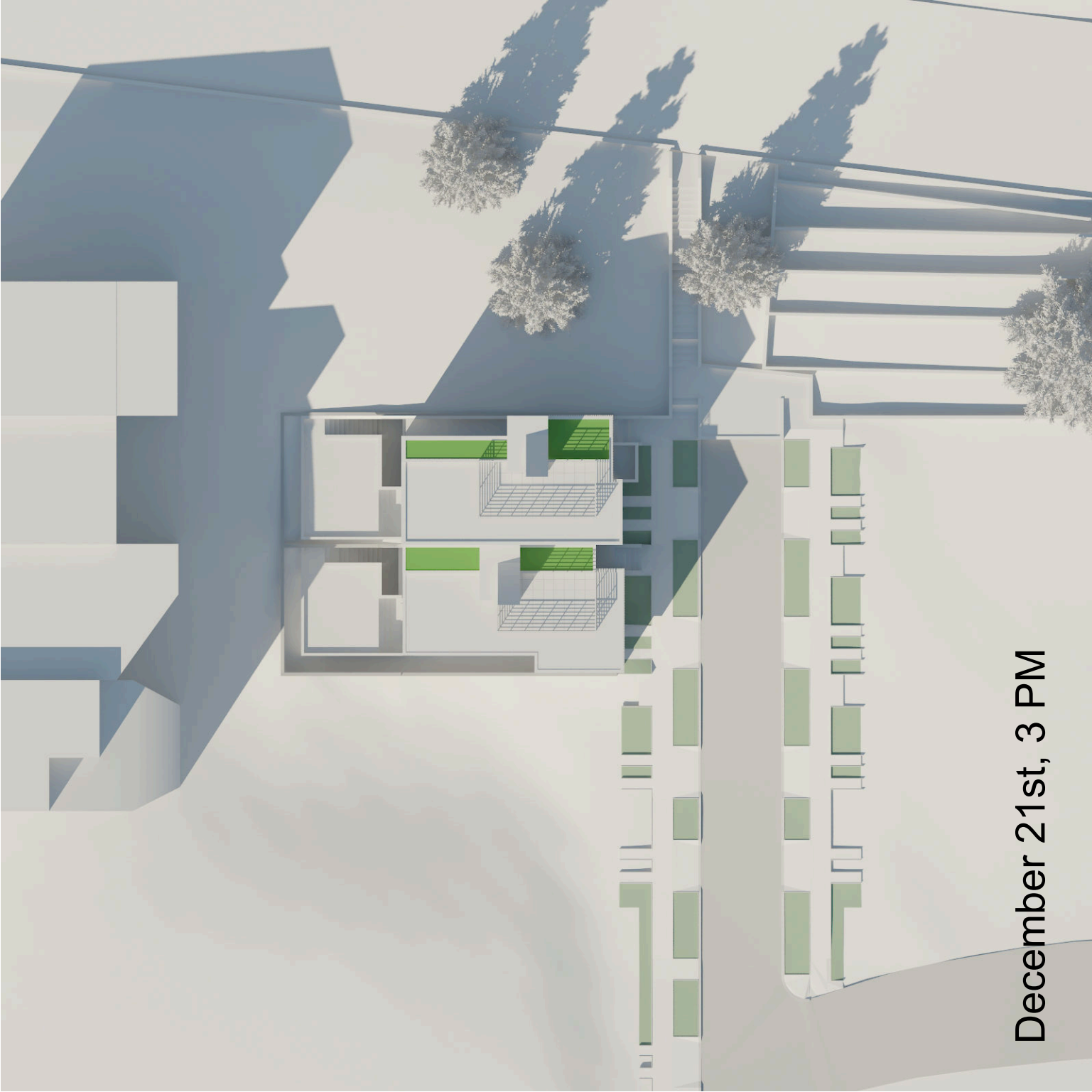
The grade of the street have no impacts on the operation of the line. If the cover is not removed or disturbed within 10' of the line, there are no special precautions needed.

6. Are there any specific technical or safety challenges posed by the proposed home site, and if so, how does PG&E plan to address them?

As long as the structures are built within the property lines similar to the existing [homes on Folsom Street], they will not pose any issues for us patrolling and maintaining that line. The proposed

home sites are not on top of line 109, and are no closer to the line than existing homes in the neighborhood.

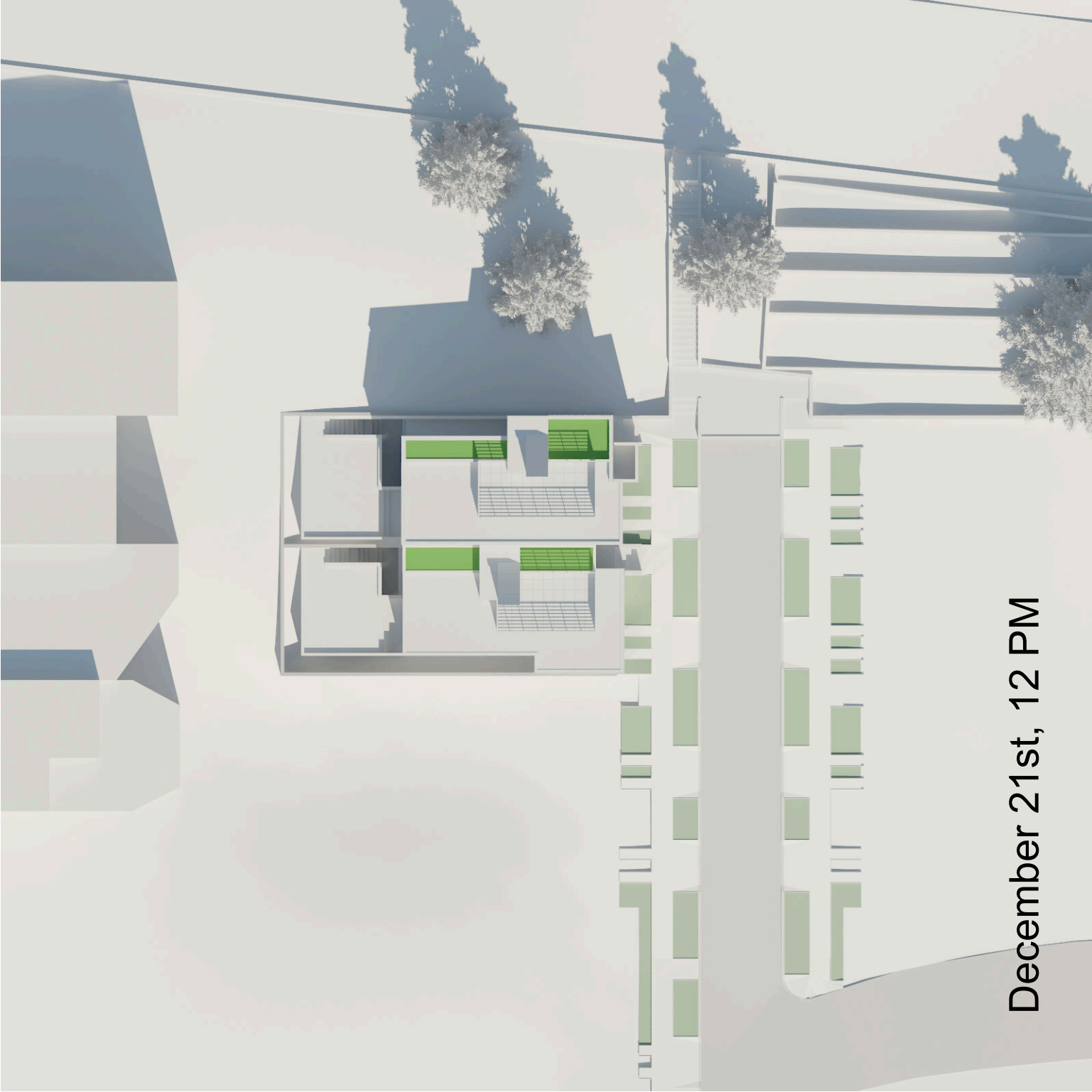
Additional Background: In the area outlined in the map [Bernalwood sent PG&E, shown above], PG&E's natural gas transmission pipeline L-109 runs down Folsom Street and turns east to follow Bernal Heights Blvd. Line 109 in this area is a 26-inch diameter steel pipeline installed in 1981 and has a maximum allowable operating pressure (MAOP) of 150 pounds per square inch gage (psig), which is 19.8% of the pipe's specified minimum yield strength (SMYS). This provides a considerable margin of safety, since it would take a pressure over 750 psig to cause the steel in the pipe to begin to deform.



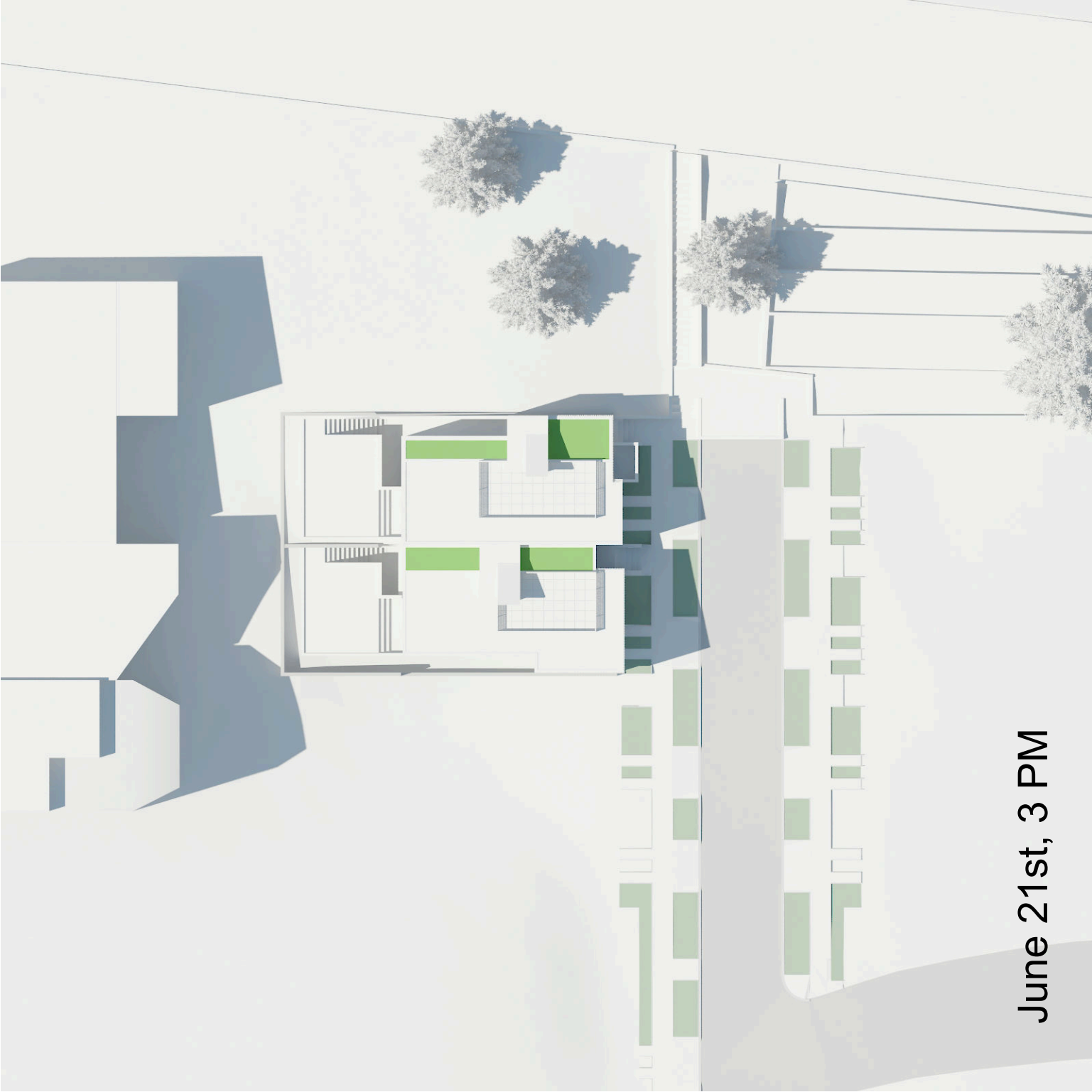
December 21st, 3 PM



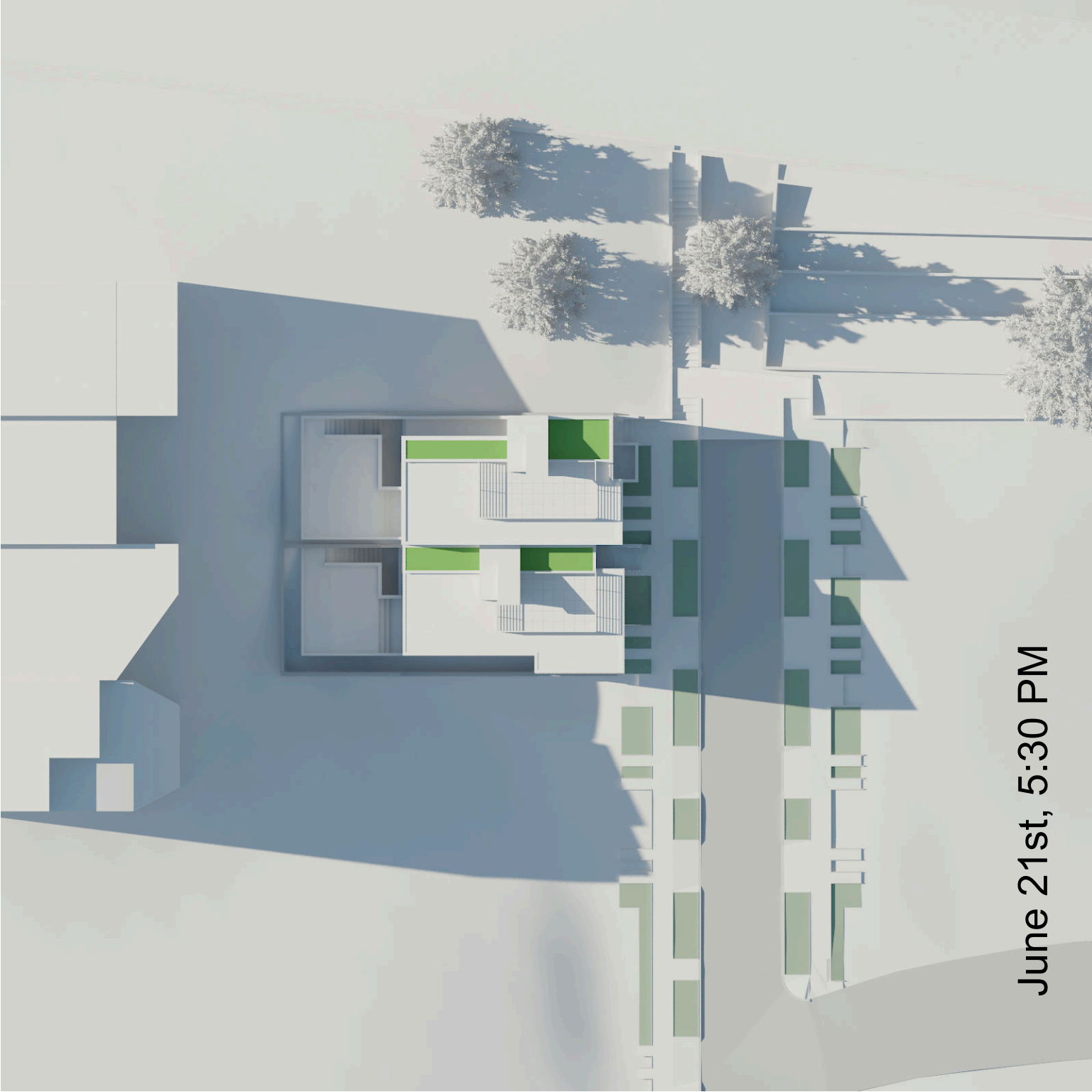
December 21st, 5:30 PM



December 21st, 12 PM



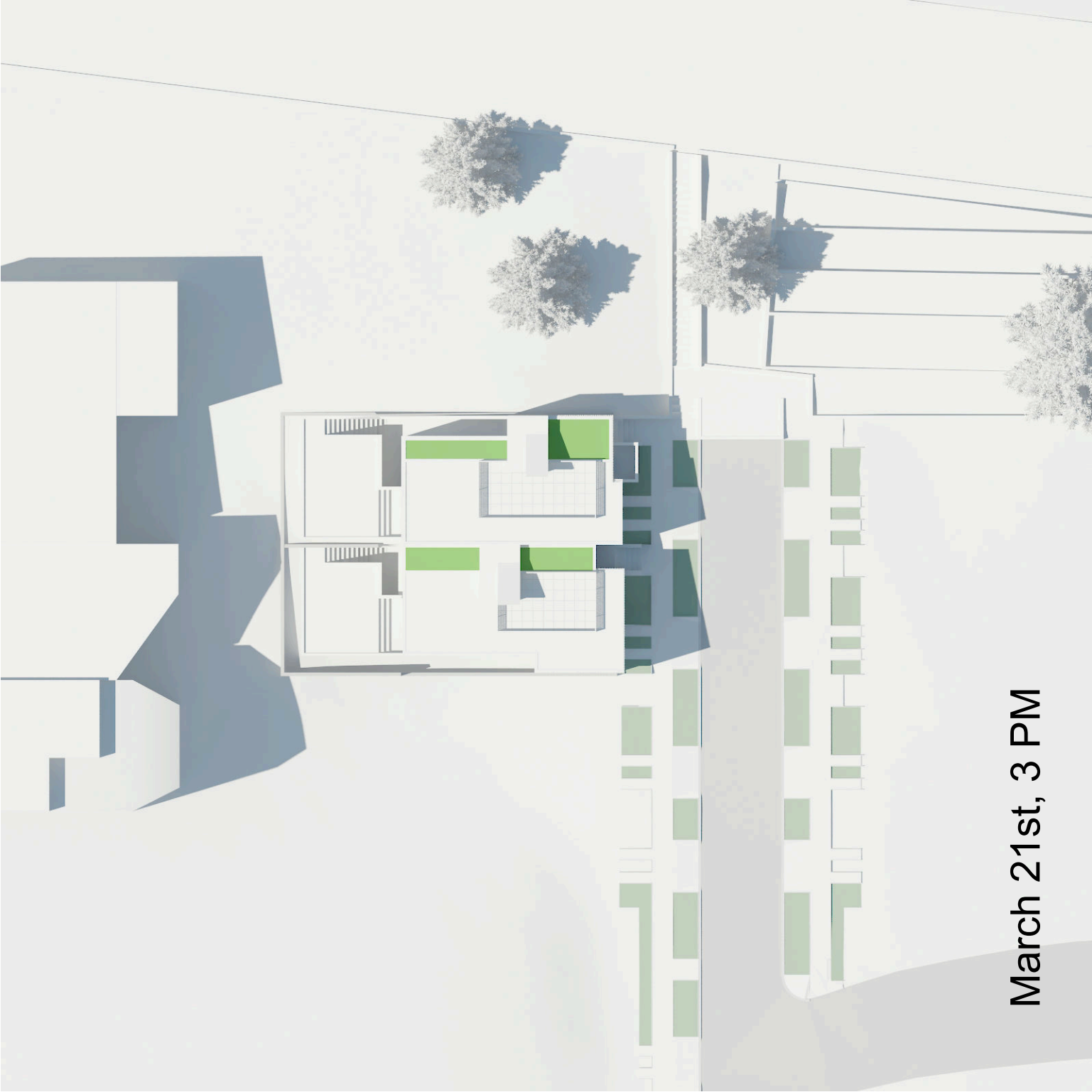
June 21st, 3 PM



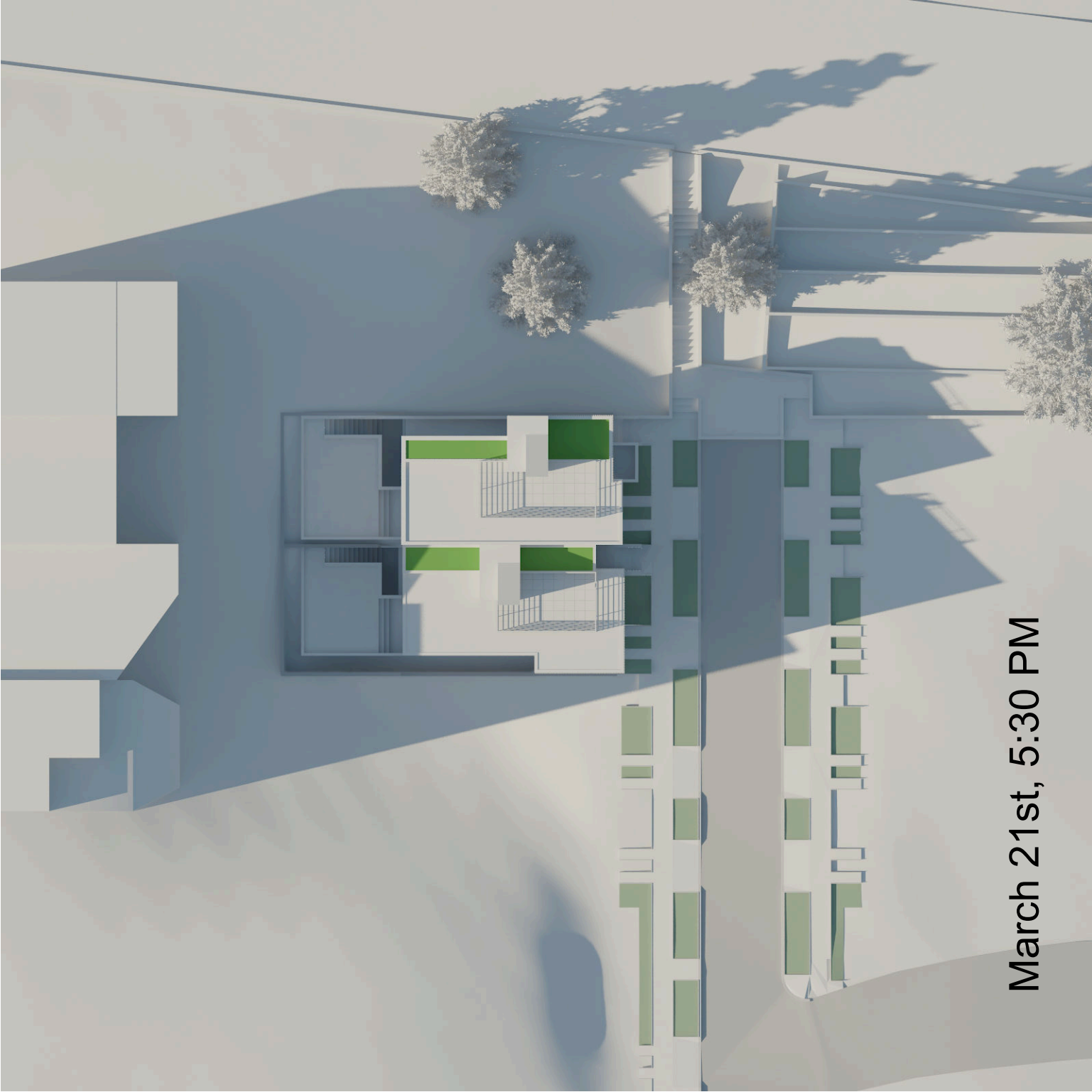
June 21st, 5:30 PM



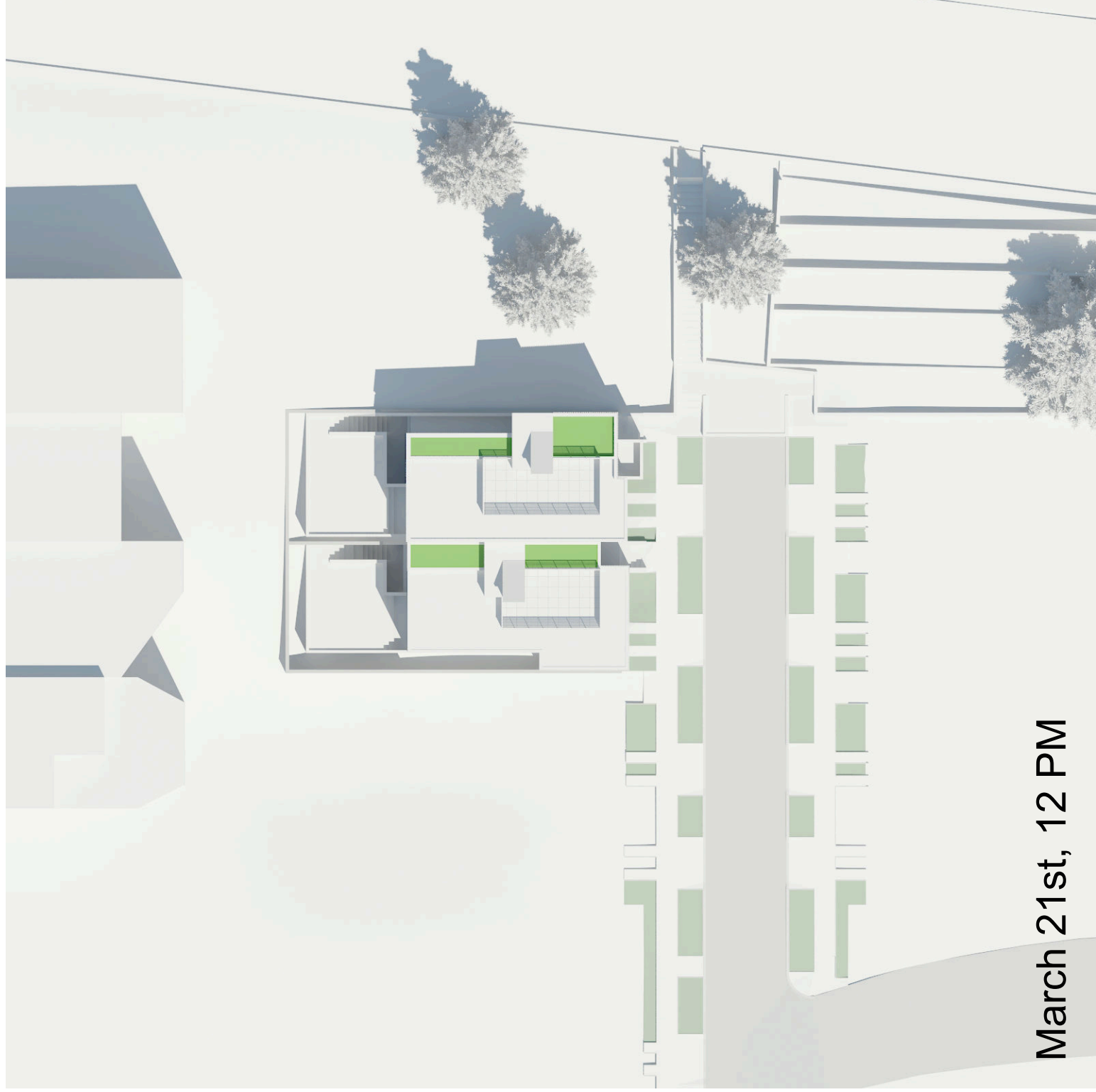
June 21st, 12 PM



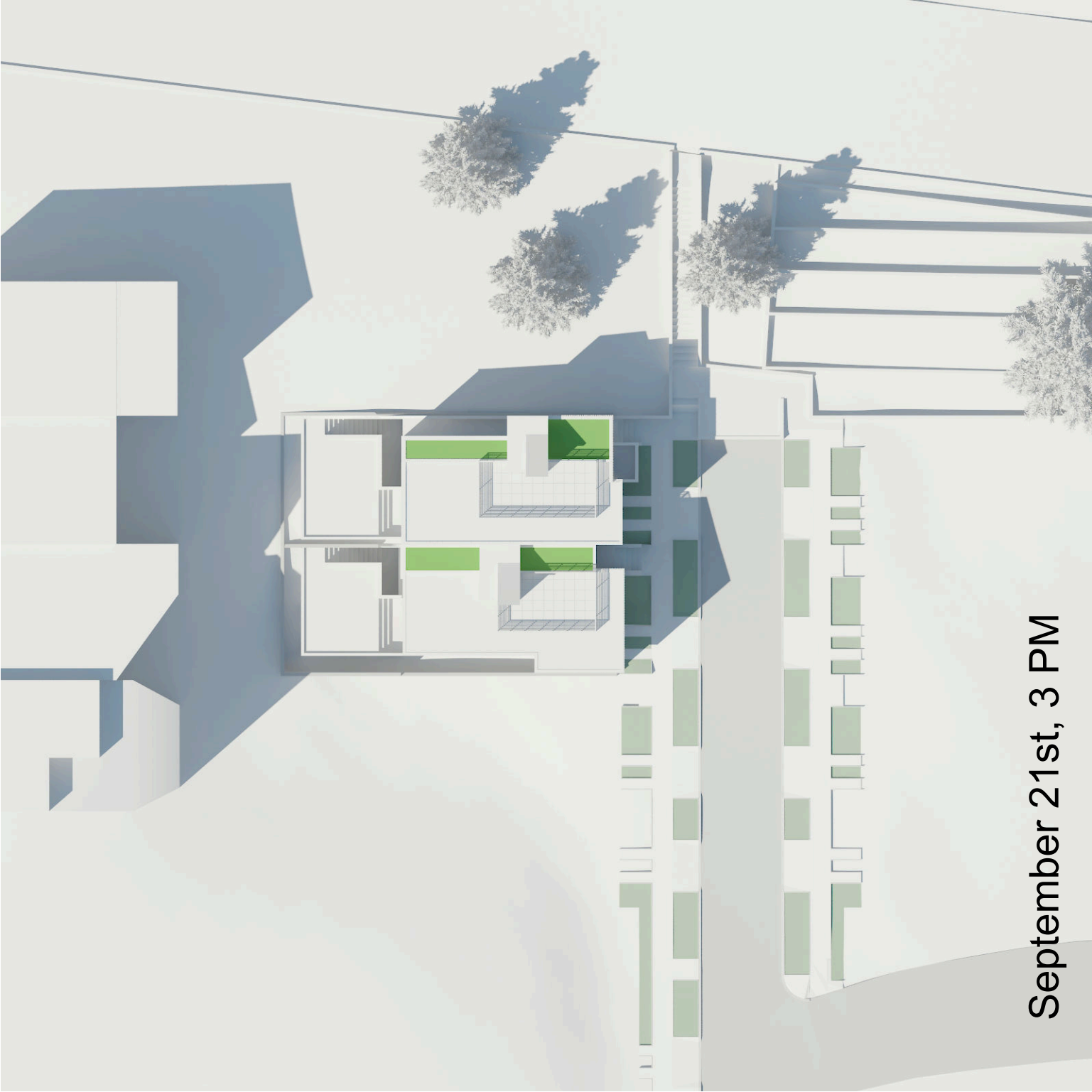
March 21st, 3 PM



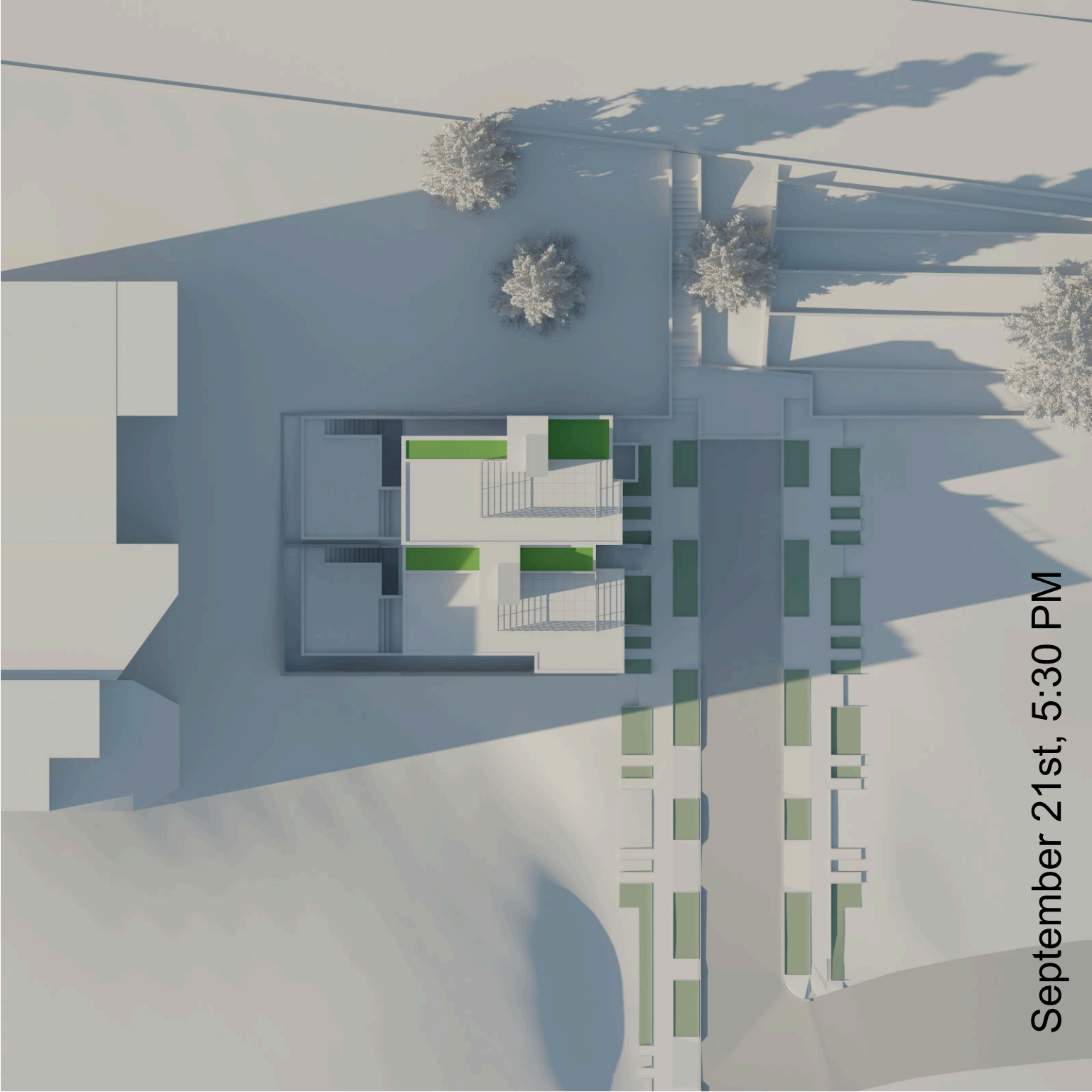
March 21st, 5:30 PM



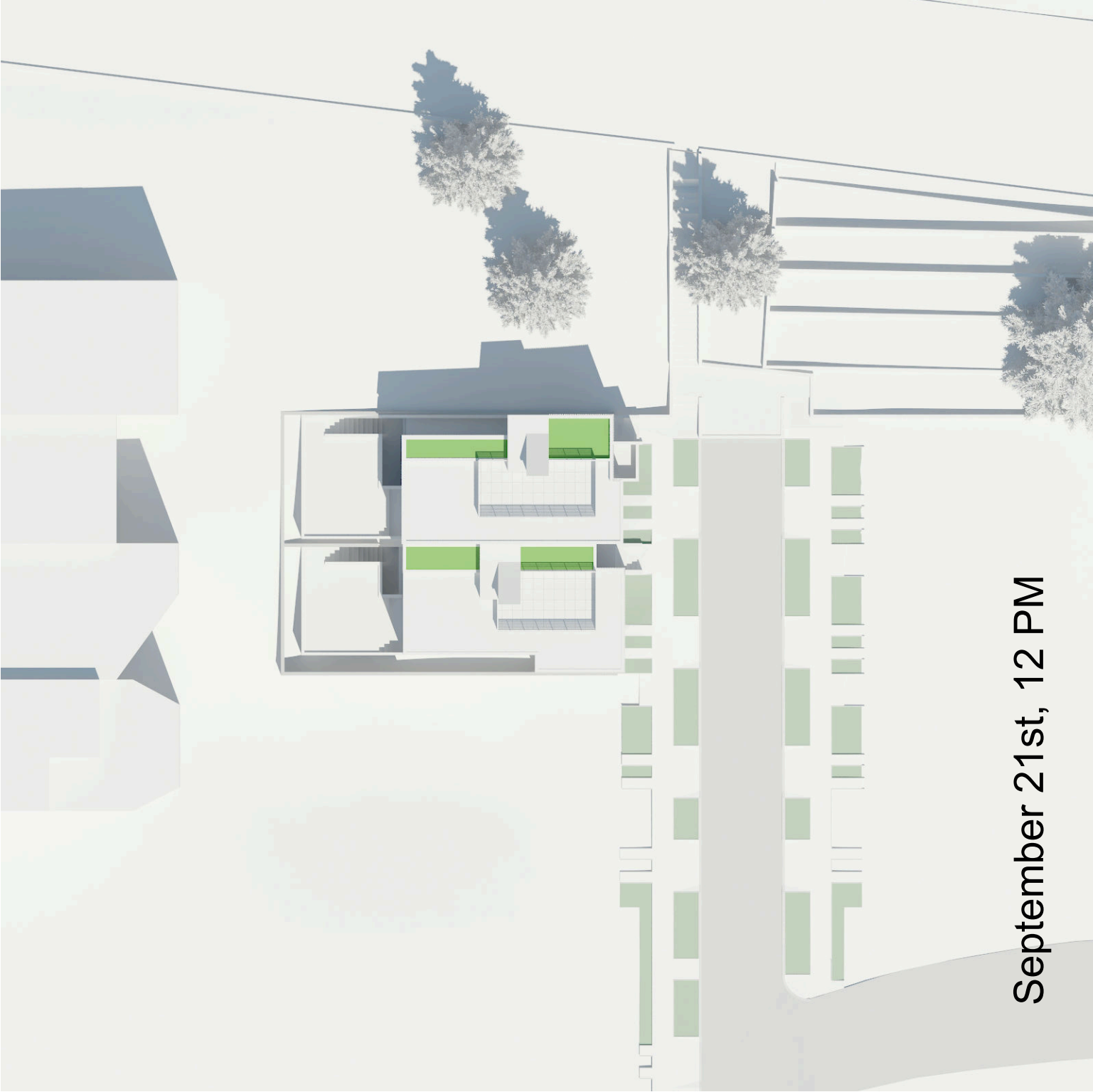
March 21st, 12 PM



September 21st, 3 PM



September 21st, 5:30 PM



September 21st, 12 PM





CAMERA 1: View from Bernal Hill looking West.



CAMERA 2: View from Bernal Hill looking South.



CAMERA 3: View from Public Garden looking South-West.



CAMERA 4: View from Bernal Blvd looking South-East.



CAMERA 5: View from Chapman Street at Folsom Street looking North-West

BERNAL PUBLIC SAFETY ALERT!

DEVELOPER PRESENTATION - EAST SLOPE DESIGN REVIEW BOARD

**CRITICAL MEETING - WEDNESDAY,
MAY 28, 7PM!!!**

**PRECITA NEIGHBORHOOD CENTER
534 PRECITA AVENUE**

PROPOSED DEVELOPMENT PUTS LUXURY HOUSING AHEAD OF PUBLIC SAFETY

Major PG&E Gas Line Runs Through Once "Undevelopable"
Land. Not Your Typical Vacant Lots - But City Acts Like They Are.

ARE YOU WITHIN THE BLAST & FIRE ZONE?

If you live, walk, run, garden, ride your bike, push your stroller, or fly your kite around Bernal Heights, you may have entered **the 600-foot Radius Blast/Fire Zone** of a proposed Bernal southeast slope development of two luxury homes below the Community Garden. An aging 26-inch PG&E gas pipeline runs through it - the same type that blew up in San Bruno. Many think this development - which benefits from a **questionable exemption of SF street safety grading codes** - would recklessly endanger public safety.



Approximate fire zone inside circle

PUT OUR SAFETY FIRST! PUBLIC INPUT WANTED!!

Bernalwood

Broadcasting from glamorous Bernal Heights, San Francisco (Elev. 443 ft.)

Wednesday: Community Meeting to Review Home Construction Plans Below Bernal Hill

Posted on [December 10, 2013](#) by [Todd Lappin](#)



Neighbor Alicia is spreading the word about a community meeting that will happen tomorrow, Wednesday December 11 at 7 pm at the Precita Neighborhood Center, to review a proposal to build two single-family homes on a patch of undeveloped land on Folsom near Chapman, on the south side of the hill just below Bernal Heights Blvd.

Here's the meeting announcement:

PROPOSED BERNAL HOUSING DEVELOPMENT



Please attend a neighborhood meeting to view plans and voice your thoughts about two single family homes planned on undeveloped land adjacent to Bernal Heights Park and the Community Garden.

Wednesday, December 11, 7 PM
Precita Neighborhood Center
534 Precita Avenue

Organized by
East Slope Design Review Board
Contact Terry Milne for more info:
415-285-8978

Lot addresses: 3516 and 3526 Folsom Street, at Chapman.

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This entry was posted in [Bernal Hill](#), [Design](#), [Events](#), [Real Estate](#), [Uncategorized](#). Bookmark the [permalink](#).

15 Responses to Wednesday: Community Meeting to Review Home Construction Plans Below Bernal Hill

**SER says:**

December 10, 2013 at 10:28

I thought there was a big PG&E line or something underneath that patch (and that that was the reason why it hadn't been developed yet). Anyone know the scoop?

[Reply](#)**Brandon says:**

December 10, 2013 at 16:32

According to trusted source Bernalwood, you are absolutely correct about the location of the pipeline:

<http://bernalwood.wordpress.com/2011/10/05/gulp-troubled-pge-gas-pipeline-with-a-history-of-trouble-runs-through-bernal-heights/>

[Reply](#)**GreenGirl says:**

December 11, 2013 at 08:33

Yikes! That was some nasty damage in 1963!

[Reply](#)**Wendy says:**

December 11, 2013 at 22:12

Bernalwood's follow up to this story is also worth looking at. Good factual info about the gas line from a PG&E rep , and a hotline number to call if you want more info.

<http://bernalwood.wordpress.com/2011/10/12/an-safety-update-from-pge-about-that-anxiety-generating-gas-pipeline-in-bernal-hill/>

[Reply](#)**Noemonkey says:**

December 11, 2013 at 10:10

More nimbys who can't deal with change. They've got their houses near the hill, but no one shall be allowed to build. Such bullshit.

[Reply](#)**Bernalese, man says:**

December 11, 2013 at 11:12

Throw those puppies up, and make them the Playboy Playmate Bunny houses.

[Reply](#)**Sam Bowman says:**

December 11, 2013 at 15:38

If anyone here makes it, I'm quite curious what these boards actually do in practice. I'm worried it's particularly NIMBYish, but the city mandates both these meeting and a pretty strict set of size and aesthetic guidelines for Bernal Heights, so I imagine that nothing too substantial is likely to happen.

More:

<http://masonkirby.com/bernal-heights-resources/northwest-bernal-heights/>

[Reply](#)**Art says:**

December 16, 2013 at 14:26

Actually, this property is covered by the East Slope Design Review Board, but you're right, there are extra requirements. Anyone making a substantial change to their property in this area has to go through the review process before the Planning Department will do anything. I recommend the meetings. I've been to a few over the years and they are often heated and lengthy, but are a real look at democracy in action.;

[https://maps.google.com/maps/ms?](https://maps.google.com/maps/ms?ie=UTF8&t=p&oe=UTF8&msa=0&msid=115222306031936564540.00048206628ac4688229b)

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[Reply](#)**Wendy says:**

December 11, 2013 at 21:45

The proposed houses are actually located on the west side of the Folsom Street right of way – about where the word “site” is written on the aerial photo – not where the arrow is pointing.

[Reply](#)**David Kaye says:**

December 12, 2013 at 13:12

I have/had several computer tech support customers in the Crestmoor neighborhood, three who lost their homes. That explosion was from a mere THREE-INCH pipeline. Goodness knows what could happen in Bernal Heights. Obviously that

land was not built upon for a reason.

[Reply](#)



Art says:

December 16, 2013 at 14:04

Actually, the San Bruno explosion was from a 30 inch pipeline.

[Reply](#)



jack says:

December 16, 2013 at 11:09

Is there any update on this? Thanks.

[Reply](#)



Art says:

December 16, 2013 at 14:13

Yesterday, I chatted with the neighbor in the last house on the west side of Folsom, who is organizing opposition to the houses. She is setting up an email loop to keep people informed.

Unfortunately, I didn't get her contact info. Nothing was decided at the meeting, and I believe a second meeting is going to be scheduled by the Design Review Board.

I suspect the gas pipeline doesn't have anything to do with why the lots above Chapman have not been developed to date. After all, there has been lots of development along the pipeline route over the years. The bigger problem is that anyone who wants to build there is going to have to put in a paved street, presumably at their own expense. Economically, that probably made the lots unbuildable until the recent runup in home prices.

[Reply](#)



Todd Lappin says:

December 16, 2013 at 14:24

Did the neighbor explain the reasons for her opposition?

[Reply](#)



Art says:

December 17, 2013 at 11:47

Well, I don't want to speak for her, but from our short conversation, it was mostly in the nature of "it's always been open space and wouldn't it be nice to keep it that way."

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The Twenty Ten Theme.

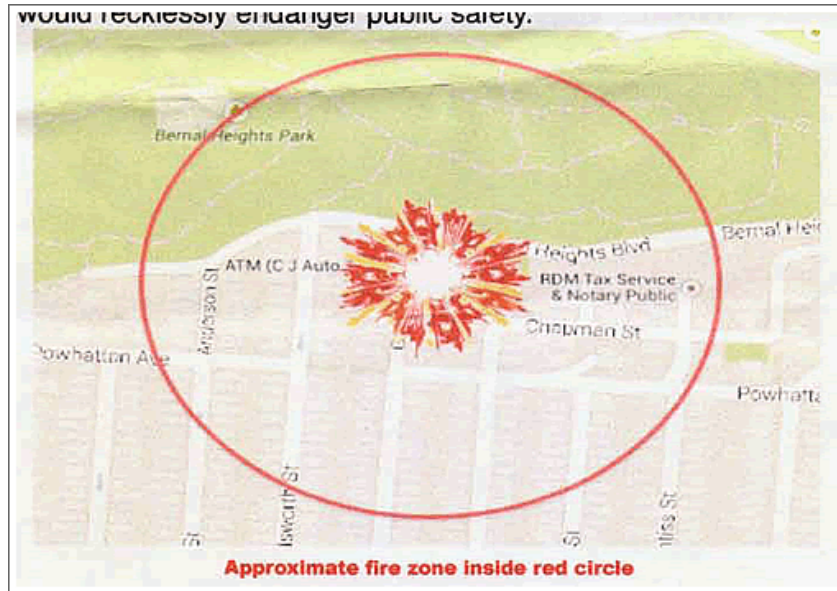
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April 8, 2014

The Bernal Heights "Blast Zone"



From the "BERNAL PUBLIC SAFETY ALERT!" flyer making the rounds, with a "PROPOSED DEVELOPMENT PUTS LUXURY HOUSING AHEAD OF PUBLIC SAFETY" sub-header and the not so subtle graphic above, all emphasis as printed:

"If you live, walk, run, garden, ride your bike, push your stroller, or fly your kite around Bernal Heights, you may have entered **the 600-foot Radius Blast/Fire Zone** of a proposed Bernal southeast slope development of two luxury homes below the Community Garden. A 26-inch PG&E gas pipeline runs through it – **the same type that blew up in San Bruno**. Many residents think this development – which benefits from **a questionable exemption of SF street safety grading codes** – would recklessly endanger public safety."

The proposed development and plan will be presented at the East Slope Design Review Board meeting on Wednesday, April 9 at 7PM.

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First Published: April 8, 2014 7:00 AM

Comments from "Plugged In" Readers

Oy. Burn-all Hill has a lot more to worry about than a luxury home development when it comes to fire danger.

Posted by: The Milkshake of Despair at April 8, 2014 8:32 AM

And PG&E smart meters cause brain cancer! IZ A CONSPIRACY!

Posted by: sf at April 8, 2014 8:42 AM

oh, now I understand why all those smart cars flipped over.

Posted by: vanillablue at April 8, 2014 9:12 AM

If they are truly afraid of the dangers, then they should probably not live there and move. The magnitude of the San Bruno explosion would destroy (from looking at the aftermath pics) any and all concrete/housing structures already in place.

Posted by: Alvin at April 8, 2014 9:14 AM

Probably coming from the next door neighbor who would be loosing a view.

Posted by: Derek at April 8, 2014 9:22 AM

http://www.socketsite.com/archives/2014/04/the_bernal_heights_blast_zone.html#comments

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That pipeline bisects Bernal running from Alemany along Folsom to Bernal Heights Blvd to Alabama to Precita.

Both PG&E and the National Pipeline Mapping System have viewers showing major pipelines like this one.

<http://www.pge.com/safety/systemworks/gas/transmissionpipelines/>

Posted by: Jake at April 8, 2014 9:22 AM

Poor poor Bernal people, having to put up with someone's freedom and choice to build new housing.

Can't wait to see these two new homes built and sell for record prices.

Posted by: Futurist at April 8, 2014 9:47 AM

These people are seriously pathetic.

Posted by: Rob at April 8, 2014 9:56 AM

The gas line is only 26 inches wide-- I doubt it goes directly under the homes. Since the builders are well aware of the pipeline, I'm sure they'll take care to avoid it.

Posted by: Dan at April 8, 2014 10:29 AM

"Since the builders are well aware of the pipeline, I'm sure they'll take care to avoid it. "

Don't you bring your logic here! We are panicked! They're trying to blow up babies and grandmas just to make a buck! We must stop them.

Posted by: R at April 8, 2014 10:36 AM

They learned from the "No Wall on the Waterfront" campaign, which spread fear that the development would disrupt high pressure sewage pipes.

Posted by: Dan at April 8, 2014 10:51 AM

Maybe these NIMBYs can give me a job, I can make much better propaganda than them.

"Research has shown that the use of any and all types of construction equipment/tools not only reflects the light of Venus in such a way that confuses migratory birds into committing suicide, but it ALSO can alter the tides and cause a run away nuclear reaction, which would level the entire city in a combined tsunami and nuclear explosion. That's right, drowning and burning, AT THE SAME TIME. Stop all construction forever, and save the pretty birds and the city of SF from certain doom at the hands of greedy developers!"

Posted by: cfb at April 8, 2014 11:11 AM

I think that people are genuinely concerned about the PGE line being a potential explosive hazard, i.e. struck by excavation equipment for foundation work. The 1963 explosion was not that long ago for many Bernal residents.

That being said I'm sure PG&E would be on site during work to oversee the dig and/or reject building plans as needed.

Views are [not] protected.

Posted by: RonMonster at April 8, 2014 11:37 AM

I see the crazies are at it again.

Posted by: Brad at April 8, 2014 11:38 AM

OH MY GOD! SF General Hospital was built in a BLAST ZONE too! (There are high-pressure gas lines surrounding the hospital!) Evacuate the patients now!

Thankfully, my tinfoil hat will protect me.

Posted by: Dubocian at April 8, 2014 1:52 PM

Opportunistic? Perhaps. But this is not tin-foil hat territory. The SF Gate story about the PG&E explosion on Bernal from back in the day is in my name URL.

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best-united.com

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Posted by: [Mr. E.](#) at April 8, 2014 2:46 PM

I agree that there is always some risk from pipelines like these. But I would not be so worried about a breach during construction – when there will be extraordinary steps taken to ensure that the gas lines are untouched. Now during or after a major earthquake, or perhaps even at a random time if PG&E failed to test and properly maintain the pipes (as was the case in San Bruno.) But I don't think the proposed homes are really a factor that creates any greater risk than is already present. That's the craziness I was not-so-clearly referencing.

Posted by: Dubocian at April 8, 2014 3:11 PM

Geez, I should really proofread. During or after a major earthquake, or perhaps even at a random time in PG&E failed to test and properly maintain the pipes — THAT'S what I would worry more about.

So yes, attaching PG&E's pipeline to the issue of this new construction is completely opportunistic and even silly, though the underlying pipeline issues are ones which residents of the area should certainly take seriously.

Posted by: Dubocian at April 8, 2014 3:20 PM

I don't know if I'm asking a stupid question, or maybe the most intelligent, relevant question there could be for this situation, but:

How, exactly, would the presence of two houses here increase the 'explodability' of this gas pipe?

Posted by: anon at April 8, 2014 5:42 PM

If you think about it. Almost every major street has a high pressure line. You have to get the gas to every house and business.

Annon 5:42 The nimbys noobees and hippies twist and lie and twist the facts and pull stuff out of their arses.

Posted by: indinejj at April 8, 2014 7:14 PM

That's true indinejj but the standard high pressure lines beneath almost every street are much smaller than the big fat trunk pipes. When a smaller pipeline breaks it is not capable of delivering the volume of gas that was involved in the San Bruno disaster.

Posted by: The Milkshake of Despair at April 9, 2014 8:40 AM

In another time and place, people wouldn't even consider fabricating something like this because it would harm their reputation for credibility in the future. Now, it is all about winning and if it works, you're a genius. Guess the BOS could pass a law prohibiting such behavior – that's been the approach they take when people can't get along on their own (see: Discretionary Review, Board of Permit Appeals, dog leash laws, Castro nudity...)

Posted by: Rome is Burning at April 9, 2014 9:05 AM

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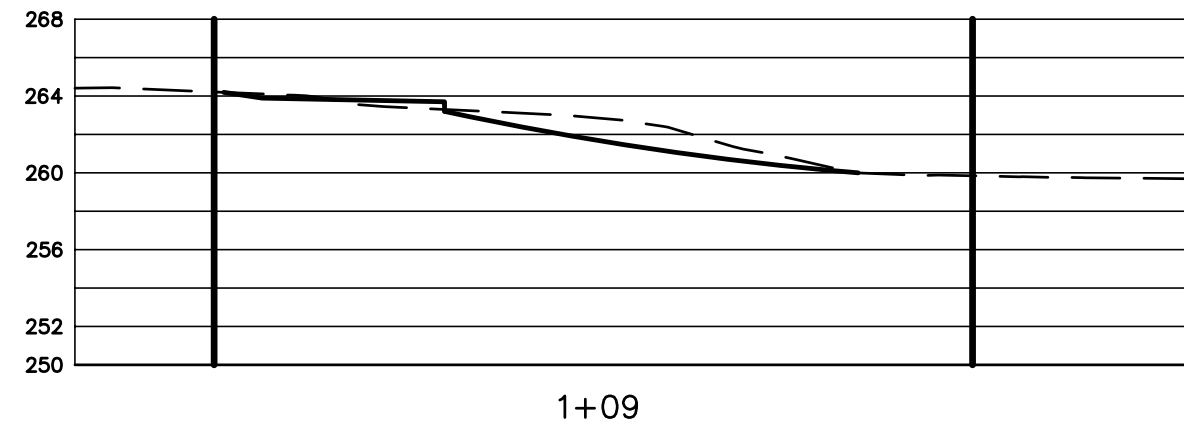
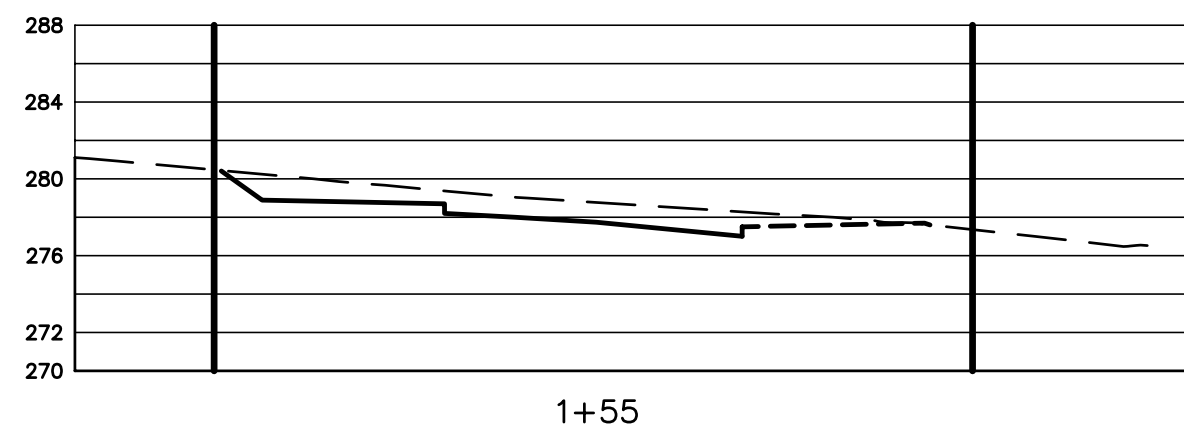
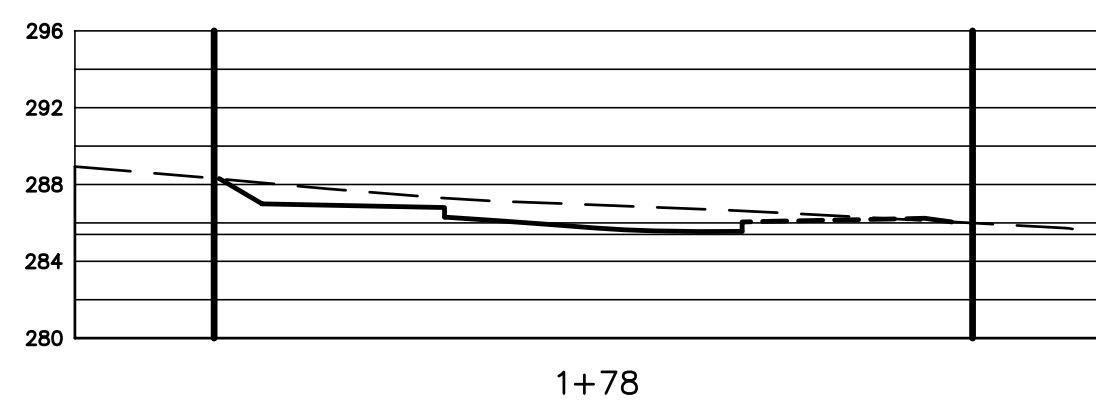
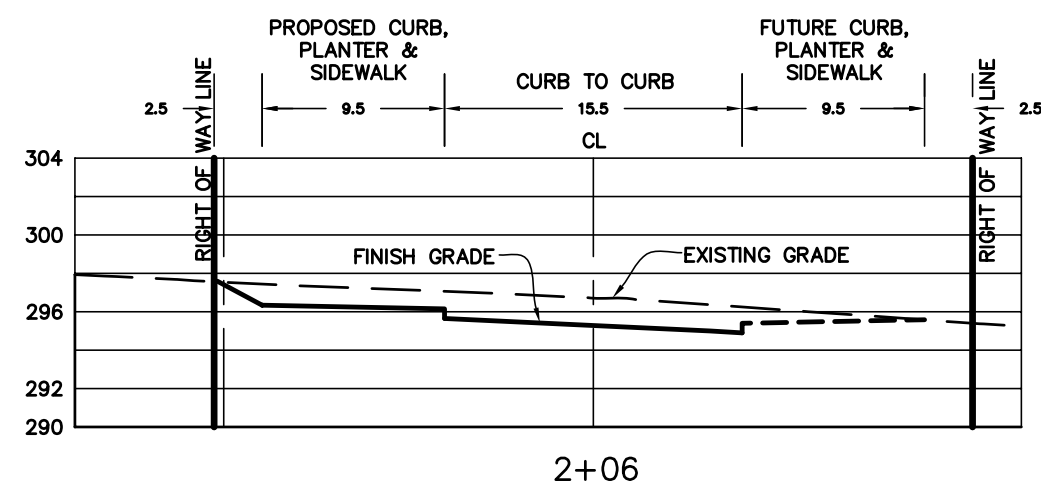
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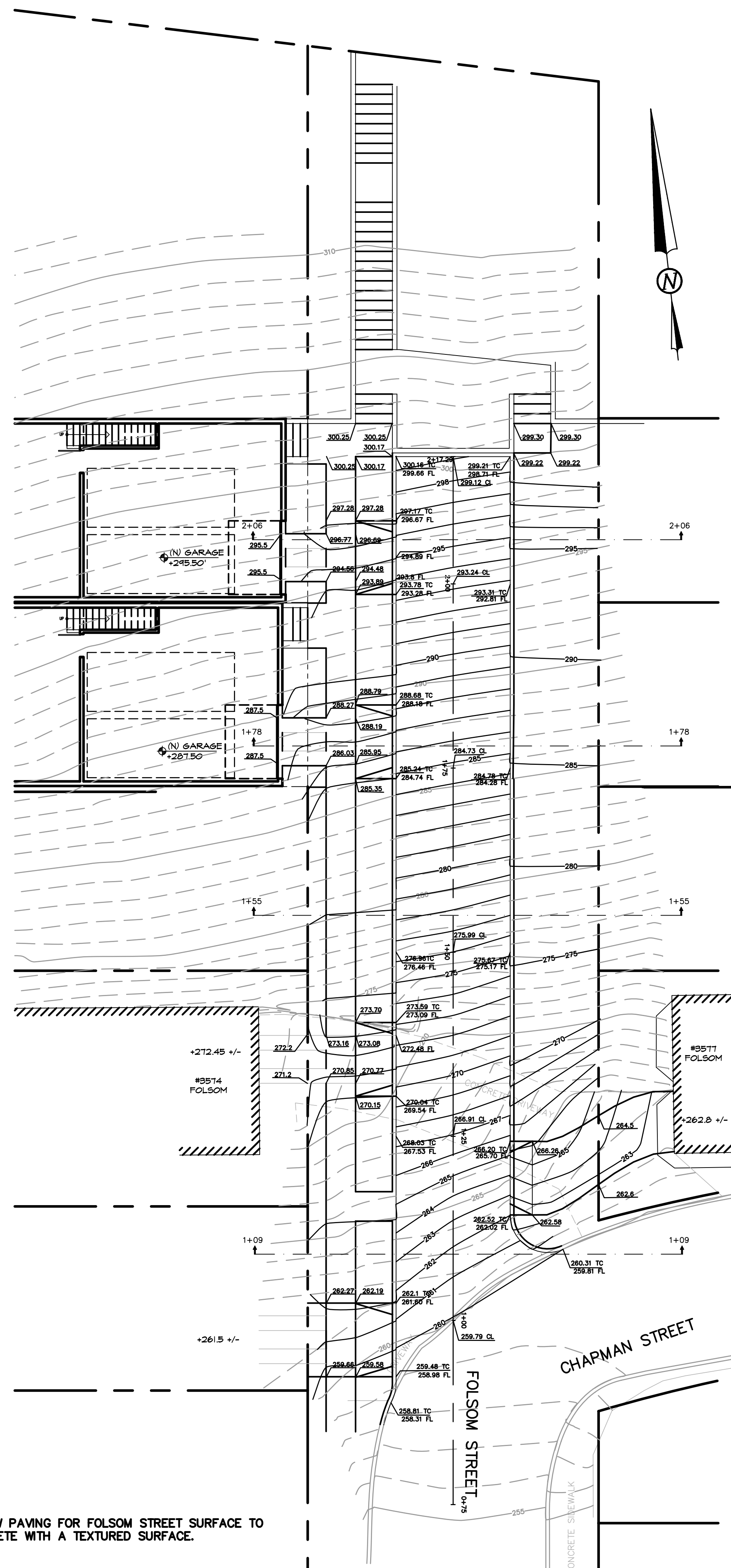
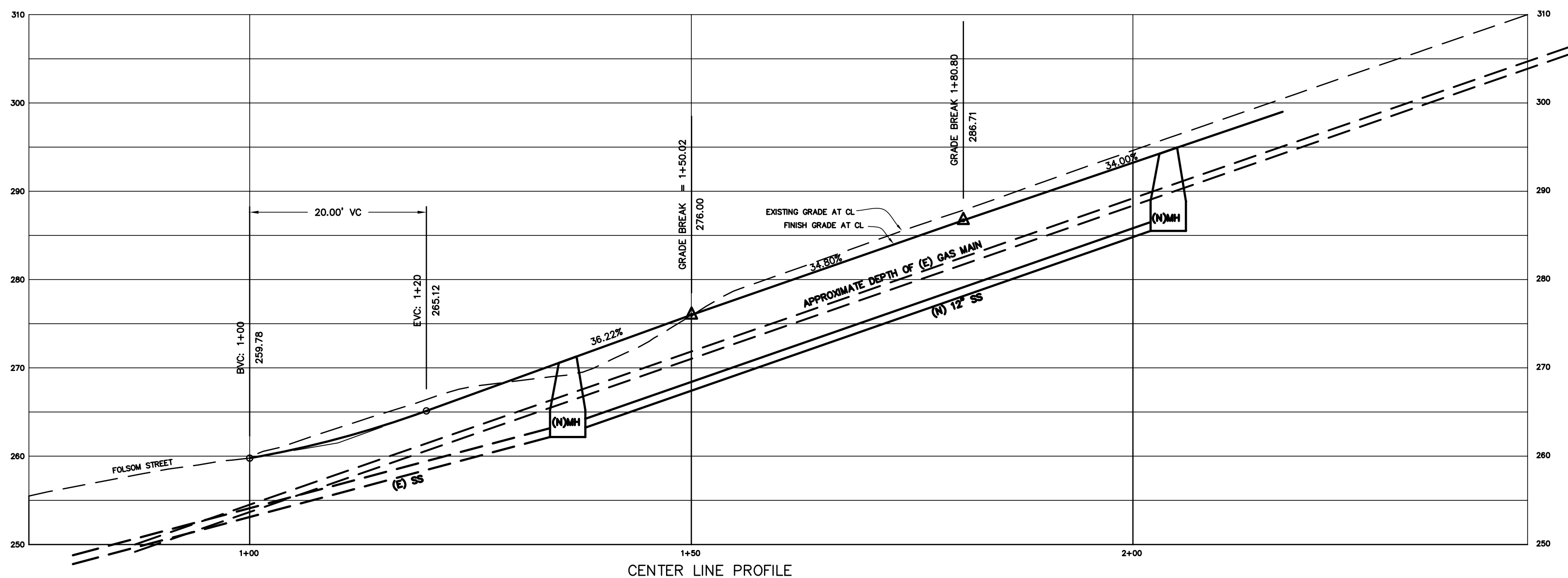
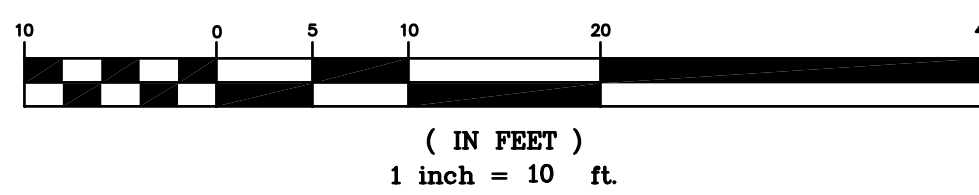




LEGEND

- BO BLOW OFF
- BVC BEGIN VERTICAL CURVE
- CL CENTER LINE
- CO CLEAN OUT
- ELEV ELEVATION
- EVC END VERTICAL CURVE
- FL FLOW LINE
- G GAS
- GV GAS VALVE
- INV INVERT
- JT JOINT SERVICE TRENCH
- MH MAN HOLE
- STA STATION
- SS SEWER SANITARY & STORM
- TC TOP OF CURB
- VC VERTICAL CURVE
- W WATER
- WM WATER METER
- WV WATER VALVE

GRAPHIC SCALE



NOTE: NEW PAVING FOR FOLSOM STREET SURFACE TO BE CONCRETE WITH A TEXTURED SURFACE.

DAVID J. FRANCO

CIVIL ENGINEER

1930 SHATTUCK AVENUE

BERKELEY, CALIFORNIA 94704

TEL. (510) 848-1930 FAX (510) 848-9725

3516 & 3526 FOLSOM STREET STREET AND UTILITY IMPROVEMENT PLAN SAN FRANCISCO, CALIFORNIA

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FOLSOMCIVIL

F.B. NO.
NA

SCALE
1" = 10'

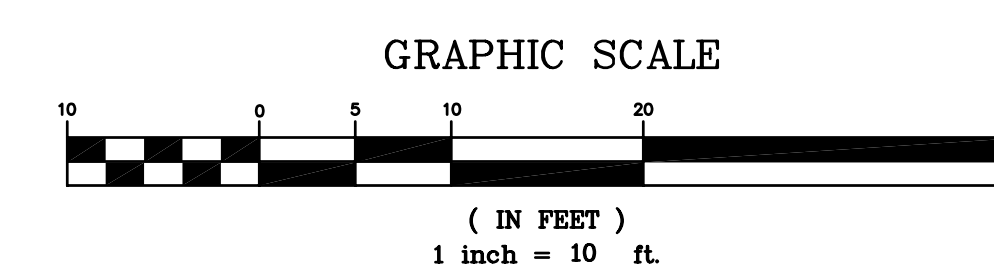
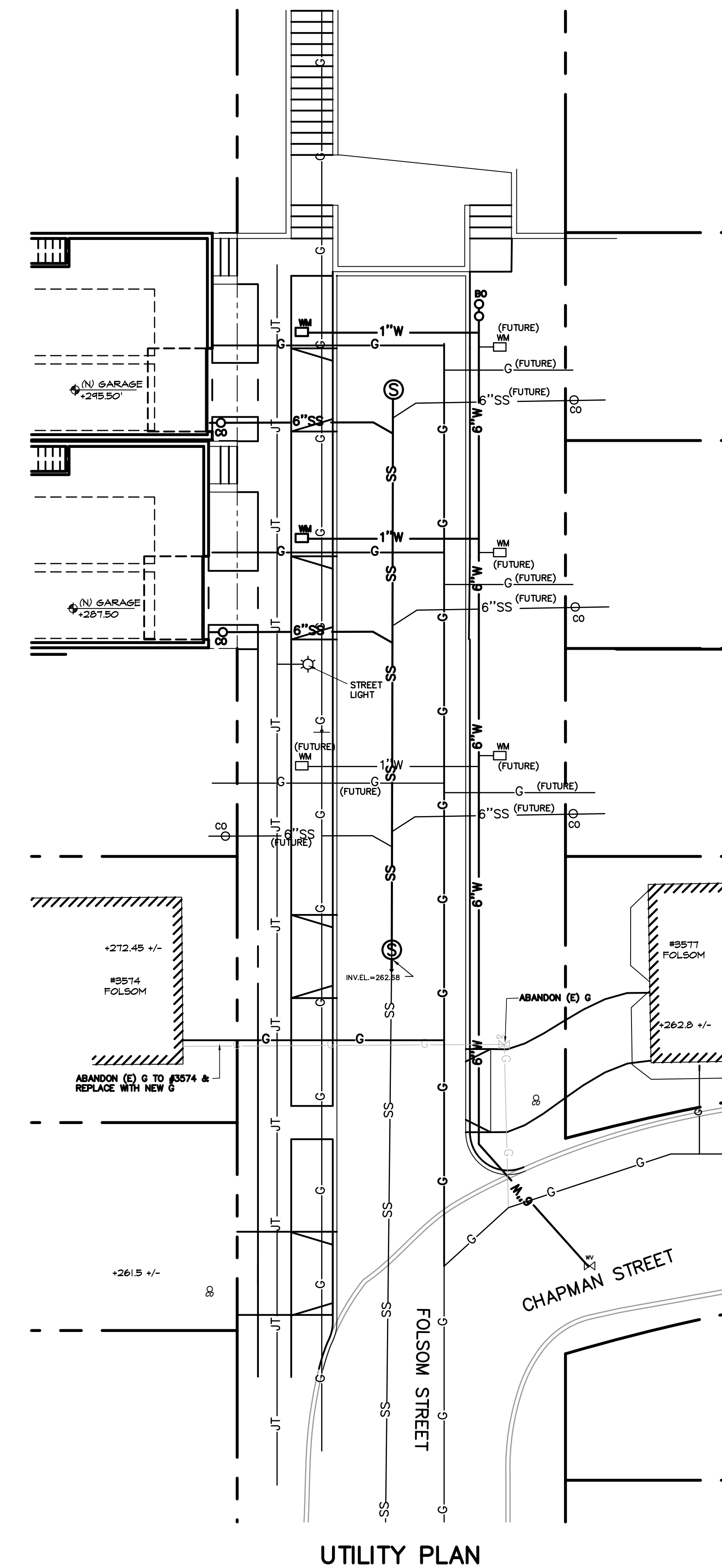
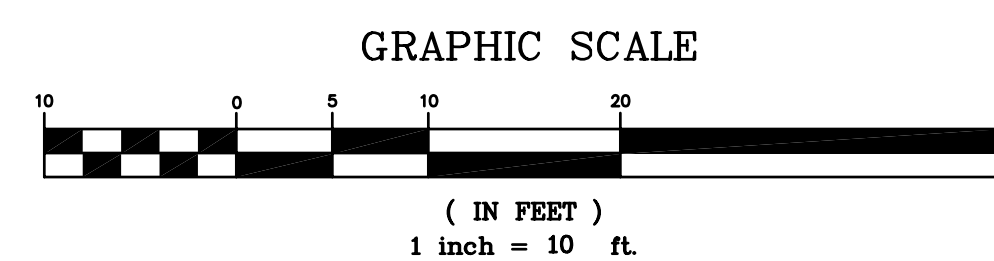
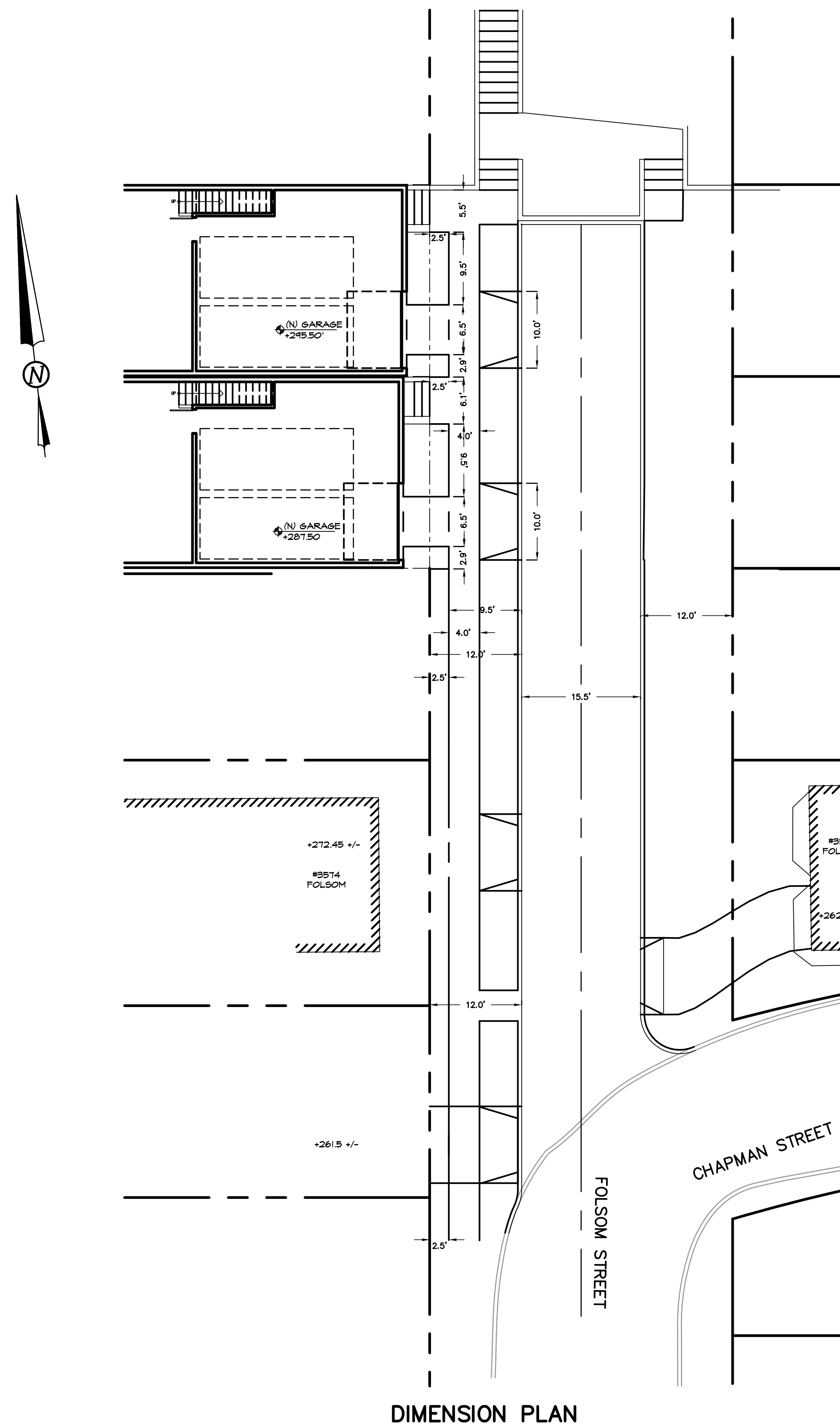
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CIVIL ENGINEER
1930 SHATTUCK AVENUE
BERKELEY, CALIFORNIA 94704
TEL. (510) 848-1930 FAX (510) 848-9725

3516 & 3526 FOLSOM STREET
STREET AND UTILITY IMPROVEMENT PLAN
SAN FRANCISCO, CALIFORNIA

UTILITY
&
DIMENSION
PLAN

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F.B. NO.	NA
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SCALE
1" = 10'

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JOB NO.
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RESPONSE TO DISCRETIONARY REVIEW (DRP)



San Francisco
Planning

SAN FRANCISCO PLANNING DEPARTMENT
1650 MISSION STREET, SUITE 400
SAN FRANCISCO, CA 94103-2479
MAIN: (415) 558-6378 SFPLANNING.ORG

Project Information

Property Address:

Zip Code:

Building Permit Application(s):

Record Number:

Assigned Planner:

Project Sponsor

Name:

Phone:

Email:

Required Questions

1. Given the concerns of the DR requester and other concerned parties, why do you feel your proposed project should be approved? (If you are not aware of the issues of concern to the DR requester, please meet the DR requester in addition to reviewing the attached DR application.)

2. What alternatives or changes to the proposed project are you willing to make in order to address the concerns of the DR requester 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.

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.

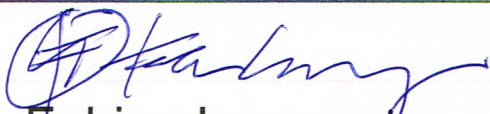
Project Features

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	1
Occupied Stories (all levels with habitable rooms)	0	2
Basement Levels (may include garage or windowless storage rooms)	0	1
Parking Spaces (Off-Street)	0	2
Bedrooms	0	3
Height	0	26'-3"
Building Depth	0	42'-6"
Rental Value (monthly)	0	\$6,000
Property Value	\$500,000	\$2,000,000

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

Signature:



Date:

3/17/16

Printed Name: **Fabien Lannoye**

☒ Property Owner
☐ Authorized Agent

If you have any additional information that is not covered by this application, please feel free to attach additional sheets to this form.

3516 FOLSOM Street - RESPONSES TO DR-2013.1381DRP-01:

- 1- "3 Story / 3 Car garage is out of scale to predominantly 2 story / single car garage homes":

Correction: The proposed residence is a 2 story over basement with a 2 car garage. The 2 car garage is required by San Francisco Planning Code Section 242(e)(4). Most adjacent houses were built prior to the adoption of Planning Code Section 242 and do not comply with its parking requirements. The proposed project has a full below-grade basement, employing the topography of the site to encompass the required 2 car garage requirement. Some of the adjacent houses are three stories (see addresses 66, 70, 74, 83 and 87 Banks Street), some are 3 story over basement (see address 405 Chapman Street). Please note that the Square Footage provided as opponent's evidence for the adjacent houses sizes is unverified, based on outdated building records and is not a correct apple-to-apple comparison to the proposed project, though it clearly shows that the proposed project is not at all out of scale with its adjacent neighbors. The SF Planning Department and ESDRB reviewed the project and concurred that the project complies with all requirements. Both Planning Code Section 242 and ESDRB Guidelines make it impossible to create an out of scale building since no part of the building may be taller than 30' above adjacent grade, which limits the building height on a steep lot. And Section 242(e)(3) mandates a 650 square foot reduction of usable floor area. The proposed house is 2,227 SF and is smaller or similar in size to 15 of the 39 adjacent properties.

- 2- "An aging, major PG&E Gas Transmission Pipeline":

The PG&E Pipeline was installed in 1981, and is continuously monitored by PG&E. This pipeline runs along the entire length of Folsom Street on the South Slope of Bernal. The proposed project will require exploration of the pipeline and further assessment of its current condition. The Pipeline issues will be addressed under the Street Improvement permit and are not an SF Planning issue. During one of the ESDRB meetings, a PG&E representative was present to answer all questions. DPW is reviewing currently reviewing the proposed Street Improvement Permit. Project Sponsor is working with SFPDW, SFPUC, PG&E and Civil Engineers. We, of course, are equally concerned about safety.

- 3- "Unusual Context":

The DR requestor inaccurately states the 6 undeveloped lots to be Open Space. These lots were legally established with all other adjacent built lots at the same time. The proposed project does not impact the views from the Park: shadow studies were prepared and provided, demonstrating no shadow impact on the Public Garden. Special attention is given to the roof of the proposed project, specifically following ESDRB guidelines. The proposed roof sits below Bernal Blvd sidewalk elevation. Green roof-planted areas are proposed to maximize positive presence, providing a visual continuum of natural planting. The roofs of neighboring existing houses are devoid of vegetation, and most of them do not comply with the ESDRB guidelines.

- 4- "Three-car garage is out of character":

The proposed 2 car garage is required by Planning Code Section 242(e)(4). If the proposed garage is "out of character", it is because most adjacent houses were built prior to the implementation of Planning Code Section 242. Adjacent houses do not comply with this section of the code. In order to comply, each house over 1,300 Gross SF would be required to have a 2

car, side-by-side, independently accessible garage; over 2,251 SF, each house would be required to have a 3 car garage.

5- "Changes made to project as result of mediation":

The proposed project had been found to comply with SF Planning Code section 242. Some changes were made to comply with ESDRB Guidelines.

Numerous changes were made: the project was reduced from 2,396 SF to 2,227 SF, reducing the 3 car garage down to a 2 car garage. Side setbacks were added, Mass reduction increased from 650 SF to 856.6 SF, facades were redesigned, etc.

The Project Sponsor is working with all City Agencies involved in DPW Street Improvement permit and will keep on working with neighbors whose driveways will be affected to reach an acceptable agreement. DPW and Streets and Highways Department have already approved the proposed Street Improvement design. We are currently working with SFPUC, PG&E and Recology to design utilities.

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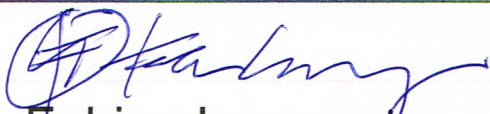
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Signature:



Date:

3/17/16

Printed Name: **Fabien Lannoye**

☒ Property Owner
☐ Authorized Agent

If you have any additional information that is not covered by this application, please feel free to attach additional sheets to this form.

3516 FOLSOM Street - RESPONSES TO DR-2013.1381-02-DRP:

- 1- "exceptionally and extraordinarily out-of-scale-for-the-neighborhood 3-story 3-car garage w/ penthouse stairwell"

Correction: The proposed residence is a 2 story over basement with a 2 car garage. The 2 car garage is required by San Francisco Planning Code Section 242(e)(4). Most adjacent houses were built prior to the adoption of Planning Code Section 242 and do not comply with its parking requirements. The proposed project has a full below-grade basement, employing the topography of the site to encompass the required 2 car garage requirement. Some of the adjacent houses are three stories (see addresses 66, 70, 74, 83 and 87 Banks Street), some are 3 story over basement (see address 405 Chapman Street). Please note that the Square Footage provided as opponent's evidence for the adjacent houses sizes is unverified, based on outdated building records and is not a correct apple-to-apple comparison to the proposed project, though it clearly shows that the proposed project is not at all out of scale with its adjacent neighbors.

The SF Planning Department and ESDRB reviewed the project and concurred that the project complies with all requirements. Both Planning Code Section 242 and ESDRB Guidelines make it impossible to create an out of scale building since no part of the building may be taller than 30' above adjacent grade, which limits the building height on a steep lot. And Section 242(e)(3) mandates a 650 square foot reduction of usable floor area. The proposed house is 2,227 SF and is smaller or similar in size to 15 of the 39 adjacent properties.

- 2- "Side Yard setback does not respect existing pattern":

- a. Block 5626 is composed of 16 lots. Three lots (including 3516 and 3526 Folsom) are undeveloped. Out of the 13 built lots, only 4 of the existing houses have side yards, the other 9 have no side yard. The proposed project conforms to the ESDR Guidelines side yard requirements. Nine of the adjacent properties do not comply.
- b. Block 5627 is composed of 14 lots. Four lots are currently undeveloped. The 10 existing houses are built from property line to property line and have no side yards.
- c. The proposed Side Yard setback has been accepted by ESDRB and RDT as complying to the ESDR Guidelines.

- 3- "Three-Car garage with tandem parking":

The proposed 2 car garage is required by Planning Code Section 242(e)(4). Most adjacent houses were built prior to the implementation of Planning Code Section 242 and do not comply with this section of the code. In order to comply, each house over 1,300 Gross SF would be required to have a 2 car, side-by-side, independently accessible garage; over 2,251 SF, each house would be required to have a 3 car garage.

- 4- "Wall-like exterior of North elevation" and "public views impeded by penthouse stairwell":

Correction: The North elevation has partial setbacks, is composed of various materials, and has several windows.

Correction: The proposed Penthouse stairwell was removed from the project prior to ESDRB's last meeting.

- 5- "Aging PG&E Pipeline": The PG&E Pipeline was installed in 1981, and is continuously monitored by PG&E. This pipeline runs along the entire length of Folsom Street on the South Slope of Bernal. The proposed project will require exploration of the pipeline and further assessment of its current condition. The Pipeline issues will be addressed under the Street Improvement permit and are not a SF Planning issue. During one of the ESDRB meetings, a PG&E representative was present to answer all questions. DPW Street Improvement Permit Review is reviewing PG&E issues. Project Sponsor is working with SFDPW, PG&E and Civil Engineers. We, of course, are equally concerned with safety.

RESPONSE TO DISCRETIONARY REVIEW (DRP)



San Francisco
Planning

SAN FRANCISCO PLANNING DEPARTMENT
1650 MISSION STREET, SUITE 400
SAN FRANCISCO, CA 94103-2479
MAIN: (415) 558-6378 SFPLANNING.ORG

Project Information

Property Address:

Zip Code:

Building Permit Application(s):

Record Number:

Assigned Planner:

Project Sponsor

Name:

Phone:

Email:

Required Questions

1. Given the concerns of the DR requester and other concerned parties, why do you feel your proposed project should be approved? (If you are not aware of the issues of concern to the DR requester, please meet the DR requester in addition to reviewing the attached DR application.)

2. What alternatives or changes to the proposed project are you willing to make in order to address the concerns of the DR requester 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.

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.

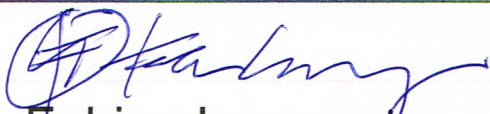
Project Features

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	1
Occupied Stories (all levels with habitable rooms)	0	2
Basement Levels (may include garage or windowless storage rooms)	0	1
Parking Spaces (Off-Street)	0	2
Bedrooms	0	3
Height	0	26'-3"
Building Depth	0	42'-6"
Rental Value (monthly)	0	\$6,000
Property Value	\$500,000	\$2,000,000

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

Signature:



Printed Name: **Fabien Lannoye**

Date:

3/17/16

- ☒ Property Owner
☐ Authorized Agent

If you have any additional information that is not covered by this application, please feel free to attach additional sheets to this form.

RESPONSES TO DR-2013.1381DRP-03:

1- Size and scale: Correction:

Correction: The proposed residence is a 2 story over basement with a 2 car garage.

The 2 car garage is required by San Francisco Planning Code Section 242(e)(4). Most adjacent houses were built prior to the adoption of Planning Code Section 242 and do not comply with its parking requirements. The proposed project has a full below-grade basement, employing the topography of the site to encompass the required 2 car garage requirement. Some of the adjacent houses are three stories (see addresses 66, 70, 74, 83 and 87 Banks Street), some are 3 story over basement (see address 405 Chapman Street). Please note that the Square Footage provided as opponent's evidence for the adjacent houses sizes is unverified, based on outdated building records and is not a correct apple-to-apple comparison to the proposed project, though it clearly shows that the proposed project is not at all out of scale with its adjacent neighbors. SF Planning Department and ESDRB reviewed the project and concurred that the project complies with all requirements. Both Planning Code Section 242 and ESDRB Guidelines make it impossible to create an out of scale building since no part of the building may be taller than 30' above adjacent grade, which limits the building height on a steep lot. Planning Code Section 242(e)(3) further mandates a 650 square foot reduction of usable floor area. The proposed house is 2,227 SF and is smaller or similar in size to 15 of the 39 adjacent properties.

2- "...out-of-character boxes": Of the adjacent 23 houses on blocks 5626 and 5627, only 2 have pitched roofs, all others have flat roofs and box-like volumes. The proposed project offers roofs composed of green planting, deck and solar panels, making them visually more pleasant than adjacent existing roofs.

3- Proposed alternatives

- a. "One or two story houses could be an alternative and fit the neighborhood character":
Correction: The proposed house is a 2 story over basement, with a real basement which is 75% buried, utilizing the topography to encompass most of it.
- b. "Open space, permanently designated":
The DR requestor seems to consider the site is and should remain open space: these are six undeveloped, privately owned residential lots. These lots were listed for sale for over a year before project sponsor made an offer which was eventually accepted by the seller.

RESPONSE TO DISCRETIONARY REVIEW (DRP)



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Building Permit Application(s):

Record Number:

Assigned Planner:

Project Sponsor

Name:

Phone:

Email:

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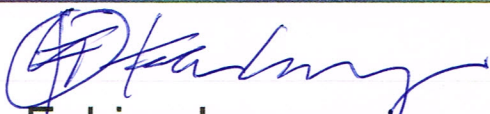
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Basement Levels (may include garage or windowless storage rooms)	0	1
Parking Spaces (Off-Street)	0	2
Bedrooms	0	3
Height	0	26'-3"
Building Depth	0	42'-6"
Rental Value (monthly)	0	\$6,000
Property Value	\$500,000	\$2,000,000

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

Signature:



Printed Name: **Fabien Lannoye**

Date:

3/17/16

- ☒ Property Owner
☐ Authorized Agent

If you have any additional information that is not covered by this application, please feel free to attach additional sheets to this form.

3516 FOLSOM Street - RESPONSES TO DR-2013.1381DRP-04: (Identical to DR-2013.1381DRP-07)

1- "Exceptional circumstances":

- 1- The Planning Department and the ESDRB did not find that the proposed project conflicts with any of the referenced documents. DR requestor wants to keep the area as an open space when these are 6 privately owned lots. We are only asking for the right to build a two story house as have done our neighbors who - too – at one time, enjoyed those same rights. Our lot was legally created along with their lots. We respectfully request the right to build a house for our family.
- 2- Supply of affordable housing: the DR requestor is misinterpreting this Priority Policy. What the house might be worth is supposition. We want to build a house we can finally own. We are sensitive to the price of housing in San Francisco. Both Anna and I work full time, with two kids in San Francisco public schools, and at 50 we hope to finally claim ownership of a house in San Francisco. Blocking the creation of housing suitable for families only serves to drive prices up for families, if demand exceeds available supply.
- 3- General Plan: when working on the proposed street Layout, the Planning Department and DPW requested that we produce this document for Planning (Better Streets) for their review of the various proposed street layouts, to show that access to the other adjacent vacant lots would be feasible without requiring changes to the proposed road.
- 4- Residential Guidelines: we have done our best to propose a reasonably sized and designed house. RDT did not make any comments. The Planning Department took time to thoroughly review the project over the course of 18 months, parallel to which we further delved into refining the design and answering any and all of the planning department's concerns, as well as the concerns from the ESDRB. The proposed building is similar in scale and footprint to existing neighboring homes. It complies with all Planning Code requirements when most adjacent properties do not, as these adjacent existing homes were built prior to the establishment of those requirements.
- 5- East Slope Design Review Guidelines: contrary to what the DR requestor is saying, the ESDRB found that the project sponsor did comply with the all of the guidelines, with the single exception of subjective interpretation which will be discussed in response to the ESDRB's DR.
- 6- San Francisco Planning Code Section 242: The Planning Department has scrupulously reviewed the proposed project and found it to comply with Planning Code Section 242.

2- Unreasonable impacts: I contacted the DR requestor, at the ESDRB's suggestion, asking if we could meet privately or with the 2 other concerned parties to discuss the proposed driveways. The DR requestor first responded he had no interest in meeting in any other avenue than the large group meetings. I have subsequently addressed any updated or relevant information concerning the proposed road extension to Mr Peter Bekey of KCA Engineers, a consultant who has been retained as consultant by the DR Requestors' consultants. After the Mediation meetings, we recently tried to schedule a meeting with DPW, the neighbors with impacted driveways and their consultant, but DPW has requested more time as they do not have all responses from all contacted Departments. AT this point, we know DPW and "Streets and Highways" have approved the proposed street layout.

- i. We cannot proceed until given approval for the layout from DPW.
- ii. We cannot proceed without neighbors' approval.

- iii. We cannot discuss process, etc., unless DR requestor agrees to discuss it.
- iv. We have stated at each ESDRB meeting that we would be willing to cover the costs of the new driveways and will be happy to come to a complete agreement regarding design, costs, etc.
- v. All contractors working in San Francisco have to be properly insured. The work being done will be supervised by the Building Department and DPW.

The proposed new driveways will be an improvement over the existing non-conforming and unpermitted driveways. It should be noted that there never was any permit recorded to build DR requestor's driveway, nor was any encroachment permit been filed for the retaining wall which was erected above the Gas Pipeline.

Project sponsor has stated numerous times that he will pay for cost of Street Improvements design, permits, new driveways and sidewalks.

- 3- Future development: as stated previously, project sponsor has no involvement with or control over any of the four adjacent vacant lots.
- 4- Lack of 3D model: project sponsor has provided shadow studies and multiple 3D renderings as well as installed story-poles on site.

5- Neighborhood character:

- a. Overall Square Footage: SF Planning Department and ESDRB reviewed the project and concurred that the project complies with all requirements. Both Planning Code Section 242 and ESDRB Guidelines make it impossible to create an out of scale building since no part of the building may be taller than 30' above adjacent grade, which limits the building height on a steep lot. And Section 242(e)(3) mandates a 650 square foot reduction of usable floor area. The proposed house is 2,227 SF and is smaller or similar in size to 15 of the 39 adjacent properties.
- b. Three Car Garages: The proposed 2 car garage is required by Planning Code Section 242(e)(4). If the proposed garage is "out of character", it is because most adjacent houses were built prior to the implementation of Planning Code Section 242. Adjacent houses do not comply with this section of the code. In order to comply, each house over 1,300 Gross SF would be required to have a 2 car, side-by-side, independently accessible garage; over 2,251 SF, each house would be required to have a 3 car garage.
- c. Side Elevations: The North elevation has partial setbacks, is composed of various materials, and has several windows.

- d. Side Yards: Despite the fact that both the Planning Department and ESDRB have scrupulously reviewed the project and found no conflict with the Planning Code, DR requestors continue to assert that the proposed project does not comply with several of the code requirements. The side yard setback requirement is not a Planning Code requirement, but an ESDRB Guideline suggestion (ESDRB Guidelines page 19). ESDRB has reviewed and accepted the proposed design as complying with the Side Yard requirements.
- e. Public Safety: Project Sponsor is working on Street Improvement permit, which will have all recommendations on how to approach, protect Line 109.
- f. Roof treatments: The proposed roof sits below Bernal Blvd sidewalk elevation. Green roof-planted areas are proposed to maximize positive presence, providing a visual continuum of natural planting. Roof treatments are following ESDRB guidelines.
- g. Safety of Main Trunk Transmission Line (109): Project Sponsor is working on Street Improvement permit, which will have all recommendations on how to approach, protect Line 109. We, of course, are equally concerned about safety.

6- Alternatives or changes to the project: Proposed project is indeed 2 story (over basement), like most of the adjacent residences. The square footage is smaller or similar to 15 of the 39 adjacent residences.

7- Changes made as a result of mediation: The proposed project had been found to comply with SF Planning Code section 242. Some changes were made to comply with ESDRB Guidelines.

Numerous changes were made: project was reduced from 2,396 SF to 2,227 SF, reducing the 3 car garage down to a 2 car garage. Side setbacks were added, Mass reduction increased from 650 SF to 856.6 SF, facades were redesigned, etc.

RESPONSE TO DISCRETIONARY REVIEW (DRP)



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Project Information

Property Address:

Zip Code:

Building Permit Application(s):

Record Number:

Assigned Planner:

Project Sponsor

Name:

Phone:

Email:

Required Questions

1. Given the concerns of the DR requester and other concerned parties, why do you feel your proposed project should be approved? (If you are not aware of the issues of concern to the DR requester, please meet the DR requester in addition to reviewing the attached DR application.)

2. What alternatives or changes to the proposed project are you willing to make in order to address the concerns of the DR requester 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.

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.

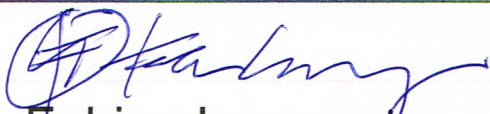
Project Features

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	EXISTING	PROPOSED
Dwelling Units (only one kitchen per unit - additional kitchens count as additional units)	0	1
Occupied Stories (all levels with habitable rooms)	0	2
Basement Levels (may include garage or windowless storage rooms)	0	1
Parking Spaces (Off-Street)	0	2
Bedrooms	0	3
Height	0	26'-3"
Building Depth	0	42'-6"
Rental Value (monthly)	0	\$6,000
Property Value	\$500,000	\$2,000,000

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

Signature:



Printed Name: **Fabien Lannoye**

Date:

3/17/16

- ☒ Property Owner
☐ Authorized Agent

If you have any additional information that is not covered by this application, please feel free to attach additional sheets to this form.

3516 FOLSOM Street - RESPONSES TO DR-2013.1381DRP-05:

- 1- The 2 car garage is required by San Francisco Planning Code Section 242(e)(4). Most adjacent houses were built prior to adoption of the Planning Code Section 242 and do not comply with its parking requirements. The proposed project has a full below-grade basement, employing the topography of the site to encompass the required 2 car garage requirement. Some of the adjacent houses are three stories (see addresses 66, 70, 74, 83 and 87 Banks Street), some are 3 story over basement (see address 405 Chapman Street). Please note that the Square Footage provided as opponent's evidence for the adjacent houses sizes is unverified, based on outdated building records and most likely livable SF rather than usable SF (which factors any exterior walls, undeveloped areas having more than 5' of ceiling height, ...) The attached list is based on old records and is not a correct apple-to-apple comparison to the proposed project, though it clearly shows that the proposed project is not at all out of scale with its adjacent neighbors.
The San Francisco Planning Department and ESDRB reviewed the project and concurred that the project complies with all requirements. Both Planning Code Section 242 and ESDRB Guidelines make it impossible to create an out of scale building since no part of the building may be taller than 30' above adjacent grade, which limits the building height on a steep lot. And Section 242(e)(3) mandates a 650 square foot reduction of usable floor area.
- 2- The proposed residence will not be any more visible than its adjacent neighbors. In regards to the garage the proposed project requires a variance due to a conflict in the Planning Code, but the proposed project meets the parking requirements of Planning Code Section 242. The proposed driveway slopes up 14.46% on the downhill side while sloping down 19.53% on the uphill side of the driveway, not 35%. The DR requestor mistakenly assumes that a Conditional Use is being requested, which is not the case.
- 3- The PG&E Pipeline was installed in 1981, and is continuously monitored by PG&E. This pipeline runs along the entire length of Folsom Street on the South Slope of Bernal. The proposed project will require exploration of the pipeline and further assessment of its current condition. The Pipeline issues will be addressed under the Street Improvement permit and are not a SF Planning issue. During one of the ESDRB meetings, a PG&E representative was present to answer all questions. DPW is currently reviewing the proposed Street Improvement Permit. Project Sponsor is working with SFDPW, SFPUC, PG&E and Civil Engineers. We, of course, are equally concerned about safety. SFFD has reviewed the application and deemed the project acceptable for distance to the nearby fire hydrants and for the fact that the proposed house will be equipped with a full fire protection sprinkler system. Most of Bernal Heights is problematic for fire access, this house is one of the very few equipped with fire protection sprinkler system.
- 4- DR Requestor has since participated in two mediation meetings.

5- Changes made as a result of the mediation: numerous changes were made during the various meetings with the ESDRB: façade revisions, side yard setbacks, material changes, adjustments to the street improvement, reduction of the size of the house from 2,396 SF to 2,227 SF, reducing the number of required parking spaces from 3 to 2, and mass reduction increased from 651 SF to 856.6 SF).

RESPONSE TO DISCRETIONARY REVIEW (DRP)



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Project Information

Property Address:

Zip Code:

Building Permit Application(s):

Record Number:

Assigned Planner:

Project Sponsor

Name:

Phone:

Email:

Required Questions

1. Given the concerns of the DR requester and other concerned parties, why do you feel your proposed project should be approved? (If you are not aware of the issues of concern to the DR requester, please meet the DR requester in addition to reviewing the attached DR application.)

2. What alternatives or changes to the proposed project are you willing to make in order to address the concerns of the DR requester 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.

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.

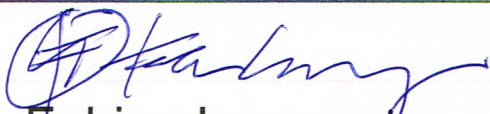
Project Features

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	EXISTING	PROPOSED
Dwelling Units (only one kitchen per unit - additional kitchens count as additional units)	0	1
Occupied Stories (all levels with habitable rooms)	0	2
Basement Levels (may include garage or windowless storage rooms)	0	1
Parking Spaces (Off-Street)	0	2
Bedrooms	0	3
Height	0	26'-3"
Building Depth	0	42'-6"
Rental Value (monthly)	0	\$6,000
Property Value	\$500,000	\$2,000,000

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

Signature:



Printed Name: **Fabien Lannoye**

Date:

3/17/16

- ☒ Property Owner
☐ Authorized Agent

If you have any additional information that is not covered by this application, please feel free to attach additional sheets to this form.

3516 FOLSOM Street - RESPONSES TO DR-2013.1381DRP-06:

1- "The proposed project does meet Section 242":

DR requestor presumes the residential lots as Open Space, which they are not. The lots are designated residential building lots originating from same time as all other adjacent built residential lots.

There are several streets in San Francisco which are steeper than the proposed street. DR requestor speculates on the goal of this proposed residence. We simply want to build a home for our own family, which adds to the quality of a neighborhood and increases the supply of family housing in this city.

- 2- Traffic, PG&E pipeline: The PG&E Pipeline was installed in 1981, and is continuously monitored by PG&E. This pipeline runs along the entire length of Folsom Street on the South Slope of Bernal. The proposed project will require exploration of the pipeline and further assessment of its current condition. The Pipeline issues will be addressed under the Street Improvement permit and are not a SF Planning issue. During one of the ESDRB meetings, a PG&E representative was present to answer all questions. DPW is reviewing currently reviewing the proposed Street Improvement Permit. Project Sponsor is working with SFPDW, SFPUC, PG&E and Civil Engineers. We, of course, are equally concerned about safety.
- 3- Proposed project complies to Planning Code section 242 and is smaller or equal in size with 15 of 39 adjacent neighboring properties.
- 4- Project Sponsor and most DR requestors participated in two Mediation Meetings since DR was filed.
- 5- There were no substantial changes required by the Planning Department or ESDRB as the proposed project was reasonably sized and designed to begin with. Nonetheless, the project, was reduced from 2,396 to 2,227 Gross SF, reducing the 3 car garage down to a 2 car garage, while increasing the Mass reduction from 651 SF to 856.6 SF. Partial Side Yard Setbacks were added, facades were revised in response to ESDRB's request that the houses follow the slope better.

RESPONSE TO DISCRETIONARY REVIEW (DRP)



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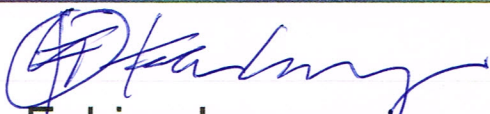
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If you have any additional information that is not covered by this application, please feel free to attach additional sheets to this form.

3516 FOLSOM Street - RESPONSES TO DR-2013.1381DRP-07: (Identical to DR-2013.1381DRP-04)

1- "Exceptional circumstances":

- 1- The Planning Department and the ESDRB did not find that the proposed project conflicts with any of the referenced documents. DR requestor wants to keep the area as an open space when these are 6 privately owned lots. We are only asking for the right to build a two story house as have done our neighbors who - too – at one time, enjoyed those same rights. Our lot was legally created along with their lots. We respectfully request the right to build a house for our family.
- 2- Supply of affordable housing: the DR requestor is misinterpreting this Priority Policy. What the house might be worth is supposition. We want to build a house we can finally own. We are sensitive to the price of housing in San Francisco. Both Anna and I work full time, with two kids in San Francisco public schools, and at 50 we hope to finally claim ownership of a house in San Francisco. Blocking the creation of housing suitable for families only serves to drive prices up for families, if demand exceeds available supply.
- 3- General Plan: when working on the proposed street Layout, the Planning Department and DPW requested that we produce this document for Planning (Better Streets) for their review of the various proposed street layouts, to show that access to the other adjacent vacant lots would be feasible without requiring changes to the proposed road.
- 4- Residential Guidelines: we have done our best to propose a reasonably sized and designed house. RDT did not make any comments. The Planning Department took time to thoroughly review the project over the course of 18 months, parallel to which we further delved into refining the design and answering any and all of the planning department's concerns, as well as the concerns from the ESDRB. The proposed building is similar in scale and footprint to existing neighboring homes. It complies with all Planning Code requirements when most adjacent properties do not, as these adjacent existing homes were built prior to the establishment of those requirements.
- 5- East Slope Design Review Guidelines: contrary to what the DR requestor is saying, the ESDRB found that the project sponsor did comply with the all of the guidelines, with the single exception of subjective interpretation which will be discussed in response to the ESDRB's DR.
- 6- San Francisco Planning Code Section 242: The Planning Department has scrupulously reviewed the proposed project and found it to comply with Planning Code Section 242.

2- Unreasonable impacts: I contacted the DR requestor, at the ESDRB's suggestion, asking if we could meet privately or with the 2 other concerned parties to discuss the proposed driveways. The DR requestor first responded he had no interest in meeting in any other avenue than the large group meetings. I have subsequently addressed any updated or relevant information concerning the proposed road extension to Mr Peter Bekey of KCA Engineers, a consultant who has been retained as consultant by the DR Requestors' consultants. After the Mediation meetings, we recently tried to schedule a meeting with DPW, the neighbors with impacted driveways and their consultant, but DPW has requested more time as they do not have all responses from all contacted Departments. AT this point, we know DPW and "Streets and Highways" have approved the proposed street layout.

- i. We cannot proceed until given approval for the layout from DPW.
- ii. We cannot proceed without neighbors' approval.

- iii. We cannot discuss process, etc., unless DR requestor agrees to discuss it.
- iv. We have stated at each ESDRB meeting that we would be willing to cover the costs of the new driveways and will be happy to come to a complete agreement regarding design, costs, etc.
- v. All contractors working in San Francisco have to be properly insured. The work being done will be supervised by the Building Department and DPW.

The proposed new driveways will be an improvement over the existing non-conforming and unpermitted driveways. It should be noted that there never was any permit recorded to build DR requestor's driveway, nor was any encroachment permit been filed for the retaining wall which was erected above the Gas Pipeline.

Project sponsor has stated numerous times that he will pay for cost of Street Improvements design, permits, new driveways and sidewalks.

- 3- Future development: as stated previously, project sponsor has no involvement with or control over any of the four adjacent vacant lots.
- 4- Lack of 3D model: project sponsor has provided shadow studies and multiple 3D renderings as well as installed story-poles on site.

5- Neighborhood character:

- a. Overall Square Footage: SF Planning Department and ESDRB reviewed the project and concurred that the project complies with all requirements. Both Planning Code Section 242 and ESDRB Guidelines make it impossible to create an out of scale building since no part of the building may be taller than 30' above adjacent grade, which limits the building height on a steep lot. And Section 242(e)(3) mandates a 650 square foot reduction of usable floor area. The proposed house is 2,227 SF and is smaller or similar in size to 15 of the 39 adjacent properties.
- b. Three Car Garages: The proposed 2 car garage is required by Planning Code Section 242(e)(4). If the proposed garage is "out of character", it is because most adjacent houses were built prior to the implementation of Planning Code Section 242. Adjacent houses do not comply with this section of the code. In order to comply, each house over 1,300 Gross SF would be required to have a 2 car, side-by-side, independently accessible garage; over 2,251 SF, each house would be required to have a 3 car garage.
- c. Side Elevations: The North elevation has partial setbacks, is composed of various materials, and has several windows.

- d. Side Yards: Despite the fact that both the Planning Department and ESDRB have scrupulously reviewed the project and found no conflict with the Planning Code, DR requestors continue to assert that the proposed project does not comply with several of the code requirements. The side yard setback requirement is not a Planning Code requirement, but an ESDRB Guideline suggestion (ESDRB Guidelines page 19). ESDRB has reviewed and accepted the proposed design as complying with the Side Yard requirements.
- e. Public Safety: Project Sponsor is working on Street Improvement permit, which will have all recommendations on how to approach, protect Line 109.
- f. Roof treatments: The proposed roof sits below Bernal Blvd sidewalk elevation. Green roof-planted areas are proposed to maximize positive presence, providing a visual continuum of natural planting. Roof treatments are following ESDRB guidelines.
- g. Safety of Main Trunk Transmission Line (109): Project Sponsor is working on Street Improvement permit, which will have all recommendations on how to approach, protect Line 109. We, of course, are equally concerned about safety.

6- Alternatives or changes to the project: Proposed project is indeed 2 story (over basement), like most of the adjacent residences. The square footage is smaller or similar to 15 of the 39 adjacent residences.

7- Changes made as a result of mediation: The proposed project had been found to comply with SF Planning Code section 242. Some changes were made to comply with ESDRB Guidelines.

Numerous changes were made: project was reduced from 2,396 SF to 2,227 SF, reducing the 3 car garage down to a 2 car garage. Side setbacks were added, Mass reduction increased from 650 SF to 856.6 SF, facades were redesigned, etc.

RESPONSE TO DISCRETIONARY REVIEW (DRP)



**San Francisco
Planning**

SAN FRANCISCO PLANNING DEPARTMENT
1650 MISSION STREET, SUITE 400
SAN FRANCISCO, CA 94103-2479
MAIN: (415) 558-6378 SFPLANNING.ORG

Project Information

Property Address:

Zip Code:

Building Permit Application(s):

Record Number:

Assigned Planner:

Project Sponsor

Name:

Phone:

Email:

Required Questions

1. Given the concerns of the DR requester and other concerned parties, why do you feel your proposed project should be approved? (If you are not aware of the issues of concern to the DR requester, please meet the DR requester in addition to reviewing the attached DR application.)

2. What alternatives or changes to the proposed project are you willing to make in order to address the concerns of the DR requester 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.

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.

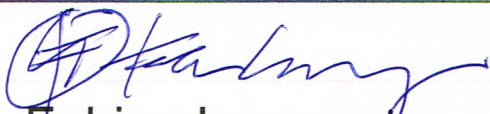
Project Features

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	1
Occupied Stories (all levels with habitable rooms)	0	2
Basement Levels (may include garage or windowless storage rooms)	0	1
Parking Spaces (Off-Street)	0	2
Bedrooms	0	3
Height	0	26'-3"
Building Depth	0	42'-6"
Rental Value (monthly)	0	\$6,000
Property Value	\$500,000	\$2,000,000

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

Signature:



Date:

3/17/16

Printed Name: **Fabien Lannoye**

- ☒ Property Owner
☐ Authorized Agent

If you have any additional information that is not covered by this application, please feel free to attach additional sheets to this form.

3516 FOLSOM Street - RESPONSES TO DR 2013.1381DRP-08:

1- Reasons for DR:

- a. Slope is too steep: most of Bernal Heights has steep lots.
- b. Adjacent homes are smaller: some are indeed smaller, several are bigger. Some of the proposed livable SF is below grade, which does not impact the size of the proposed residence.
- c. No side yard: proposed project has partial side yard setbacks as suggested by ESDRB guidelines.
- d. No street parking: per Planning Better Streets department and due to the narrow width and steep grade of the public right of way, no street parking could safely be offered. This is the case in most steep streets in the City and on Bernal Heights.
- e. Tandem Parking: proposed 2 car parking project complies to Planning Code Section 242, but requires a variance due to the fact that only a 10' garage door can be provided, which does not allow independently accessible side by side parking.
- f. Building of this size: several of the directly adjacent houses are larger than the proposed project.
- g. Construction of 6 houses: project sponsor has no involvement with or control over any of the four remaining adjacent vacant lots.

2- Who will be affected:

- a. Steep access road: Bernal Heights has many access issues, which naturally limits the size of trucks and access.
- b. Garbage trucks: Project sponsor has contacted Recology several times. There are solutions to this problem and project sponsor will look forward to solving this problem, but at this point, project sponsor has not been able to get clear solution as Recology cannot provide a proposal to a house which does not exist.
- c. Because the proposed project might open the door to several additional houses, project sponsor has taken this concern to heart and offered a road solution that will provide access to all adjacent vacant lots rather than proposing a driveway that could only provide access to the subject properties at 3516 and 3526 Folsom, which would ultimately lead to more impact on all concerned neighbors in the future if the other vacant lots are developed.

3- Proposed alternative:

- a. Build a road from Bernal Heights Boulevard: that option was considered but not possible due to the existing public garden between the street and the proposed site.
- b. Smaller homes: proposed residences are not out of scale with neighborhood. The square footage listed for most adjacent houses are incorrect as evidence is unverified, based on outdated building records, and is not a correct apple-to-apple comparison. Most adjacent houses were built prior to the adoption of Planning Code Section 242 and do not comply with its parking requirements.
- c. Link of size of house to safer conditions seems purely speculative.

RESPONSE TO DISCRETIONARY REVIEW (DRP)



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MAIN: (415) 558-6378 SFPLANNING.ORG

Project Information

Property Address:

Zip Code:

Building Permit Application(s):

Record Number:

Assigned Planner:

Project Sponsor

Name:

Phone:

Email:

Required Questions

1. Given the concerns of the DR requester and other concerned parties, why do you feel your proposed project should be approved? (If you are not aware of the issues of concern to the DR requester, please meet the DR requester in addition to reviewing the attached DR application.)

2. What alternatives or changes to the proposed project are you willing to make in order to address the concerns of the DR requester 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.

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.

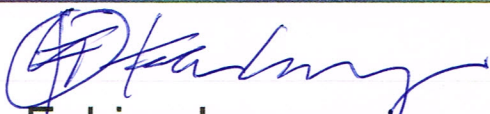
Project Features

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	1
Occupied Stories (all levels with habitable rooms)	0	2
Basement Levels (may include garage or windowless storage rooms)	0	1
Parking Spaces (Off-Street)	0	2
Bedrooms	0	3
Height	0	26'-3"
Building Depth	0	42'-6"
Rental Value (monthly)	0	\$6,000
Property Value	\$500,000	\$2,000,000

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

Signature:



Date:

3/17/16

Printed Name: Fabien Lannoye

- ☒ Property Owner
☐ Authorized Agent

If you have any additional information that is not covered by this application, please feel free to attach additional sheets to this form.

3516 FOLSOM Street - RESPONSES TO DR 2013.1381DRP-09:

- 1- DR reasons: DR requestor perceives the proposed residence as a Mac Mansion, but the proposed residence is only 1,991 SF (2,227 gross SF), 3 bedrooms with 2.5 bathrooms; 285 SF of living space is completely below grade. Project sponsor has demonstrated by shadow study that proposed project will not impact the public gardens. Planning Department, RDT and ESDRB have reviewed the proposed project and found it to be Code compliant.
- 2- DR requestor's home is two story tall with a single car garage, which was built prior to Planning Code section 242 and does not meet the requirements of said Code section. Proposed project is subject to more restrictive code, sections and limitations. Grading of the site is no longer permitted due to the presence of Pipeline 109. Nonetheless, the proposed project complies with the Planning Code, the Residential Guidelines and with the ESDRB guidelines, despite some subjective aesthetical concerns from the ESDRB regarding the proposed North façade.
- 3- Alternative changes: DR requestor is suggesting changes which have already been made and reviewed by ESDRB, which has found the proposed project to conform to the ESDRB. DR requestor is mistakenly suggesting that ESDRB stated that the project should not have a garage (which is required by code section 242 and ESDR guidelines), should not have a roof deck (which is described in ESDR guidelines, page 21-22, as a possible improvement to a flat roof, along with the proposed solar panels and green roof features).
- 4- Project Sponsor and DR requestor's representative have since participated at 2 mediation meetings. The DR requestors were not present at these meetings.
- 5- Discussions with Permit Applicant: Because the initially proposed project was reasonably sized and designed to begin with, we did not need to make any substantial changes. Planning Code section 242 limits the possible size of a house. Nonetheless, several changes were made: the house size was reduced from 2,396 SF to 2,227 SF, reducing the parking space requirement from 3 to 2; partial side yard setbacks were added and facades were redesigned.

DR requestor fails to mention that we privately met. During that meeting, DR requestor Markus Ryu suggested that I should "do the right thing" by selling him the lot or "understand that he will do everything he can to fight the project".

RESPONSE TO DISCRETIONARY REVIEW (DRP)



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Project Information

Property Address:

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Assigned Planner:

Project Sponsor

Name:

Phone:

Email:

Required Questions

1. Given the concerns of the DR requester and other concerned parties, why do you feel your proposed project should be approved? (If you are not aware of the issues of concern to the DR requester, please meet the DR requester in addition to reviewing the attached DR application.)

2. What alternatives or changes to the proposed project are you willing to make in order to address the concerns of the DR requester 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.

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.

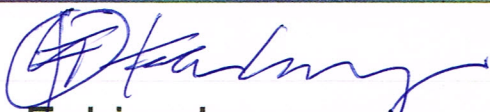
Project Features

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	1
Occupied Stories (all levels with habitable rooms)	0	2
Basement Levels (may include garage or windowless storage rooms)	0	1
Parking Spaces (Off-Street)	0	2
Bedrooms	0	3
Height	0	26'-3"
Building Depth	0	42'-6"
Rental Value (monthly)	0	\$6,000
Property Value	\$500,000	\$2,000,000

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

Signature:



Printed Name: **Fabien Lannoye**

Date:

3/17/16



Property Owner



Authorized Agent

If you have any additional information that is not covered by this application, please feel free to attach additional sheets to this form.

3516 FOLSOM Street – Responses to DR-2013.1381DRP-10:

- 1- Underdeveloped North Façade: At the suggestion of ESDRB, the proposed North Façade was revised, animated by side setbacks and various material changes. Windows were added, despite the impact on privacy as the house lies below the Bernal Heights pedestrian sidewalk. Given the animosity of the neighbors and the difficulty to discuss the project at the ESDRB, project sponsor suggested meeting privately with ESDRB to discuss solutions which would make the project as fully acceptable to the ESDRB, but ESDRB members indicated a seeming lack of interest in finding solutions that would lead to full support of the project. The project meets all objective ESDRB requirements and comments such as “the façade remains largely underdeveloped and uncomposed” and “where there are opportunities for windows” when windows were added where Building Code permits them, seem highly subjective.
Project Sponsor proposed to hire Artist Mona Caron to create a mural (see: <http://www.monacaron.com/weeds/dandelion-mendrisio>)
- 2- ESDRB describes the proposed project as a “box”, though project sponsor has followed all ESDRB guidelines and created numerous setbacks, changes in materials and added visual interest. Planning and RDT reviewed ESDRB comments prior to finding the proposed project conforms and is acceptable for 311 Notification.
- 3- ESDRB member Terry Milne is asking for more windows to be located directly below a public sidewalk, which would have an unreasonable impact on the privacy of the bedrooms. The proposed North Façade is more animated and composed than the adjacent buildings with a North Façade facing Bernal Heights BLVD. Project sponsor would entertain art work to add visual interest, but adding windows is an unfair request which would unfairly impact our privacy.
- 4- Members of the ESDRB did not participate at either Mediation Meetings.
- 5- Numerous changes were made in response to ESDRB comments: proposed house size was reduced from 2,396 SF to 2,227 SF, reducing the parking requirement from 3 to 2 parking spaces, mass reduction areas were increased from 651 SF to 835.5 SF, facades were redesigned to incorporate setbacks, Side setbacks were added. Project sponsor tried to continue discussion with ESDRB outside of the Community meetings, which were not conducive to constructive discussions, but ESDRB did not show any interest in exploring further revisions.
Project sponsor remains open to working directly with ESDRB members willing to meet to find reasonable and acceptable solutions to their comments about the North Facade.

Re: [Contact Mona] Mural in San Francisco

From: Mona Caron <mona.caron@gmail.com>
To: Fabien Lannoye <fabien@bluorange.com>
Priority: Normal
Date: 11-04-2015 02:47 PM

Ok so,

there is a certain flexibility on price which depends on complexity of the image. to give you a fast number, I'm only giving you a ballpark of my fee for the artwork itself, which does not include scaffold or boom lift ect.

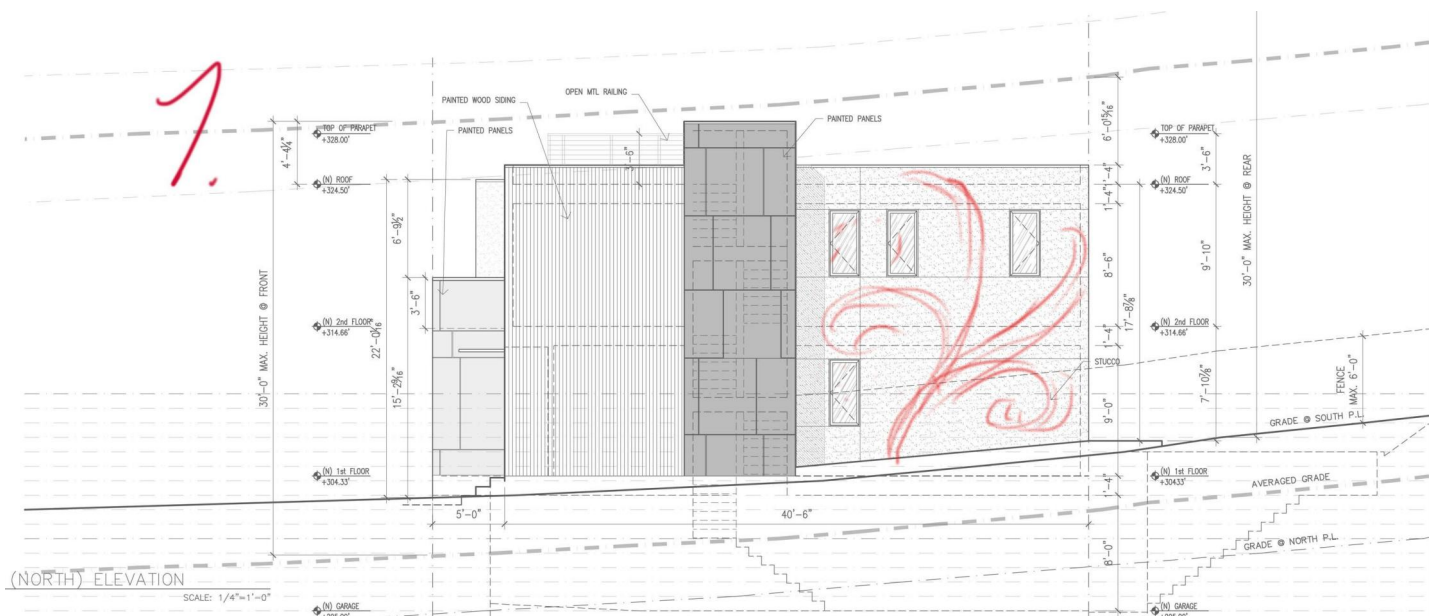
I think that the smartest thing would be to time it so I can paint using the same scaffold your workers will use to actually stucco/paint the wall, if they allow it.

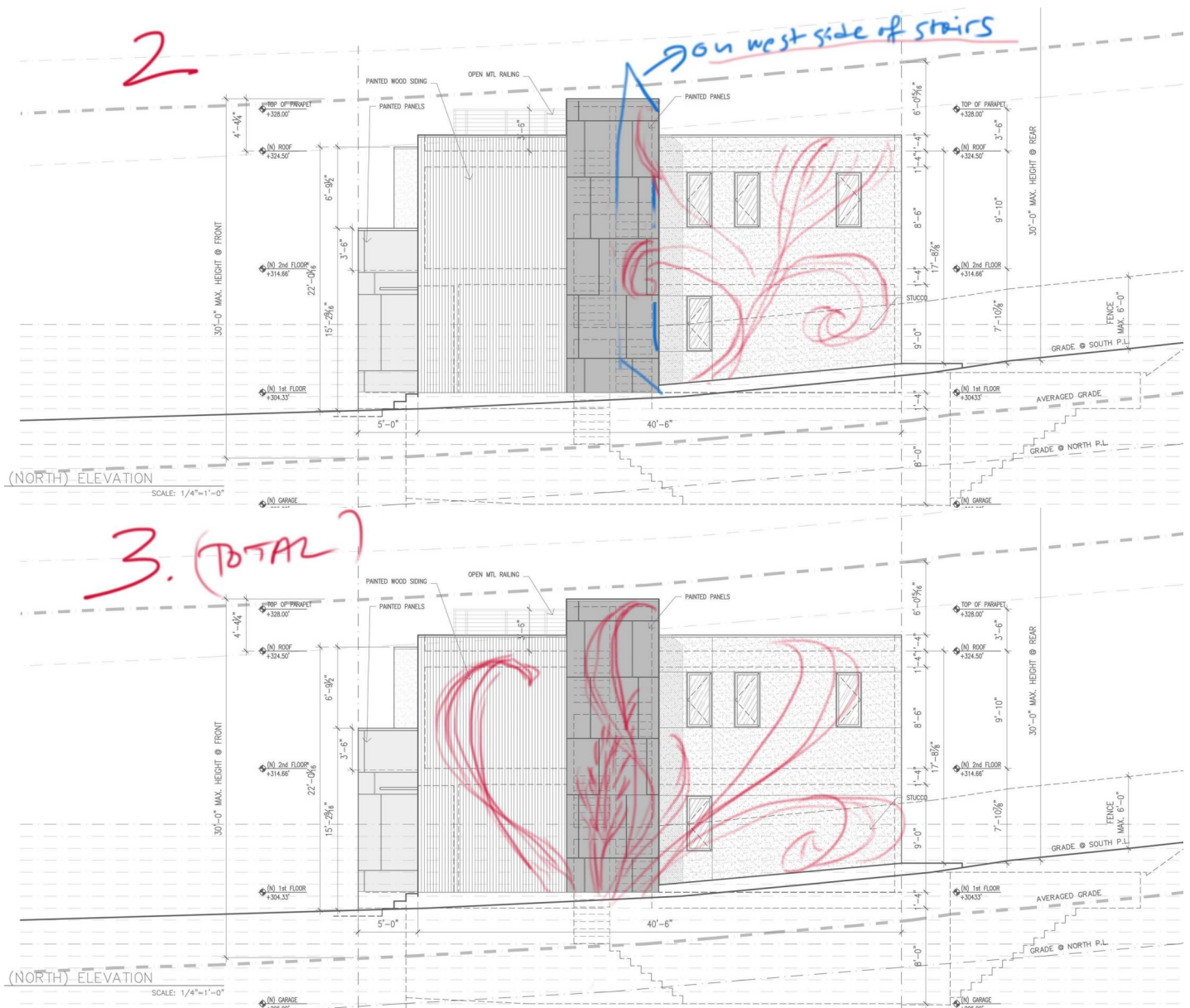
having said that, here are 3 main levels of scope:

1. contained within stucco wall — 9 -18K depending greatly on complexity, less on size
2. larger. Spill over into side wall of stairway and maybe a little beyond, wrapping corner — 17-22K
3. "Total". :-) wrapping entire north side, very large scale — 25-30K

let me know what you think

Mona





www.monacaron.com
facebook.com/mona.caron.artist

On Nov 4, 2015, at 10:20 AM, Fabien Lannoye <fabien@bluorange.com> wrote:

Thanks Mona.

Fabien

On November 4, 2015 at 12:41 PM Mona Caron <mona.caron@gmail.com> wrote:

great! this helps!
Hold on I'll get back to you shortly

www.monacaron.com
facebook.com/mona.caron.artist

On Nov 4, 2015, at 9:38 AM, Fabien Lannoye <fabien@bluorange.com> wrote:

Mona,

There are three sections on the North elevation.
I am thinking that the Stucco section would be the easiest, see attached drawing.

The left side being painted wood siding might not work as well, though it could.
The stair section would be some painted panels, could also work.

There could be one on each section?

All depending on your suggestions...

Anna (my wife) and I really like your weeds, dandelions, artichokes...

Let me know what you think.

Thank you,

Fabien

On November 4, 2015 at 11:56 AM Mona Caron <mona.caron@gmail.com> wrote:

Hi, sorry for the delay,
I'm looking at the north elevation drawings, and would you be open to a mural that reaches across the various parts of it, or would it be have to be contained within one of sections? (I see a painted wood siding section, a panel section, then a stucco section...)?

Mona 415-255-8488

www.monacaron.com
[facebook.com/mona.caron.artist](https://www.facebook.com/mona.caron.artist)

On Nov 4, 2015, at 8:21 AM, Fabien Lannoye <fabien@bluorange.com> wrote:

Mona,

Did you get my e-mail?
Could you give me a ball park figure? Not asking you for a bit, just a rough estimate so I can see if I can afford your services?

Thank you for letting me know.

Best,

Fabien

On October 30, 2015 at 10:08 PM Fabien Lannoye <fabien@bluorange.com> wrote:

Mona,

You are correct, the house is not built yet, it might take another 18 to 24 months... I am patient.

The house would be built at 3516 Folsom Street, just below the public garden on Bernal Heights Blvd.

Take a look at the attached renderings and drawings.

I like the idea of a mural of a few plants/weeds on the North wall.

Please take a look and let me know your thoughts.

Thank you,

Fabien

On October 30, 2015 at 9:46 PM Mona Caron <mona.caron@gmail.com> wrote:

Nice, thanks for reaching out!
yes, if you could send me drawings that would help, and also the exact street address so I can check out the visual context on Google street view (the house doesn't exist yet, from what I understand?)

thanks!
Mona

Mona Caron
3452 16th Street, Apt. 103
San Francisco, CA 94114
USA

+1 (415) 255-8488
mona@monacaron.com
www.monacaron.com
[Facebook.com/mona.caron.artist](https://www.facebook.com/mona.caron.artist)

On Oct 30, 2015, at 6:43 PM, fabien@bluorange.com wrote:

Fabien Lannoye (fabien@bluorange.com) sent a message using the contact form at <http://www.monacaron.com/contact>.

Mona,

We have been admiring your murals in San Francisco and just came across an article on Bernalwood, about a recent mural you did in Bernal. We are working on the plans of a ground up house to be built in Bernal. The house would have a mostly blind wall facing North to Bernal Heights Blvd and could use a beautiful mural. Could you give us an idea of what you would charge for a mural? If you e-mail me, I can e-mail you some drawings and renderings to give you a better idea of the scale of the project. The wall would be two story tall, nothing crazy...

Looking forward to hear from you.

Best,

Fabien

<3516-FOLSOM-NORHT-ELEV-MURAL.pdf>

1.jpg	Content-Type: image/jpeg; x-unix-mode=0644 Size: 521.33 KB
2.jpg	Content-Type: image/jpeg; x-unix-mode=0644 Size: 542.74 KB
3.jpg	Content-Type: image/jpeg; x-unix-mode=0644 Size: 537.77 KB

General Responses to Discretionary Review 2013.1768DRP

Foreword:

When the project sponsor, James and Patricia Fogarty, purchased the vacant lot at 3526 Folsom Street, the lot had been listed for a year.

After doing our due diligence to verify with the Planning Department, with DPW, with SFFD and all concerned parties, we decided to proceed and purchased the lot.

We designed our house and scheduled a Project Review meeting with the Planning Department to make certain that the proposed project would comply with the restrictive Special Use District for Bernal Heights, Planning Code Section 242. Planning reviewed the project in detail and advised on a few improvements, which we immediately incorporated into the project.

At the suggestion of the Planning Department, we contacted the ESDRB to schedule a pre-application meeting with the neighbors. The Planning Department recommended contacting the ESDRB, although they told us we were not in the ESDRB area and did not need to comply with the ESDRB Guidelines.

Prior to the meetings with the ESDRB, we discovered that flyers had been posted around Bernal, rallying Bernal residents to attend a meeting to oppose a project which would create a "600-foot Radius Blast/Fire Zone" by building "luxury homes" on "Undevelopable land". (see attached photo).

The first meeting, as well as the next four, were very hostile, but we continued to participate. Every answer we gave the neighbors was called "a lie."

The 19 DR were filed against the two proposed residences, 9 of them against 3526 Folsom Street. Some of the neighbors even managed to file 4 identical DRs per household. 5 other DRs were filed by another household.

Anna and I still hope all can be reasonable and that we can collaborate together to resolve the issues, as good neighbors would. We hope we will be given the chance to show our appreciation of others' understanding and fairness.

Given the similarities between most of the DR issues and in an attempt to simplify and unify the DR process for this project, we suggest responding to the main issues in a common set of responses, while 2013.1768DRP-09, filed by the ESDRB, which is different from the other DRs, will get its own set of responses.

- 1- Site: Several of the DR requestors suggest that the 6 vacant lots are open space which should not be developed. Although the DR requestors have enjoyed the adjacent lots as undeveloped land for many years, these lots were created and laid out at the same time as the DR Requestors' lots and zoned for residential use. This has never changed.

The proposed project does not impact the views from the Park, nor does it have any negative impact on the Public Garden. Renderings were provided, demonstrating minimum impact on the views from the public

areas around the proposed project. Shadow studies were prepared and provided, demonstrating no shadow impact.

Project Sponsor has no ties or involvement with or control over any sort to the remaining adjacent four vacant lots.

2- Proposed extension of Folsom Street:

- a. Numerous layouts were proposed to DPW and the Planning Department. Better Streets Department requested that we follow the straight layout which has since been developed in accordance with their recommendations.
- b. DPW-BSM did not allow a retaining wall in order to minimize the slope of the proposed road. A retaining wall was allowed on Banks Street (next block) to reduce its slope.
- c. There are several streets in San Francisco which are steeper than the proposed street (please see attached document: "Steepest Streets of San Francisco").
- d. The suggestion to build a road from Bernal Heights was considered but deemed impossible due to the public garden which is located between Bernal Heights Boulevard and the proposed building site.
- e. State requirement only allows one driveway to access a maximum of two lots. The proposed road extension will provide access to the two existing houses, as well as to the two proposed houses. Project sponsor has offered a road solution that will provide access up front to all adjacent vacant lots, avoiding rework in the future, if/when other lot owners should decide to develop their lots. This is of benefit to all concerned neighbors.
- f. Bernal Heights has many steep access roads due to its topography and density, which naturally limits the size of trucks and access.
- g. As to garbage trucks, project sponsor has contacted Recology several times. There are solutions to this problem and project sponsor will resolve it, but at this point, project sponsor cannot get a confirmed solution as Recology does not provide a proposal to a house which does not exist.
- h. SFFD has reviewed the application and deemed the project acceptable for distance to the nearby fire hydrants and for the fact that the proposed house will be equipped with a full fire protection sprinkler system. Most of Bernal Heights is problematic for fire access; this house will be one of the very few equipped with a full fire protection sprinkler system.

DRIVEWAYS of Impacted Neighbors:

Project sponsor has offered to meet with the 3 neighbors whose driveways would be impacted, their consultant and DPW-BSM in order to discuss the details and specifics of the process. At this point, DPW-BSM has requested more time in order to get all comments from the various department consulted, as all of them have not responded. DPW and Streets and Highways have reviewed and approved proposed Street Improvement drawings.

- a. DR requestor states that project sponsor has refused to share information, which is not true.
- b. Project sponsor has offered to pay for all costs for the DR driveway, which was stated at several of the ESDRB meetings.
- c. Proposed Street Improvement is currently being reviewed by DPW. Neighbors have hired a consultant to review the proposed road extension and project sponsor has been e-mailing any and all information as it is produced. Given the sensitive nature of this project and huge backlog with DPW, the proposed street improvement is being processed slowly. Project Sponsor is not withholding any information and is open to discuss any issues in a constructive and respectful way.

Project sponsor is very sensitive to neighbor's concerns, and driveways and road being proposed are being designed to minimize difficulties and improve current conditions. Proposed driveways will be an improvement over existing non-permitted conditions.

- d. As stated previously, project sponsor has no involvement with or control over any of the adjacent vacant lots.

3- PG&E Pipeline:

"An aging, major PG&E Gas Transmission Pipeline":

Prior to the first meeting at the ESDRB, some neighbors posted inflammatory posters, inciting Bernal residents to oppose the project, stating it would create a "600-foot Radius Blast/Fire Zone". This created a difficult and hostile climate at the various ESDRB meetings. (Copy of the poster is part of DR#05, page 10).

The PG&E Pipeline was installed in 1981, and is continuously monitored by PG&E. This pipeline runs along the entire length of Folsom Street on the South Slope of Bernal. The proposed project will require exploration of the pipeline and further assessment of its current condition. The Pipeline issues will be addressed under the Street Improvement permit and are not a SF Planning issue. DPW Street Improvement Permit Review is reviewing PG&E issues. Project Sponsor is working with SFDPW, PG&E and Civil Engineers.

A PG&E spokesperson attended one of the ESDRB meetings and answered all questions and comments. ESDRB appreciated the clarifications, but DR requestors continue to misrepresent the situation (please see attached PG&E responses to comments).

Several DR requestors indicate that the proposed project will be built directly above the Pipeline, which is not accurate: the Pipeline runs under Folsom Street from Alemany Blvd to Bernal Height Blvd. The proposed road extension will only require minimal surface grading and solely the driveways will be installed over the existing Pipeline, landscaped areas will be covering the intermediate sections between driveways. The proposed house will sit approximately 14' away from the Pipeline.

The PG&E Pipeline and the proposed Road extension are under DPW-BSM jurisdiction and a Street Improvement permit is currently under review. (Please see attached Q&A from PG&E).

4- Proposed Residence:

a. PROPOSED RESIDENCE IS OUT OF SCALE AND OUT OF CHARACTER WITH ADJACENT PROPERTIES:

DR Requestors characterize the proposed residence as a "3 Story / 3 Car garage...out of scale to predominantly 2 story homes with single car garages".

The proposed residence is a 2 story over basement (not a 3 story) with a required 2 car garage (not 3 car). The definition of Story and Basement can be found in the California Building Code.

The 2 car garage is required by SFPC Section 242(e)(4). Most adjacent houses were built prior to the adoption of Planning Code Section 242 and do not comply with its parking requirements. The proposed project has a full below-grade basement, employing the topography of the site to encompass the required 2 car garage. Some of the adjacent houses are three stories (see addresses 66, 70, 74, 83 and 87 Banks Street); some are 3 story over basement (see address 405 Chapman Street).

Several DR requestors produced a document showing sizes of adjacent houses, but the square footages provided as opponent's evidence for the adjacent houses sizes is unverified, based on outdated Assessor-Recorder records which are neither verified nor updated. The listed square footages are most likely livable SF rather than [gross][Fabien, as you know, Section 242 uses "usable floor area," not "gross"] SF as defined in Planning Code Section 242 (which factors any exterior walls, undeveloped areas having more than 5' of ceiling

height,...). The list, however, clearly shows that the proposed project is not out of scale with its adjacent neighbors, as the proposed residence is smaller or equal to 15 of the 39 adjacent residences.

SF Planning Department and ESDRB reviewed the project and concurred that the project complies with all requirements. Both Planning Code Section 242 and ESDRB Guidelines make it impossible to create an out of scale building since no part of the building may be taller than 30' above adjacent grade. This limits the building height on a steep lot. And Section 242(e)(3) mandates a mass reduction of 650 square feet of usable floor area, further reducing the size of any new structure.

The proposed 2 car garage is required by Planning Code Section 242 (e)(4). If the proposed garage is "out of character", it is because most adjacent houses were built prior to the implementation of Planning Code Section 242. Adjacent houses do not comply with this section of the Code. In order to comply, each house over 1,300 gross SF would be required to have a 2 car, side-by-side independently accessible garage; over 2,251 SF, each house would be required to have a 3 car garage.

The proposed residence will not be any more visible than its adjacent neighbors. In regards to the garage, the proposed project requires a variance due to a conflict in the Planning Code: the proposed project complies to the 2 car parking required by Planning Code Section 242, but does not allow the first two cars to be independently accessible: the newer garage requirements limit the garage door width to 10' (which makes side by side parking nearly impossible in Bernal), compared to when 12' was allowed per Section 242 (which made side by side parking possible). The proposed driveway slopes up 14.46% on the downhill side while sloping down 19.53% on the uphill side of the driveway, not "35%" as mistakenly stated by some of the DR Requestors.

Special attention is given to the roof of the proposed project, specifically following ESDRB guidelines. The proposed roof sits below Bernal Blvd sidewalk elevation. Green roof-planted areas are proposed to maximize positive presence, providing a visual continuum of natural planting. The roofs of neighboring existing houses are devoid of vegetation, and most of them do not comply with the ESDRB guidelines.

There were no substantial changes required by the Planning Department or ESDRB as the proposed project was reasonable to begin with. Nonetheless, the project, was reduced from 2,364 SF to 2,204 Gross SF, reducing the parking requirement from 3 to 2 cars, while increasing the required Mass reduction from 651 SF to 735 SF.

DR Requestor describes the proposed residence as a Mac Mansion, but the proposed residence is 1,972 SF (2,204 gross SF), 288 SF completely below grade, with , 3 bedroom with 2.5 bathrooms, which is smaller or equal in size to 15 out of the 39 adjacent houses (please see attached "Adjacent Houses spreadsheet). Project sponsor has demonstrated by shadow study that the proposed project will not impact the public gardens. Planning Department, RDT and ESDRB have reviewed the proposed project and found it to be Code complaint.

- b. "...out-of-character boxes": Of the adjacent 23 houses on blocks 5626 and 5627, only 2 have pitched roofs, all others have flat roofs and box-like volumes. The proposed project offers roofs composed of green planting, deck and solar panels, making them visually more pleasant than adjacent existing roofs.
- c. "Wall-like exterior of South elevation" and "public views impeded by penthouse stairwell":
Correction: The South elevation has partial setbacks, is composed of various materials, and has several windows. Please see response to DR-09.
Correction: The proposed Penthouse stairwell was removed from the project prior to ESDRB's last meeting.
- d. "Side Yard setback does not respect existing pattern": (please see attached "Side Yards" exhibits.)

Despite the fact that both the Planning Department and ESDRB have scrupulously reviewed the project and found no conflict with the Planning Code, DR requestors continue to assert that the proposed project does not comply with several of the code requirements.

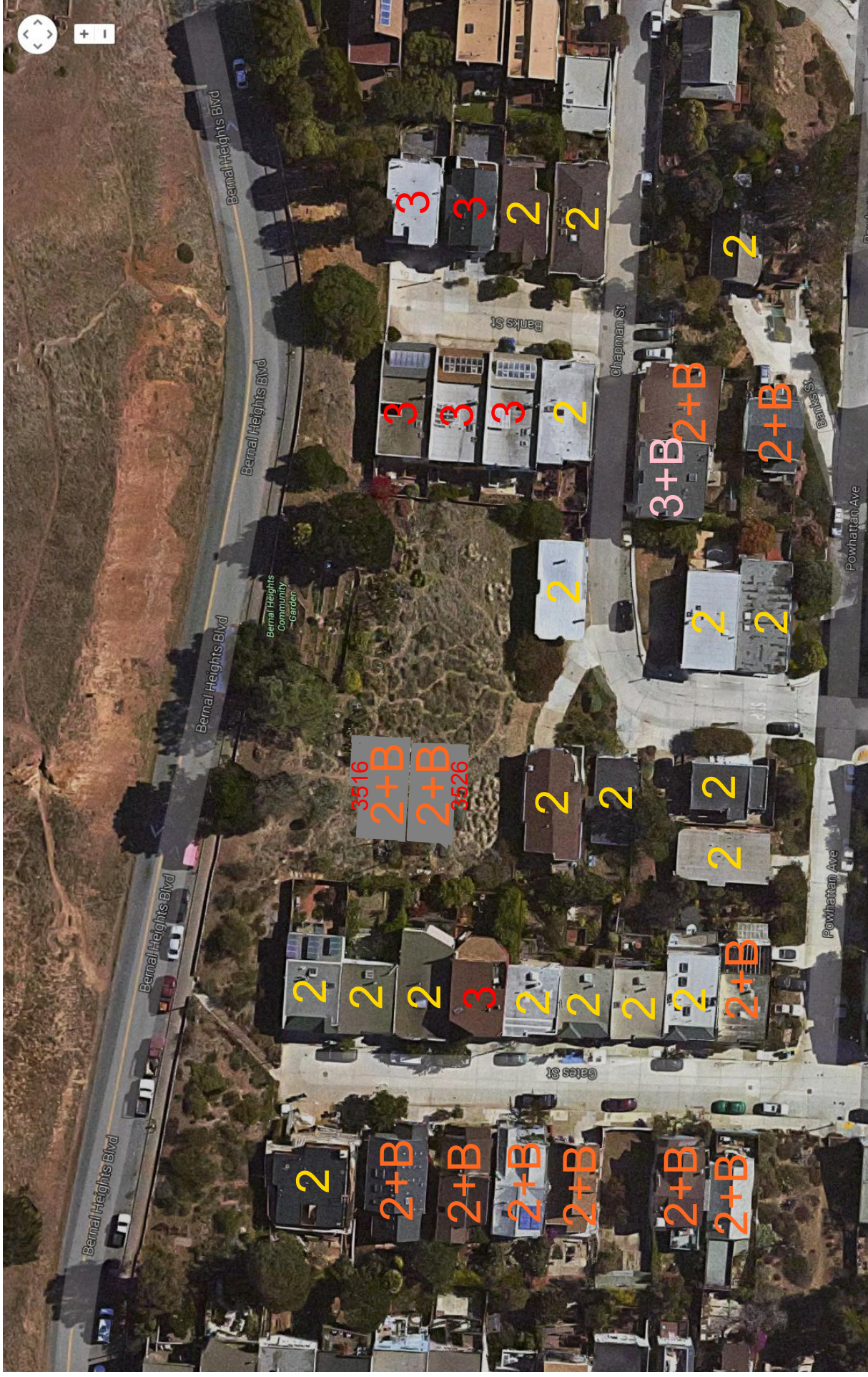
The side yard setback requirement is not a Planning Code requirement, but an ESDRB Guideline suggestion (ESDRB Guidelines page 19). ESDRB has reviewed and accepted the proposed design as complying with the Side Yard requirements.

As for Existing properties, note that most adjacent properties do not have any side yard setbacks:

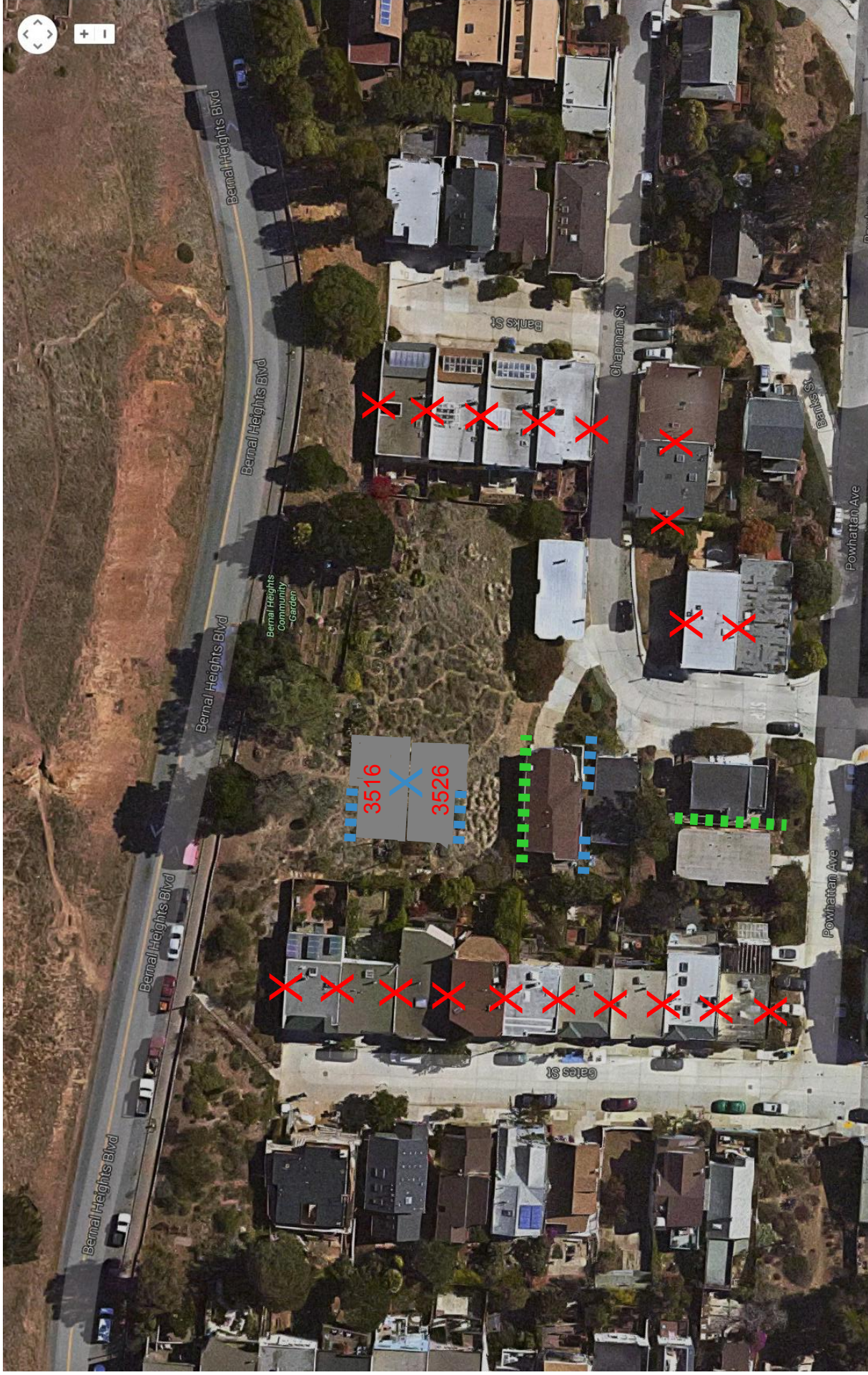
- a. Block 5626 is composed of 16 lots. Three lots (including 3516 and 3526 Folsom) are undeveloped. Out of the 13 built lots, only 4 of the existing houses have side yards, the other 9 have no side yard. The proposed project conforms to the ESDR Guidelines side yard requirements. Nine of the adjacent properties do not comply.
- b. Block 5627 is composed of 14 lots. Four lots are currently undeveloped. The 10 existing houses are built from property line to property line and have no side yards.

Attachments:

- Adjacent properties story count
- Adjacent properties side yards
- Adjacent properties Square Footage
- San Francisco steepest streets
- PG&E responses
- Shadow Study
- Proposed project renderings
- DPW Street Improvement drawings



STORY COUNT (based on CBC definition of Story)



X: no side yard

.....: Partial side yard
(as required by ESDRB Guidelines)

.....: Side yard

ADDRESS		BLDG SF PER	Revised	Actual GROSS TOTAL SF		NOTES
HOUSE #	STREET	ASSESSOR'S RECORD	Total SF	Garage SF	PER Section 242	
66	BANKS	2,749.00			2,749.00	3 STORY HOUSE BUILT IN 1991
70	BANKS	2,749.00			2,749.00	3 STORY HOUSE BUILT IN 1991
74	BANKS	2,749.00			2,749.00	3 STORY HOUSE BUILT IN 1991
83	BANKS	2,025.00			2,025.00	3 STORY HOUSE BUILT IN 2012
87	BANKS	2,365.00			2,365.00	3 STORY HOUSE BUILT IN 2013
89	BANKS	1,000.00			1,000.00	
97	BANKS	1,200.00	400.00		1,600.00	2 STORY - PA 200403199139 ADD POWDER AT 1ST FLOOR
98	BANKS	1,295.00			1,295.00	
99	BANKS	1,200.00			1,200.00	
101	BANKS	1,069.00	1,988.00	160	1,828.00	2 STORY - PA 8402970 ADD BATHROOM + BEDROOM ON GROUND FLOOR
102	BANKS	1,276.00			1,276.00	
103	BANKS	1,450.00	500.00		1,950.00	3 STORY - PA 201208288455 - ADD BEDROOM, BATHROOM, CLOSET IN "BASEMENT" - ATTIC SPACE
104	BANKS	625.00			625.00	
105	BANKS	1,000.00	2,000.00	160	1,840.00	2 STORY - PA 9801646: LEGALIZE DOWNSTAIRS BATH + BEDROOM
106	BANKS	899.00			899.00	
107	BANKS	1,035.00	1,000.00	160	1,875.00	2 STORY + BASEMENT? PA 8711632: VERTICAL + HORIZONTAL ADDITION
114	BANKS	1,650.00			1,650.00	
116	BANKS	1,233.00			1,233.00	
390	CHAPMAN	1,338.00			1,338.00	
400	CHAPMAN	1,130.00			1,130.00	
401	CHAPMAN	1,660.00	2,100.00	300	1,800.00	2 STORY + BASEMENT - NOV INTENSE INTERIOR WORK...
405	CHAPMAN	2,180.00	3,150.00	300	2,850.00	3 STORY + BASEMENT - SEVERAL PERMITS FOR NEW INTERIOR WORK?
55	GATES	1,373.00	2,050.00	160	1,890.00	2 STORY - PA 2004-1019-7138 ALTER ENTRANCE, ADD BATRHOOM DOWNSTAIRS..
						PA 2010-0520-2891: CONVERT 130 SF GARAGE TO INTERIOR SPACE, ADD SPIRAL STAIRS
61	GATES	1,221.00			1,221.00	2 STORY - PA 941128: ENLARGE EXISTING GROUND FLOOR BEDROOM + ADD (N) BATHROOM
65	GATES	1,492.00			1,492.00	2 STORY
71	GATES	2,131.00			2,131.00	3 STORY HOUSE BUILT in 1983
75	GATES	775.00	1,550.00	160	1,390.00	2 STORY (TOP FLOOR + FULL "BASEMENT") - GARAGE
81	GATES	775.00	1,550.00	160	1,390.00	2 STORY (TOP FLOOR + FULL "BASEMENT") - GARAGE
85	GATES	775.00	1,550.00	160	1,390.00	2 STORY (TOP FLOOR + FULL "BASEMENT") - GARAGE
91	GATES	775.00	1,950.00	160	1,790.00	PA 2011-0413-3969: ADD BATHROOM DOWNSTAIRS - OLD 2 STORY REAR ADDITION
95	GATES	1,850.00			1,850.00	2 STORY - ASSESSOR RECORDS SEEMS ACCURATE
551	POWAHATTAN	800.00	1,600.00	160	1,440.00	2 STORY (TOP FLOOR + FULL "BASEMENT") - GARAGE
688	POWAHATTAN	2,250.00			2,250.00	3 STORY - MISSING FROM NEIGHBOR'S SPREADSHEET
3590	FOLSOM	760.00	1,520.00	160	1,360.00	2 STORY (TOP FLOOR + FULL "BASEMENT") - GARAGE
3599	FOLSOM	1,600.00			1,600.00	2 STORY - Recent house, SF appears correct
3595	FOLSOM	1,600.00			1,600.00	2 STORY - Recent house, SF appears correct
3580	FOLSOM	1,050.00	2,100.00	160	1,940.00	2 STORY - PA 2010-0706-6044 ADD STAIRS TO DOWNSTAIRS
3574	FOLSOM	1,125.00	2,250.00	320	1,930.00	2 STORY (TOP FLOOR + FULL "BASEMENT") - GARAGE
3577	FOLSOM	1,125.00	2,000.00	160	1,840.00	2 STORY (TOP FLOOR + FULL "BASEMENT") - GARAGE
Total		55,354.00			66,530.00	
# of houses		39			39	
Average		1,419.33	Revised Average		1,705.90	
TOTAL GROSS SF			BELOW GRADE	ABOVE GRADE		
3516	FOLSOM	2,227.00	285.70	1,941.30		EQUAL OR SMALLER TO 15 OF 39 HOUSES
			-5%	1,844.24		EQUAL (+/-5%) TO 9 OF 39 ADJACENT HOUSES
			5%	2,038.37		SMALLER THAN 6 OF 39 ADJACENT HOUSES
3526	FOLSOM	2,204.80	360.00	1,844.80		EQUAL OR SMALLER TO 19 OF 39 HOUSES
			-5%	1,752.56		EQUAL (+/-5%) TO 13 OF 39 ADJACENT HOUSES
			5%	1,937.04		SMALLER THAN 6 OF 39 ADJACENT HOUSES
DEFINITIONS						
SF PLANNING	"Usable floor area" is the sum of the gross areas of the several floors of a building, measured from the exterior walls or from the center lines of common walls separating two buildings. "Usable floor area" shall not include that floor area devoted to off-street parking or any space or area which is not readily accessible and which has not more than five feet vertical clearance at any point.					
CODE Section 242.(d).(2)						
CBC 2013 DEFINITIONS						
BASEMENT	A story that is not a story above grade plane (see "Story above grade plane").					
STORY	That portion of a building included between the upper surface of a floor and the upper surface of the floor or roof next above...					
ABOVE GRADE PLANE	Any story having its finished floor surface entirely above grade plane, or in which the finished surface of the floor next above is:					
	1 More than 6 feet above grade plane; or					
	2 more than 12 feet above the finished ground level at any point					



More Steeps Of San Francisco

A New Steepest Street Is Born

BY STEPHEN VON WORLEY ON FEBRUARY 4, 2010

[Tweet](#)

LAST NOVEMBER, as [previously detailed](#), we searched San Francisco's less-photogenic neighborhoods for under-appreciated inclines, rewrote the City's "official" list of steepest streets, and discovered Prentiss Street, which, at a maximum grade of 37%, matches Pittsburgh's Canton Avenue as the most-tilted urban thoroughfare in the world.

Afterwards, I boarded the couch for a well-deserved weekend in pro sports vacationland. All the while, loose ends whispered in the wind, open leads nagged, and unexplored territory begged for attention. With a tap of the volume button, I could drown them out, but...

Did [George Washington](#) dip his finger into the Delaware and whine "maybe I'll come back when it's warmer?" Did, daily at noon, [Rosie the Riveter](#) betray her trusty gun for the factory masseuse? Did [Pee-wee](#) shirk his Big Adventure under the duress of potato chips and beer?

Hell no! Like them, my moral marching orders were to press onward, and thus compelled, with much pressure, onward with the ***Steepest Search*** did I proceed...

Romolo

At the dawn of the [Gold Rush](#), San Franciscans bore witness to an infamous boxing match, wherein Haste, cheered by 50,000 rabid forty-niners, knocked out Foresight in the first round.

Foresight's defeat scuttled grand plans of swooping avenues and Parisian boulevards. Seemingly overnight, Haste's rudimentary rectangular street grid clung to the hillsides like an early autumn snow, peppered with a motley assortment of taverns, storefronts, pleasure dens, and flophouses:



24th Street on Potrero Hill

[Data Pointed](#) is the home of artist and scientist Stephen Von Worley's data visualization research; a journal of interesting information imagery and news from around the world; and a place where you can spend a few minutes, have a laugh or two, and discover something new. [Learn more!](#)

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An 1857 survey of San Francisco's North Beach neighborhood. North is to the right. Modern landmarks in color: Yellow=Coit Tower, Green=Columbus Avenue (built in 1873), Purple=Vallejo Street, Red=Romolo Place

Mother Nature has long since **folded, spindled, and mutilated** those first buildings, but the streets survive. Today, they leap and dive the same crazy ups and downs as they first did, 160 years ago, in the neighborhood known as...

North Beach! Perhaps you've come to sample a bowl of **cioppino**, get your **Beat** on at **Vesuvio**, do some **Barbary Coast**-style carousing along Broadway, or simply wander the streets in search of companionship and adventure. Whatever your poison, it's gonna be fun!

But first, you gotta park. You've already climbed **Telegraph Hill** three times over, tracing and retracing every goddamned back street and alleyway within half a mile, and still nothing. Fiddlesticks! Then, on your fifteenth pass down Vallejo, you notice a narrow gap in the apartments to the left, marked by an inconspicuous sign as **Romolo Place**.

Maybe there's a parking space down there?

As you approach, Romolo itself hides behind a lip of pavement. It must be a bit of a slope, so you shed some speed and begin the turn. Then, that mysterious red light under the odometer – you always wondered what it was for – starts to blink. Split-seconds later, a panicked siren squawks: ah-rooga, ah-rooga, ah-rooga! What's going on? Suddenly...

The pavement drops out of view and you're staring into space then oh no! the car lurches down and then right and you stomp the brakes and the tires squeal and it's gonna roll and holy shit! you're almost on the stairs and into the building on the right and then the left and the proximity sensor bings as the pavement flies up at you and scraaaaaape... Romolo gives your car a love peck as it screeches to rest at the bottom.

Did that really just happen?! A glance in the rear-view explains everything...



Romolo Place. Mind the tilt!

Romolo pitches precipitously, at a 32.5% grade along the centerline, but also a terrifying twenty inches downward, sideways, from left-to-right, over its twelve foot width. Together, these tilts send a spicy North Beach meatball skittering down the fall line at a sauce-splattering 40%!

Under the influence of Romolo's sinfully improper grade, our on-site survey team began to [speak in tongues](#). Drawn by the commotion, a roving band of drunkards joined the chorus, and guided by their strangely-therapeutic ramblings, the gibberish slowly yielded to Consensus. In Romolo's close quarters, your car would never be far enough askew to feel the full 40%, but as entering from Vallejo, you'd briefly pitch downwards close to it: somewhere between 37 and 38%.

We split the difference – 37.5% – and christened Romolo as the Super Steep Street Most Likely To Inflict Coffee Crotch On Early Morning Delivery Truck Drivers.

"Crotch," my team giggled, over and over again. My, were they – [randy?](#) I handed them a roll of dollar bills wrapped in a twenty, gestured downhill towards Big Daddy's, and made myself scarce.

Bradford

When the esteemed [Sir Poskanzer](#) recommends that you do something, you do it, lest an unfortunate online "accident" cut you down a few months later. So, there I was, per his "suggestion" at the base of [Bernal Heights](#), measuring Bronte Street's quite-respectable 29%. Thanks Jef!

Next door, Bronte's less-sophisticated neighbor, **Bradford Street**, climbs eagerly from Tompkins Avenue at twenty-percent grade. Then, after 150 feet, the slope doubles, and the concrete poops out. "Anyone wanna take over?!" it yells.

"I does!" hollers the insane asphalt driveway. And lickety split, there's a perilous, oil-stained jump to the private property above: not "country club" private, mind you, but the **other** kind, wherein the gap-toothed inhabitants take mighty unkindly to camera-waving interlopers.



The insane driveway at the top of Bradford Street. Photo courtesy of MapJack.

I'd seen the driveway before – at the tail end of the previous episode – and clearly, it required investigation. However, it also had me spooked, so I played the oops-out-of-time card and returned home to a pleasant dinner.

On this visit, I had no such excuse...

Before the Journalists Club would dispense my credentials, they made me swear on the Holy Notepad that I would always Do Whatever Whatever It Takes To Get The Story. Up there might be the World's Most Extreme Driveway, and I must document it for the benefit of you, my Loyal Reader, no matter what the danger.

To buy myself a precious few seconds of extra escape time, I cooked up a crude verbal diversion:

Hey look, **Hatfields!**

Then, with a deep breath, I exited the vehicle and began what might be my final few steps uphill. Ever. Gulp.

Hey, something looked different. Where was the asphalt? What were those orange cones and construction barricades doing there? And why was it all so much *whiter* than before?

OMFG, the "driveway" was actually part of Bradford Street, and it'd been repaved!

Lately, Public Works must be mainlining their **Wheaties**, because, as part of the same Bernal Heights Street Improvement Project that yielded Prentiss, they had replaced the ugly asphalt ramp with a tilted concrete slab, and a very special one at that:



Bradford Street's 41% grade.

Carefully, I scaled the beast and measured it: a solid 30 feet of **sustained 41% grade**. On such a slope, gravity alone pulls a one-ton car downhill with 800 pounds of force, accelerating it from **zero to sixty** in 7.2 seconds. Whoa Nellie!

Congratulations, Bradford Street above Tompkins, for, having Bravely Thrust into the Forty-Percent-Plus Frontier, you now stand alone atop the Peak Of Maximum Grades as the Most Tilted Paved Urban Thoroughfare In The World!

All drivers of cars with golden tires, please travel to Bradford and apply commemorative golden skid marks, forthwith!

A New List

Now, our list of Steepest Streets needs an overhaul. Shoot the confetti, release the balloons, and spotlights center stage in five, four, three, two, one...

The Steepest Streets In San Francisco

1. Bradford above Tompkins (41% grade)
2. Romolo between Vallejo and Fresno (37.5% grade)
3. Prentiss between Chapman and Powhattan (37% grade)
4. Nevada above Chapman (35% grade)
5. Baden above Mangels (34% grade) *
6. Ripley between Peralta and Alabama (31.5% grade)
7. 24th between De Haro and Rhode Island (31.5% grade)
8. Filbert between Hyde and Leavenworth (31.5% grade)
9. 22nd between Vicksburg and Church (31.5% grade)
10. Broadway above Taylor (31% grade)
11. 23rd above Carolina (31% grade)

Source: Stephen Von Worley.

Notes: Ranked by maximum grade, as of February 2010.

Ties are broken by the length of maximum slope.

** Crude, single lane pseudo-street*

With that, we shift the Steepest Search into Maintenance Gear, wherein we'll monitor Bernal for further developments and field other leads as they pop up. If you see anything interesting, don't hesitate to ring our **tip line**, please!

Bernalwood's questions, and PG&E's responses, are provided here in their entirety:

1. When was the section of pipeline under the the proposed home site installed? When was it last upgraded?

The line was installed in 1981. PG&E has a comprehensive inspection and monitoring program to ensure the safe operation of this line.

2. How often is this section of 109 inspected? What does the inspection entail? When did the last inspection take place? What were the results of that inspection?

This section of L-109 was successfully strength tested (via a hydrostatic pressure test) at the time of installation. PG&E records show no history of leaks for L-109 in this area.

PG&E has a comprehensive inspection and monitoring program to ensure the safety of its natural gas transmission pipeline system. PG&E regularly conducts patrols, leak surveys, and cathodic protection (corrosion protection) system inspections for its natural gas pipelines. Any issues identified as a threat to public safety are addressed immediately. PG&E also performs integrity assessments of certain gas transmission pipelines in urban and suburban areas.

Patrols: PG&E patrols its gas transmission pipelines at least quarterly to look for indications of missing pipeline markers, construction activity and other factors that may threaten the pipeline. L-109 through the [Bernal Heights] neighborhood was last aerially patrolled in May 2014 and no issues were found.

Leak Surveys: PG&E conducts leak surveys at least annually of its natural gas transmission pipelines. Leak surveys are generally conducted by a leak surveyor walking above the pipeline with leak detection instruments. L-109 in San Francisco was last leak surveyed in April 2014 and no leaks were found.

Cathodic Protection System Inspections: PG&E utilizes an active cathodic protection (CP) system on its gas transmission and steel distribution pipelines to protect them against corrosion. PG&E inspects its CP systems every two months to ensure they are operating correctly. The CP systems on L-109 in this area were last inspected in May 2014 and were found to be operating correctly.

Integrity Assessments: There are three federally-approved methods to complete a transmission pipeline integrity management baseline assessment: In-Line Inspections (ILI), External Corrosion Direct Assessment (ECDA) and Pressure Testing. An In-Line Inspection involves a tool (commonly known as a "pig") being inserted into the pipeline to identify any areas of concern such as potential metal loss (corrosion) or geometric abnormalities (dents) in the pipeline. An ECDA involves an indirect, above-ground electrical survey to detect coating defects and the level of cathodic protection. Excavations are performed to do a direct examination of the pipe in areas of concern as

required by federal regulations. Pressure testing is a strength test normally conducted using water, which is also referred to as a hydrostatic test.

PG&E performed an ECDA on L-109 in this area in 2009 and no issues were found. PG&E plans to perform another ECDA on L-109 in this area in 2015. This section of L-109 also had an ICDA (Internal Corrosion Direct Assessment) performed in 2012, and no issues were found.

Automated Shut-off Valves: There are two types of automated shut-off valves recognized within the natural gas industry: Remote Controlled Valves (RCV's), which can be operated remotely from PG&E's Gas Control Center, and Automatic Shutoff Valves (ASV's) that will close automatically as a result of rapidly falling pipeline pressures and/or increased flows at the valve location. There is an RCV on L-109 in Daly City that can be used to isolate the section of L-109 that runs through this neighborhood.

3. Is this section of pipeline 109 "the same type that blew up in San Bruno?"

No. Line 109 operates at a much lower pressure and is smaller in diameter, and is of a much more recent vintage.

4. What safety procedures does PG&E put in place when home or street construction occurs on the site of a major gas pipeline like 109?

Anytime a contractor or resident makes an excavation on franchise or private property, they must call 811 (State Law for Underground Service Alerts [USA]) in advance so we can identify and properly locate our UG facilities. When our Damage Prevention group gets the USA request and identifies a critical facility like a gas transmission line in the scope of work, they notify the caller that they must contact PG&E for a standby employee. PG&E must observe a safe excavation around our lines if any digging is within 10' of it. We must be present when they dig around this line. Our standby inspector will instruct and guide the excavating party to avoid damage. Excavators who violate this Law are subject to fines.

5. Does the steep grade of the Folsom site have any impact on Pipeline 109? Given the grade at the proposed site, are any special provisions or procedures required to ensure the safety of the pipeline during construction?

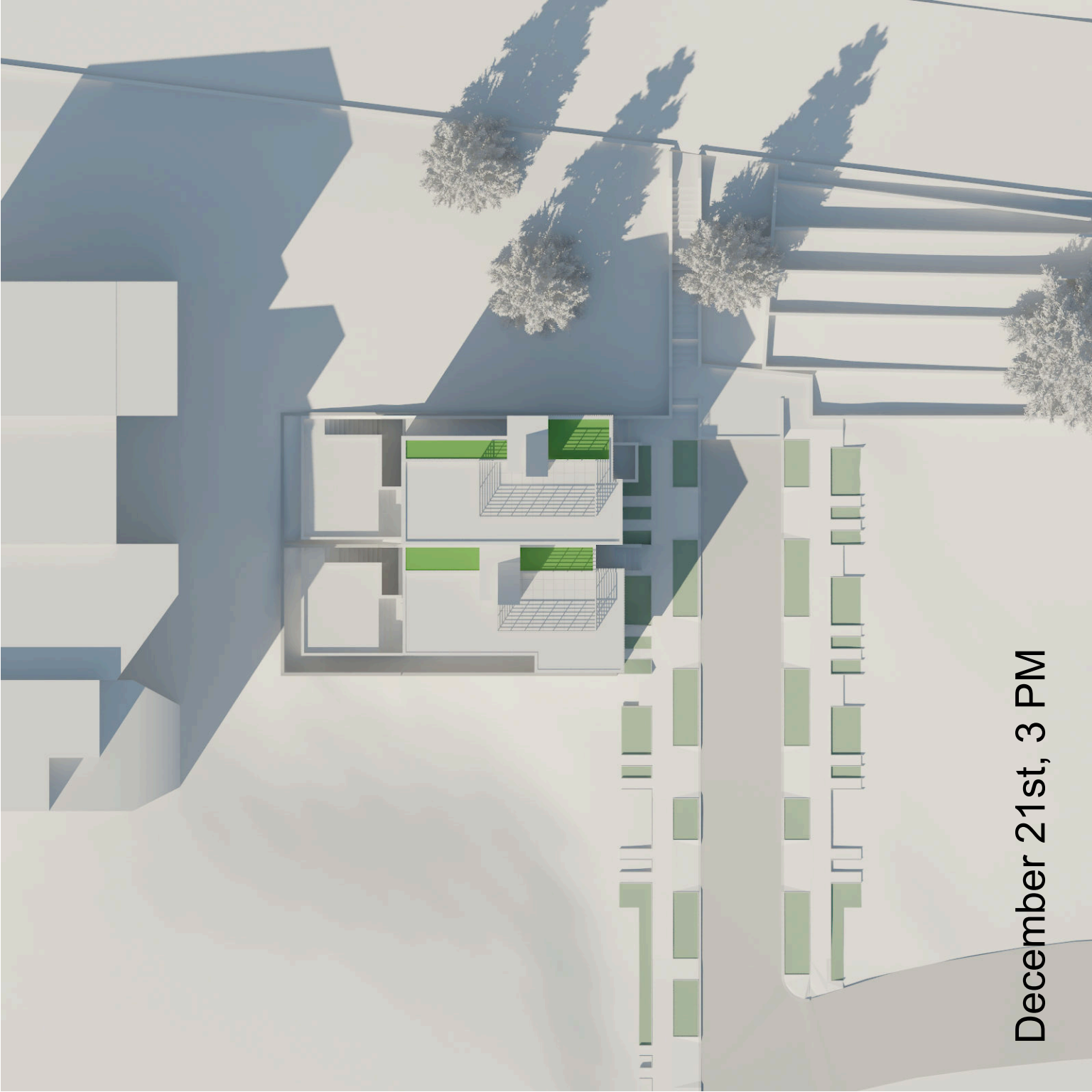
The grade of the street have no impacts on the operation of the line. If the cover is not removed or disturbed within 10' of the line, there are no special precautions needed.

6. Are there any specific technical or safety challenges posed by the proposed home site, and if so, how does PG&E plan to address them?

As long as the structures are built within the property lines similar to the existing [homes on Folsom Street], they will not pose any issues for us patrolling and maintaining that line. The proposed

home sites are not on top of line 109, and are no closer to the line than existing homes in the neighborhood.

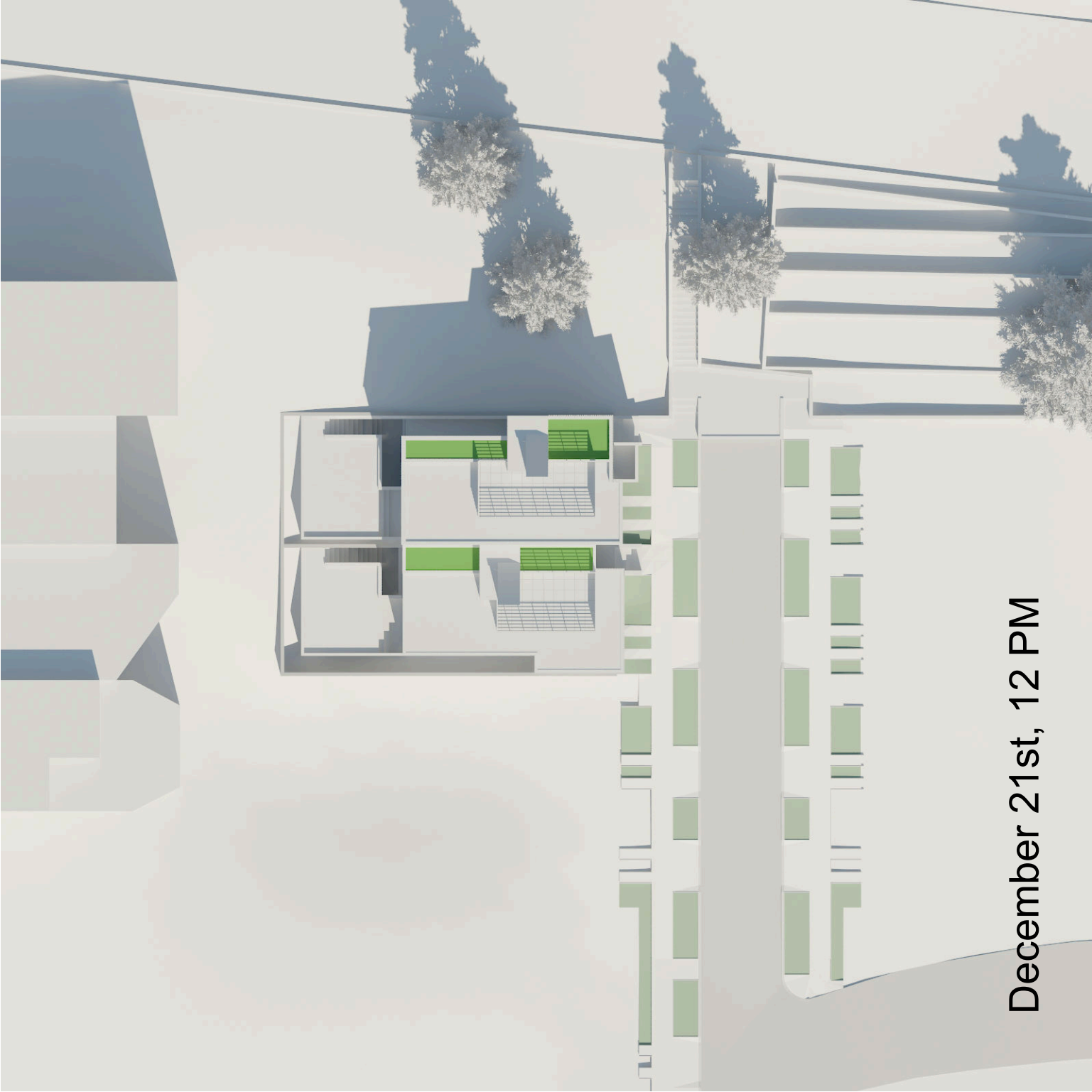
Additional Background: In the area outlined in the map [Bernalwood sent PG&E, shown above], PG&E's natural gas transmission pipeline L-109 runs down Folsom Street and turns east to follow Bernal Heights Blvd. Line 109 in this area is a 26-inch diameter steel pipeline installed in 1981 and has a maximum allowable operating pressure (MAOP) of 150 pounds per square inch gage (psig), which is 19.8% of the pipe's specified minimum yield strength (SMYS). This provides a considerable margin of safety, since it would take a pressure over 750 psig to cause the steel in the pipe to begin to deform.



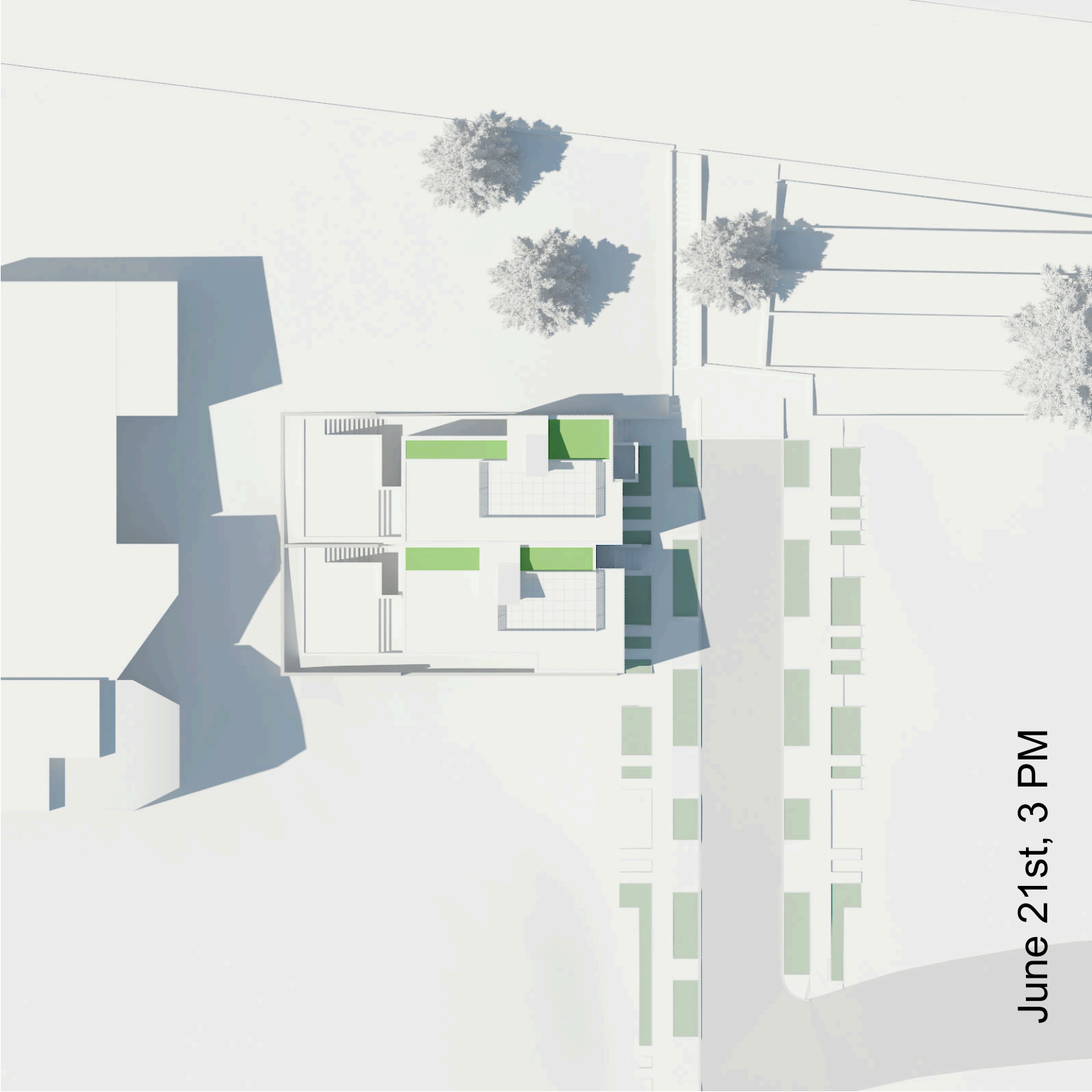
December 21st, 3 PM



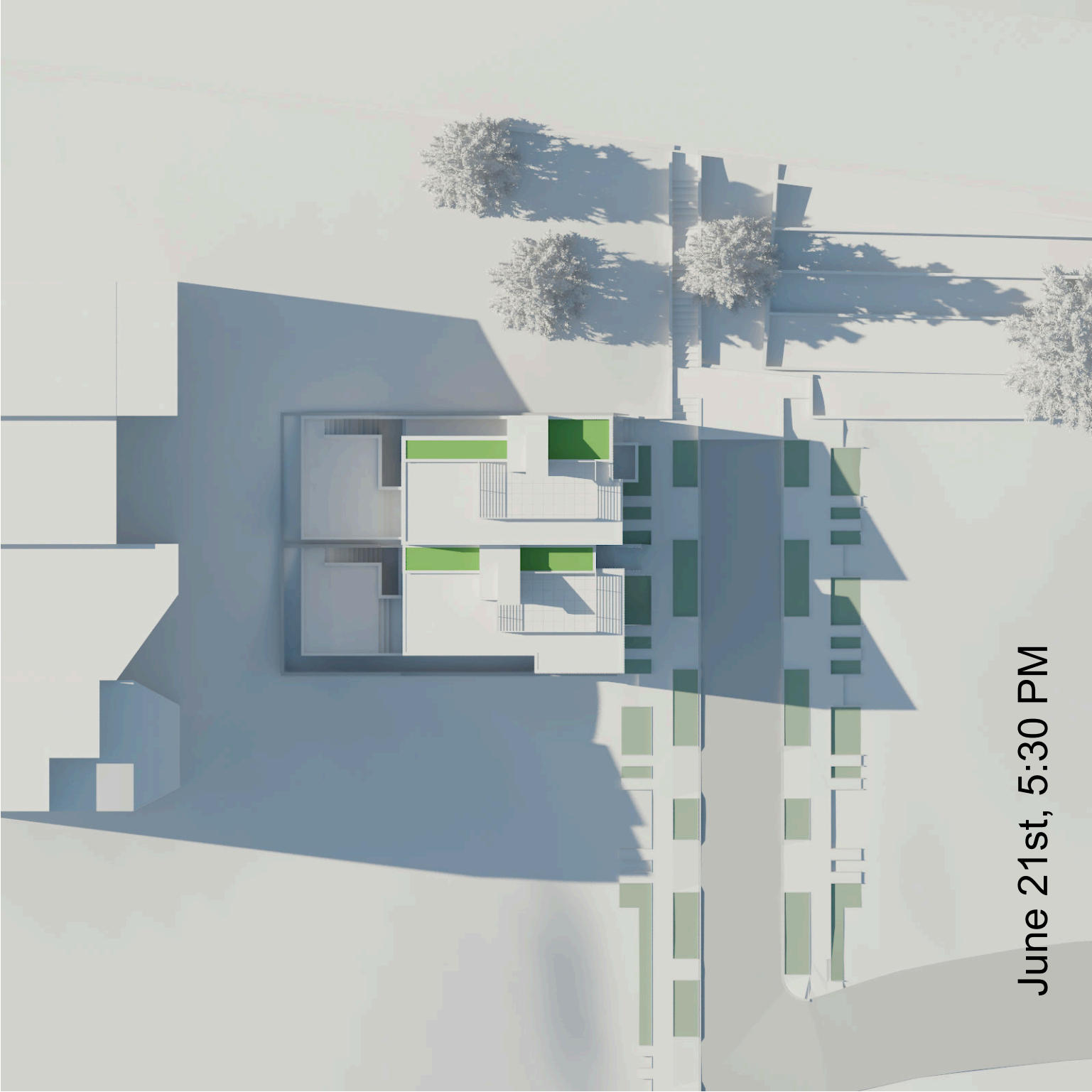
December 21st, 5:30 PM



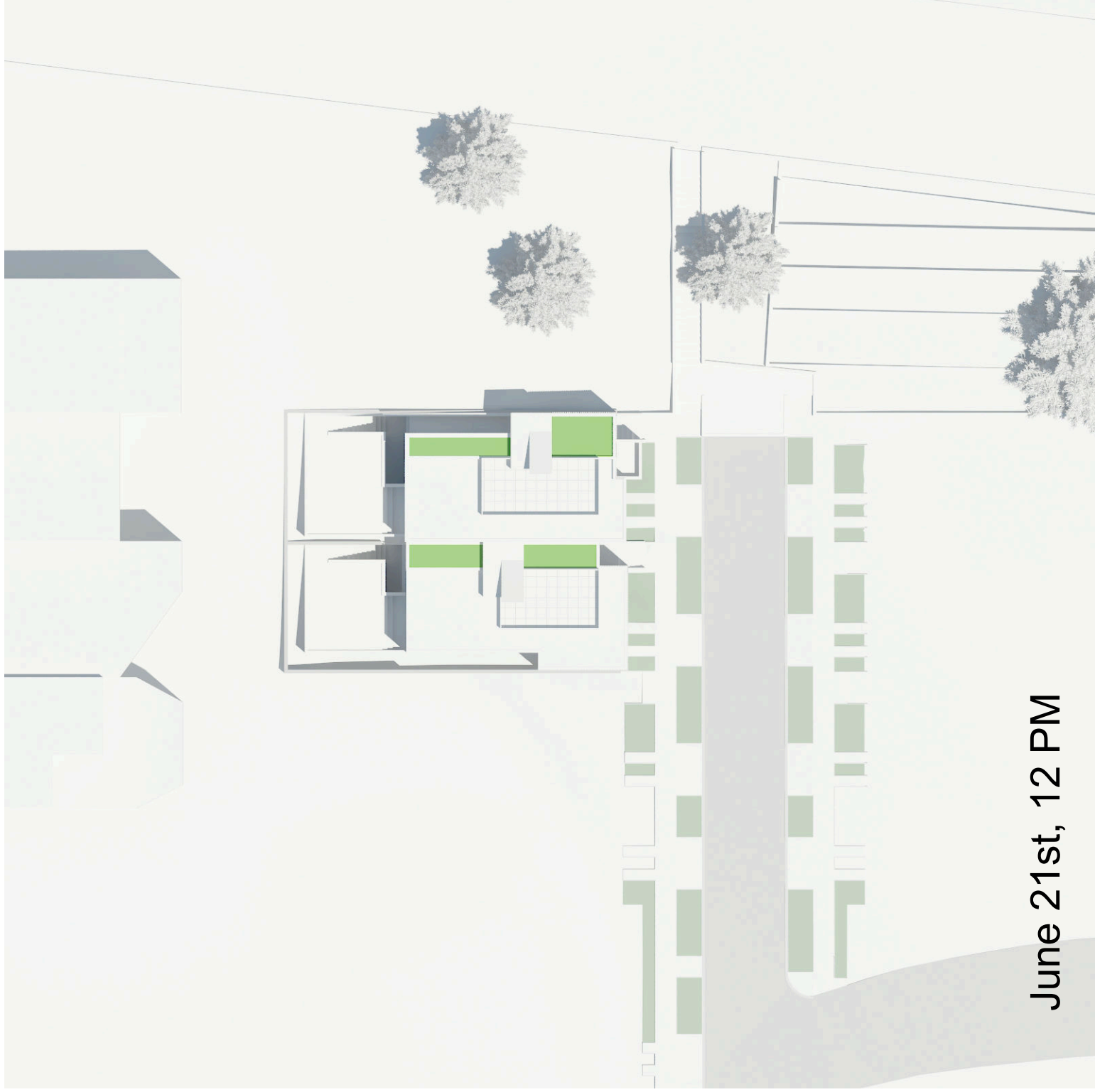
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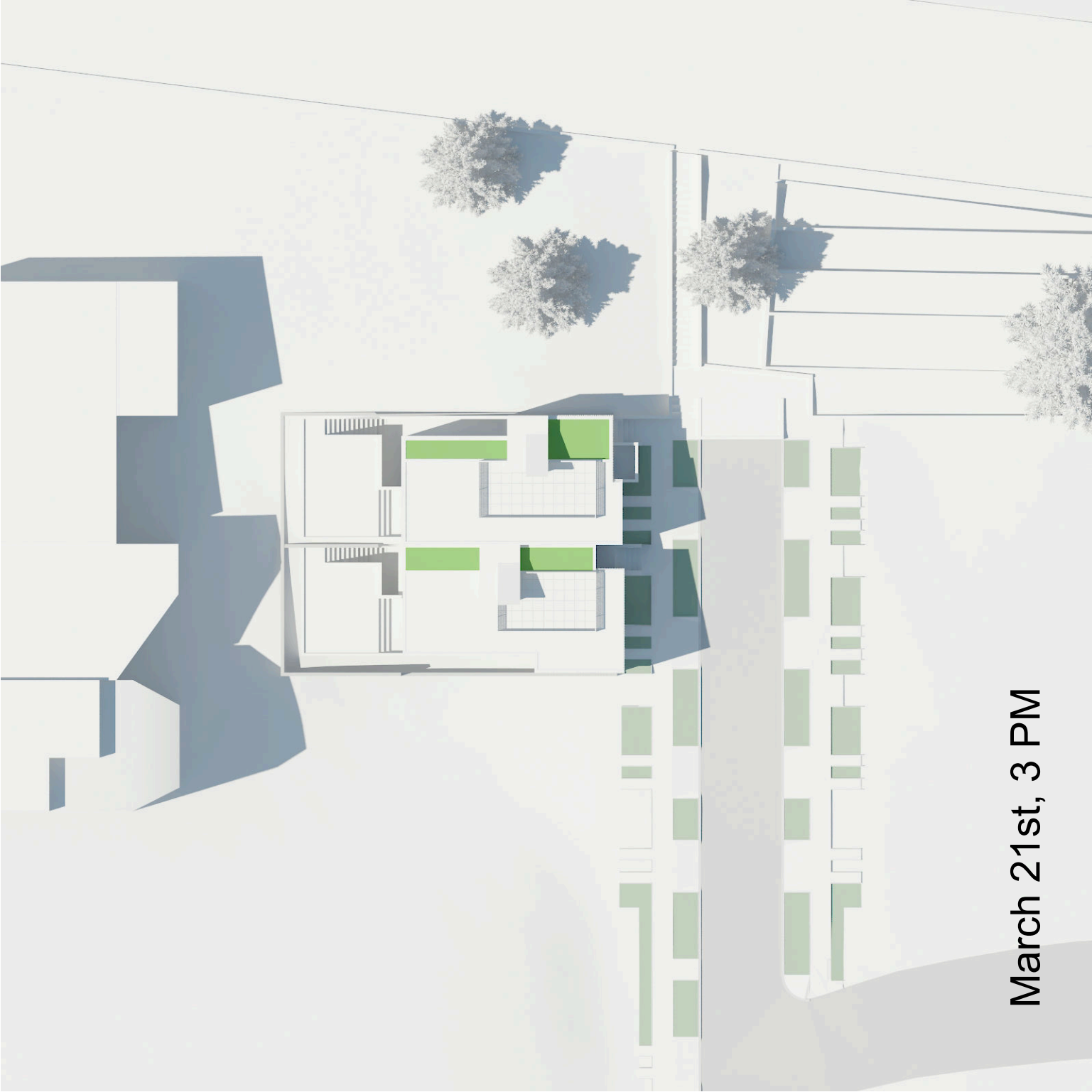
June 21st, 3 PM



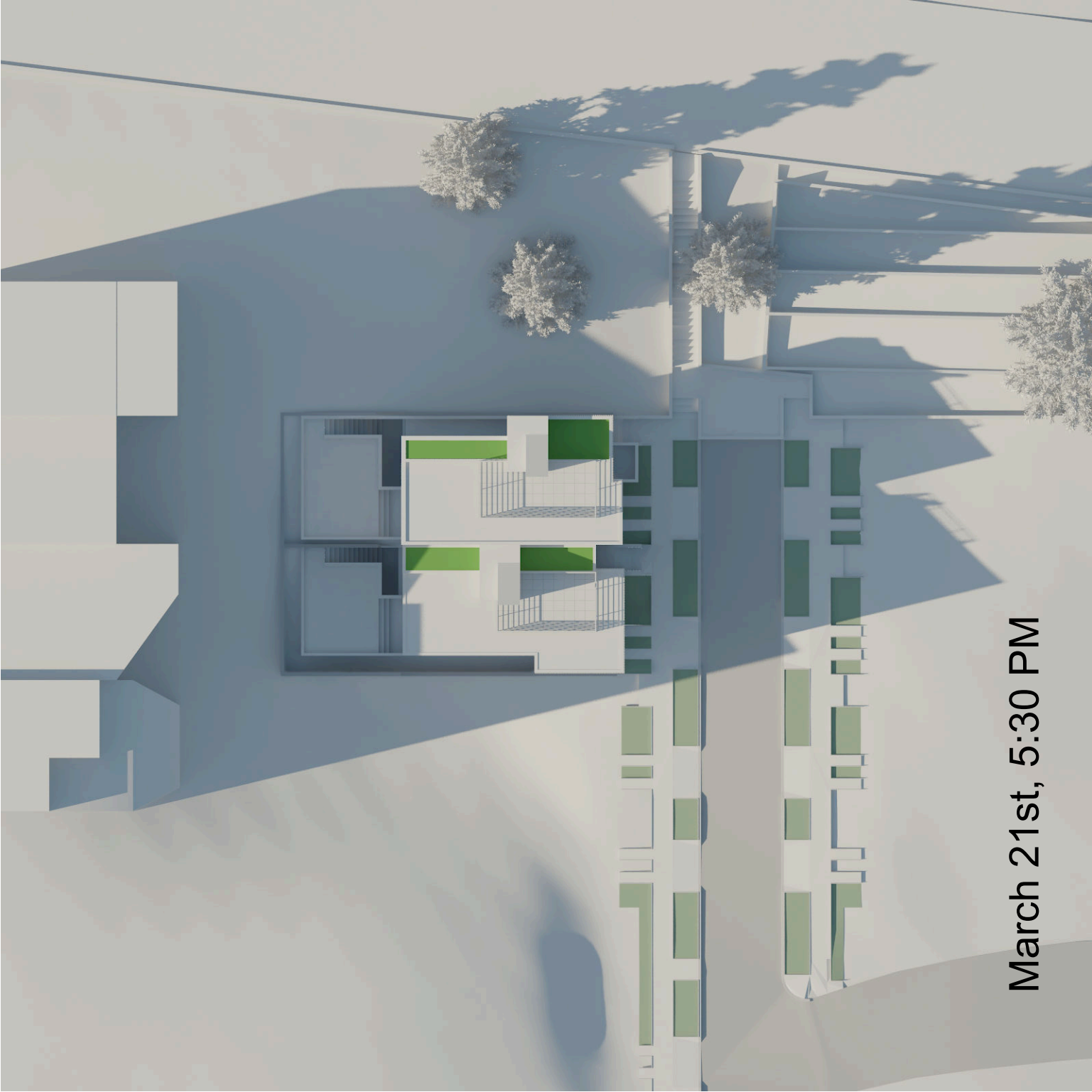
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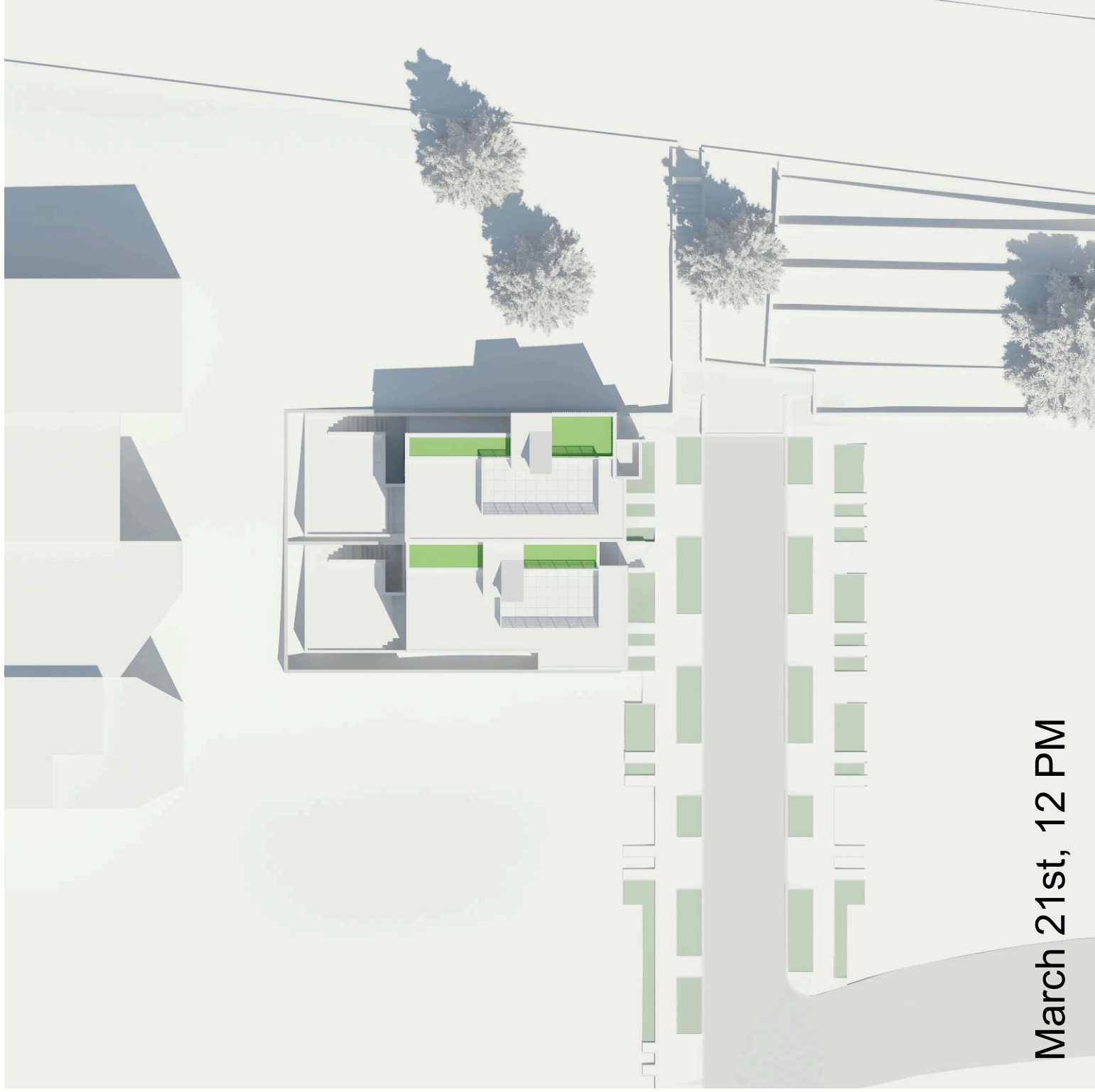
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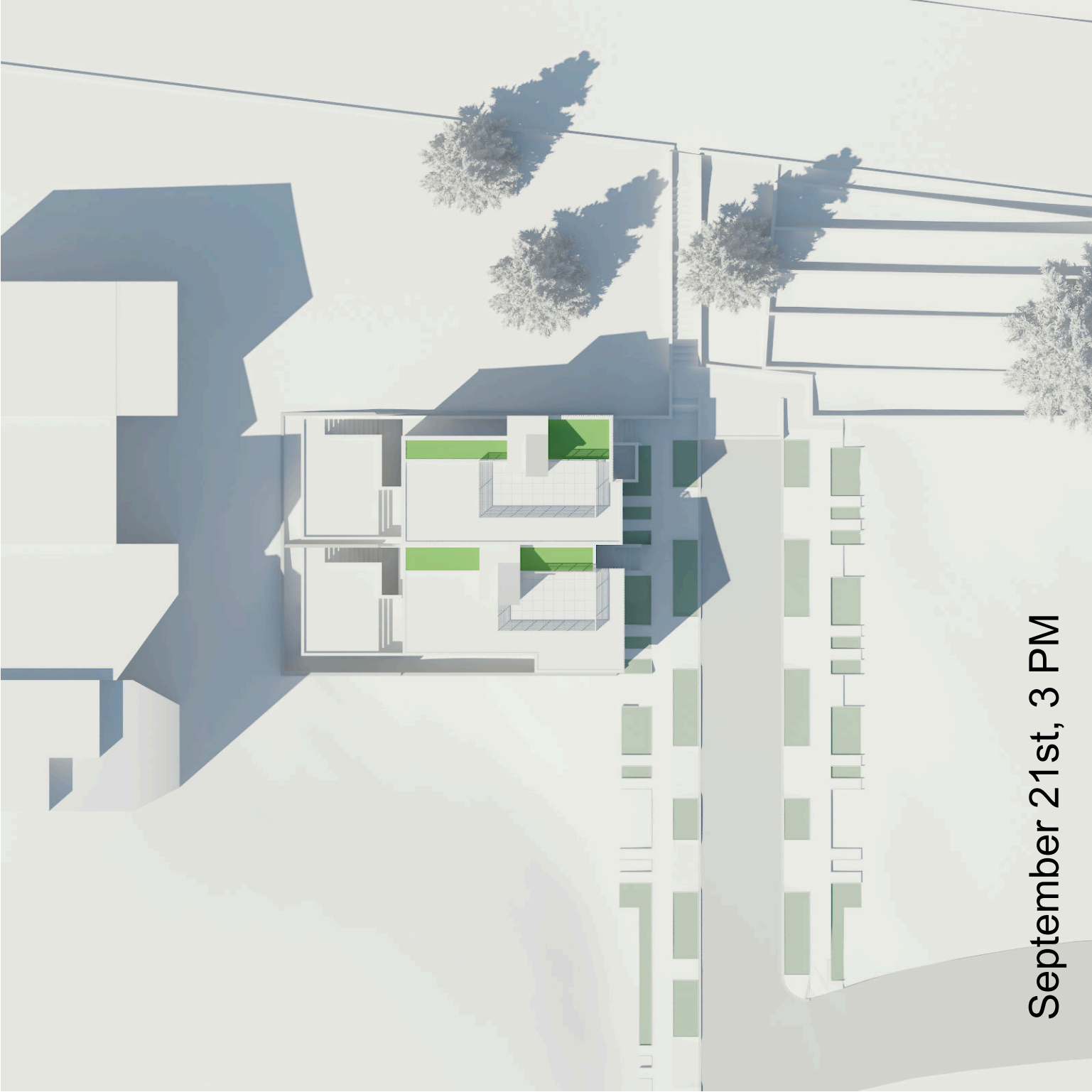
March 21st, 3 PM



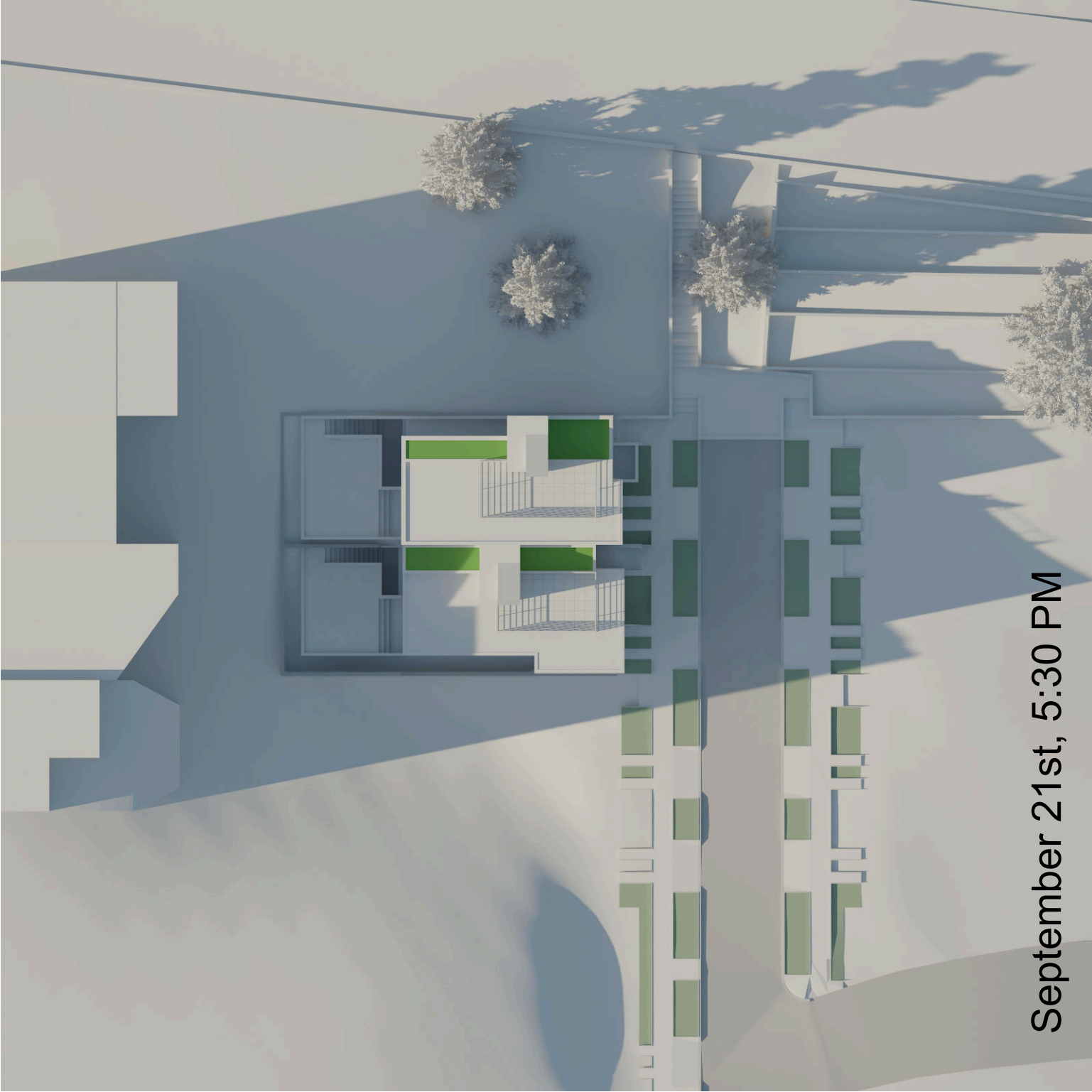
March 21st, 5:30 PM



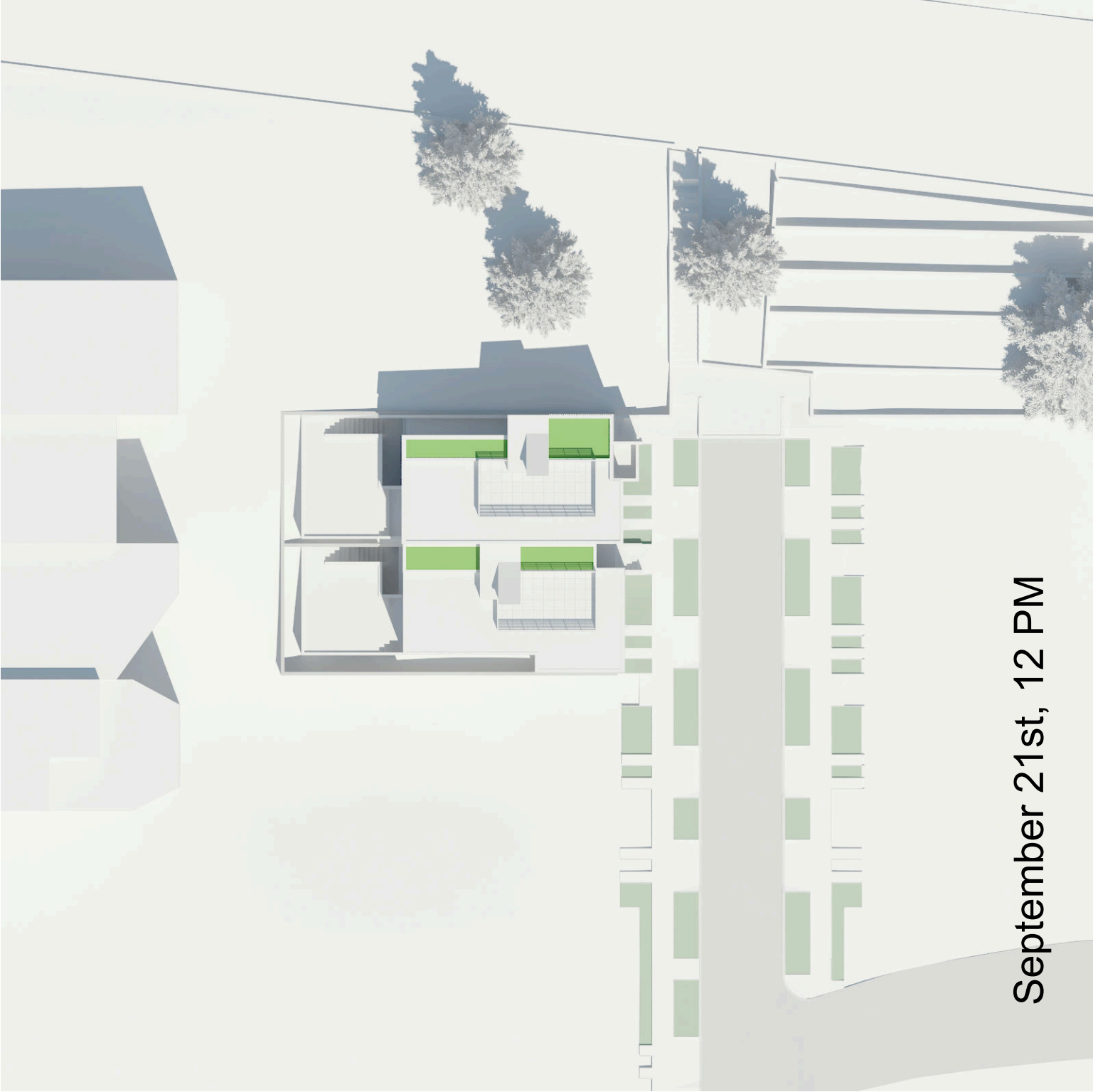
March 21st, 12 PM



September 21st, 3 PM



September 21st, 5:30 PM



September 21st, 12 PM





CAMERA 1: View from Bernal Hill looking West.



CAMERA 2: View from Bernal Hill looking South.



CAMERA 3: View from Public Garden looking South-West.



CAMERA 4: View from Bernal Blvd looking South-East.



CAMERA 5: View from Chapman Street at Folsom Street looking North-West

DEVELOPER PRESENTATION - EAST SLOPE DESIGN REVIEW BOARD

DEVELOPER PRESENTATION - EAST SLOPE DESIGN REVIEW BOARD

PRECITA NEIGHBORHOOD CENTER
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Major PG&E Gas Line Runs Through Once "Undevelopable" Land. Not Your Typical Vacant Lots - But City Acts Like They Are.

Major PG&E Gas Line Runs Through Once "Undevelopable" Land. Not Your Typical Vacant Lots - But City Acts Like They Are.

ARE YOU WITHIN THE BLAST & FIRE ZONE?
If you live, walk, run, garden, ride your bike, push your stroller, or fly your kite around Bernal Heights, you may have entered **the 600-foot Radius Blast/Fire Zone** of a proposed Bernal southeast slope development of two luxury homes below the Community Garden. An aging 26-inch PG&E gas pipeline runs through it - **the same type that blew up in San Bruno**. Many think this development - which benefits from a **questionable exemption of SF street safety grading codes** - would recklessly endanger public safety.

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Approximate fire zone inside circle

PUT OUR SAFETY FIRST! PUBLIC INPUT WANTED!!

Bernalwood

Broadcasting from glamorous Bernal Heights, San Francisco (Elev. 443 ft.)

Wednesday: Community Meeting to Review Home Construction Plans Below Bernal Hill

Posted on [December 10, 2013](#) by [Todd Lappin](#)



Neighbor Alicia is spreading the word about a community meeting that will happen tomorrow, Wednesday December 11 at 7 pm at the Precita Neighborhood Center, to review a proposal to build two single-family homes on a patch of undeveloped land on Folsom near Chapman, on the south side of the hill just below Bernal Heights Blvd.

Here's the meeting announcement:

PROPOSED BERNAL HOUSING DEVELOPMENT



Please attend a neighborhood meeting to view plans and voice your thoughts about two single family homes planned on undeveloped land adjacent to Bernal Heights Park and the Community Garden.

Wednesday, December 11, 7 PM
Precita Neighborhood Center
534 Precita Avenue

Organized by
East Slope Design Review Board
Contact Terry Milne for more info:
415-285-8978

Lot addresses: 3516 and 3526 Folsom Street, at Chapman.

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15 Responses to Wednesday: Community Meeting to Review Home Construction Plans Below Bernal Hill

**SER says:**

December 10, 2013 at 10:28

I thought there was a big PG&E line or something underneath that patch (and that that was the reason why it hadn't been developed yet). Anyone know the scoop?

[Reply](#)**Brandon says:**

December 10, 2013 at 16:32

According to trusted source Bernalwood, you are absolutely correct about the location of the pipeline:

<http://bernalwood.wordpress.com/2011/10/05/gulp-troubled-pge-gas-pipeline-with-a-history-of-trouble-runs-through-bernal-heights/>

[Reply](#)**GreenGirl says:**

December 11, 2013 at 08:33

Yikes! That was some nasty damage in 1963!

[Reply](#)**Wendy says:**

December 11, 2013 at 22:12

Bernalwood's follow up to this story is also worth looking at. Good factual info about the gas line from a PG&E rep , and a hotline number to call if you want more info.

<http://bernalwood.wordpress.com/2011/10/12/an-safety-update-from-pge-about-that-anxiety-generating-gas-pipeline-in-bernal-hill/>

[Reply](#)**Noemonkey says:**

December 11, 2013 at 10:10

More nimbys who can't deal with change. They've got their houses near the hill, but no one shall be allowed to build. Such bullshit.

[Reply](#)**Bernalese, man says:**

December 11, 2013 at 11:12

Throw those puppies up, and make them the Playboy Playmate Bunny houses.

[Reply](#)**Sam Bowman says:**

December 11, 2013 at 15:38

If anyone here makes it, I'm quite curious what these boards actually do in practice. I'm worried it's particularly NIMBYish, but the city mandates both these meeting and a pretty strict set of size and aesthetic guidelines for Bernal Heights, so I imagine that nothing too substantial is likely to happen.

More:

<http://masonkirby.com/bernal-heights-resources/northwest-bernal-heights/>

[Reply](#)**Art says:**

December 16, 2013 at 14:26

Actually, this property is covered by the East Slope Design Review Board, but you're right, there are extra requirements. Anyone making a substantial change to their property in this area has to go through the review process before the Planning Department will do anything. I recommend the meetings. I've been to a few over the years and they are often heated and lengthy, but are a real look at democracy in action.;

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[ie=UTF8&t=p&oe=UTF8&msa=0&msid=115222306031936564540.00048206628ac4688229b](https://maps.google.com/maps/ms?ie=UTF8&t=p&oe=UTF8&msa=0&msid=115222306031936564540.00048206628ac4688229b)

[Reply](#)**Wendy says:**

December 11, 2013 at 21:45

The proposed houses are actually located on the west side of the Folsom Street right of way – about where the word “site” is written on the aerial photo – not where the arrow is pointing.

[Reply](#)**David Kaye says:**

December 12, 2013 at 13:12

I have/had several computer tech support customers in the Crestmoor neighborhood, three who lost their homes. That explosion was from a mere THREE-INCH pipeline. Goodness knows what could happen in Bernal Heights. Obviously that

land was not built upon for a reason.

[Reply](#)



Art says:

December 16, 2013 at 14:04

Actually, the San Bruno explosion was from a 30 inch pipeline.

[Reply](#)



jack says:

December 16, 2013 at 11:09

Is there any update on this? Thanks.

[Reply](#)



Art says:

December 16, 2013 at 14:13

Yesterday, I chatted with the neighbor in the last house on the west side of Folsom, who is organizing opposition to the houses. She is setting up an email loop to keep people informed.

Unfortunately, I didn't get her contact info. Nothing was decided at the meeting, and I believe a second meeting is going to be scheduled by the Design Review Board.

I suspect the gas pipeline doesn't have anything to do with why the lots above Chapman have not been developed to date. After all, there has been lots of development along the pipeline route over the years. The bigger problem is that anyone who wants to build there is going to have to put in a paved street, presumably at their own expense. Economically, that probably made the lots unbuildable until the recent runup in home prices.

[Reply](#)



Todd Lappin says:

December 16, 2013 at 14:24

Did the neighbor explain the reasons for her opposition?

[Reply](#)



Art says:

December 17, 2013 at 11:47

Well, I don't want to speak for her, but from our short conversation, it was mostly in the nature of "it's always been open space and wouldn't it be nice to keep it that way."

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The Twenty Ten Theme.

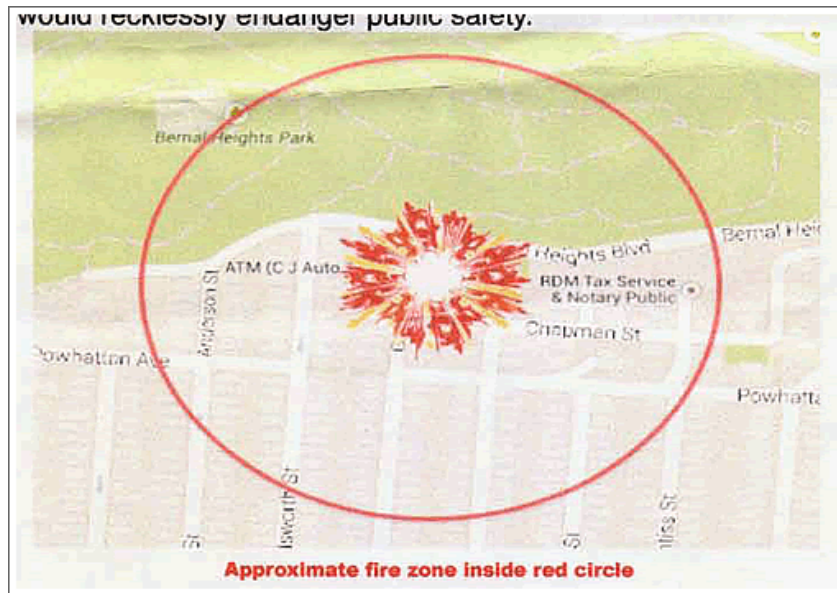
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April 8, 2014

The Bernal Heights "Blast Zone"



From the "BERNAL PUBLIC SAFETY ALERT!" flyer making the rounds, with a "PROPOSED DEVELOPMENT PUTS LUXURY HOUSING AHEAD OF PUBLIC SAFETY" sub-header and the not so subtle graphic above, all emphasis as printed:

"If you live, walk, run, garden, ride your bike, push your stroller, or fly your kite around Bernal Heights, you may have entered **the 600-foot Radius Blast/Fire Zone** of a proposed Bernal southeast slope development of two luxury homes below the Community Garden. A 26-inch PG&E gas pipeline runs through it – **the same type that blew up in San Bruno**. Many residents think this development – which benefits from **a questionable exemption of SF street safety grading codes** – would recklessly endanger public safety."

The proposed development and plan will be presented at the East Slope Design Review Board meeting on Wednesday, April 9 at 7PM.

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First Published: April 8, 2014 7:00 AM

Comments from "Plugged In" Readers

Oy. Burn-all Hill has a lot more to worry about than a luxury home development when it comes to fire danger.

Posted by: The Milkshake of Despair at April 8, 2014 8:32 AM

And PG&E smart meters cause brain cancer! IZ A CONSPIRACY!

Posted by: sf at April 8, 2014 8:42 AM

oh, now I understand why all those smart cars flipped over.

Posted by: vanillablue at April 8, 2014 9:12 AM

If they are truly afraid of the dangers, then they should probably not live there and move. The magnitude of the San Bruno explosion would destroy (from looking at the aftermath pics) any and all concrete/housing structures already in place.

Posted by: Alvin at April 8, 2014 9:14 AM

Probably coming from the next door neighbor who would be loosing a view.

Posted by: Derek at April 8, 2014 9:22 AM

http://www.socketsite.com/archives/2014/04/the_bernal_heights_blast_zone.html#comments

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That pipeline bisects Bernal running from Alemany along Folsom to Bernal Heights Blvd to Alabama to Precita.

Both PG&E and the National Pipeline Mapping System have viewers showing major pipelines like this one.

<http://www.pge.com/safety/systemworks/gas/transmissionpipelines/>

Posted by: Jake at April 8, 2014 9:22 AM

Poor poor Bernal people, having to put up with someone's freedom and choice to build new housing.

Can't wait to see these two new homes built and sell for record prices.

Posted by: Futurist at April 8, 2014 9:47 AM

These people are seriously pathetic.

Posted by: Rob at April 8, 2014 9:56 AM

The gas line is only 26 inches wide-- I doubt it goes directly under the homes. Since the builders are well aware of the pipeline, I'm sure they'll take care to avoid it.

Posted by: Dan at April 8, 2014 10:29 AM

"Since the builders are well aware of the pipeline, I'm sure they'll take care to avoid it. "

Don't you bring your logic here! We are panicked! They're trying to blow up babies and grandmas just to make a buck! We must stop them.

Posted by: R at April 8, 2014 10:36 AM

They learned from the "No Wall on the Waterfront" campaign, which spread fear that the development would disrupt high pressure sewage pipes.

Posted by: Dan at April 8, 2014 10:51 AM

Maybe these NIMBYs can give me a job, I can make much better propaganda than them.

"Research has shown that the use of any and all types of construction equipment/tools not only reflects the light of Venus in such a way that confuses migratory birds into committing suicide, but it ALSO can alter the tides and cause a run away nuclear reaction, which would level the entire city in a combined tsunami and nuclear explosion. That's right, drowning and burning, AT THE SAME TIME. Stop all construction forever, and save the pretty birds and the city of SF from certain doom at the hands of greedy developers!"

Posted by: cfb at April 8, 2014 11:11 AM

I think that people are genuinely concerned about the PGE line being a potential explosive hazard, i.e. struck by excavation equipment for foundation work. The 1963 explosion was not that long ago for many Bernal residents.

That being said I'm sure PG&E would be on site during work to oversee the dig and/or reject building plans as needed.

Views are [not] protected.

Posted by: RonMonster at April 8, 2014 11:37 AM

I see the crazies are at it again.

Posted by: Brad at April 8, 2014 11:38 AM

OH MY GOD! SF General Hospital was built in a BLAST ZONE too! (There are high-pressure gas lines surrounding the hospital!) Evacuate the patients now!

Thankfully, my tinfoil hat will protect me.

Posted by: Dubocian at April 8, 2014 1:52 PM

Opportunistic? Perhaps. But this is not tin-foil hat territory. The SF Gate story about the PG&E explosion on Bernal from back in the day is in my name URL.

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Posted by: [Mr. E.](#) at April 8, 2014 2:46 PM

I agree that there is always some risk from pipelines like these. But I would not be so worried about a breach during construction – when there will be extraordinary steps taken to ensure that the gas lines are untouched. Now during or after a major earthquake, or perhaps even at a random time if PG&E failed to test and properly maintain the pipes (as was the case in San Bruno.) But I don't think the proposed homes are really a factor that creates any greater risk than is already present. That's the craziness I was not-so-clearly referencing.

Posted by: Dubocian at April 8, 2014 3:11 PM

Geez, I should really proofread. During or after a major earthquake, or perhaps even at a random time in PG&E failed to test and properly maintain the pipes — THAT'S what I would worry more about.

So yes, attaching PG&E's pipeline to the issue of this new construction is completely opportunistic and even silly, though the underlying pipeline issues are ones which residents of the area should certainly take seriously.

Posted by: Dubocian at April 8, 2014 3:20 PM

I don't know if I'm asking a stupid question, or maybe the most intelligent, relevant question there could be for this situation, but:

How, exactly, would the presence of two houses here increase the 'explodability' of this gas pipe?

Posted by: anon at April 8, 2014 5:42 PM

If you think about it. Almost every major street has a high pressure line. You have to get the gas to every house and business.

Annon 5:42 The nimbys noobees and hippies twist and lie and twist the facts and pull stuff out of their arses.

Posted by: indinejj at April 8, 2014 7:14 PM

That's true indinejj but the standard high pressure lines beneath almost every street are much smaller than the big fat trunk pipes. When a smaller pipeline breaks it is not capable of delivering the volume of gas that was involved in the San Bruno disaster.

Posted by: The Milkshake of Despair at April 9, 2014 8:40 AM

In another time and place, people wouldn't even consider fabricating something like this because it would harm their reputation for credibility in the future. Now, it is all about winning and if it works, you're a genius. Guess the BOS could pass a law prohibiting such behavior – that's been the approach they take when people can't get along on their own (see: Discretionary Review, Board of Permit Appeals, dog leash laws, Castro nudity...)

Posted by: Rome is Burning at April 9, 2014 9:05 AM

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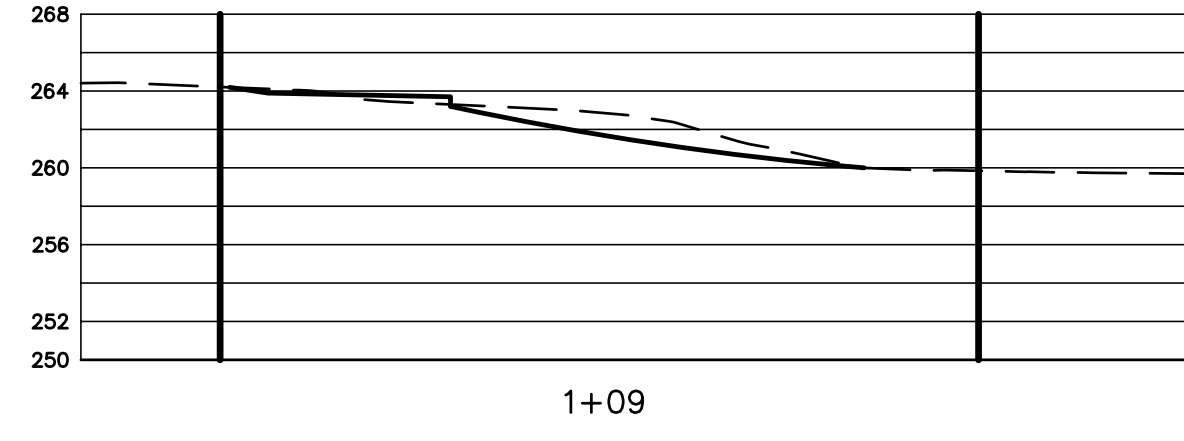
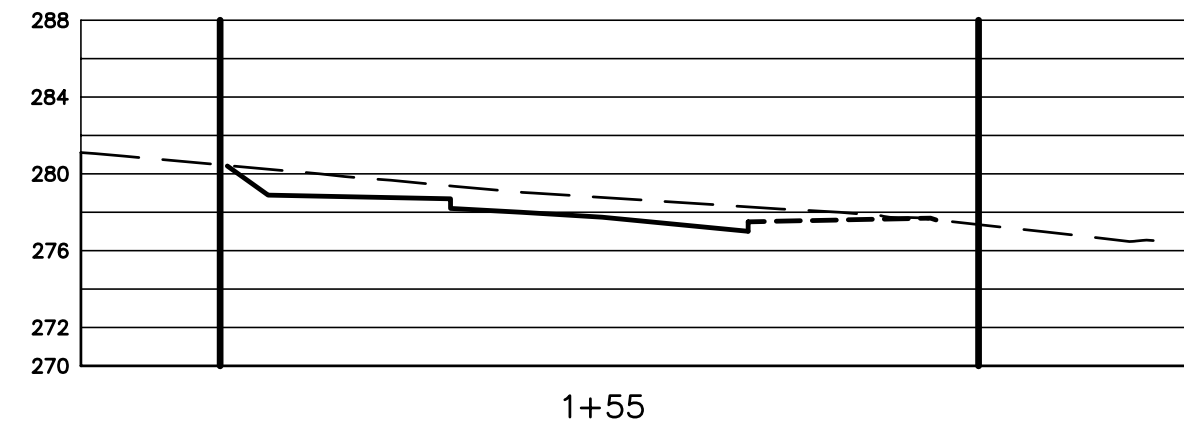
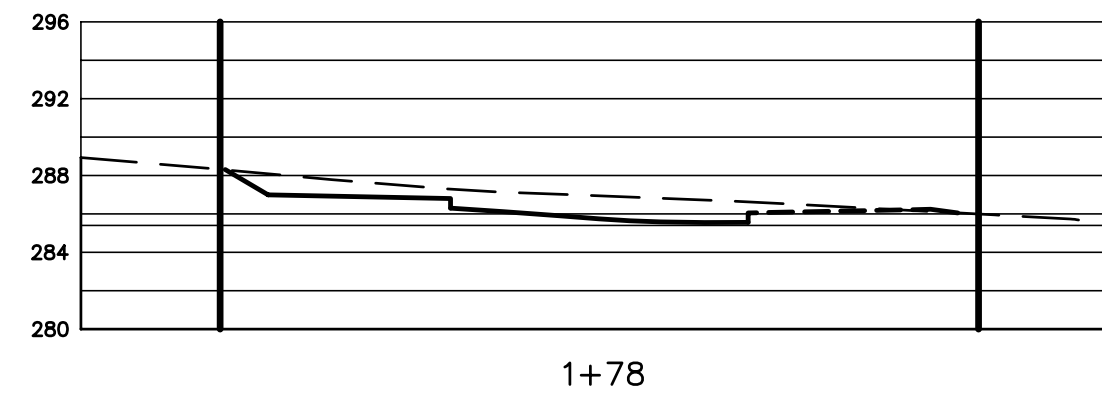
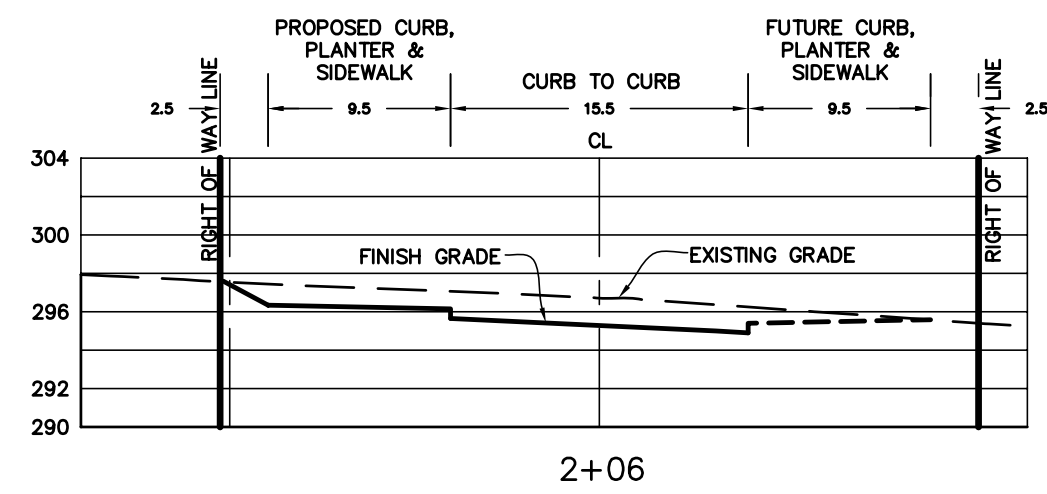
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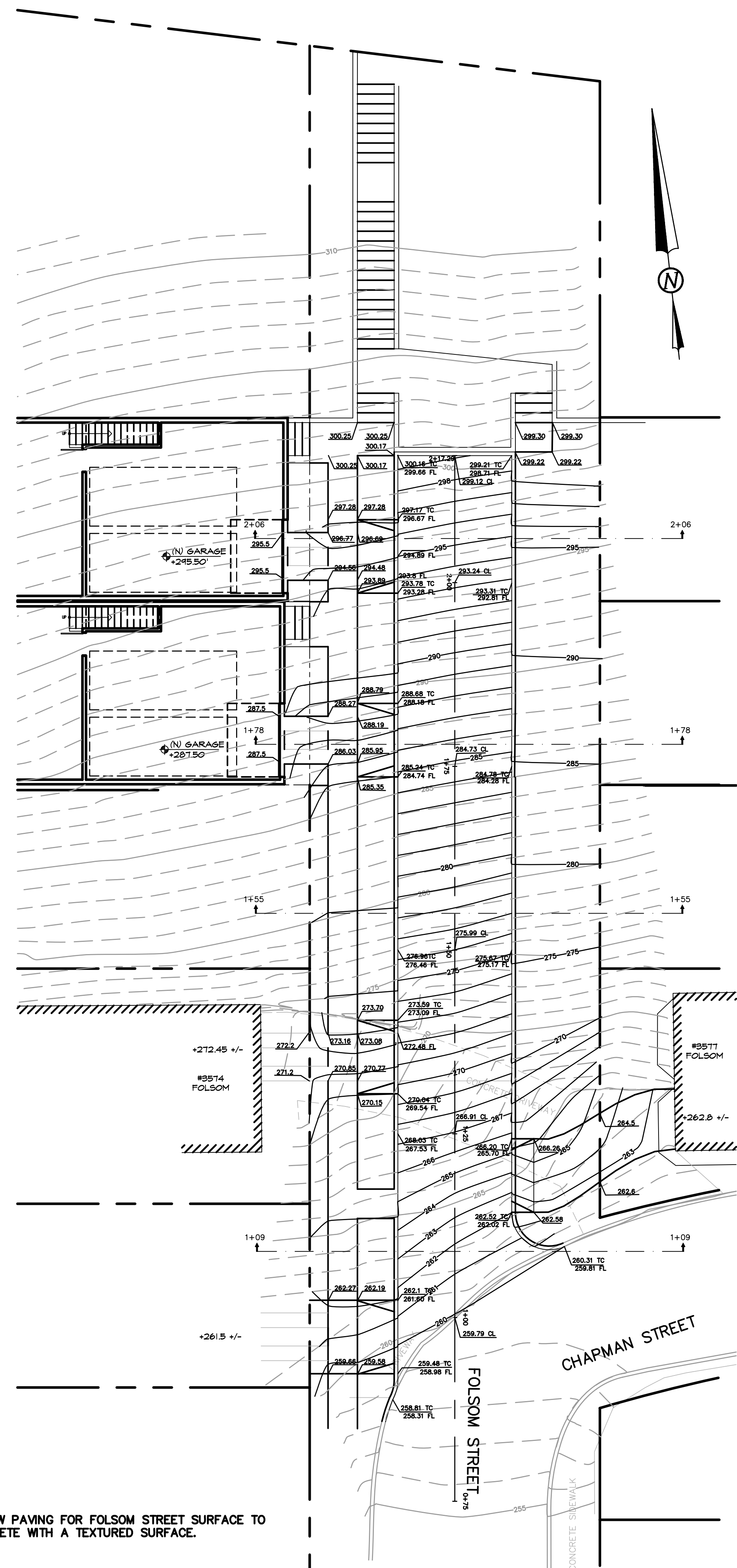
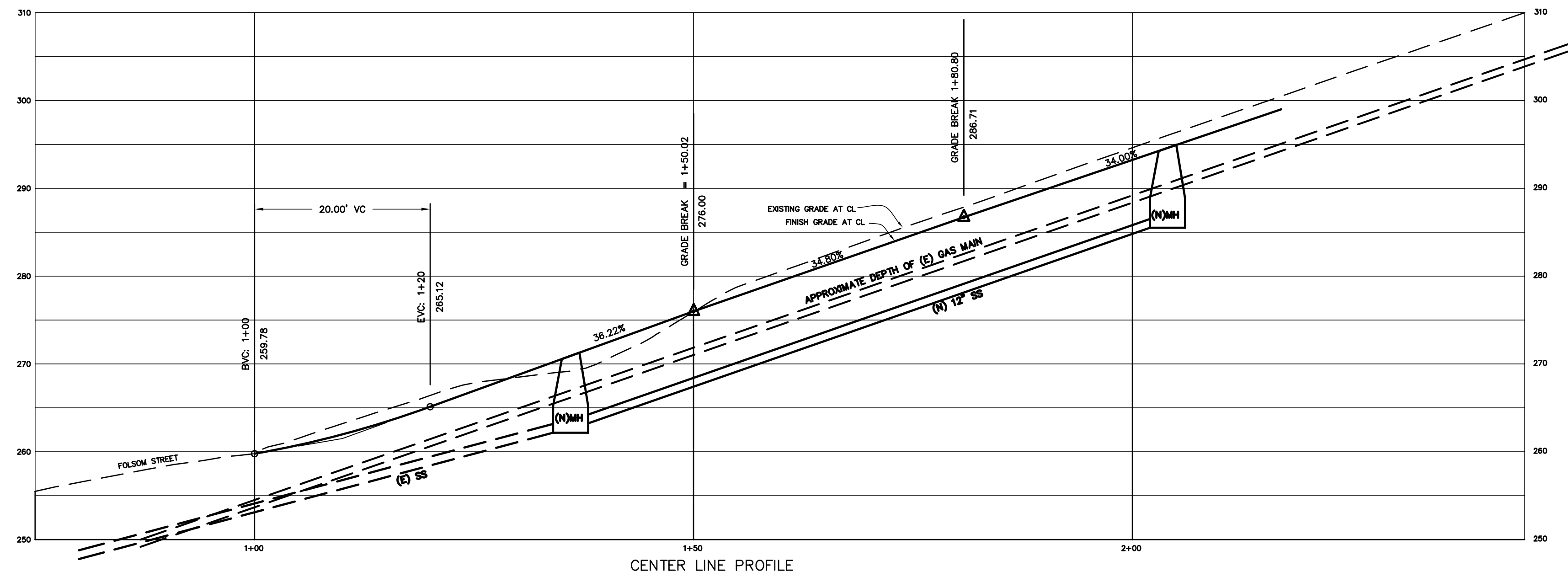
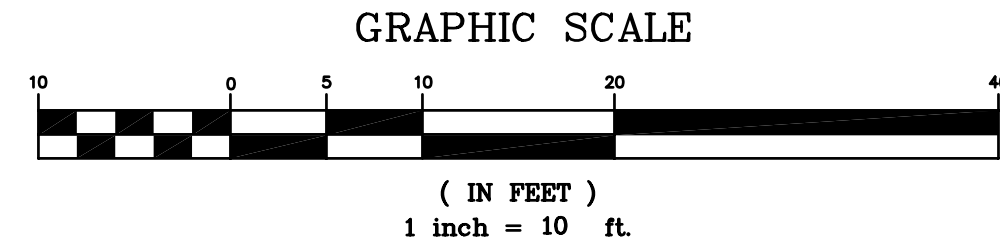


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- LEGEND
- BO BLOW OFF
 - BVC BEGIN VERTICAL CURVE
 - CL CENTER LINE
 - CO CLEAN OUT
 - ELEV ELEVATION
 - EVC END VERTICAL CURVE
 - FL FLOW LINE
 - G GAS
 - GV GAS VALVE
 - INV INVERT
 - JT JOINT SERVICE TRENCH
 - MH MAN HOLE
 - STA STATION
 - SS SEWER SANITARY & STORM
 - TC TOP OF CURB
 - VC VERTICAL CURVE
 - W WATER
 - WM WATER METER
 - WV WATER VALVE



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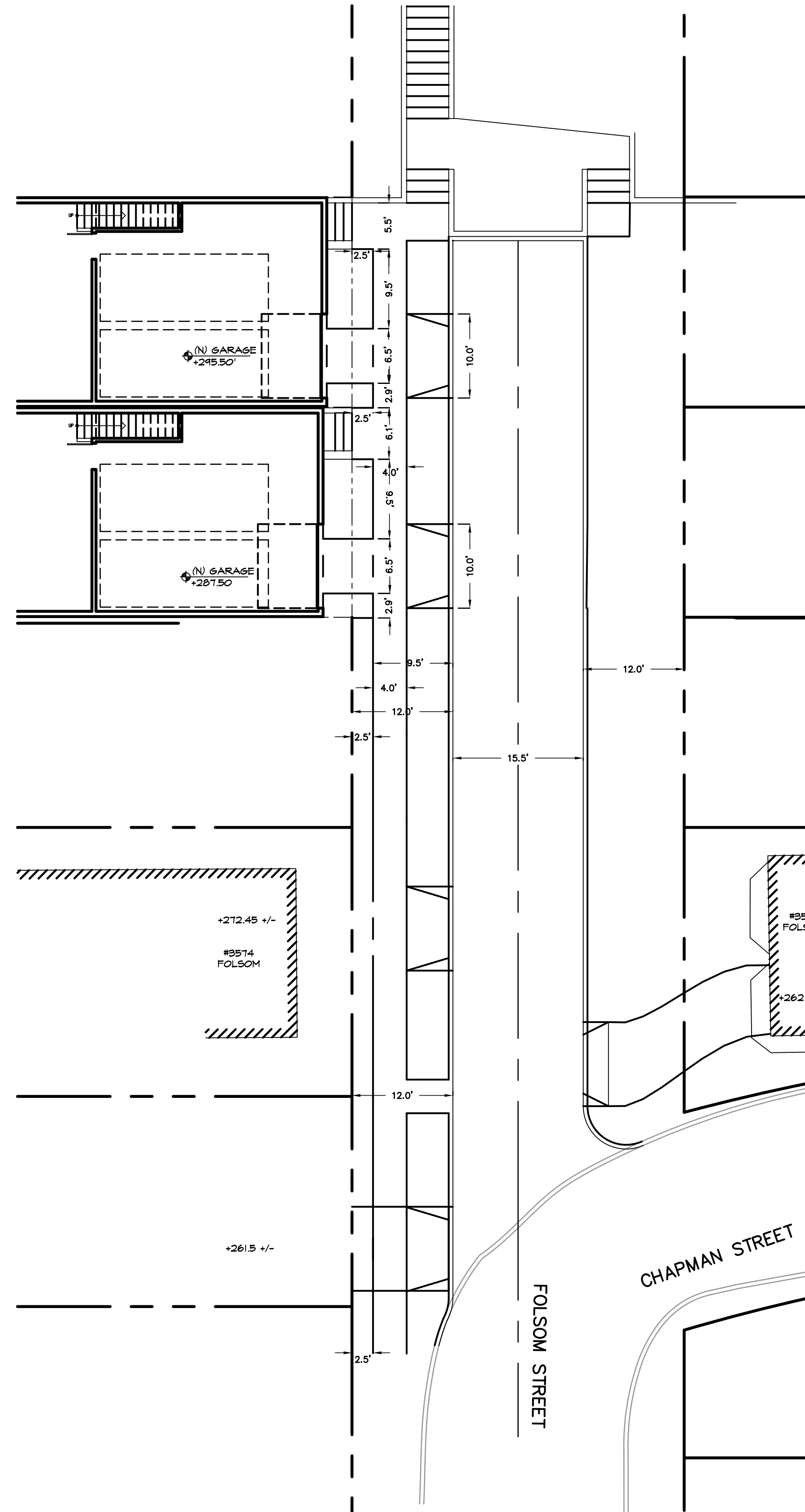
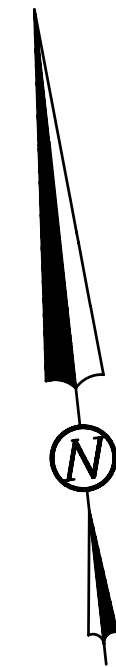
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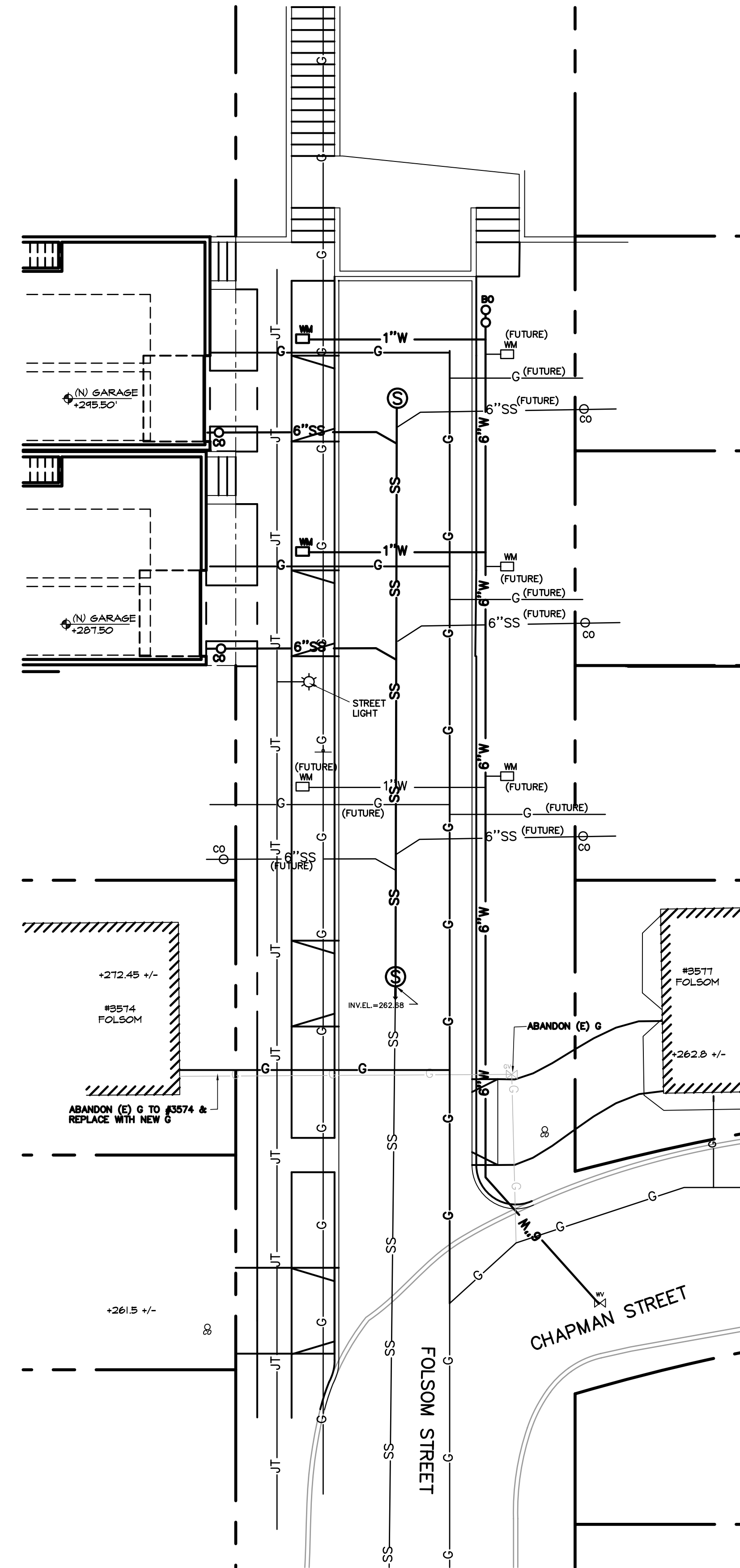
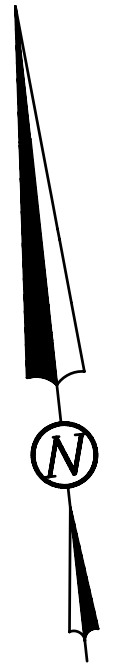
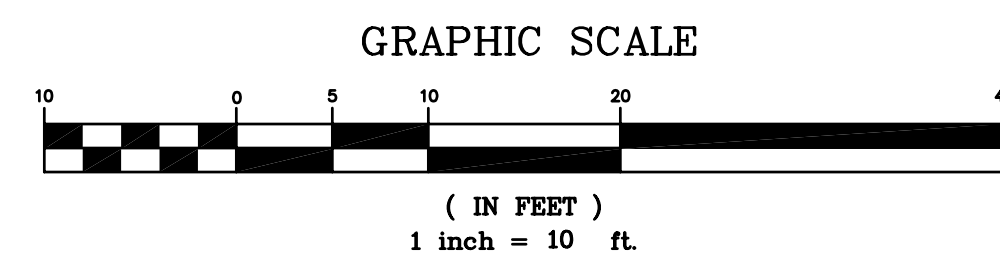
GRADING PLAN

DRAWING FOLSOMCIVIL
F.B. NO. NA
SCALE 1" = 10'
DATE DECEMBER 09, 2015
REVISIONS
SHEET NO. 1 OF 2
JOB NO. F14-373

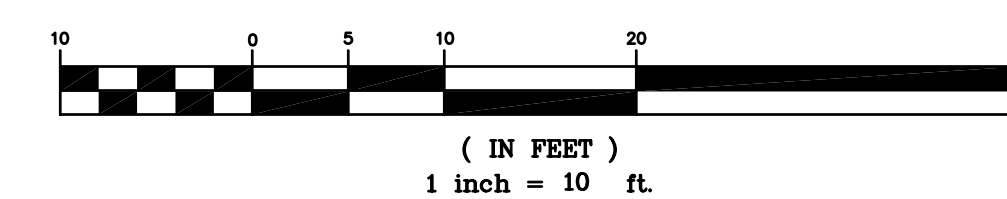
C1.0



DIMENSION PLAN



UTILITY PLAN



DAVID J. FRANCO
CIVIL ENGINEER

1930 SHATTUCK AVENUE
BERKELEY, CALIFORNIA 94704

TEL. (510) 848-1930 FAX (510) 848-9725

3516 & 3526 FOLSOM STREET
STREET AND UTILITY IMPROVEMENT PLAN
SAN FRANCISCO, CALIFORNIA

UTILITY
&
DIMENSION
PLAN

DRAWING
FOLSOMCIVIL

F.B. NO.
NA

SCALE
1" = 10'

DATE
DECEMBER 09, 2015
REVISIONS

SHEET NO.
2 OF 2

JOB NO.
F14-373

C2.0

RESPONSE TO DISCRETIONARY REVIEW (DRP)



San Francisco
Planning

SAN FRANCISCO PLANNING DEPARTMENT
1650 MISSION STREET, SUITE 400
SAN FRANCISCO, CA 94103-2479
MAIN: (415) 558-6378 SFPLANNING.ORG

Project Information

Property Address:

Zip Code:

Building Permit Application(s):

Record Number:

Assigned Planner:

Project Sponsor

Name:

Phone:

Email:

Required Questions

1. Given the concerns of the DR requester and other concerned parties, why do you feel your proposed project should be approved? (If you are not aware of the issues of concern to the DR requester, please meet the DR requester in addition to reviewing the attached DR application.)

2. What alternatives or changes to the proposed project are you willing to make in order to address the concerns of the DR requester 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.

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.

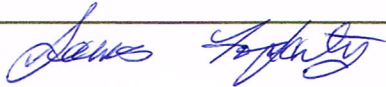
Project Features

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	1
Occupied Stories (all levels with habitable rooms)	0	2
Basement Levels (may include garage or windowless storage rooms)	0	1
Parking Spaces (Off-Street)	0	2
Bedrooms	0	3
Height	0	26'-3"
Building Depth	0	42'-6"
Rental Value (monthly)	0	\$6,000
Property Value	\$500,000	\$2,000,000

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

Signature:



Date:

3/17/2016

Printed Name: **James Fogarty**

- ☒ Property Owner
☐ Authorized Agent

If you have any additional information that is not covered by this application, please feel free to attach additional sheets to this form.

3526 FOLSOM Street - RESPONSES TO DR-2013.1768DRP-01:

1- "proposed building is out-of-scale and not in character..."

The proposed residence fits both in scale and character to the neighborhood. Most adjacent residences are 2 story or 2 story above basement, some of the adjacent houses are three stories (see addresses 66, 70, 74, 83 and 87 Banks Street), some are 3 story over basement (see address 405 Chapman Street).

SF Planning Department, RDT and ESDRB reviewed the project and concurred that the project complies with all requirements. Both Planning Code Section 242 and ESDRB Guidelines make it impossible to create an out of scale building since no part of the building may be taller than 30' above adjacent grade, which limits the building height on a steep lot. And Section 242(e)(3) mandates a 650 square foot reduction of usable floor area. The proposed house is 2,204 SF (not 2,900 SF as DR requestor states) with a Mass reduction of 735.5 SF and is smaller or similar in size to 19 of the 39 adjacent properties.

Stair Penthouse was removed from the project, a change made and presented during one of the last ESDRB meetings. The house proposes articulations in the volumes, required site setbacks were incorporated in the project and meet ESDRB guidelines.

The proposed residence will mostly be hidden by the proposed house at 3516 Folsom, which sits below Bernal Heights BLVD. Renderings were produced to show the minimal impact on the views from Bernal Heights BLVD.

2- "Steep slope, erosion":

Most of this area of Bernal Heights sits on steep slopes. The proposed Street Improvement is under review at DPW-BSM, who, along with Streets and Highways department, has already approved the proposed layout, but awaits reviews from several other departments. DPW has instructed that grading and retaining walls would not be permitted, which makes sense given the presence of PG&E pipeline 109: avoiding grading seems to be the wisest solution, though it makes for a steeper grade.

The proposed street extension will create more stability and control erosion.

The proposed 2 car garage is required by SF Planning Code Section 242(e)(4). Most adjacent houses were built prior to the implementation of Planning Code Section 242 and do not comply with this section of the code. In order to comply, each house over 1,300 Gross SF would be required to have a 2 car, side-by-side, independently accessible garage; over 2,251 SF, each house would be required to have a 3 car garage. The garage accessibility is limited by the maximum 10' garage door permitted by SF Planning Code.

The project sponsor and the owner have no ties or involvement of any sort to the remaining adjacent four vacant lots.

3- "Alternatives":

Requesting a reduced height when the proposed heights is similar to most adjacent properties is unfair. The project was reduced in size from 2,364 to 2,204 Gross SF, reducing the off street parking from 3 to 2, while increasing the Mass reduction from 650 SF to 735.5

SF. Partial Side Yard Setbacks were added, facades were revised in response to ESDRB's request that the houses follow the slope better. Articulations were created and various materials combined to propose what the project sponsor believes to be an attractive residence.

- 4- Project sponsor, owners and DR requestor have participated in 2 mediation meeting with the Community Board after the DR was filed.
- 5- "very unresponsive to neighborhood concerns."

Project sponsor has spent an incredible amount of time and energy to try to respond to all neighbors and ESDRB's concerns.

RESPONSE TO DISCRETIONARY REVIEW (DRP)



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Project Information

Property Address:

Zip Code:

Building Permit Application(s):

Record Number:

Assigned Planner:

Project Sponsor

Name:

Phone:

Email:

Required Questions

1. Given the concerns of the DR requester and other concerned parties, why do you feel your proposed project should be approved? (If you are not aware of the issues of concern to the DR requester, please meet the DR requester in addition to reviewing the attached DR application.)

2. What alternatives or changes to the proposed project are you willing to make in order to address the concerns of the DR requester 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.

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.

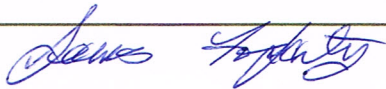
Project Features

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	1
Occupied Stories (all levels with habitable rooms)	0	2
Basement Levels (may include garage or windowless storage rooms)	0	1
Parking Spaces (Off-Street)	0	2
Bedrooms	0	3
Height	0	26'-3"
Building Depth	0	42'-6"
Rental Value (monthly)	0	\$6,000
Property Value	\$500,000	\$2,000,000

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

Signature:



Date:

3/17/2016

Printed Name: **James Fogarty**

- ☒ Property Owner
☐ Authorized Agent

If you have any additional information that is not covered by this application, please feel free to attach additional sheets to this form.

3526 FOLSOM Street - RESPONSES TO DR-2013.1768DRP-02:

- 1- The 2 car garage is required by San Francisco Planning Code Section 242(e)(4). Most adjacent houses were built prior to the adoption of Planning Code Section 242 and do not comply with its parking requirements. The proposed project has a full below-grade basement, employing the topography of the site to encompass the required 2 car garage requirement. Some of the adjacent houses are three stories (see addresses 66, 70, 74, 83 and 87 Banks Street), some are 3 story over basement (see address 405 Chapman Street). Please note that the Square Footage provided as opponent's evidence for the adjacent houses sizes is unverified, based on outdated building records and most likely livable SF (which factors any exterior walls, undeveloped areas having more than 5' of ceiling height, ...) The attached list is based on old records and is not a correct apple-to-apple comparison to the proposed project, though it clearly shows that the proposed project is not at all out of scale with its adjacent neighbors.
San Francisco Planning Department and ESDRB reviewed the project and concurred that the project complies with all requirements. Both Planning Code Section 242 and ESDRB Guidelines make it impossible to create an out of scale building since no part of the building may be taller than 30' above adjacent grade, which limits the building height on a steep lot. Furthermore, Section 242(e)(3) mandates a 650 square foot reduction of usable floor area.
- 2- The proposed residence will not be any more visible than its adjacent neighbors. In regards to the garage, the proposed project requires a variance due to a conflict in the Planning Code, but the proposed project meets the parking requirements of Planning Code Section 242. The proposed driveway slopes up 14.46% on the downhill side while sloping down 19.53% on the uphill side of the driveway, not 35%. The DR requestor mistakenly assumes that a Conditional Use is being requested, which is not the case.
- 3- The PG&E Pipeline was installed in 1981, and is continuously monitored by PG&E. This pipeline runs along the entire length of Folsom Street on the South Slope of Bernal. The proposed project will require exploration of the pipeline and further assessment of its current condition. The Pipeline issues will be addressed under the Street Improvement permit and are not an SF Planning issue. During one of the ESDRB meetings, a PG&E representative was present to answer all questions. DPW is reviewing currently reviewing the proposed Street Improvement Permit. Project Sponsor is working with SFDPW, SFPUC, PG&E and Civil Engineers. We, of course, are equally concerned about safety. SFFD has reviewed the application and deemed the project acceptable for distance to the nearby fire hydrants and for the fact that the proposed house will be equipped with a full fire protection sprinkler system. Most of Bernal Heights is problematic for Fire Access, this house is one of the very few equipped with fire protection sprinkler system.
- 4- DR Requestor has since participated in two mediation meetings.

5- Changes made as a result of the mediation: numerous changes were made during the various meetings with the ESDRB: façade revisions, side yard setbacks, material changes, adjustments to the street improvement, reduction of the size of the house from 2,364 SF to 2,204 SF, reducing the number of required parking spaces from 3 to 2, mass reduction increased from 650 SF to 735.5 SF), and revised facades.

RESPONSE TO DISCRETIONARY REVIEW (DRP)



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Project Information

Property Address:

Zip Code:

Building Permit Application(s):

Record Number:

Assigned Planner:

Project Sponsor

Name:

Phone:

Email:

Required Questions

1. Given the concerns of the DR requester and other concerned parties, why do you feel your proposed project should be approved? (If you are not aware of the issues of concern to the DR requester, please meet the DR requester in addition to reviewing the attached DR application.)

2. What alternatives or changes to the proposed project are you willing to make in order to address the concerns of the DR requester 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.

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.

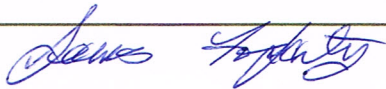
Project Features

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	1
Occupied Stories (all levels with habitable rooms)	0	2
Basement Levels (may include garage or windowless storage rooms)	0	1
Parking Spaces (Off-Street)	0	2
Bedrooms	0	3
Height	0	26'-3"
Building Depth	0	42'-6"
Rental Value (monthly)	0	\$6,000
Property Value	\$500,000	\$2,000,000

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

Signature:



Date:

3/17/2016

Printed Name: **James Fogarty**

- ☒ Property Owner
☐ Authorized Agent

If you have any additional information that is not covered by this application, please feel free to attach additional sheets to this form.

3526 FOLSOM Street - RESPONSES TO DR-2013.1768DRP-03:

1- "The proposed project does meet Section 242":

DR requestor presumes the residential lots as Open Space. The lots are designated residential building lots originating from the same time as all other adjacent built residential lots.

There are several streets in San Francisco which are steeper than the proposed street. DR requestor speculates on the goal of this proposed residence. We simply want to build a home which adds to the quality of a neighborhood and increases the supply of family housing in this city.

- 2- Traffic, PG&E pipeline: The PG&E Pipeline was installed in 1981, and is continuously monitored by PG&E. This pipeline runs along the entire length of Folsom Street on the South Slope of Bernal. The proposed project will require exploration of the pipeline and further assessment of its current condition. The Pipeline issues will be addressed under the Street Improvement permit and are not an SF Planning issue. During one of the ESDRB meetings, a PG&E representative was present to answer all questions. DPW is reviewing currently reviewing the proposed Street Improvement Permit. Project Sponsor is working with SFPDW, SFPUC, PG&E and Civil Engineers. We, of course, are equally concerned with safety.
- 3- Proposed project complies to Planning Code Section 242 and is smaller or equal in size with 19 of 39 adjacent neighboring properties.
- 4- Project Sponsor and most DR requestors participated in two Mediation Meetings since DR was filed.
- 5- There were no substantial changes required by the Planning Department or ESDRB as the proposed project was reasonably sized and designed to begin with. Nonetheless, the project, was reduced from 2,364 to 2,204 Gross SF, reducing the off street parking from 3 to 2, while increasing the Mass reduction from 650 SF to 735.5 SF. Partial Side Yard Setbacks were added, and facades were revised in response to ESDRB's request that the houses follow the slope better.

RESPONSE TO DISCRETIONARY REVIEW (DRP)



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Project Information

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Record Number:

Assigned Planner:

Project Sponsor

Name:

Phone:

Email:

Required Questions

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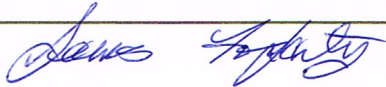
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Occupied Stories (all levels with habitable rooms)	0	2
Basement Levels (may include garage or windowless storage rooms)	0	1
Parking Spaces (Off-Street)	0	2
Bedrooms	0	3
Height	0	26'-3"
Building Depth	0	42'-6"
Rental Value (monthly)	0	\$6,000
Property Value	\$500,000	\$2,000,000

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

Signature:



Date:

3/17/2016

Printed Name: **James Fogarty**

- ☒ Property Owner
☐ Authorized Agent

If you have any additional information that is not covered by this application, please feel free to attach additional sheets to this form.

3526 FOLSOM Street - RESPONSES TO DR 2013.1768DRP-04:

- 1- DR reasons: DR requestor perceives the proposed residence as a Mac Mansion, but the proposed residence is 1,762 SF above ground (1,942 gross SF), 3 bedroom with 2.5 bathrooms. Project sponsor has demonstrated by shadow study that the proposed project will not impact the public gardens. Planning Department, RDT and ESDRB have reviewed the proposed project and found it to be Code compliant.
- 2- DR requestor's home is two story tall with a single car garage, which was built prior to adoption of Planning Code Section 242 and does not meet the requirements of said Code section. The proposed project is subject to more restrictive code sections and limitations. Grading of the site is no longer permitted due to the presence of Pipeline 109. Nonetheless, the proposed project complies to the Planning Code, the Residential Guidelines and with the ESDRB guidelines, despite some subjective aesthetical concerns from the ESDRB regarding the proposed North façade.
- 3- Alternative changes: DR requestor is suggesting changes which have already been made and reviewed by ESDRB, which has found the proposed project to conform to the ESDRB. DR requestor is mistakenly suggesting that ESDRB stated that the project should not have a garage (when in fact, a garage is required by Planning Code Section 242 and ESDR guidelines), should not have a roof deck (which is described in ESDR guidelines, page 21-22, as a possible improvement to a flat roof, along with the proposed solar panels and green roof features).
- 4- Project Sponsor and DR requestor's representative have since participated at 2 mediation meetings. The DR requestors were not present at these meetings.
- 5- Discussions with Permit Applicant: Because the initially proposed project was reasonably sized and designed to begin with, there was no need to make substantial changes. Planning Code Section 242 limits the possible size of a house. Nonetheless, several changes were made: the house size was reduced from 2,364 SF to 2,204 SF, reducing the parking space requirement from 3 to 20; partial side yard setbacks were added, and facades were redesigned.
DR requestor fails to mention that we privately met. During that meeting, DR requestor Markus Ryu suggested that I should "do the right thing" by selling him the lot or "understand that he will do everything he can to fight the project".

RESPONSE TO DISCRETIONARY REVIEW (DRP)



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Assigned Planner:

Project Sponsor

Name:

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Required Questions

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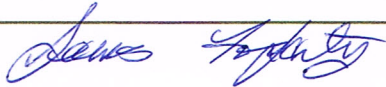
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Basement Levels (may include garage or windowless storage rooms)	0	1
Parking Spaces (Off-Street)	0	2
Bedrooms	0	3
Height	0	26'-3"
Building Depth	0	42'-6"
Rental Value (monthly)	0	\$6,000
Property Value	\$500,000	\$2,000,000

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

Signature:



Date:

3/17/2016

Printed Name: **James Fogarty**

- ☒ Property Owner
☐ Authorized Agent

If you have any additional information that is not covered by this application, please feel free to attach additional sheets to this form.

3526 FOLSOM Street - RESPONSES TO DR-2013.1768DRP-05: (Identical to DR-2013.1768DRP-06)

1- "Exceptional circumstances":

- 1- The Planning Department and the ESDRB did not find that the proposed project conflicts with any of the referenced documents. DR requestor wants to keep the area as open space when these are 6 privately owned lots. We are only asking for the right to build a two story house as have done our neighbors who - too – at one time, enjoyed those same rights. Our lot was defined along with their lots. We respectfully request the right to build a house for our family.
- 2- Supply of affordable housing: the DR requestor is misinterpreting this Priority Policy. What the house might be worth is supposition. We want to build a house we can finally own. We are sensitive to the price of housing in San Francisco. Both Anna and I work full time, with two kids in San Francisco public schools, and at 50 we hope to finally claim ownership of a house in San Francisco. Blocking the creation of housing suitable for families only serves to drive prices up for families, if demand exceeds available supply.
- 3- General Plan: when working on the proposed street Layout, the Planning Department and DPW requested that we produce this document for Planning (Better Streets) for their review of the various proposed street layouts, to show that access to the other adjacent vacant lots would be feasible without requiring changes to the proposed road.
- 4- Residential Guidelines: we have done our best to propose a reasonably sized and designed house. RDT did not make any comments. The Planning Department took time to thoroughly review the project over the course of 18 months, parallel to which we further delved into refining the design and answering any and all of the planning department's concerns, as well as the concerns from the ESDRB. The proposed building is similar in scale and footprint to existing neighboring homes. It complies with all current Planning Code requirements when most adjacent properties do not, as these adjacent existing homes were built prior to the adoption of these requirements.
- 5- East Slope Design Review Guidelines: contrary to what the DR requestor is saying, the ESDRB found that the project sponsor did comply with the all of the guidelines, with the single exception of subjective interpretation which will be discussed in response to the ESDRB's DR.
- 6- Section 242: The Planning Department has scrupulously reviewed the proposed project and found it to comply with Section 242.

2- Unreasonable impacts: I contacted the DR requestor, at the ESDRB's suggestion, asking if we could meet privately or with the 2 other concerned parties to discuss the proposed driveways. The DR requestor first responded he had no interest in meeting in any other avenue than the large group meetings. I have subsequently addressed any updated or relevant information concerning the proposed road extension to Mr Peter Bekey of KCA Engineers, a consultant who has been retained as consultant by the DR Requestors' consultants. After the Mediation meetings, we recently tried to schedule a meeting with DPW, the neighbors with impacted driveways and their consultant, but DPW has requested more time as they do not have all responses from all contacted Departments. AT this point, we know DPW and "Streets and Highways" have approved the proposed street layout.

- i. We cannot proceed until given approval for the layout from DPW.
- ii. We cannot proceed without neighbors' approval.

- iii. We cannot discuss process, etc., unless DR requestor agrees to discuss it.
- iv. We have stated at each ESDRB meeting that we would be willing to cover the costs of the new driveways and will be happy to come to a complete agreement regarding design, costs, etc.
- v. All contractors working in San Francisco have to be properly insured. The work being done will be supervised by the Building Department and DPW.

The proposed new driveways will be an improvement over the existing non-conforming and unpermitted driveways. It should be noted that there never was any permit recorded to build DR requestor's driveway, nor was any encroachment permit been filed for the retaining wall which was erected above the Gas Pipeline.

Project sponsor has stated numerous times that he will pay for cost of Street Improvements design, permits, new driveways and sidewalks.

- 3- Future development: as stated previously, project sponsor has no involvement with or control over any of the four adjacent vacant lots.
- 4- Lack of 3D model: project sponsor has provided shadow studies and multiple 3D renderings as well as installed story-poles on site.

5- Neighborhood character:

- a. Overall Square Footage: SF Planning Department and ESDRB reviewed the project and concurred that the project complies with all requirements. Both Planning Code Section 242 and ESDRB Guidelines make it impossible to create an out of scale building since no part of the building may be taller than 30' above adjacent grade, which limits the building height on a steep lot. And Section 242(e)(3) mandates a 650 square foot reduction of usable floor area. The proposed house is 2,204 SF and is smaller or similar in size to 19 of the 39 adjacent properties.
- b. Three Car Garages: The proposed 2 car garage is required by Planning Code Section 242(e)(4). If the proposed garage is "out of character", it is because most adjacent houses were built prior to the implementation of Planning Code Section 242. Adjacent houses do not comply with this section of the code. In order to comply, each house over 1,300 Gross SF would be required to have a 2 car, side-by-side, independently accessible garage; over 2,251 SF, each house would be required to have a 3 car garage.
- c. Side Elevations: The North elevation has partial setbacks, is composed of various materials, and has several windows.

- d. Side Yards: Despite the fact that both the Planning Department and ESDRB have scrupulously reviewed the project and found no conflict with the Planning Code, DR requestors continue to assert that the proposed project does not comply with several of the code requirements. The side yard setback requirement is not a Planning Code requirement, but an ESDRB Guideline suggestion (ESDRB Guidelines page 19). ESDRB has reviewed and accepted the proposed design as complying with the Side Yard requirements.
- e. Public Safety: Project Sponsor is working on Street Improvement permit, which will have all recommendations on how to approach, protect Line 109.
- f. Roof treatments: The proposed roof sits below Bernal Blvd sidewalk elevation. Green roof-planted areas are proposed to maximize positive presence, providing a visual continuum of natural planting. Roof treatments are following ESDRB guidelines.
- g. Safety of Main Trunk Transmission Line (109): Project Sponsor is working on Street Improvement permit, which will have all recommendations on how to approach, protect Line 109.

6- Alternatives or changes to the project: Proposed project is indeed 2 story (over basement), like most of the adjacent residences. The square footage is smaller or similar to 19 of the 39 adjacent residences.

7- Changes made as a result of mediation: The proposed project had been found to comply with SF Planning Code section 242. Some changes were made to comply with ESDRB Guidelines.

Numerous changes were done: project was reduced from 2,364 SF to 2,204 SF, reducing the 3 car garage down to a 2 car garage. Side setbacks were added, Mass reduction increased from 650 SF to 735.5 SF, facades were redesigned, etc.

RESPONSE TO DISCRETIONARY REVIEW (DRP)



**San Francisco
Planning**

SAN FRANCISCO PLANNING DEPARTMENT
1650 MISSION STREET, SUITE 400
SAN FRANCISCO, CA 94103-2479
MAIN: (415) 558-6378 SFPLANNING.ORG

Project Information

Property Address:

Zip Code:

Building Permit Application(s):

Record Number:

Assigned Planner:

Project Sponsor

Name:

Phone:

Email:

Required Questions

1. Given the concerns of the DR requester and other concerned parties, why do you feel your proposed project should be approved? (If you are not aware of the issues of concern to the DR requester, please meet the DR requester in addition to reviewing the attached DR application.)

2. What alternatives or changes to the proposed project are you willing to make in order to address the concerns of the DR requester 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.

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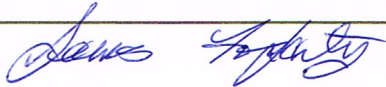
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	EXISTING	PROPOSED
Dwelling Units (only one kitchen per unit - additional kitchens count as additional units)	0	1
Occupied Stories (all levels with habitable rooms)	0	2
Basement Levels (may include garage or windowless storage rooms)	0	1
Parking Spaces (Off-Street)	0	2
Bedrooms	0	3
Height	0	26'-3"
Building Depth	0	42'-6"
Rental Value (monthly)	0	\$6,000
Property Value	\$500,000	\$2,000,000

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

Signature:



Date:

3/17/2016

Printed Name: **James Fogarty**

- ☒ Property Owner
☐ Authorized Agent

If you have any additional information that is not covered by this application, please feel free to attach additional sheets to this form.

3526 FOLSOM Street - RESPONSES TO DR-2013.1768DRP-06: (Identical to DR-2013.1768DRP-05)

1- "Exceptional circumstances":

- 1- The Planning Department and the ESDRB did not find that the proposed project conflicts with any of the referenced documents. DR requestor wants to keep the area as open space when these are 6 privately owned lots. We are only asking for the right to build a two story house as have done our neighbors who - too – at one time, enjoyed those same rights. Our lot was defined along with their lots. We respectfully request the right to build a house for our family.
- 2- Supply of affordable housing: the DR requestor is misinterpreting this Priority Policy. What the house might be worth is supposition. We want to build a house we can finally own. We are sensitive to the price of housing in San Francisco. Both Anna and I work full time, with two kids in San Francisco public schools, and at 50 we hope to finally claim ownership of a house in San Francisco. Blocking the creation of housing suitable for families only serves to drive prices up for families, if demand exceeds available supply.
- 3- General Plan: when working on the proposed street Layout, the Planning Department and DPW requested that we produce this document for Planning (Better Streets) for their review of the various proposed street layouts, to show that access to the other adjacent vacant lots would be feasible without requiring changes to the proposed road.
- 4- Residential Guidelines: we have done our best to propose a reasonably sized and designed house. RDT did not make any comments. The Planning Department took time to thoroughly review the project over the course of 18 months, parallel to which we further delved into refining the design and answering any and all of the planning department's concerns, as well as the concerns from the ESDRB. The proposed building is similar in scale and footprint to existing neighboring homes. It complies with all current Planning Code requirements when most adjacent properties do not, as these adjacent existing homes were built prior to the adoption of these requirements.
- 5- East Slope Design Review Guidelines: contrary to what the DR requestor is saying, the ESDRB found that the project sponsor did comply with the all of the guidelines, with the single exception of subjective interpretation which will be discussed in response to the ESDRB's DR.
- 6- Section 242: The Planning Department has scrupulously reviewed the proposed project and found it to comply with Section 242.

2- Unreasonable impacts: I contacted the DR requestor, at the ESDRB's suggestion, asking if we could meet privately or with the 2 other concerned parties to discuss the proposed driveways. The DR requestor first responded he had no interest in meeting in any other avenue than the large group meetings. I have subsequently addressed any updated or relevant information concerning the proposed road extension to Mr Peter Bekey of KCA Engineers, a consultant who has been retained as consultant by the DR Requestors' consultants. After the Mediation meetings, we recently tried to schedule a meeting with DPW, the neighbors with impacted driveways and their consultant, but DPW has requested more time as they do not have all responses from all contacted Departments. AT this point, we know DPW and "Streets and Highways" have approved the proposed street layout.

- i. We cannot proceed until given approval for the layout from DPW.
- ii. We cannot proceed without neighbors' approval.

- iii. We cannot discuss process, etc., unless DR requestor agrees to discuss it.
- iv. We have stated at each ESDRB meeting that we would be willing to cover the costs of the new driveways and will be happy to come to a complete agreement regarding design, costs, etc.
- v. All contractors working in San Francisco have to be properly insured. The work being done will be supervised by the Building Department and DPW.

The proposed new driveways will be an improvement over the existing non-conforming and unpermitted driveways. It should be noted that there never was any permit recorded to build DR requestor's driveway, nor was any encroachment permit been filed for the retaining wall which was erected above the Gas Pipeline.

Project sponsor has stated numerous times that he will pay for cost of Street Improvements design, permits, new driveways and sidewalks.

- 3- Future development: as stated previously, project sponsor has no involvement with or control over any of the four adjacent vacant lots.
- 4- Lack of 3D model: project sponsor has provided shadow studies and multiple 3D renderings as well as installed story-poles on site.

5- Neighborhood character:

- a. Overall Square Footage: SF Planning Department and ESDRB reviewed the project and concurred that the project complies with all requirements. Both Planning Code Section 242 and ESDRB Guidelines make it impossible to create an out of scale building since no part of the building may be taller than 30' above adjacent grade, which limits the building height on a steep lot. And Section 242(e)(3) mandates a 650 square foot reduction of usable floor area. The proposed house is 2,204 SF and is smaller or similar in size to 19 of the 39 adjacent properties.
- b. Three Car Garages: The proposed 2 car garage is required by Planning Code Section 242(e)(4). If the proposed garage is "out of character", it is because most adjacent houses were built prior to the implementation of Planning Code Section 242. Adjacent houses do not comply with this section of the code. In order to comply, each house over 1,300 Gross SF would be required to have a 2 car, side-by-side, independently accessible garage; over 2,251 SF, each house would be required to have a 3 car garage.
- c. Side Elevations: The North elevation has partial setbacks, is composed of various materials, and has several windows.

- d. Side Yards: Despite the fact that both the Planning Department and ESDRB have scrupulously reviewed the project and found no conflict with the Planning Code, DR requestors continue to assert that the proposed project does not comply with several of the code requirements. The side yard setback requirement is not a Planning Code requirement, but an ESDRB Guideline suggestion (ESDRB Guidelines page 19). ESDRB has reviewed and accepted the proposed design as complying with the Side Yard requirements.
- e. Public Safety: Project Sponsor is working on Street Improvement permit, which will have all recommendations on how to approach, protect Line 109.
- f. Roof treatments: The proposed roof sits below Bernal Blvd sidewalk elevation. Green roof-planted areas are proposed to maximize positive presence, providing a visual continuum of natural planting. Roof treatments are following ESDRB guidelines.
- g. Safety of Main Trunk Transmission Line (109): Project Sponsor is working on Street Improvement permit, which will have all recommendations on how to approach, protect Line 109.

6- Alternatives or changes to the project: Proposed project is indeed 2 story (over basement), like most of the adjacent residences. The square footage is smaller or similar to 19 of the 39 adjacent residences.

7- Changes made as a result of mediation: The proposed project had been found to comply with SF Planning Code section 242. Some changes were made to comply with ESDRB Guidelines.

Numerous changes were done: project was reduced from 2,364 SF to 2,204 SF, reducing the 3 car garage down to a 2 car garage. Side setbacks were added, Mass reduction increased from 650 SF to 735.5 SF, facades were redesigned, etc.

RESPONSE TO DISCRETIONARY REVIEW (DRP)



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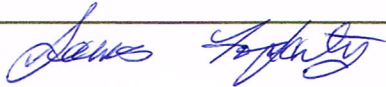
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Basement Levels (may include garage or windowless storage rooms)	0	1
Parking Spaces (Off-Street)	0	2
Bedrooms	0	3
Height	0	26'-3"
Building Depth	0	42'-6"
Rental Value (monthly)	0	\$6,000
Property Value	\$500,000	\$2,000,000

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

Signature:



Date:

3/17/2016

Printed Name: **James Fogarty**

- ☒ Property Owner
☐ Authorized Agent

If you have any additional information that is not covered by this application, please feel free to attach additional sheets to this form.

3526 FOLSOM Street - RESPONSES TO DR-2013.1768DRP-07:

- 1- "exceptionally and extraordinarily out-of-scale-for-the-neighborhood 3-story 3-car garage w/ penthouse stairwell"

Correction: The proposed residence is a 2 story over basement with a 2 car garage. The 2 car garage is required by San Francisco Planning Code Section 242(e)(4). Most adjacent houses were built prior to the adoption of Planning Code Section 242 and do not comply with its parking requirements. The proposed project has a full below-grade basement, employing the topography of the site to encompass the required 2 car garage requirement. Some of the adjacent houses are three stories (see addresses 66, 70, 74, 83 and 87 Banks Street), some are 3 story over basement (see address 405 Chapman Street). Please note that the Square Footage provided as opponent's evidence for the adjacent houses sizes is unverified, based on outdated building records and is not a correct apple-to-apple comparison to the proposed project, though it clearly shows that the proposed project is not at all out of scale with its adjacent neighbors.

SF Planning Department and ESDRB reviewed the project and concurred that the project complies with all requirements. Both Planning Code Section 242 and ESDRB Guidelines make it impossible to create an out of scale building since no part of the building may be taller than 30' above adjacent grade, which limits the building height on a steep lot. And Section 242(e)(3) mandates a 650 square foot reduction of usable floor area. The proposed house is 2,204 SF and is smaller or similar in size to 19 of the 39 adjacent properties.

- 2- "Side Yard setback does not respect existing pattern":

- a. Block 5626 is composed of 16 lots. Three lots (including 3516 and 3526 Folsom) are undeveloped. Out of the 13 built lots, only 4 of the existing houses have side yards, the other 9 have no side yard. The proposed project conforms to the ESDR Guidelines side yard requirements. Nine of the adjacent properties do not comply.
- b. Block 5627 is composed of 14 lots. Four lots are currently undeveloped. The 10 existing houses are built from property line to property line and have no side yards.
- c. The proposed Side Yard setback has been accepted by ESDRB and RDT as complying to the ESDR Guidelines.

- 3- "Three-Car garage with tandem parking":

The proposed 2 car garage is required by Planning Code Section 242(e)(4). Most adjacent houses were built prior to the implementation of Planning Code Section 242 and do not comply with this section of the code. In order to comply, each house over 1,300 Gross SF would be required to have a 2 car, side-by-side, independently accessible garage; over 2,251 SF, each house would be required to have a 3 car garage.

- 4- "Wall-like exterior of North elevation" and "public views impeded by penthouse stairwell":

Correction: The North elevation has partial setbacks, is composed of various materials, and has several windows.

Correction: The proposed Penthouse stairwell was removed from the project prior to ESDRB's last meeting.

- 5- "Aging PG&E Pipeline": The PG&E Pipeline was installed in 1981, and is continuously monitored by PG&E. This pipeline runs along the entire length of Folsom Street on the South Slope of Bernal. The proposed project will require exploration of the pipeline and further assessment of its current condition. The Pipeline issues will be addressed under the Street Improvement permit and are not an SF Planning issue. During one of the ESDRB meetings, a PG&E representative was present to answer all questions. DPW Street Improvement Permit Review is reviewing PG&E issues. Project Sponsor is working with SFDPW, PG&E and Civil Engineers. We, of course, are equally concerned with safety.

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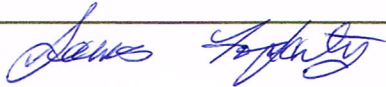
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Basement Levels (may include garage or windowless storage rooms)	0	1
Parking Spaces (Off-Street)	0	2
Bedrooms	0	3
Height	0	26'-3"
Building Depth	0	42'-6"
Rental Value (monthly)	0	\$6,000
Property Value	\$500,000	\$2,000,000

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

Signature:



Date:

3/17/2016

Printed Name: **James Fogarty**

- ☒ Property Owner
☐ Authorized Agent

If you have any additional information that is not covered by this application, please feel free to attach additional sheets to this form.

- 1- "3 Story / 3 Car garage is out of scale to predominantly 2 story / single car garage homes":

Correction: The proposed residence is a 2 story over basement with a 2 car garage. The 2 car garage is required by San Francisco Planning Code Section 242(e)(4). Most adjacent houses were built prior to the adoption of Planning Code Section 242 and do not comply with its parking requirements. The proposed project has a full below-grade basement, employing the topography of the site to encompass the required 2 car garage requirement. Some of the adjacent houses are three stories (see addresses 66, 70, 74, 83 and 87 Banks Street), some are 3 story over basement (see address 405 Chapman Street). Please note that the Square Footage provided as opponent's evidence for the adjacent houses sizes is unverified, based on outdated building records and is not a correct apple-to-apple comparison to the proposed project, though it clearly shows that the proposed project is not at all out of scale with its adjacent neighbors.

SF Planning Department and ESDRB reviewed the project and concurred that the project complies with all requirements. Both Planning Code Section 242 and ESDRB Guidelines make it impossible to create an out of scale building since no part of the building may be taller than 30' above adjacent grade, which limits the building height on a steep lot. And Section 242(e)(3) mandates a 650 square foot reduction of usable floor area. The proposed house is 2,204.8 SF and is smaller or similar in size to 19 of the 39 adjacent properties.

- 2- "An aging, major PG&E Gas Transmission Pipeline":

The PG&E Pipeline was installed in 1981, and is continuously monitored by PG&E. This pipeline runs along the entire length of Folsom Street on the South Slope of Bernal. The proposed project will require exploration of the pipeline and further assessment of its current condition. The Pipeline issues will be addressed under the Street Improvement permit and are not an SF Planning issue. During one of the ESDRB meetings, a PG&E representative was present to answer all questions. DPW is reviewing currently reviewing the proposed Street Improvement Permit. Project Sponsor is working with SFDPW, SFPUC, PG&E and Civil Engineers. We, of course, are equally concerned about safety.

- 3- "Unusual Context":

The DR requestor inaccurately states the 6 undeveloped lots to be Open Space. These lots were laid out with all other adjacent built lots at the same time and have continuously been zoned for residential use. The proposed project does not impact the views from the Park: shadow studies were prepared and provided, demonstrating no shadow impact on the Public Garden. Special attention is given to the roof of the proposed project, specifically following ESDRB guidelines. The proposed roof sits below Bernal Blvd sidewalk elevation. Green roof-planted areas are proposed to maximize positive presence, providing a visual continuum of natural planting. The roofs of neighboring existing houses are devoid of vegetation, and most of them do not comply with the ESDRB guidelines.

- 4- "Three-car garage is out of character":

The proposed 2 car garage is required by Planning Code Section 242(e)(4). If the proposed garage is "out of character", it is because most adjacent houses were built prior to the implementation of Planning Code Section 242. Adjacent houses do not comply with this section of the code. In order to comply, each house over 1,300 Gross SF would be required to have a 2 car, side-by-side, independently accessible garage; over 2,251 SF, each house would be

required to have a 3 car garage.

5- "Changes made to project as result of mediation":

The proposed project had been found to comply with SF Planning Code section 242. Some changes were made to comply with ESDRB Guidelines.

Numerous changes were done: project was reduced from 2,364 SF to 2,204 SF, reducing the 3 car garage down to a 2 car garage. Side setbacks were added, Mass reduction increased from 650 SF to 735.5 SF, facades were redesigned, etc.

Project Sponsor is working with all City Agencies involved in DPW Street Improvement permit and will keep on working with neighbors whose driveways will be affected to reach an acceptable agreement. DPW and Streets and Highways Department have already approved the proposed Street Improvement design. We are currently working with SFPUC, PG&E and Recology to design utilities.

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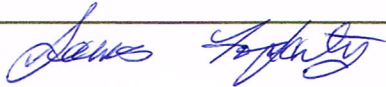
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3/17/2016

Printed Name: **James Fogarty**

- ☒ Property Owner
☐ Authorized Agent

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3526 FOLSOM Street – Responses to DR-2013.1768DRP-09:

- 1- Underdeveloped South and East Façades: At the suggestion of ESDRB, the proposed South Façade was revised, animated by side setbacks and various material changes. Windows were added, nice materials selected. South Elevation is likely to get obstructed by future residence on downhill vacant lot. Given the animosity of the neighbors and the difficulty to discuss the project, project sponsor suggested meet privately with ESDRB to discuss solutions which would make the project as fully acceptable to the ESDRB, but ESDRB members indicated lack of interest in finding solutions that would lead to fully supporting the project. The project meets all objective ESDRB requirements and comments such as “the façade remains largely underdeveloped and uncomposed” and “where there are opportunities for windows” when windows were added where Building Code permits them, seem highly subjective.
Project Sponsor proposed to hire Artist Mona Caron to create a mural (see: <http://www.monacaron.com/weeds/dandelion-mendrisio>)
- 2- ESDRB describes the proposed project as a “box”, though project sponsor has followed all ESDRB guidelines and created numerous setbacks, changes in materials and added visual interest. Planning and RDT reviewed ESDRB comments prior to finding the proposed project conforms and is acceptable for 311 Notification.
- 3- ESDRB member Terry Milne is asking for more windows to be located directly below a public sidewalk, which would have an unreasonable impact on the privacy of the bedrooms. The proposed South Façade is more animated. Project sponsor would entertain art work to add visual interest, but adding windows is an unfair request which would unfairly impact our privacy as a residence will likely be proposed on the downhill vacant lot.
- 4- Members of the ESDRB did not participate at either Mediation Meetings.
- 5- Numerous changes were done in response to ESDRB comments: proposed house size was reduced from 2,364 SF to 2,204 SF, reducing the parking requirement from 3 to 2 parking spaces, mass reduction areas were increased from 650 SF to 735.5 SF, facades were redesigned to incorporate setbacks, Side setbacks were added. Project sponsor tried to continue discussion with ESDRB outside of the Community meetings, which were not conducive to constructive discussions, but ESDRB did not show any interest in exploring further revisions.
Project sponsor remains open to working directly with ESDRB members willing to meet to find reasonable and acceptable solutions.

Re: [Contact Mona] Mural in San Francisco

From: Mona Caron <mona.caron@gmail.com>
To: Fabien Lannoye <fabien@bluorange.com>
Priority: Normal
Date: 11-04-2015 02:47 PM

Ok so,

there is a certain flexibility on price which depends on complexity of the image. to give you a fast number, I'm only giving you a ballpark of my fee for the artwork itself, which does not include scaffold or boom lift ect.

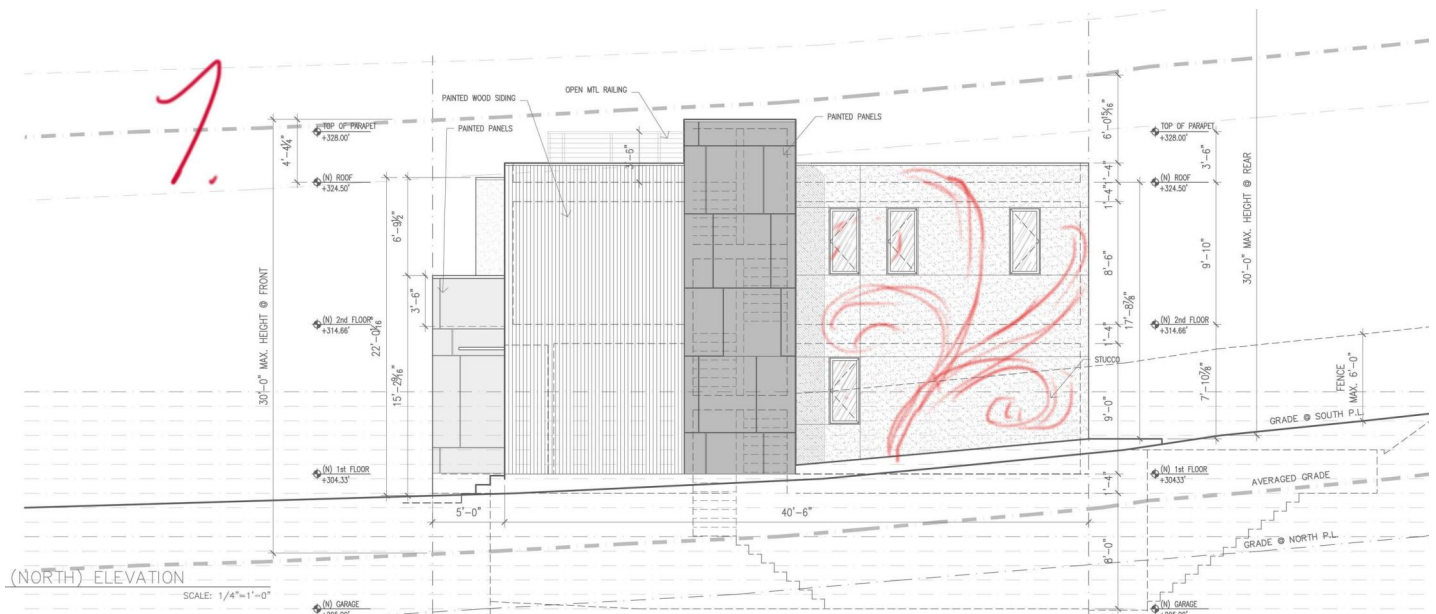
I think that the smartest thing would be to time it so I can paint using the same scaffold your workers will use to actually stucco/paint the wall, if they allow it.

having said that, here are 3 main levels of scope:

1. contained within stucco wall — 9 -18K depending greatly on complexity, less on size
2. larger. Spill over into side wall of stairway and maybe a little beyond, wrapping corner — 17-22K
3. "Total". :-) wrapping entire north side, very large scale — 25-30K

let me know what you think

Mona





2/4

Mona,

There are three sections on the North elevation.
I am thinking that the Stucco section would be the easiest, see attached drawing.

The left side being painted wood siding might not work as well, though it could.
The stair section would be some painted panels, could also work.

There could be one on each section?

All depending on your suggestions...

Anna (my wife) and I really like your weeds, dandelions, artichokes...

Let me know what you think.

Thank you,

Fabien

On November 4, 2015 at 11:56 AM Mona Caron <mona.caron@gmail.com> wrote:

Hi, sorry for the delay,
I'm looking at the north elevation drawings, and would you be open to a mural that reaches across the various parts of it, or would it be have to be contained within one of sections? (I see a painted wood siding section, a panel section, then a stucco section...)?

Mona 415-255-8488

www.monacaron.com
[facebook.com/mona.caron.artist](https://www.facebook.com/mona.caron.artist)

On Nov 4, 2015, at 8:21 AM, Fabien Lannoye <fabien@bluorange.com> wrote:

Mona,

Did you get my e-mail?
Could you give me a ball park figure? Not asking you for a bit, just a rough estimate so I can see if I can afford your services?

Thank you for letting me know.

Best,

Fabien

On October 30, 2015 at 10:08 PM Fabien Lannoye <fabien@bluorange.com> wrote:

Mona,

You are correct, the house is not built yet, it might take another 18 to 24 months... I am patient.

The house would be built at 3516 Folsom Street, just below the public garden on Bernal Heights Blvd.

Take a look at the attached renderings and drawings.

I like the idea of a mural of a few plants/weeds on the North wall.

Please take a look and let me know your thoughts.

Thank you,

Fabien

On October 30, 2015 at 9:46 PM Mona Caron <mona.caron@gmail.com> wrote:

Nice, thanks for reaching out!
yes, if you could send me drawings that would help, and also the exact street address so I can check out the visual context on Google street view (the house doesn't exist yet, from what I understand?)

thanks!
Mona

Mona Caron
3452 16th Street, Apt. 103
San Francisco, CA 94114
USA

+1 (415) 255-8488
mona@monacaron.com
www.monacaron.com
[Facebook.com/mona.caron.artist](https://www.facebook.com/mona.caron.artist)

On Oct 30, 2015, at 6:43 PM, fabien@bluorange.com wrote:

Fabien Lannoye (fabien@bluorange.com) sent a message using the contact form at <http://www.monacaron.com/contact>.

Mona,

We have been admiring your murals in San Francisco and just came across an article on Bernalwood, about a recent mural you did in Bernal. We are working on the plans of a ground up house to be built in Bernal. The house would have a mostly blind wall facing North to Bernal Heights Blvd and could use a beautiful mural. Could you give us an idea of what you would charge for a mural? If you e-mail me, I can e-mail you some drawings and renderings to give you a better idea of the scale of the project. The wall would be two story tall, nothing crazy...

Looking forward to hear from you.

Best,

Fabien

<3516-FOLSOM-NORHT-ELEV-MURAL.pdf>

1.jpg	Content-Type: image/jpeg; x-unix-mode=0644 Size: 521.33 KB
2.jpg	Content-Type: image/jpeg; x-unix-mode=0644 Size: 542.74 KB
3.jpg	Content-Type: image/jpeg; x-unix-mode=0644 Size: 537.77 KB

To: Rich Sucre (cc: Mr. Jonas, Commission Secretary)
San Francisco Planning Department

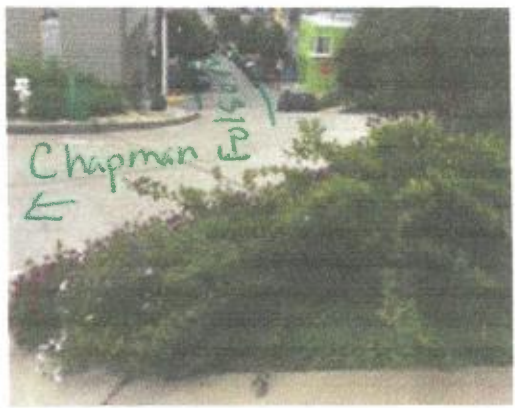
Re: 3516 Folsom 2013.1383
3526 Folsom 2013.1768

Discretionary Review attachments: Photos

From:
Gail Newman, Herb Felsenfeld
3574 Folsom St.
San Francisco, CA 94110
g-newman@comcast.net
(415) 285-7636



Folsom
+
Chapman
corner
←→



Chapman
←



Driveway at 3574 Folsom St

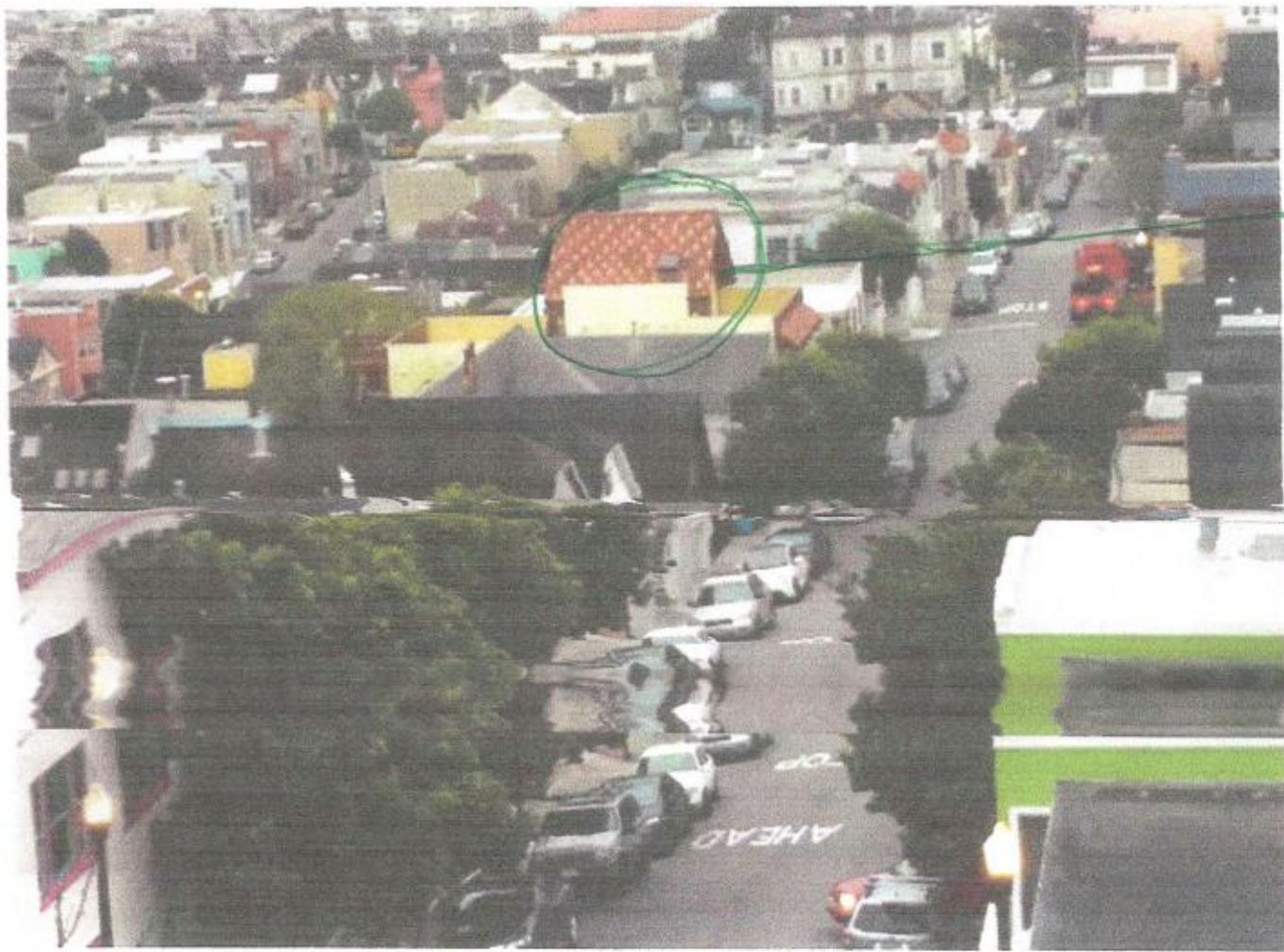


Chapman

Folsom

Side Yard
Fokson between Roubatten
+ Chapman





Tallest house

Folsom St
to
Cortland



↑
House seen above.
↓

Typical Houses on Folsom St: Chapman → Cortland



Sucre, Richard (CPC)

From: Linda Ramey <lindaramey5@gmail.com>
Sent: Tuesday, March 22, 2016 3:30 PM
To: Sucre, Richard (CPC)
Subject: House next to mine at 71 Gates
Attachments: DSCN0706.JPG; ATT00001.txt; DSCN0703.JPG; ATT00002.txt

This three story house looms above all of the one story houses next to it. It was built around 1980. The neighbors had met with the builder and thought he was working with them. They were totally shocked at the final building and still feel betrayed. I am dismayed every time I drive up Gates St. and see it looming above all of the other houses. So out of character with the neighborhood, as Mr. Lannoye's designs would also be.



03.21.2016



03.22.2016

Sucre, Richard (CPC)

From: Linda Ramey <lindaramey5@gmail.com>
Sent: Tuesday, March 22, 2016 3:37 PM
To: Sucre, Richard (CPC)
Subject: House just beyond the Community Garden
Attachments: DSCN0697.JPG; ATT00001.txt

An example of massive, wall-like design that destroys the view from the hill. The other photo shows the view from the hill close to our houses as it currently exists. Mr. Lannoye's massive, bulky design as seen from the park and Bernal Blvd. has the same potential to destroy the view of the valley which is enjoyed by hundreds of park visitors every day,



03.21.2016

Sucre, Richard (CPC)

From: Linda Ramey <lindaramey5@gmail.com>
Sent: Tuesday, March 22, 2016 3:39 PM
To: Sucre, Richard (CPC)
Subject: View from Bernal Blvd.
Attachments: DSCN0699.JPG; ATT00001.txt; DSCN0700.JPG; ATT00002.txt

Whoops!! These photos got left off my last email.



03.21.2016



03.21.2016



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Exemption from Environmental Review

Case No.: 2013.1383E
Project Title: 3516 and 3526 Folsom Street
Zoning: RH-1 (Residential – House, One Family) Use District
40-X Height and Bulk District
Block/Lot: 5626/013 and 5626/014
Lot Size: 1,750 square feet (each lot)
Project Sponsor: Fabian Lannoye, Bluorange Designs, (415)533-0415
Staff Contact: Heidi Kline – (415) 575-9043, Heidi.Kline@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION:

The proposed project would allow the construction of two 3,000-square-foot single-family residences on two vacant lots. Each residence would be two stories over a basement and measure 27 feet in height from the lowest to highest portion of the structure. The project is located within the Bernal Heights neighborhood, on the west side of Folsom Street at its terminus west of Chapman Street.

EXEMPT STATUS:

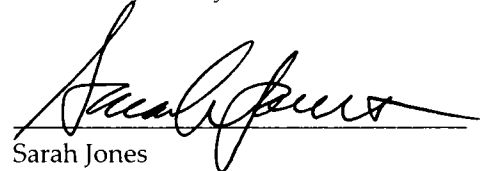
Categorical Exemption, Class 3 (California Environmental Quality Act (CEQA) Guidelines Section 15303(a))

REMARKS:

See next page.

DETERMINATION:

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



Sarah Jones
Environmental Review Officer

March 26, 2014
Date

cc: Fabian Lannoye, Project Sponsor
Ben Fu, Current Planning

Supervisor David Campos, District 9

Project Approvals

- Zoning Administrator approval of a variance from tandem parking requirements in the Bernal SUD district in Section 242 of the San Francisco Planning Code.
- Building Permit from the San Francisco Department of Building Inspection.

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

REMARKS:

Geotechnical. The dimensions of each lot are 25 feet wide by 70 feet deep. Both lots have an approximately 32 percent slope from the north to south side of the lot. Each residence would be constructed on a flat building pad with concrete retaining walls used in the front and rear yard areas to provide access to the garage and create usable outdoor living areas. The buildings would be constructed using a spread footing and/or mat foundation, requiring excavation several feet in depth.

A geotechnical report was prepared for each of the two proposed residences (3516 and 3526 Folsom Street) and includes information gathered from a site reconnaissance by the geotechnical engineer and two soil borings, one on each lot.¹ Both borings encountered 3 to 4 feet of stiff clay and sandy soil over chert bedrock. No groundwater was encountered, though based on the hillside location and soil and bedrock morphology it is possible that groundwater seepage from offsite irrigation could be encountered during excavation on the project site.

The geotechnical reports include the same evaluation and recommendations given the adjacency of the two lots and similar geotechnical/geological site conditions. The project site was evaluated for potential liquefaction, landslides, surface rupture, lateral spreading, and densification and was found to have a low risk. The geotechnical reports indicate the project site is not within an identified landslide or liquefaction zone as mapped by the California Divisions of Mines and Geology.² The project site is in an area that would be exposed to strong earthquake shaking. However, the 2013 San Francisco Building Code (Building Code) requires the Site Classification and Values of Site Coefficients be used in the design of

¹ H. Allen Gruen, *Report Geotechnical Investigation Planned Residence at 3516 Folsom Street*, and *Report Geotechnical Investigation Planned Residence at 3526 Folsom Street*, August 3, 2013. Copies of these documents are available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1383E.

² California Department of Conservation, *Seismic Hazard Zones*, City and County of San Francisco, November 17, 2000. Available online at http://gmw.consrv.ca.gov/shmp/download/quad/SAN FRANCISCO NORTH/maps/ozn_sf.pdf. Accessed December 18, 2013.

new structures to minimize earthquake damage. The geotechnical reports include seismic design parameters for use in the project design by the structural engineer, in compliance with the Building Code, during the Department of Building Inspection (DBI) building permit plancheck process.

Both geotechnical reports conclude that the proposed improvements could be safely supported using a spread footing and/or mat building foundation, provided adherence to the site preparation and foundation design recommendations included in the reports. The project sponsor has agreed to adhere to the recommendations and incorporate the foundation design parameters into the plans submitted for the building permit plancheck process, subject to final review by DBI. Thus, the proposed project would have no significant geotechnical impacts.

Exemption Class. Under CEQA State Guidelines Section 15303(a), or Class 3(a), construction of up to three single-family residences is exempt from environmental review. The proposed project includes the proposed construction of two 3,000-square-foot single-family residences. In addition, the project site is not located in a particularly sensitive or hazardous area. Therefore, the proposed project would be exempt from environmental review under Class 3(a).

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



March 6, 2016

Mr. Rich Sucre, Staff Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 3526 + 3516 Folsom Street
Block/Lot # 5626/013 + 014
Discretionary Review

Dear Mr. Sucre and Members of the Planning Commission,

The Bernal Heights East Slope Design Review Board requests that you disapprove the permit applications for two new homes on Folsom Street between Chapman and Bernal Heights Boulevard. The proposals are not consistent with the Bernal Heights East Slope Building Guidelines, and since these homes would occupy two of six currently undeveloped lots on this block, they would establish an undesirable precedent for future development that seems likely to follow.

The Board does not make this request lightly; in fact, we cannot recall the last time we requested Discretionary Review of a project within our area of jurisdiction. Since 1986, when the Guidelines developed by neighborhood residents were accepted by the Planning Commission, we have brought together neighbors and project sponsors to discuss projects and encourage development that is consistent with the unique character of our area. Our process has resulted in the constructive refinement of numerous projects over the years, has contributed to preserving and enhancing the special qualities of our neighborhood, and has been valued by Planning Department staff.

Beginning in December 2013, the Board held five meetings with neighbors and the project sponsor for the two Folsom Street homes. After each meeting we wrote a letter detailing aspects of the projects that we believed were not compliant with the Guidelines. Some refinements were made in response to the comments, though there were significant concerns that remained unaddressed as we wrote our fifth and final letter in April 2015.

Specifically, the Guidelines discourage the “maximum building envelope shoebox” and outline preferred massing and design strategies based on existing neighborhood character. Below we summarize these strategies, provide applicable diagrams from the Guidelines, and demonstrate ways in which the two Folsom Street projects do not comply.

1. Relate to site topography by stepping down with hillsides:

- Guidelines: Stepping massing down the slope avoids visually dominating surroundings and promotes harmony between new and older buildings. *See Figure 1A from Guidelines.*
- 3526 + 3516 Folsom: Each building has flat roofs and boxy forms that do not acknowledge the steep cross slope in a meaningful way. This massing, in combination with the extremely steep slope, will result in buildings that loom over their surroundings. *See Figure 1B from Building Permit Application.*

2. Incorporate side yards to break up the solid wall effect on the street:

- Guidelines: A three or four foot wide side yard on one side of each lot creates visual relief between buildings, reduces building bulk, and provides increased opportunity for architectural articulation. The side yard does not have to be completely open, but should have three of five open zones. *See Figures 2A and 2C from Guidelines.*
- 3526 + 3516 Folsom: While neither home proposes a through sideyard that would provide full visual separation between the buildings, and neither design uses the sideyard to effectively increase articulation and visual interest, the sideyard zones at 3516 Folsom comply. The sideyards at 3526 do not. The end result would be a solid wall effect on Folsom Street. *See Figures 2B, 2D and 2E from Building Permit Application.*

3. Use façade elements to break up massing, provide three-dimensional interest and give scale and texture:

- Guidelines: Varying architectural elements such as bays, recesses, terraces, entry porches, roof forms, etc. further break up building mass, enrich designs, and relate new construction to the historic scale and texture of the neighborhood. Thoughtfully detailed buildings in a contemporary style can add to rather than detract from local character. *See Figure 3A from Guidelines.*
- 3526 + 3516 Folsom: The primary façades fronting Folsom Street, the south façade facing Chapman (for 3526 Folsom), and the north façade facing Bernal Heights Boulevard (for 3516 Folsom) will be visually prominent in the neighborhood. These façades are under-developed and uncomposed, lacking thoughtful detail, and very similar to one another. The façade facing the Boulevard, in particular, seems neither to take advantage of the view to the hill for the resident, nor to offer passersby anything more interesting than a series of flat planes with a few randomly placed, identical windows. *See Figures 1B, 3B and 3C.*

All of these comments were conveyed repeatedly to the project sponsor in our series of meetings and letters, and have remained unaddressed. The nature of these two building sites (currently undeveloped and adjacent to four more undeveloped sites), and their unique surroundings (a community garden, and City open space along the Boulevard and on the hill) merit sensitive and thoughtful design solutions. The Board is not against development on these sites. But we cannot support development that disregards the special character of our neighborhood, and the Guidelines that were developed to protect and enhance it.

Finally, we have included a few images of recent projects reviewed and supported by the Board, which we feel successfully addressed the issues enumerated in this letter. *See Figures 4A, 4B and 4C.*

We respectfully request that you disapprove the permit applications for these two new homes as currently designed and mandate alterations.

Cordially,



Wendy Cowles, Chair
On Behalf of the Bernal Heights ESDRB

1. Relate to site topography by stepping down with hillsides:

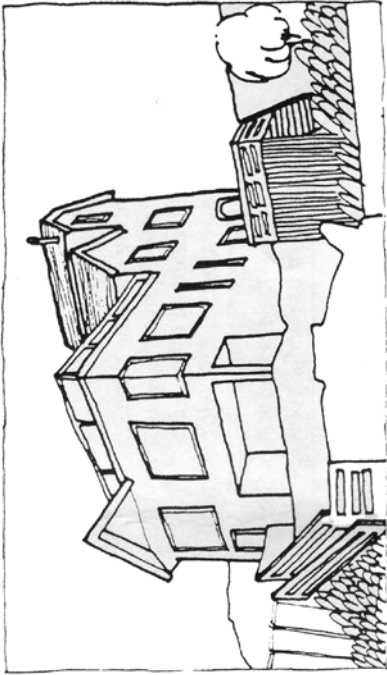
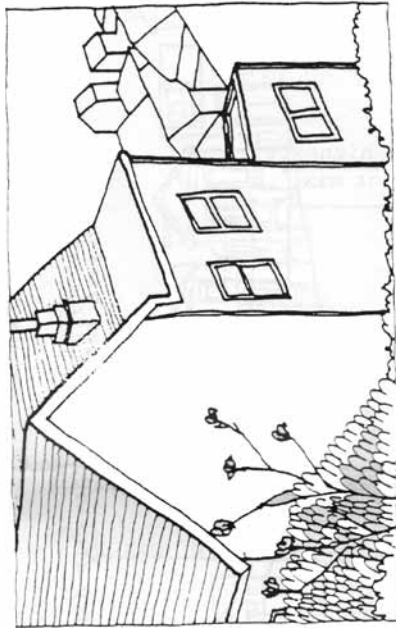


Figure 1 A: Guidelines

Bonview Street house stepping up slope



Elsie Street house stepping down slope

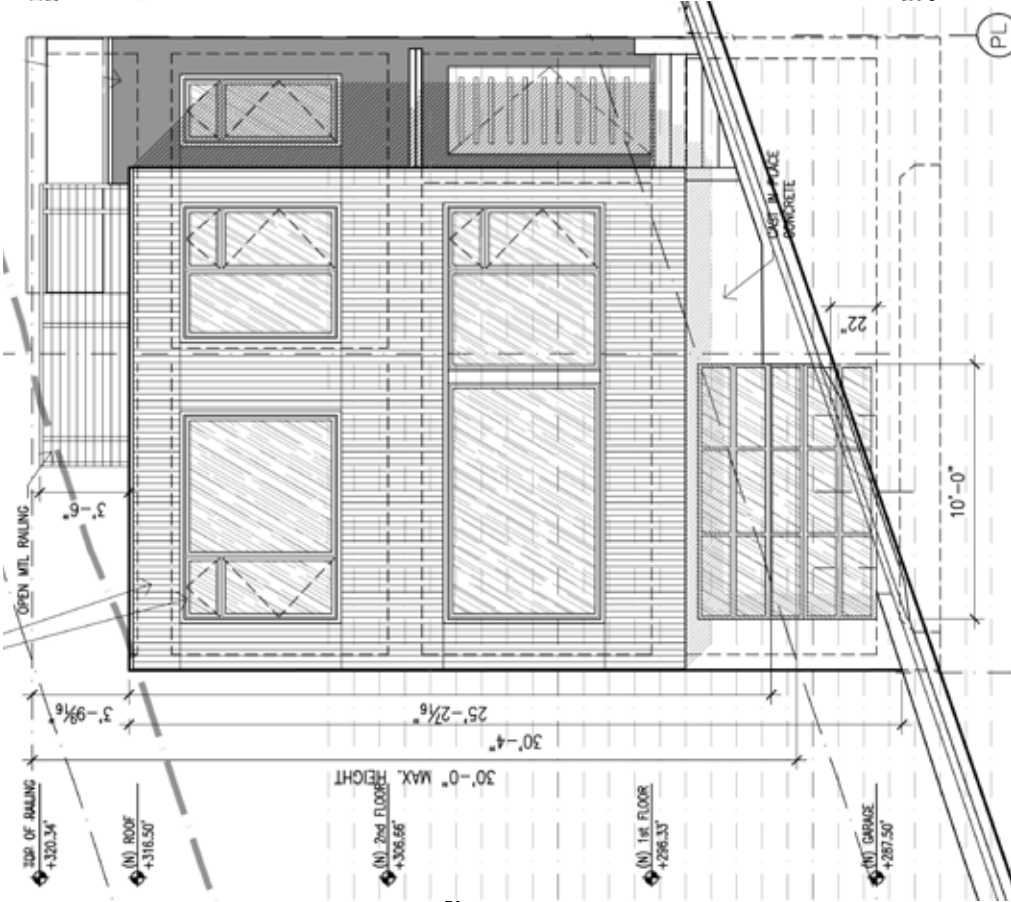
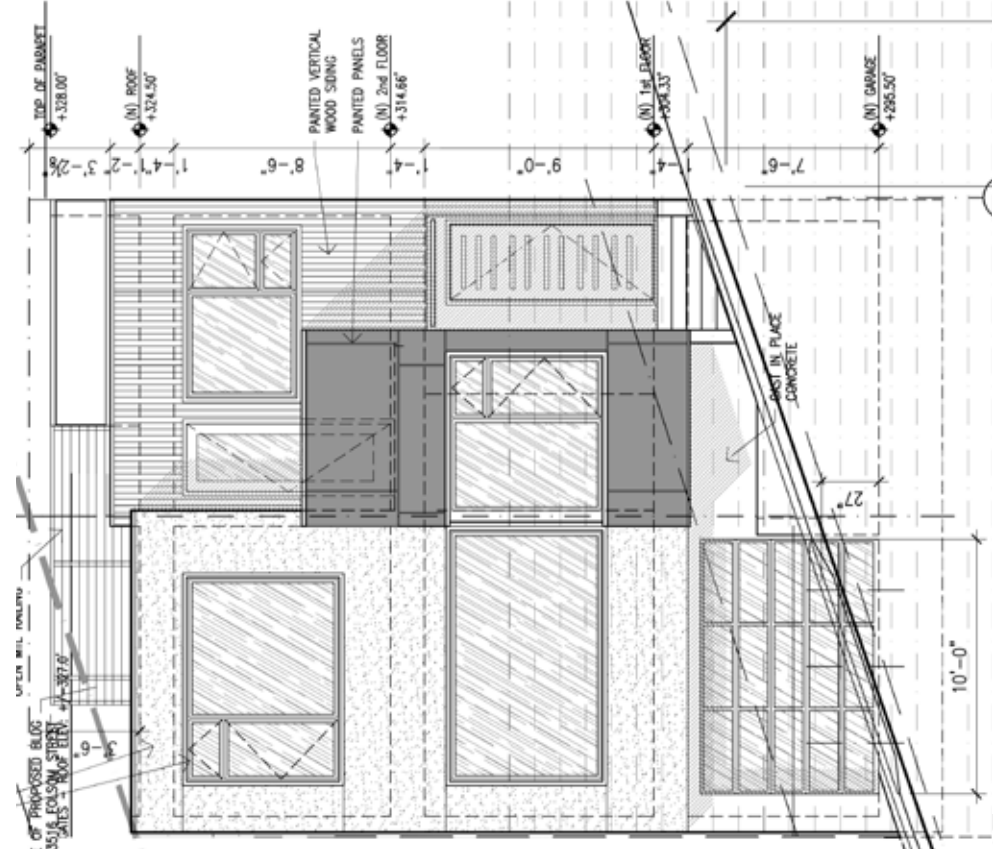


Figure 1B:
3526 and
3516 Folsom Street



2. Incorporate side yards to break up the solid wall effect on the street:

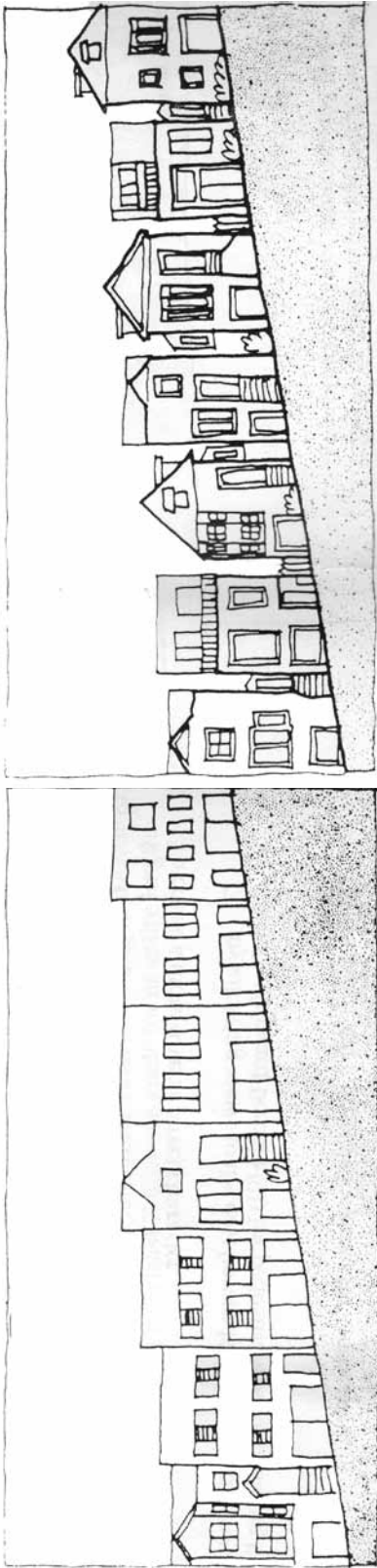


Figure 2A: Guidelines

No side yards

With side yards

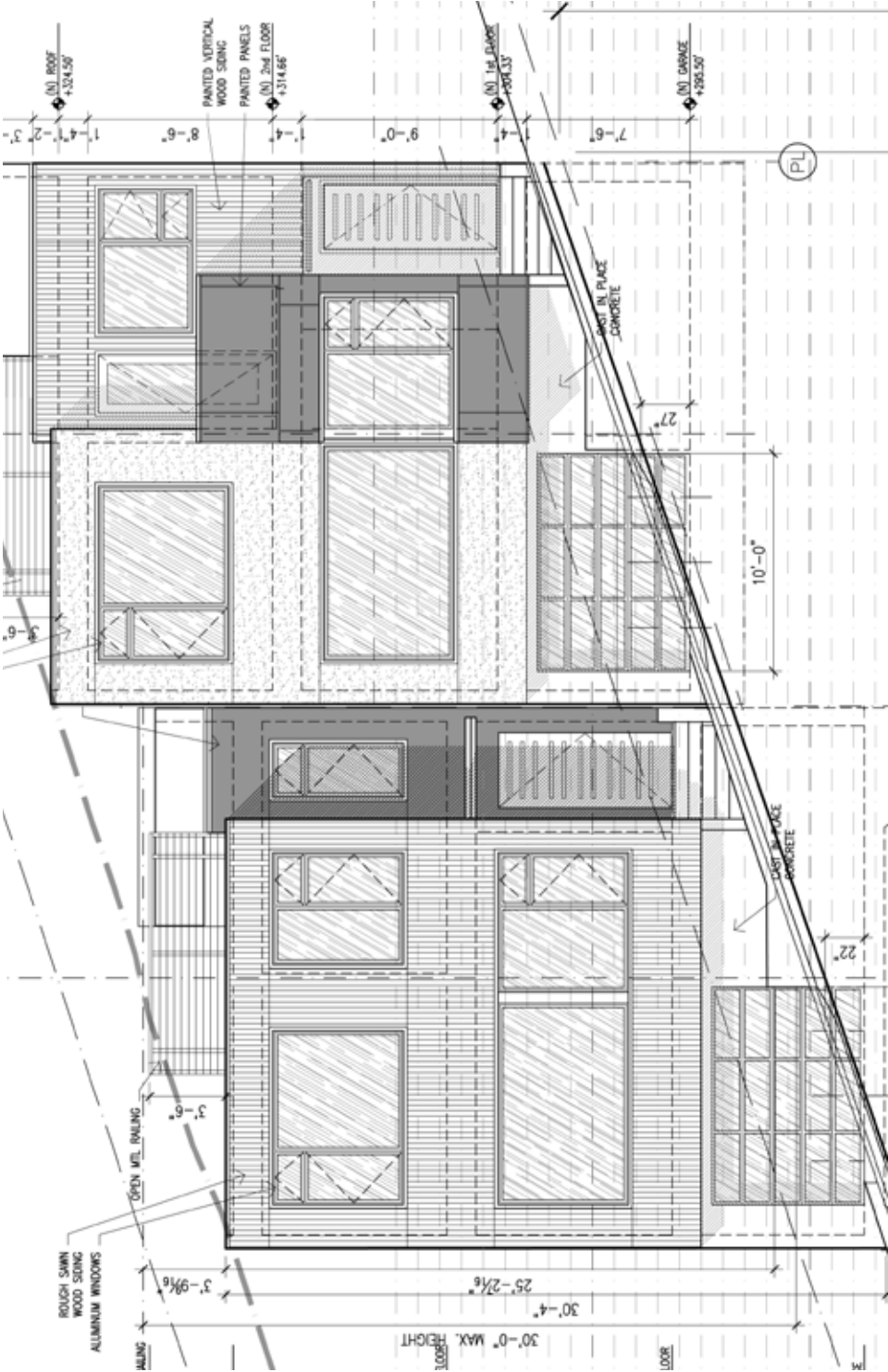


Figure 2B: 3526 and 3516 Folsom

2. Incorporate side yards to break up the solid wall effect on the street (continued)

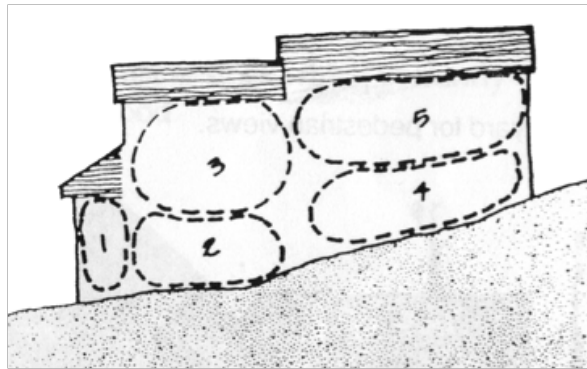


Figure 2C: Guidelines
Zone 1 plus two of the other four zones should be open

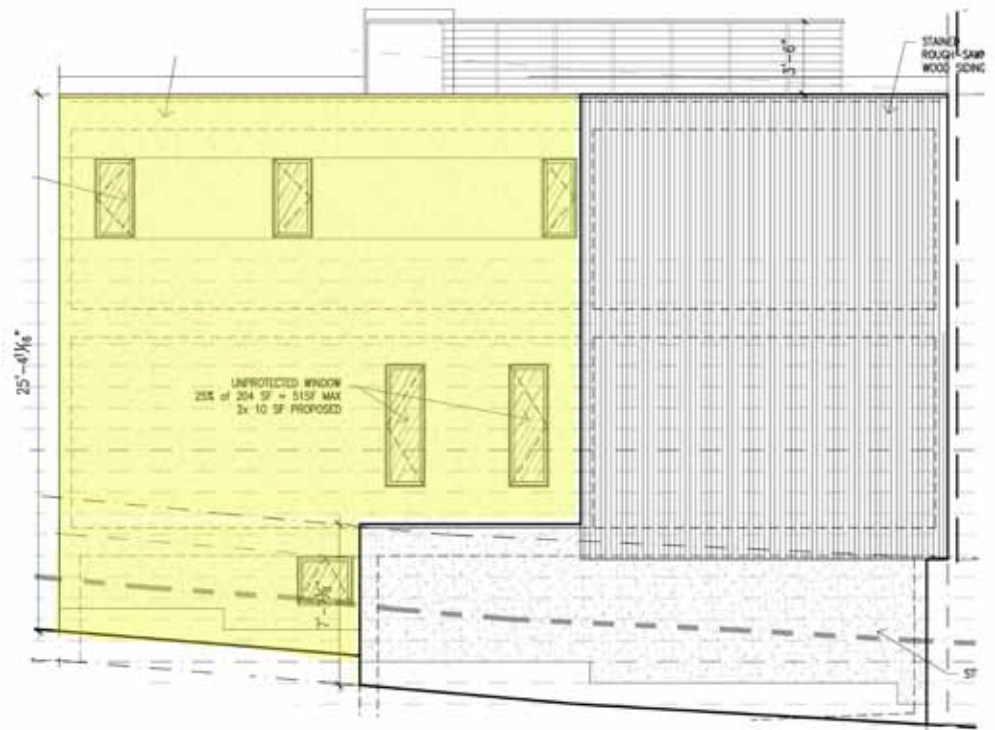


Figure 2D: 3526 Folsom
South Elevation – visible from Chapman Street
zone 1 is not open,
zones 4 and 5 are open



Figure 2E: 3516 Folsom
North Elevation – visible from Bernal Heights Boulevard –
zones 1, 4 and 5 are open

3. Use façade elements to break up massing, provide three-dimensional interest and give scale and texture.

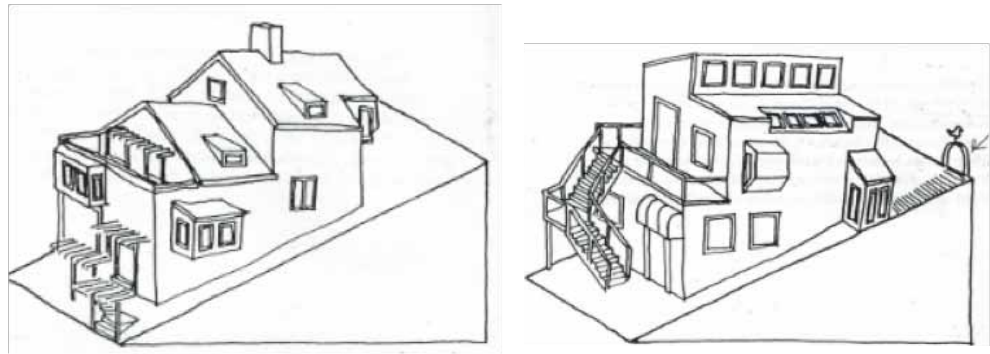
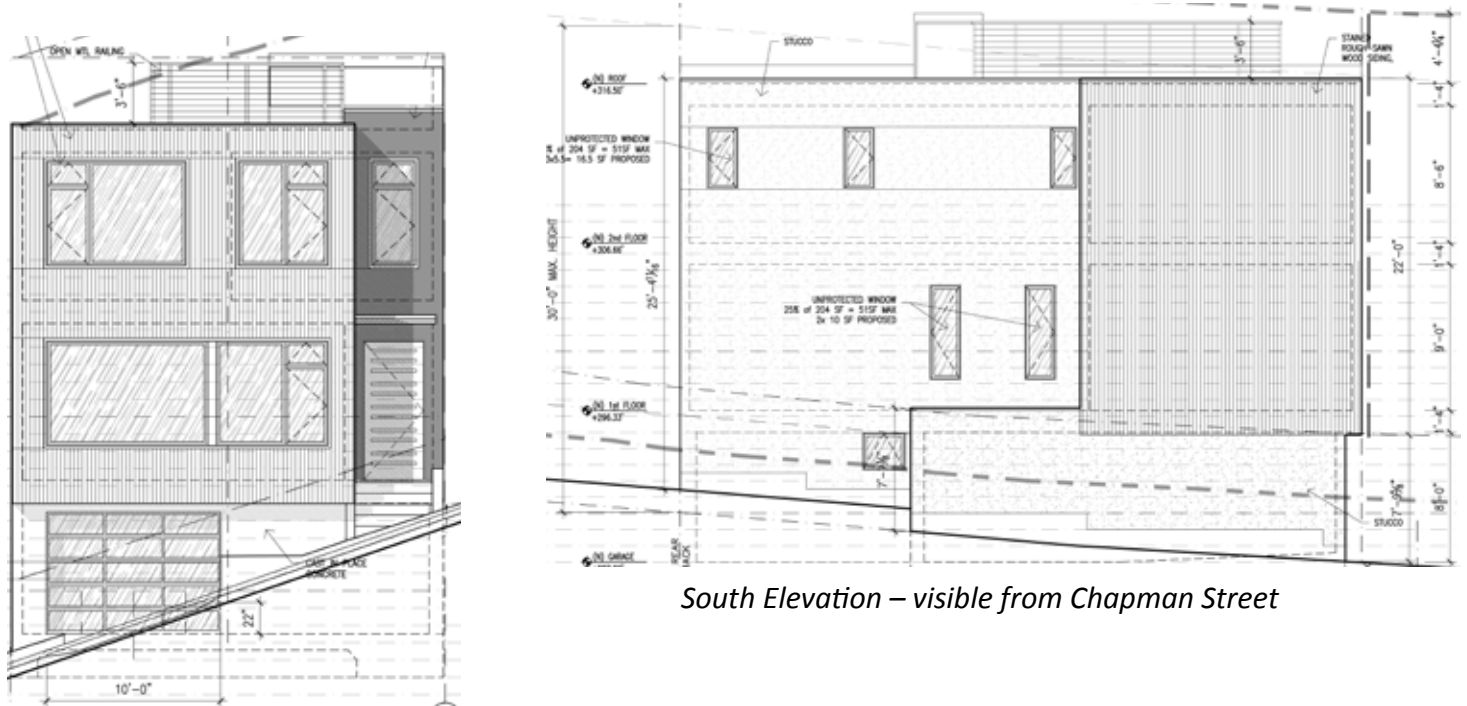


Figure 3A: Guidelines

Figure 3B: 3526 Folsom



South Elevation – visible from Chapman Street

Figure 3C: 3516 Folsom



North Elevation – visible from Bernal Heights Boulevard

4. Recent projects which have successfully addressed Guideline issues enumerated:

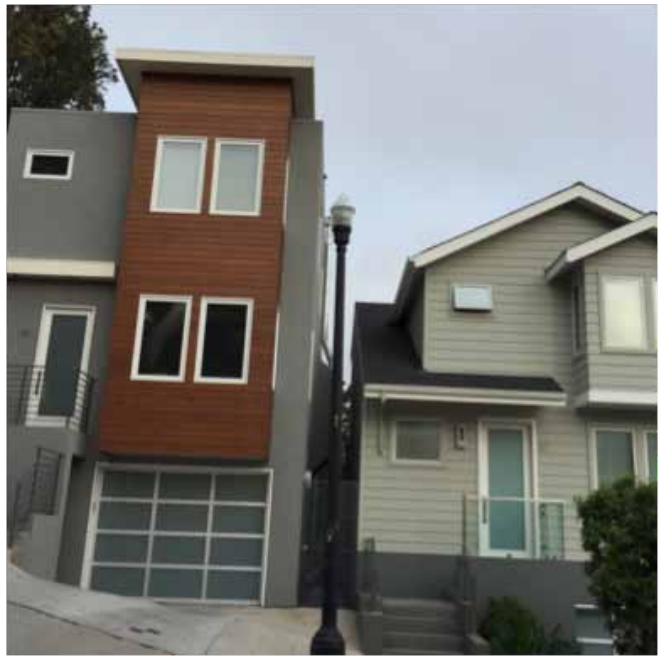


Figure 4A: *83 and 87 Banks*



Figure 4B: *179, 185 and 187 Ripley*



Figure 4C: *171 Ripley and 3407 Folsom viewed from adjacent public open space*

Raffi Momjian
347 Mullen Avenue
San Francisco, CA 94110
(415) 664-4334

March 23, 2016

President Rodney Fong & Planning Commission Members
San Francisco Planning Department
1650 Mission Street, #400
San Francisco, CA 94103

Dear President Fong and Members of the Planning Commission:

I am writing in support of the proposed residences of Fabien Lannoye and Anna Limkin at 3516 Folsom Street and James and Patricia Fogarty at 3526 Folsom Street.

My wife and I purchased our current home in Bernal Heights from Fabien and Anna back in 2013 and still love it as much as, if not more than, when we first saw it and decided to make it our home for us and our two children. In addition to this, Fabien and Anna have since also become our very good friends.

We have followed Fabien's and Anna's attempt to move back into Bernal Heights and are very concerned with the unwarranted resistance they are experiencing by a few vocal residents. It seems once again a few individuals in our great and usually open and accepting neighborhood have hijacked the planning process based on their own personal and biased motives. As I recently learned, some of the most adamant and vocal opposition is actually being raised by residents that do not live anywhere close to the proposed constructions sights and are very unlikely to be impacted in any way by Fabien and Anna nor by Mr. and Mrs. Fogarty building their homes there and moving into our neighborhood.

The two proposed houses are modest two-story over garage homes with three bedrooms and two baths, less than 2,000 square feet above grade. All of the current homes adjacent to the construction sights are at least two stories high and several of these houses are equal or larger than the two homes that will be built. The two proposed residences also comply with the City's Residential Design Guidelines, the Planning Code, including the Bernal Heights Special Use District provisions, the General Plan, and the East Slope Design Review Guidelines. Therefore, I see no reasonable or rational reason why these projects should be prevented from moving forward. There are no exceptional and extraordinary circumstance which justify the neighbors' opposition to this project. Allowing a few "noisy" residents to have more of say than everyone else in how our neighborhood grows and is developed is not only wrong but also goes totally against the inclusivity and openness of our great City that we are so proud of.

I hope you will allow our friends and their children to move close to us and our kids in Bernal Heights.

Sincerely,



Raffi Momjian

Cc: Richard Sucre, Planner

307 Mullen Ave
San Francisco
CA 94110

San Francisco Planning Department
1650 Mission Street, #400
San Francisco, CA 94103

March 23rd, 2016

Attn: President Rodney Fong & Planning Commission Members

Dear President Fong and Members of the Planning Commission,

I am writing to you regarding the proposed residences at 3516 Folsom Street, by Fabien Lannoye and Anna Limkin.

I first met Fabien at the site of 347 Mullen Ave just as he was beginning the ground-work for the house he built there. From that first interaction, Fabien was kind, engaging and considerate. I.e. Fabien's treated me -- a total stranger, who lived seven houses away -- as a neighbor from the very first time I met him. It was clear that Fabien intended to build his house, and then live it, as a *member* of the local community, not merely a visitor. Since then Fabien and I have become good friends, so I can vouch that this is not an act - Fabien is indeed that kind and genuine person.

I have attended two ESDRB meetings where Fabien presented his plans for 3516 Folsom Street, and in both cases was astonished by the militancy of the opposition towards the project. Those opposing the project have attempted to use every argument under the sun (including gas-line explosion fear tactics) to prevent these houses from being built. In so doing, they have revealed their true motive: they want to keep things as they are; they'll say whatever it takes to try to achieve that. Frankly, I find their behavior to be nothing but self serving, and the antithesis of neighborly generosity. It also concerns me that the city's processes enable this. Most of all, I'm saddened that at time when this city is desperately short of housing, a good and honest man may be prevented from building a house for himself and his family on land that he owns, because of the self-serving actions of his future neighbors.

The house that Fabien built at 347 Mullen Ave is truly an asset to our neighborhood. Fabien took a piece of land that was delivering zero societal benefit and transformed it in an elegant family home. That home is now lived in by a wonderful family, who contribute greatly to the local community. That building's aesthetics and proportions fit perfectly into our block. That dwelling unit is alleviating San Francisco's housing shortage, and those property taxes are funding San Francisco's city budget. In short, by developing 347 Mullen Ave, Fabien contributed greatly to our community.

In summary, Fabien is a good man, trying to do a good thing, being victimized by short-sighted neighbors. He is helping solve a critical problem for this city, all the while being a kind and generous neighbor. This city needs more Fabien Lannoyes.

I hope that you allow Fabien and Anna to build at 3516 Folsom St, so that they may move back to their beloved Bernal. But more than that, I hope that good-heartedness triumphs over shortsightedness, and that progress triumphs over *pulling up the ladder*-ness.

Thank you for taking my views into consideration,

Sincerely,

A handwritten signature in blue ink, appearing to read 'Tom Saffell', with a stylized, cursive script.

Tom Saffell, MA, MEng (Cantab)

Cc: Richard Sucre, Planner

Wendy Testu
319 Mullen Avenue
San Francisco, CA 94110

March 23, 2016

San Francisco Planning Department
1650 Mission Street, #400
San Francisco, CA 94103

Attn: President Rodney Fong
& Planning Commission Members

Dear Mr. Fong and Members of the Planning Commission,

I am writing in support for the proposed residences Fabien Lannoye and Anna Limkin (3516 Folsom Street), and James and Patricia Fogarty (3526 Folsom Street).

I have known Anna and Fabien for about 7 years, when they started building their house at 347 Mullen, which is two houses away from mine. I've lived in Bernal Heights for over 17 years and in this house on Mullen for 15 years. They have always been wonderful neighbors and people. While they were building their house they were very respectful to the neighbors during construction and became great neighbors and close friends with several of us. We were sad that they had to sell their house, but glad they were then able to find a new lot on Bernal Heights not too far from us.

I have been following their progress through the long and difficult process of getting the permits to build their new house.

When they started to have meetings at the Community house to meet their future neighbors, I saw flyers posted around Bernal, notifying neighbors that a greedy developer was planning to "blow up the hill" which set a bad tone to the subsequent meetings. They are the farthest thing from greedy developers. They aren't developers at all, they want to build a family home.

The two proposed residences comply with the City's Residential Design Guidelines, the Planning Code, including the Bernal Heights Special Use District provisions, the General Plan, and the East Slope Design Review Guidelines.

The two proposed houses are modest two-story over garage homes with three bedrooms and two baths. Anna and Fabien have two wonderful children, a girl and a boy. Their plans for their proposed house seem very reasonable and not out of scale with the neighborhood. The house they built next to us is a beautiful modern addition to the neighborhood, I wish other architects and builders in Bernal would follow in their design footsteps.

There are no exceptional and extraordinary circumstances associated with the proposed projects.

We hope you will allow our friends Anna and Fabien to move back close to us on our Bernal Heights.

They were great neighbors and we know they will be the same wonderful neighbors to everyone who welcomes them.

Thank you for supporting their project.

Sincerely,

A handwritten signature in dark ink, appearing to read "Wendy Testu". The signature is fluid and cursive, with a long, sweeping underline that extends to the left.

Wendy Testu

Cc: Richard Sucre, Planner

Fred Testu
319 Mullen Avenue
San Francisco, CA 94110

March 23, 2016

San Francisco Planning Department
1650 Mission Street, #400
San Francisco, CA 94103

Attn: President Rodney Fong
& Planning Commission Members

Dear President Fong and Members of the Planning Commission,

I am writing in support for the proposed residences Fabien Lannoye and Anna Limkin (3516 Folsom Street), and James and Patricia Fogarty (3526 Folsom Street).

I have known Anna and Fabien for about 7 years, when they started building their house at 347 Mullen. They were extremely responsive and respectful to the neighbors during construction and became great neighbors and close friends. We were sad that they had to sell their house, but glad they were then able to find a new lot on Bernal Heights.

I have been following their progress through the long and difficult process of getting the permits to build their new house.

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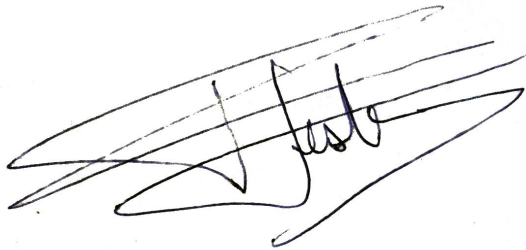
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Thank you for supporting their project.

Sincerely,

A handwritten signature in dark ink, appearing to read "Fred Testu", is written over a series of horizontal lines. The signature is stylized and fluid.

Fred Testu

Cc: Richard Sucre, Planner

RAMON E. ROMERO

66 Banks Street
San Francisco, CA 94110

March 22, 2016

Rodney Fong, President and Members of the
San Francisco Planning Commission
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Discretionary Review - 3516 & 3526 Folsom Street

Dear President Fong and Commission Members,

I am the resident and homeowner of 66 Banks Street located near the above-referenced lots. I have resided at that address since May of 1994. I am also the owner of the vacant lot (Lot 29) located directly across from 3516 Folsom and directly behind my home. I am writing to comment on the matters before you.

First, please let me inform you that I am a former member of the San Francisco Redevelopment Commission which, of course, dealt extensively with real estate development projects both for residential and commercial purposes. I was appointed to the Redevelopment Commission in 1998 by Mayor Willie L. Brown, Jr. and reappointed by him in 2001. I was subsequently reappointed to the Commission in 2005 by Mayor Gavin Newsom. During my tenure, I was twice elected President of the Commission and had the honor of being the first Latino to serve in that capacity. My 11 ½ years of service on the Commission is described in detail in the resolution that was adopted at the time of my resignation. I have enclosed that resolution for your convenience should you choose to review it. See Item 4(b) of the enclosed minutes.

During 2015, I attended two meetings of the Bernal Heights East Slope Design Review Board at which Mr. Fabien Lannoye presented his plans for development at the two sites in question. I found Mr. Lannoye to be congenial, cooperative, attentive, and understanding of the input provided by Bernal Heights residents who were in attendance. He presented his building plans in writing for everyone to review and answered questions directly and without equivocation. His behavior was professional and friendly at all times without exception. This was all true in the face of sometimes hostile, emotional, and irrational attacks from some, but certainly not all, of the individuals in attendance. Such attacks were unwarranted and cast a pall on the proceedings making it more difficult for Mr. Lannoye to take into account and respond to the attendees who had positive suggestions and requests that they hoped would ensure that the character of the neighbor

hood was preserved. Mr. Lannoye was nothing, but cooperative with those who had positive attitudes.

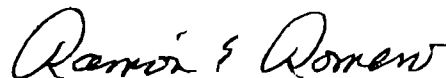
I recognized one of the more hostile individuals present and know that he did not live anywhere near the lots in question. Frankly, that individual's attempts to dominate the meeting and speak over the others in attendance were so difficult to bear that some of the attendees departed from one of the meetings in disgust. In short, the atmosphere I have described above stirred very vivid memories of controversial development projects that came before the Redevelopment Commission that were sometimes met with hostile, emotional, and irrational opposition.

I should add that the development of the house that I reside in at 66 Banks, as well as the two houses next to mine, met similar hostile resistance from the neighbors when they went through the planning process in the early-1990's. My house and the two next to me were built on the same hillside field where Mr. Lannoye seeks to build. Similarly, the developer, Mr. Aldo Stemberga, was required to build a street in order to build the houses he eventually completed. Even though I was totally unaware and uninvolved in Mr. Stemberga's development, I was met with hostility from some of the neighbors simply because I purchased and moved into my house. I was shocked to see that kind of a reaction from otherwise rational San Franciscans who live in a dense urban environment and should accept the fact that privately owned, vacant, buildable lots will ultimately be developed as our city grows.

It is my understanding that Mr. Lannoye has cooperated with Planning Agency staff and Department of Public Works staff in advancing his development plans. In particular, he has expressed to me his willingness to mitigate as much as possible any potential adverse effect on the two houses that are located at the bottom of the extension of Folsom Street that he intends to construct.

In short, unless there are planning code violations for Mr. Lannoye's houses or public works codes violations for the street that needs to be constructed, I do not object to the issuance of the building permits before you.

Very truly yours,



Ramon E. Romero

**MINUTES OF A REGULAR MEETING OF THE
REDEVELOPMENT AGENCY OF THE CITY AND
COUNTY OF SAN FRANCISCO HELD ON THE
20TH DAY OF OCTOBER 2009**

The Commissioners of the Redevelopment Agency of the City and County of San Francisco met in a regular meeting at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 416, in the City of San Francisco, California, at 4:00 p.m. on the 20TH day of October 2009, at the place and date duly established for holding of such a meeting.

President Ramon Romero called the meeting to order at 4:00 p.m.

Mr. Romero welcomed members of the public and radio listening audience and asked that all electronic devices including pagers and cellular telephones be turned off during the meeting. Mr. Romero asked members of the public who wished to address the Commission to fill out speaker cards, and to state their names for the record, and to limit their remarks to three minutes. Mr. Romero stated that the appropriate time for members of the public to address the Commission on matters not on the current Agenda, but related to general Agency business, would be Item 6 on the agenda. This portion of the Agenda is not intended for debate or discussion with the Commission or staff, and members of the public should simply state their business or matter they wish the Commission or staff to be aware of, and if they had questions, to follow-up with staff or Commissioners during a break or after adjournment. It is not appropriate for Commissioners to engage in a debate or respond on issues not properly set in a publicly-noticed meeting agenda.

1. RECOGNITION OF A QUORUM

The Commission Secretary announced the presence of a quorum with the following Commissioners present:

Ramon Romero, President
Rick Swig, Vice President
London Breed
Linda Cheu
Francee Covington
Leroy King
Darshan Singh

Fred Blackwell, Executive Director, and staff members were also present.

- 2. REPORT ON ACTIONS TAKEN AT PREVIOUS CLOSED SESSION MEETING, IF ANY.** No Reportable Action.
- 3. MATTERS OF UNFINISHED BUSINESS.** None.
- 4. MATTERS OF NEW BUSINESS:**

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REGULAR AGENDA

- (a) Commending and expressing appreciation to Learlene Wright for her services on the occasion of her retirement from the Redevelopment Agency of the City and County of San Francisco. (Resolution No. 111-2009)

Presenter: Jim Walter, Agency Staff

Speakers: None

Commissioner Covington extended her warmest congratulations to Ms. Wright on the occasion of her retirement. Ms. Covington stated she enjoyed interacting with Ms. Wright whenever she had the opportunity of visiting the Harbor, and stated that Ms. Wright was a treasure at the agency.

Ms. Covington put forth a motion to move item 4(b).

Commissioner Breed seconded Ms. Covington's motion. Ms. Breed congratulated Ms. Wright on the occasion of her retirement and thanked her for her 39 years of commitment and service to the City and County of San Francisco which she stated was commendable.

Commissioner King congratulated Ms. Wright for her good work and commitment for the past 39 years of service to the City and County of San Francisco.

Commissioner Cheu stated that 39 years of dedication is admirable, and stated that Ms. Wright was very welcoming, professional and always very friendly. Ms. Cheu congratulated Ms. Wright and wished her the best of luck.

Commissioner Swig stated that because of her warmth and welcoming manner, Ms. Wright made the South Beach Harbor a warm and loving place as if it were her own home. Mr. Swig congratulated and thanked Ms. Wright for her 39 years of service to the City and County of San Francisco.

Commissioner Singh stated Ms. Wright was always very warm and accommodating to the Commissioners, congratulated and thanked her for her 39 years of service.

Commissioner Romero stated he appreciated how Ms. Wright welcomed the Commissioners at the South Beach Harbor, commended and congratulated Ms. Wright for the 39 years of service to the City and County of San Francisco.

Ms. Wright stated that it was a wonderful experience working for 39 years at the Agency and thanked everyone for their best wishes and kind words.

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ADOPTION: IT WAS MOVED BY MS. COVINGTON, SECONDED BY MS. BREED, AND UNANIMOUSLY CARRIED, THAT RESOLUTION 111-2009, COMMENDING AND EXPRESSING APPRECIATION TO LEARLENE WRIGHT FOR HER SERVICES ON THE OCCASION OF HER RETIREMENT FROM THE REDEVELOPMENT AGENCY OF THE CITY AND COUNTY OF SAN FRANCISCO BE ADOPTED.

- (b) Commending and expressing appreciation to Ramon E. Romero for his dedicated service upon his occasion of his departure from the Redevelopment Agency of the City and County of San Francisco. (Resolution No. 112-2009)

Presenter: Fred Blackwell, Director

Mr. Blackwell stated on behalf of the staff of the Redevelopment Agency, he will be missed. Mr. Blackwell read the following resolution:

"Ramon E. Romero has served as a Commissioner of the Redevelopment Agency of the City and County of San Francisco ("Agency") since March 1998. Mayor Willie L. Brown, Jr. first appointed him and subsequently re-appointed him in 2001; Mayor Gavin Newsom re-appointed him to a third term in 2005. He has served the City and County of San Francisco ("City") and the Mayors who appointed him with distinction, loyalty, and intelligence.

During his tenure, Mr. Romero's colleagues on the Commission twice elected him as Commission President. He presided over the Commission meetings with fairness, efficiency, and diplomacy. He emphasized the importance of following rules of decorum during public comment and Commission deliberations to ensure that the debate over important and sometimes controversial issues occurred in a smooth and orderly manner. Mr. Romero was the first Latino to serve as President of the Agency Commission.

Mr. Romero approached each issue and project before the Commission with objectivity, analytical rigor, and astuteness. His comments always demonstrated the thoroughness of his preparation and his understanding of the complexities of redevelopment activities in a politically-fragmented urban environment. He publicly acknowledged and appreciated the professionalism and technical knowledge of Agency Executive Directors and staff members in their recommendations to the Commission, even when he disagreed with those recommendations.

In his eleven and one-half (11½) years of public service on the Commission, Mr. Romero has supported, and the Commission has adopted, numerous redevelopment plans and specific development projects that have improved, and will continue to improve, the economic vitality, urban landscape, and quality of life in San Francisco. With his oversight and approval, the Agency adopted the Mission Bay, Transbay, Bayview Hunters Point, and Visitacion Valley Redevelopment Plans. These thirty (30) year plans commit the City and the Agency to use the significant powers under redevelopment law to create positive changes in blighted areas where tens of thousands of San Franciscans live and work.

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Mr. Romero's commitment to economic justice and equal opportunity has been demonstrated through his strong support for affordable housing development and for tangible public benefits required of private development. Since Mr. Romero's appointment, the Agency has expanded its affordable housing program and approved the development or preservation of thousands of units of affordable housing. He has also strongly supported the targeting of contracting and employment opportunities created by Agency-approved development to persons of color and those who are economically-disadvantaged.

Mr. Romero has served as an important link between the Agency and the City's Latino community. Although the Agency does not have a project area in any neighborhood where large numbers of Latinos live, Mr. Romero has promoted opportunities for the Latino community in specific projects. In particular, he has been a stalwart of the Mexican Museum's efforts to move to the Yerba Buena Center Redevelopment Project Area and provide a world-class facility for Mexican and other Latino art.

Mr. Romero has also served the City in other capacities during his Commission tenure. Most significantly, Mayor Newsom appointed him as a member of the Ten Year Planning Council that prepared, after numerous public meetings, The San Francisco Plan to Abolish Chronic Homelessness, which established the goal of providing 3000 supportive housing units for the chronically homeless. Mr. Romero served as chair of the Permanent Supportive Housing Committee.

Upon his departure from the Agency Commission, Mr. Romero will continue to serve the public interest through his work as an attorney for the California Teachers Association, a board member of the California Rural Legal Assistance, and other civic and community activities.

NOW, THEREFORE, BE IT RESOLVED that the Redevelopment Agency of the City and County of San Francisco, on behalf of the Agency's past and present Commissioners, Executive Directors, and Employees, recognizes Ramon Romero's significant public service that he has provided to the City and Agency and hereby expresses its sincerest appreciation and best wishes to him in all of his future endeavors."

Speakers: Eli Aramburo, Dr. Cancino, Jim Salinas, Sr., Frank Fernandez, Jose R. Padilla, Charles Range, Oscar James, Francisco DaCosta

Commissioner King made a motion to adopt item 4(b). Mr. King stated that both he and President Romero have been on the Commission together for many years, they didn't always see eye to eye on some issues, but over the years their relationship grew into an understanding of what each other stood for which resulted in what is now a close and respectful admiration for each other and a bond that will continue. Mr. King congratulated Mr. Romero for his service as President of the Commission and hopes to continue to work with him in the future. Mr. King thanked Mr. Romero for his commitment and service to the City and County of San Francisco.

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Commissioner Swig thanked Mr. Romero for mentoring him in the relatively brief two years serving on the Commission, for teaching him the rules which were very valuable, and expressed his appreciation for his mentorship. Mr. Swig stated that Mr. Romero took on the responsibility of public service regardless of race, creed, color, and culture; he set a spectacular example of a role model for others who Mr. Swig stated, should follow in his footsteps. Mr. Swig congratulated Mr. Romero for his service to the City and County of San Francisco and wished him well.

Commissioner Cheu stated it had been a great pleasure working with Mr. Romero on the Commission and expressed that he will truly be a loss to the Commission. Ms. Cheu stated that Mr. Romero was very level headed, reasonable, objective, smart, and had an ability to see what the key issues were. Ms. Cheu stated that Mr. Romero spoke on the issues clearly and diplomatically, always articulate, and maintaining at the same time a level of compassion for people in their situations and comments, and always treated everyone with respect. Ms. Cheu stated that Mr. Romero has been a model to her and to all Commissioners. Ms. Cheu thanked Mr. Romero and wished him well.

Commissioner Singh stated that he has known President Romero for the past 11 years, and expressed that he has been a great Commissioner, President, and a good friend. Mr. Singh congratulated Mr. Romero and wished him well.

Commissioner Breed wished President Romero the best and expressed that she was sorry to see him go. Ms. Breed stated they often have had conversations about a number of issues they did not agree on, but she respected his opinion, respected the value he brought to the decisions they had to make because they affect so many lives with their decisions. Ms. Breed stated during the time Mr. Romero committed to the City, he kept in mind in his decision making process to fight for organizations that were small who did not have the capacity to fight for themselves. Ms. Breed stated that Mr. Romero's work on the Commission was commendable and has been a great asset to the Commission.

Commissioner Covington thanked Mr. Romero for his service and expressed that she will miss their disagreements, and will miss him at the Giants games. Ms. Covington stated that serving on the Commission for 12 years was quite an accomplishment and expressed her appreciation for his service to the City and County of San Francisco.

Mr. Blackwell stated in addition to the resolution, a Certificate of Honor from Mayor Gavin Newsom was also presented to him which read as follows:

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' Certificate of Honor, presented to Ramon E. Romero, October 20, 2009,

Whereas, on behalf of the City and County of San Francisco, I am pleased to recognize and honor Ramon E. Romero for his dedicated service as Commissioner of the Redevelopment Agency of the City and County of San Francisco since March 1998 when he was first appointed by Mayor Brown. Ramon has shown fairness, efficiency and diplomacy. During his tenure, Ramon's colleagues on the Commission twice elected him as Commission President making him the first Latino to serve as President of the Redevelopment Commission. His stewardship in commitment to economic justice and equal opportunity is truly commendable. Thank you for your service to our City, and best wishes on all your future endeavors."

President Romero stated the following: "I will not be able to name everyone that I would like to recognize for the wonderful time serving on this Commission. Everything that was said about me, except to those references of being a male or Latino could be said about anyone up here. It is such an honor to serve with a talented and dedicated group of people who have everything in common with my interests for what we think we should be doing. We all do it in a different way, we all have different personalities. Meeting Leroy and serving on the Commission with him and seeing how he works, there is only one other person he has known in his lifetime like him, and that's Caesar Chavez, which Leroy knew and marched with him. I worked with Caesar's union for four years, went to law school, and worked in his office, and he too argued with me as Leroy did. The values and personalities and how hard you fight, what a wonderful honor it has been to serve. I would like to thank the three Executive Directors I've worked with, Jim Morales - don't think I don't know who wrote this resolution - you hit every single thing that would be important to me and you didn't leave a single thing out except what an honor it was to work with you when you were a Director, and now as Counsel. Marcia Rosen. enjoyed working with her. There are so many talented people in the city who are willing to volunteer their time, and Fred, it's been a pleasure working with you. I can't believe how well we've gotten along, we were in sync with our ideas of how this Commission should work, understanding and getting to know all the different parties. People who have said about being sensitive to the Community. hits right there, Oscar. thank you very much."

ADOPTION: IT WAS MOVED BY MR. KING, SECONDED BY MR. SWIG, AND UNANIMOUSLY CARRIED THAT RESOLUTION 112-2009, COMMENDING AND EXPRESSING APPRECIATION TO RAMON E. ROMERO FOR HIS DEDICATED SERVICE UPON HIS OCCASION OF HIS DEPARTURE FROM THE REDEVELOPMENT AGENCY OF THE CITY AND COUNTY OF SAN FRANCISCO BE ADOPTED.