



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use

HEARING DATE: FEBRUARY 26, 2015

Date: February 19, 2015
Case No.: **2014.1204C**
Project Address: **115 – 117 Plymouth Avenue**
Zoning: NC-1 (Small-Scale, Neighborhood Commercial District)
40-X Height and Bulk District
Block/Lot: 7138/001
Project Sponsor: David Madfes
1400 Portola Drive
San Francisco, CA 94127
Staff Contact: Michael Smith – (415) 558-6322
michael.e.smith@sfgov.org
Recommendation: **Approval with Conditions**

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The project sponsor proposes to demolish the remnants of the existing two-family dwelling and construct in its place a three-story, mixed-use building. The proposed building will have four dwellings, three off-street parking spaces, and measure 35 feet in depth with a 15 foot rear yard. The ground floor commercial tenants are to be determined. The project requires conditional use authorization pursuant to Planning Code Section 710.37 to demolish a dwelling unit at the second floor.

SITE DESCRIPTION AND PRESENT USE

The project is located on the west side of Plymouth Avenue, between Sagamore and Sadowa Streets, Block 7138, Lot 000. The subject property is located within a NC-1 (Small-Scale, Neighborhood Commercial District) and 40-X Height and Bulk Districts. The property contains the remnants of a two story, two-family dwelling that was constructed in 1905. The building is vacant and is uninhabitable due to neglect and the actions of a prior owner. City records are inconclusive but indicate that the building is authorized as a two family dwelling with two bedrooms and two bathrooms within 900 square-feet of habitable area.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The subject property is located within the Oceanview neighborhood in a cluster of low scale, low intensity, commercial development in an otherwise residential neighborhood. The adjacent property to the north is a church and the adjacent property to the south is a two family residence. Most of the nearby buildings measure two floors in height. Taller, mixed use buildings tend to be located on or near the corners.

ENVIRONMENTAL REVIEW

The Project is exempt from the California Environmental Quality Act ("CEQA") as a Class 1 categorical exemption.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	February 6, 2015	February 4, 2015	22 days
Posted Notice	20 days	February 6, 2015	February 6, 2015	20 days
Mailed Notice	20 days	February 6, 2015	January 23, 2015	33 days

The proposal requires a Section 312-neighborhood notification, which was conducted in conjunction with the conditional use authorization process.

PUBLIC COMMENT

- The Department has not received any comments from the public regarding this project.

ISSUES AND OTHER CONSIDERATIONS

- The tenant for the ground floor commercial space is yet to be determined.
- The existing building is uninhabitable but it is unclear how it came to be in its present condition. DBI would not issue an emergency demolition order and instead instructed the property owner to stabilize the structure. The structure has been uninhabitable for more than a decade and is a blight on the neighborhood in its current condition.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant conditional use authorization pursuant to Section 710.37 of the Planning Code to allow the demolition of a dwelling unit located at the second floor and above within a NC-1 District.

BASIS FOR RECOMMENDATION

- The project would add four smaller dwellings units to the City's housing stock within an established neighborhood.
- The project would create a small commercial space that is ideal for locally-owned small business owners.
- The project would make use of an underutilized, blighted property.
- No tenants would be displaced by the project.
- The project meets all applicable requirements of the Planning Code.
- The project is desirable for, and compatible with the surrounding neighborhood.

RECOMMENDATION:	Approval with Conditions
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Attachment Checklist:

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

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

MES

Planner's Initials



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

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

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Planning Commission Draft Motion

HEARING DATE: FEBRUARY 26, 2015

Date: February 19, 2015
Case No.: **2014.1204C**
Project Address: **115 – 117 Plymouth Avenue**
Zoning: NC-1 (Small-Scale, Neighborhood Commercial District)
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Staff Contact: Michael Smith – (415) 558-6322
michael.e.smith@sfgov.org

ADOPTING FINDINGS RELATING TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION PURSUANT TO SECTIONS 303 AND 710.37 OF THE PLANNING CODE TO DEMOLISH THE REMNANTS OF THE EXISTING TWO-FAMILY DWELLING AND CONSTRUCT IN ITS PLACE A THREE-STORY, MIXED-USE BUILDING. THE PROPOSED BUILDING WOULD HAVE FOUR DWELLINGS, THREE OFF-STREET PARKING SPACES, AND GROUND FLOOR COMMERCIAL SPACE. THE SUBJECT PROPERTY IS LOCATED WITHIN A NC-1 (SMALL-SCALE, NEIGHBORHOOD COMMERCIAL) DISTRICT AND 40-X HEIGHT AND BULK DISTRICTS.

PREAMBLE

On August 14, 2014, David Madfes, (hereinafter “Project Sponsor”) filed an application with the Planning Department (hereinafter “Department”) for Conditional Use Authorization under Planning Code Section(s) 303 and 710.37 to demolish an existing two-family dwelling and construct in its place a three-story, mixed-use building. The subject property is located within a NC-1 (Small-Scale, Neighborhood Commercial) District and a 40-X Height and Bulk District.

On February 26, 2015, the San Francisco Planning Commission (hereinafter “Commission”) conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2014.1204C.

The Project is exempt from the California Environmental Quality Act ("CEQA") as a Class 1 categorical exemption;

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Conditional Use requested in Application No. 2014.1204C, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The project is located on the west side of Plymouth Avenue, between Sagamore and Sadowa Streets, Block 7138, Lot 000. The subject property is located within a NC-1 (Small-Scale, Neighborhood Commercial District) and 40-X Height and Bulk Districts. The property contains the remnants of a two story, two-family dwelling that was constructed in 1905. The building is vacant and is uninhabitable due to neglect and the actions of a prior owner. City records are inconclusive but indicate that the building is authorized as a two family dwelling with two bedrooms and two bathrooms within 900 square-feet of habitable area.
3. **Surrounding Properties and Neighborhood.** The subject property is located within the Oceanview neighborhood in a cluster of low scale, low intensity, commercial development in an otherwise residential neighborhood. The adjacent property to the north is a church and the adjacent property to the south is a two family residence. Most of the nearby buildings measure two floors in height. Taller, mixed use buildings tend to be located on or near the corners.
4. **Project Description.** The project sponsor proposes to demolish the remnants of the existing two-family dwelling and construct in its place a three-story, mixed-use building. The proposed building will have four dwellings, three off-street parking spaces, and measure 35 feet in depth with a 15 foot rear yard. The ground floor commercial tenants are to be determined. The project requires conditional use authorization pursuant to Planning Code Section 710.37 to demolish a dwelling unit at the second floor.
5. **Public Comment.** The Department has not received any comments from the public regarding this project.
6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. **Rear Yard.** Planning Code Section 134 requires a rear yard that is equal to 25% of the lot depth at grade level and at each succeeding level or story of the building but in no case shall the required rear yard be less than 15 feet.

The subject lot measures 50 feet in depth and therefore must maintain a rear yard of 15 feet in depth. The project would maintain a 15 foot rear yard in compliance with the Code.

- B. **Open Space.** Planning Code Section 710.93 requires 100 square feet of usable open space per unit if private and 133 square-feet of usable open space per unit if common.

To meet the usable open space requirement the project is required to provide either 400 square-feet of private usable open space or 532 square-feet of common usable open space. The project would provide 1,050 square-feet of common usable open space within the required rear yard which is accessible to all dwellings via the ground floor.

- C. **Dwelling Unit Exposure.** All dwellings are required to have at least one room that faces directly on an open area for exposure pursuant to Section 140 of the Code.

All of the dwelling units would have windows that face the street and the Code complying rear yard to meet the dwelling unit exposure requirements.

- D. **Dwelling Unit Density.** Planning Code Section 710.91 permits one dwelling unit per every 800 square feet of lot area.

The subject property measures 3,500 square-feet in lot area and is therefore permitted to have four dwelling units when rounded to the nearest whole number.

- E. **Off-Street Parking.** Section 150 of the Planning Code requires one off-street parking for each dwelling unit, however, Section 155.1(d) permits the number of required automobile parking spaces to be substituted with Class 1 bicycle parking.

The project would provide three off-street parking spaces and a ground floor storage room for eight bicycles.

- F. **Street Trees.** Section 138.1 of the Code requires one street tree be planted for every 20 feet of lot frontage.

The subject property has 70 feet of frontage and is therefore required to plant four new street trees.

- G. **Transparency and Fenestration.** Section 145.1 of the Code requires frontages with active uses to be fenestrated with transparent windows and doorways for no less than 60 percent of the street frontage at the ground level and allow visibility to the inside of the building. The use of dark or mirrored glass shall not count towards the required transparent area.

The project has approximately 38' of frontage devoted to active uses and thus requires approximately 23' of transparent windows. The project would have approximately 28' of fenestrated frontage, which is 74% of the active use frontage.

- H. **Parking and Loading Entrances.** No more than one-third of the width or 20 feet, whichever is less, of any given street frontage shall be devoted to parking and loading ingress or egress.

With 70' of frontage on Plymouth Avenue, the subject property is permitted to have a maximum of 23' devoted to parking ingress and egress. The proposed building would have 10' devoted to the garage entrance.

7. **Demolition.** The Planning Commission shall consider the following additional criteria in the review of applications for Residential Demolition:

- a. whether the property is free of a history of serious, continuing Code violations;

The subject property has five DBI complaints within the past decade. The complaints focused on an unsafe building, an abandoned building, and failure to comply with the City's abandoned building ordinance.

- b. whether the housing has been maintained in a decent, safe, and sanitary condition;

The existing building is uninhabitable and has not been maintained in a decent, safe, and sanitary condition.

- c. whether the property is an "historical resource" under CEQA;

The Department determined that the building is not a historical resource pursuant to CEQA.

- d. whether the removal of the resource will have a substantial adverse impact under CEQA;

The existing building is not a resource.

- e. whether the project converts rental housing to other forms of tenure or occupancy;

The existing has not been occupied for more than a decade. It is unknown whether the building was formerly rental housing.

- f. whether the project removes rental units subject to the Rent Stabilization and Arbitration Ordinance or affordable housing;

The subject building was constructed in 1905; therefore, the two legal dwellings within the building are subject to the City's rent stabilization ordinance.

- g. whether the project conserves existing housing to preserve cultural and economic neighborhood diversity;

The project would remove existing housing units.

- h. whether the project conserves neighborhood character to preserve neighborhood cultural and economic diversity;

- The project would not conserve neighborhood character because it would result in the loss of an existing building.*
- i. whether the project protects the relative affordability of existing housing;
The subject property was purchased for \$550,000 in April 2014 and is currently uninhabitable. It would take hundreds of thousands of dollars to make the building habitable again which would be tantamount to new construction. The proposed project would also cost hundreds of thousands of dollars to construct but would provide four family-sized dwelling units. Thus the project protects the relative affordability of existing housing on the site.
 - j. whether the project increases the number of permanently affordable units as governed by Section [415](#);
The project would not increase the City's supply of permanently affordable units.
 - k. whether the project locates in-fill housing on appropriate sites in established neighborhoods;
The project would locate infill housing within the established Oceanview neighborhood.
 - l. whether the project increases the number of family-sized units on-site;
City records indicate that the existing building on the site has two dwellings within 900 square-feet of habitable area. The proposed project would create four dwellings each with three bedrooms and two bathrooms within 1,000 square-feet, thus increasing the number of family sized dwellings on the property.
 - m. whether the project creates new supportive housing;
The proposed project would not create new supportive housing.
 - n. whether the project is of superb architectural and urban design, meeting all relevant design guidelines, to enhance existing neighborhood character;
It is the Department's opinion that the project is well designed and would enhance neighborhood character.
 - o. whether the project increases the number of on-site dwelling units;
The proposed project would increase the number of on-site dwellings units from two to four dwellings.
 - p. whether the project increases the number of on-site bedrooms.
The floor plans for the existing building are unknown; however, it is safe to assume that with the increase in the number of dwellings units that project would also increase the number of on-site bedrooms.
8. **Planning Code Section 303** establishes criteria for the Planning Commission to consider when reviewing applications for Conditional Use approval. On balance, the project does comply with said criteria in that:
- A. The proposed new uses and building, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable, and compatible with, the neighborhood or the community.

The proposed building is necessary and desirable for the neighborhood because it would provide four family-sized infill dwellings within an existing family oriented neighborhood. The project would also offer the possibility of two new small commercial spaces that are ideal for smaller neighborhood serving type uses. The project would also remove a blighted structure that has been a nuisance within the neighborhood.

- B. The proposed project will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity. There are no features of the project that could be detrimental to the health, safety or convenience of those residing or working in the area, in that:

- i. Nature of proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

The height of the proposed building would make it one of the tallest buildings within the immediate area. However, the building would be minimally taller than the adjacent building to the south and there are other three-story buildings on the same street within two blocks of the subject property.

- ii. The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;

The project would provide three off-street parking spaces. The trips generated from these spaces would have a negligible impact on traffic in the neighborhood. Furthermore, the commercial spaces are very small and thus likely to house neighborhood serving uses that do not generate traffic.

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

It is not anticipated that the proposed project would generate noxious or offensive emissions such as noise, glare, dust and odor. Construction and demolition will be performed in accordance with DBI requirements to prevent dust.

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

The Department shall review all lighting and landscaping for compliance with the above objective.

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

The Project complies with all relevant requirements and standards of the Planning Code and is consistent with objectives and policies of the General Plan as detailed below.

- D. That the use as proposed would provide development that is in conformity with the purpose of the applicable Neighborhood Commercial District.

The proposed project is consistent with the stated purposed of the NC-1 (Small-Scale, Neighborhood Commercial) District in that it would create a low-intensity, neighborhood serving development which is compatible with the existing residential scale and character of the neighborhood.

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

HOUSING Objectives and Policies

OBJECTIVE 1:

IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

Policy 1.8:

Promote mixed use development, and include housing, particularly permanently affordable housing, in new commercial, institutional or other single use development projects.

The project would provide four dwelling units within a mixed-use development; however, the dwellings would not be permanently affordable.

OBJECTIVE 4:

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

Policy 4.1:

Develop new housing, and encourage the remodeling of existing housing, for families with children.

Policy 4.4:

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

The project would provide four, three bedroom and two bathroom dwelling units that measure approximately 1,000 square-feet each. The proposed sizes and number of bedrooms make the dwellings suitable for families with children. The sponsor also proposes to rent the units thus increasing rental opportunities with the neighborhood.

OBJECTIVE 11:

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

Policy 11.3:

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

Policy 11.5:

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

The proposed building would be similar in height to other three-story buildings within the neighborhood and minimally taller than the adjacent building thus maintaining neighborhood character in terms of building scale. Dwelling unit density for the development would be four dwellings on a 3,500 square-foot lot. Though the neighborhood is primarily defined by single-family dwellings, it is interrupted in areas with multi-family dwellings located on larger parcels. The proposed density is consistent with these multi-family properties.

OBJECTIVE 12:

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

Policy 12.1:

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

The proposed development would provide off-street parking at a ratio of less than 1:1, thus encouraging its occupants to rely more upon transit and other forms of transportation other than a private automobile. Bicycle parking is also being provided for the building's occupants.

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

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

The proposal would provide a future opportunity for resident employment and business ownership by creating two smaller retail spaces where none exists at present.

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

The project would replace a dilapidated building that has been a neighborhood nuisance. The proposed size and density of the building are consistent with neighborhood character.

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

No affordable units housing would be removed for this Project.

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

The proposed project is low-intensity by nature and the project site is not located on a street that is served by transit.

- E. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced.

The Project will not displace any service or industry establishment. The project will not affect industrial or service sector uses or related employment opportunities. Ownership of industrial or service sector businesses will not be affected by this project.

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

Currently, the subject building is stabilized with steel beams. The proposed building would be designed according to current seismic requirements that are safer than the make shift stabilization that currently exists on the site.

- G. That landmarks and historic buildings be preserved.

The remnants of the existing building were determined not to represent a historic resource.

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

The project will have no negative impact on existing public parks and open spaces.

11. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.

12. The Commission hereby finds that approval of the Conditional Use authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Application No. 2014.1204C** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated XXXXXXXX, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion No. XXXXXX. The effective date of this Motion shall be the date of this Motion if not appealed (After the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on February 26, 2015.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: February 26, 2015

EXHIBIT A

AUTHORIZATION

This authorization is for a conditional use to demolish the remnants of the existing two-family dwelling and construct in its place a three-story, mixed-use building. The subject property is located at 115 – 117 Plymouth Avenue, Block 7138, and 001] pursuant to Planning Code Section(s) **303 and 710.37** within a NC-1 (Small-Scale, Neighborhood Commercial) District and a 40-X Height and Bulk District; in general conformance with plans, dated XXXXXX, and stamped “EXHIBIT B” included in the docket for Case No. **2014.1204C** and subject to conditions of approval reviewed and approved by the Commission on **February 26, 2015** under Motion No. XXXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on February 26, 2015 under Motion No. XXXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

1. **Validity and Expiration.** The authorization and right vested by virtue of this action is valid for three years from the effective date of the Motion. A building permit from the Department of

Building Inspection to construct the project and/or commence the approved use must be issued as this Conditional Use authorization is only an approval of the proposed project and conveys no independent right to construct the project or to commence the approved use. The Planning Commission may, in a public hearing, consider the revocation of the approvals granted if a site or building permit has not been obtained within three (3) years of the date of the Motion approving the Project. Once a site or building permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. The Commission may also consider revoking the approvals if a permit for the Project has been issued but is allowed to expire and more than three (3) years have passed since the Motion was approved.

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

DESIGN

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

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

MONITORING

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

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

OPERATION

4. **Sidewalk Maintenance.** The Project Sponsor shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Streets and Sidewalk Maintenance Standards. *For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, <http://sfdpw.org/>*
5. **Lighting Plan.** All Project lighting shall be directed onto the Project site, shall be the minimum necessary to ensure safety, and shall be designed and managed so as not to be a nuisance to adjacent properties.

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

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

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

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

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



SAN FRANCISCO PLANNING DEPARTMENT

CEQA Categorical Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)	
115-117 Plymouth Ave.		7138/056	
Case No.	Permit No.	Plans Dated	
2014.1204E		7/9/2014	
<input type="checkbox"/> Addition/ Alteration	<input checked="" type="checkbox"/> Demolition (requires HRER if over 50 years old)	<input checked="" type="checkbox"/> New Construction	<input type="checkbox"/> Project Modification (GO TO STEP 7)
Project description for Planning Department approval. Demolition of two-family dwelling and construction of four-family dwelling.			

STEP 1: EXEMPTION CLASS

TO BE COMPLETED BY PROJECT PLANNER

Note: If neither class applies, an <i>Environmental Evaluation Application</i> is required.*	
<input checked="" type="checkbox"/>	Class 1 – Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input checked="" type="checkbox"/>	Class 3 – New Construction. Up to three (3) new single-family residences or six (6) dwelling units in one building; commercial/office structures; utility extensions.
<input type="checkbox"/>	Class __

STEP 2: CEQA IMPACTS

TO BE COMPLETED BY PROJECT PLANNER

If any box is checked below, an <i>Environmental Evaluation Application</i> is required.	
<input type="checkbox"/>	Transportation: Does the project create six (6) or more net new parking spaces or residential units? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?
<input type="checkbox"/>	Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities) within an air pollution hot spot? (refer to EP_ArcMap > CEQA Catex Determination Layers > Air Pollution Hot Spots)
<input type="checkbox"/>	Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential? If yes, this box must be checked and the project applicant must submit an Environmental Application with a Phase I Environmental Site Assessment. <i>Exceptions: do not check box if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap > Maher layer).</i>

<input type="checkbox"/>	Soil Disturbance/Modification: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? (refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)
<input type="checkbox"/>	Noise: Does the project include new noise-sensitive receptors (schools, day care facilities, hospitals, residential dwellings, and senior-care facilities) fronting roadways located in the noise mitigation area? (refer to EP_ArcMap > CEQA Catex Determination Layers > Noise Mitigation Area)
<input type="checkbox"/>	Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography)
<input type="checkbox"/>	Slope = or > 20%: Does the project involve excavation of 50 cubic yards of soil or more, square footage expansion greater than 1,000 sq. ft., shoring, underpinning, retaining wall work, or grading on a lot with a slope average of 20% or more? <i>Exceptions: do not check box for work performed on a previously developed portion of site, stairs, patio, deck, or fence work.</i> (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography) If box is checked, a geotechnical report is required and a Certificate or higher level CEQA document required
<input type="checkbox"/>	Seismic: Landslide Zone: Does the project involve excavation of 50 cubic yards of soil or more, square footage expansion greater than 1,000 sq. ft., shoring, underpinning, retaining wall work, grading –including excavation and fill on a landslide zone – as identified in the San Francisco General Plan? <i>Exceptions: do not check box for work performed on a previously developed portion of the site, stairs, patio, deck, or fence work.</i> (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report is required and a Certificate or higher level CEQA document required
<input type="checkbox"/>	Seismic: Liquefaction Zone: Does the project involve excavation of 50 cubic yards of soil or more, square footage expansion greater than 1000 sq ft, shoring, underpinning, retaining wall work, or grading on a lot in a liquefaction zone? <i>Exceptions: do not check box for work performed on a previously developed portion of the site, stairs, patio, deck, or fence work.</i> (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report will likely be required
<input type="checkbox"/>	Serpentine Rock: Does the project involve any excavation on a property containing serpentine rock? <i>Exceptions: do not check box for stairs, patio, deck, retaining walls, or fence work.</i> (refer to EP_ArcMap > CEQA Catex Determination Layers > Serpentine)
*If no boxes are checked above, GO TO STEP 3. <u>If one or more boxes are checked above, an Environmental Evaluation Application is required, unless reviewed by an Environmental Planner.</u>	
<input checked="" type="checkbox"/>	Project can proceed with categorical exemption review. The project does not trigger any of the CEQA impacts listed above.
Comments and Planner Signature (optional): Jean Poling <div style="float: right; font-size: small;"> Digitally signed by Jean Poling DN: cn=Jean Poling, o=San Francisco Planning Department, ou=San Francisco Planning Department, email=jean.poling@sfdph.org, c=US Date: 2014.04.28 11:30:51 -0700 </div>	

**STEP 3: PROPERTY STATUS – HISTORIC RESOURCE
TO BE COMPLETED BY PROJECT PLANNER**

PROPERTY IS ONE OF THE FOLLOWING: (refer to Parcel Information Map)	
<input type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input checked="" type="checkbox"/>	Category B: Potential Historical Resource (over 50 years of age). GO TO STEP 4.
<input type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 50 years of age). GO TO STEP 6.

STEP 4: PROPOSED WORK CHECKLIST
TO BE COMPLETED BY PROJECT PLANNER

Check all that apply to the project.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	3. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	4. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	5. Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	6. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	8. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	9. Addition(s) that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
Note: Project Planner must check box below before proceeding.	
<input checked="" type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	Project involves less than four work descriptions. GO TO STEP 6.

STEP 5: CEQA IMPACTS – ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PRESERVATION PLANNER

Check all that apply to the project.	
<input type="checkbox"/>	1. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	2. Interior alterations to publicly accessible spaces.
<input type="checkbox"/>	3. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	4. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	5. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	6. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	7. Addition(s) , including mechanical equipment that are minimally visible from a public right-of-way and meet the <i>Secretary of the Interior's Standards for Rehabilitation</i> .

<input type="checkbox"/>	8. Other work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (specify or add comments):
<input checked="" type="checkbox"/>	9. Reclassification of property status to Category C (Requires approval by Senior Preservation Planner/Preservation Coordinator) a. Per HRER dated: <u>12/12/14</u> (attach HRER) b. Other (specify):
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST check one box below.	
<input type="checkbox"/>	Further environmental review required. Based on the information provided, the project requires an <i>Environmental Evaluation Application</i> to be submitted. GO TO STEP 6.
<input checked="" type="checkbox"/>	Project can proceed with categorical exemption review. The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. GO TO STEP 6.
Comments (optional):	
Preservation Planner Signature: Jonathan Lammers <div style="font-size: small; margin-top: 5px;"> Digitally signed by Jonathan Lammers DN: cn=Jonathan Lammers, o=City Planning, ou=Current Planning, email=Jonathan.Lammers@sfgov.org Date: 2015.01.08 16:04:54 -0800 </div>	

STEP 6: CATEGORICAL EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	Further environmental review required. Proposed project does not meet scopes of work in either (check all that apply): <input type="checkbox"/> Step 2 – CEQA Impacts <input type="checkbox"/> Step 5 – Advanced Historical Review STOP! Must file an <i>Environmental Evaluation Application</i>.	
<input checked="" type="checkbox"/>	No further environmental review is required. The project is categorically exempt under CEQA.	
	Planner Name: Jonathan Lammers Project Approval Action: Select One <small>*If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.</small>	Signature or Stamp: <div style="font-size: large; text-align: center;">Jonathan Lammers</div> <div style="font-size: x-small; text-align: right; margin-top: 5px;"> Digitally signed by Jonathan Lammers DN: dc=org, dc=sfgov, dc=cityplanning, ou=CityPlanning, ou=Current Planning, cn=Jonathan Lammers, email=Jonathan.Lammers@sfgov.org Date: 2015.01.08 16:04:54 -0800 </div>
<p>Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code.</p> <p>In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the first approval action.</p>		

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT**TO BE COMPLETED BY PROJECT PLANNER**

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional environmental review pursuant to CEQA.

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address (If different than front page)		Block/Lot(s) (If different than front page)
Case No.	Previous Building Permit No.	New Building Permit No.
Plans Dated	Previous Approval Action	New Approval Action
Modified Project Description:		

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:	
<input type="checkbox"/>	Result in expansion of the building envelope, as defined in the Planning Code;
<input type="checkbox"/>	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;
<input type="checkbox"/>	Result in demolition as defined under Planning Code Section 317 or 19005(f)?
<input type="checkbox"/>	Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption?
If at least one of the above boxes is checked, further environmental review is required CATEX FORM	

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

<input type="checkbox"/>	The proposed modification would not result in any of the above changes.
If this box is checked, the proposed modifications are categorically exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice.	
Planner Name:	Signature or Stamp:



SAN FRANCISCO PLANNING DEPARTMENT

Historic Resource Evaluation Response

Date December 12, 2014
Case No.: 2014.1204E
Project Address: 115-117 Plymouth Avenue
Zoning: NC-1 (Neighborhood Commercial, Cluster)
40-X Height and Bulk District
Block/Lot: 7138/056
Date of Review: December 12, 2014 (Part I)
Staff Contact: Jonathan Lammers (Preservation Planner)
(415) 575-9093
jonathan.lammers@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

PART I: HISTORIC RESOURCE EVALUATION

Buildings and Property Description

The subject property, 115-117 Plymouth Avenue, is located on the west side of Plymouth Avenue between Sadowa Street and Sagamore Street in the Ocean View neighborhood. The lot is rectangular in shape and measures 70 feet wide by 50 deep. The property is located within an NC-1 (Neighborhood Commercial, Cluster) Zoning District and a 40-X Height and Bulk District.

The subject property is occupied by a detached, one-and-a-half-story, wood frame building constructed in 1907 per the original water service connection record (the San Francisco Assessor-Recorder lists the property as being constructed in 1905). The building is rectangular in plan and capped by a front facing gable roof with a gable dormer on the south facade. The building's condition is poor. It appears that the roofing material has been removed, the interior is gutted, and much of the building is presently covered by tarps and/or is boarded over.

The primary facade faces east onto Plymouth Avenue and features a flat-front facade with gable parapet. Older online street view images from 2007 and 2008 indicate that the front of the building was partially clad with stucco and included red clay tile coping at the gable parapet. This strongly suggests that the primary facade was previously remodeled with Mission Revival or Mediterranean Revival style influences.

The online street views indicate that the secondary facades are clad with rustic channel wood siding. Visible fenestration includes double-hung wood windows, including one centered beneath the gable on the primary facade. A street view image taken in 2008 indicates the building was then supported by wooden cribbing and steel beams.

Known alterations to the property as indicated by building permit applications include the replacement of a mudsill and installation of a new sump (1953), and a permit for temporary shoring and cribbing (2009). As mentioned above, other apparent alterations include the stuccoing of portions of the primary facade, removal of the roofing materials, and the removal of some windows.

Pre-Existing Historic Rating / Survey

The subject property has not been addressed by any prior historic resource surveys and is not listed on any local, state or national registries. The subject property is considered a "Category B" property (Properties Requiring Further Consultation and Review) for the purposes of the Planning Department's California Environmental Quality Act (CEQA) review procedures due to its age.

Neighborhood Context and Description

115-117 Plymouth Avenue is located in the San Francisco's Ocean View area, roughly bounded by Ocean Avenue on the north, San Jose Avenue on the east, the San Mateo county line on the south, and Junipero Serra Boulevard on the west. Within these boundaries are several neighborhoods with individual identities, including the Ingleside Terraces residential park to the northwest, Merced Heights to the west, Ingleside in the northeast section, and Ocean View in the southeast section.

The area surrounding the subject property is predominately residential in character, with scattered groups of commercial and mixed use buildings located along Plymouth Avenue, Sagamore Street and Broad Street. Interstate 280 is located approximately one block to the south. Nearly all buildings in the vicinity of the subject property are one-story-over-raised basement or two-stories in height. Construction dates for buildings on the subject block range from circa the 1880s to 1987, with several buildings along Plymouth Avenue and Sagamore Street constructed prior to 1906.

Architecturally, the area's character is quite mixed, with examples of buildings designed with Queen Anne, Craftsman, Mediterranean Revival, French Provincial and Streamline Moderne influences, as well as a number of vernacular buildings of varying ages. The overall level of architectural integrity is fair, with numerous examples of buildings that have been altered by re-cladding (typically stucco over wood) and window replacement. No buildings on the block have been addressed by prior architectural surveys.

CEQA Historical Resource(s) Evaluation

Step A: Significance

Under CEQA section 21084.1, a property qualifies as a historic resource if it is "listed in, or determined to be eligible for listing in, the California Register of Historical Resources." The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources or not included in a local register of historical resources, shall not preclude a lead agency from determining whether the resource may qualify as a historical resource under CEQA.

Individual	Historic District/Context
Property is individually eligible for inclusion in a California Register under one or more of the following Criteria:	Property is eligible for inclusion in a California Register Historic District/Context under one or more of the following Criteria:
Criterion 1 - Event: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Criterion 2 - Persons: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Criterion 3 - Architecture: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Criterion 4 - Info. Potential: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Criterion 1 - Event: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Criterion 2 - Persons: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Criterion 3 - Architecture: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Criterion 4 - Info. Potential: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Period of Significance:	Period of Significance: <input type="checkbox"/> Contributor <input type="checkbox"/> Non-Contributor

Based on the information provided in a Historical Resource Evaluation prepared by Garavaglia Architecture, Inc (dated 24 June 2014), information found in the Planning Department files, and research conducted on the Ocean View neighborhood, Preservation staff finds that the subject building is significant for its association with historic events, but does not retain sufficient integrity to be eligible for listing on the California Register.

Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

The Ocean View area was originally part of Rancho San Miguel, a Mexican land grant of approximately 4,400 acres given to Jose de Jesus Noe in 1845. The land was used primarily for grazing cattle, although Noe began selling off portions of his ranch following the Gold Rush. The closest formal transportation route in the area was the San Jose Road, today's San Jose Avenue, which served as the southeastern boundary of Rancho San Miguel. During the Spanish era in California, San Jose Road was part of El Camino Real, or the "Royal Road," and served as the principal route connecting Mission Dolores to various ranchos and other missions to the south.

The primary catalyst for the initial development of the Ocean View neighborhood was the opening of the San Francisco and San Jose Railroad (SF&SJ). Completed in 1864—and purchased by the Southern Pacific Railroad in 1868—the SF&SJ was originally a single-track steam line that followed a curving route through the central portion of San Francisco, and in many areas closely followed the alignment of San Jose Road. Several railroad stations were established along the route, including the Elkton Station near the present-day intersection of Ocean Avenue and San Jose Avenue, as well as the Ocean View Station, located at the junction of San Jose Avenue, Plymouth Avenue and Sickles Avenue—approximately a block south of the subject property. Anecdotal evidence suggests that the name Ocean View was used because that location marked one of the first areas where the Pacific Ocean came into view from the rail line.

The arrival of the railroad spurred the creation of several homestead associations which purchased and subdivided land near the new line. These included the Railroad Homestead Association, incorporated in 1864, which subdivided 150 acres of today's Ocean View neighborhood, including the area occupied by the subject property. It appears that many of the lots were purchased by speculators, however, and for many years relatively little development occurred. One exception was the vicinity of the Ocean View Station, where a small cluster of buildings developed during the 1870s. These included several saloons and roadhouses catering to travelers, as well as a few lodging houses and meeting halls. A water delivery flume owned by the Spring Valley Water Company also ran through the area, running north for a block along Plymouth Avenue (then called Marengo Street) between Sagamore and Sadowa streets.

During the early 1890s, another railroad line was installed in the neighborhood. This was an interurban electric streetcar line operated by the San Francisco & San Mateo Railway Company (SF & SM). Opened in 1892, the line connected San Francisco to San Mateo County, traveling through the Ocean View neighborhood on an alignment following San Jose Avenue. In 1902, however, the line was rerouted to a new right-of-way along Mission Street, effectively bypassing the heart of the Ocean View neighborhood. Thus, at the turn of the century the area still remained relatively remote from the more populous areas of the city, and much of the land was used for small-scale farming. At the time it is estimated there were

approximately 200 buildings in the area, including small dwellings, barns and sheds for livestock.² The area's population at the turn of the century was largely comprised of blue collar laborers, and included a number of German, Italian and Swiss immigrants.

The first Sanborn maps for the area were published in 1899 and show that the blocks in the vicinity of the subject property were approximately ten to twenty percent developed. Most of the area's commercial buildings were clustered near the Ocean View Station, as were the area's institutional and civic properties. These included Murphy's Hall and Wolf's Hall, as well as the Ocean View Police Station at 110 Plymouth Avenue. A short distance to the north was Fire Engine Company No. 33, organized in 1896 with a new station house that remains extant at 117 Broad Street. During this same period, the area also received its first post office: Station L, opened within the Ocean View Railroad Station in 1895.

More sustained residential development of the area followed the 1906 Earthquake and Fire, which left more than half of San Francisco's population homeless. Because the Ocean View neighborhood had remained relatively undamaged, it soon attracted scores of new residents relocating from elsewhere in the city. Based on Assessor's data, much of this growth occurred in the first few years after the disaster, and by 1915 Sanborn maps show the blocks in the vicinity of the subject property were then approximately fifty to seventy percent developed.

The post-earthquake period also coincided with the completion of yet another railroad line through the neighborhood. In 1908, service began on the Ocean Shore Railroad, which connected San Francisco to Santa Cruz. This line never proved profitable, however, and would cease operations in 1920. Service on the Southern Pacific Railroad line was also severely curtailed following the completion of the Bayshore Cut-Off in 1907, which provided a more direct route into San Francisco from the peninsula.

The neighborhood experienced an even larger pulse of development during the 1920s, as San Francisco and the rest of the nation participated in a sustained real estate boom. Part of this growth was facilitated by the growing popularity of the private automobile, which allowed for the development of areas further away from streetcar lines. This included the Ocean View neighborhood, which benefited from improved automobile access after the Ocean View Railroad's right-of-way was redeveloped as Alemany Boulevard in 1926. From this period onward, almost all new residences in Ocean View, as well as the rest of the city, were built with integral automobile garages. Access to the neighborhood also improved during this period with the resurrection of a portion of the old San Francisco & San Mateo streetcar line as the M-Ocean View line operated by the San Francisco Municipal Railroad (MUNI).

Within the greater Ocean View neighborhood, more infill occurred in the years before and after World War II, and by the 1950s much of the Ocean View neighborhood had been built out. The Southern Pacific railroad line was used primarily for freight until 1942, when the Southern Pacific Company closed the portion of the line connecting Ocean View to the Mission District. The remainder of the railroad line was abandoned in the late 1950s to make room for the construction of Interstate Highway 280. Several 19th century buildings in the Ocean View area were also demolished by construction of the freeway.

During the 1950s middle-income African-American residents began moving to the area south of Ocean Avenue, which did not have restrictive racial covenants. The effect transformed the demographics of the

² Richard Brandi and Woody LaBounty, *San Francisco's Ocean View, Merced Heights, and Ingleside (OMI) Neighborhoods 1862-1959*, (San Francisco: San Francisco Historic Preservation Fund Committee, 2010), 21.

area, and by 1960 Ocean View was 59% African-American.⁴ From the mid-1970s through the early 1980s, portions of the neighborhood that had remained undeveloped because of steep topography were finally built out, particularly the area near the intersection of Minerva and Summit streets.

The subject property, 115-117 Plymouth Avenue, was constructed in 1907 as the new home for Post Office Station L. As mentioned earlier in this section, Station L was first established a decade earlier with an office inside the Ocean View Railroad Station. The *San Francisco Call* newspaper of March 10, 1895 mentions that the original station was served from San Francisco "by means of carrier on horseback," as previously "letters and newspapers have been sent to San Mateo and thence to Ocean View, causing considerable delay."

The original Spring Valley Water Company water service connection record, dated September 19, 1907, describes the building as a two story structure with 610 square feet. Water connection was made to one sink and one toilet. The use is listed as the "Post Office" and the record is signed by "Mr Pellegrini." Based on research conducted by Preservation staff, Mr. Pellegrini was Paul (Paolo) Pellegrini, who operated a grocery at 105 Plymouth Avenue, and lived within the building located immediately south of the subject property at 109 Plymouth Avenue. The 1905 Sanborn map shows 109 Plymouth Avenue as being connected to a commercial wing at the corner, subsequently demolished for construction of a gas station sometime before 1938.

It does not appear that the subject property, 115-117 Plymouth Avenue, was ever owned by the U.S. Post Office. Rather, it appears that Mr. Pellegrini commissioned construction of the building as an investment property, and the building continued to be owned by family members until 1981. This connection is discussed at greater length under Criterion 2.

Station L, also known as the Ocean View station, was operated as an independent post office.⁶ Independent post offices were not administered as part of a postal district with dependent branches, but rather submitted "its requisitions, reports and accounts directly to Washington." In 1917 it was estimated that there were 56,000 independent post offices in the United States.⁷ That same year, the Post Office Appropriation Act directed the Post Office to extend delivery service, which led to a rapid decline of independent post offices as mail was delivered directly to residents via improved roads.

Station L appears to have operated from 1907 to 1917, when a notation on the water service records lists the building as vacant. The station also ceased to be listed in city directories after that time. Research did not reveal any photographs of Station L at the time it was in operation, but the 1915 city directory shows it as a one-and-a-half story wood frame building addressed as 115 and 117 Plymouth Avenue. It then stood near the middle of a large lot shared with a commercial building at 119 Plymouth Avenue (extant), a shed at the rear lot line, and a stable at the southwest corner of the lot addressed as 109½ Plymouth Avenue. Both the stable and shed appear to have been the first buildings on the lot and predated construction of the post office.

⁴ Richard Brandi and Woody LaBounty, *San Francisco's Ocean View, Merced Heights, and Ingleside (OMI) Neighborhoods 1862-1959*, (San Francisco: San Francisco Historic Preservation Fund Committee, 2010), 40.

⁶ The Post Office Department, *United States Official Postal Guide*, July 1919, (Washington, U.S. Post Office Department, 1919), 105

⁷ Daniel Calhoun Roper, *The United States Post Office Its Past Record, Present Condition, and Potential Relation to the New World Era*, (New York: Funk & Wagnalls Company, 1917), 83

Station L may have included a residential unit at the time of its construction. The 115 Plymouth Avenue address likely represented a residential address, while the 117 Plymouth Avenue address was consistently used for the station itself. City directory research could not confirm a residential use prior to 1917, however.

Land use maps prepared in 1919 show that the post office had been operating within a compact district serving neighborhood residents. Some of the uses of nearby buildings included a hardware store (119 Plymouth), a watchmaker (107 Plymouth), a grocery (101 Plymouth), a fraternal hall and movie theater (2 Sagamore), and a saloon (1 Sagamore), among others. The 1919 land use map also indicates the subject property was then used solely as a dwelling. The building appears to have continued in use as either a mixed use building or dwelling through circa 2000. Businesses which operated from the building included a jeweler's (1929-1931) and the Ocean View Pharmacy (1940-1951). On the 1950 Sanborn map the building is shown as two flats. The building's owners and occupants are discussed at length under Criterion 2.

Considered as a whole, the Ocean View neighborhood—particularly in the vicinity of the Ocean View Railroad Station—represents some of the earliest development efforts in the south-central portion of San Francisco. A prior historic context statement prepared for the area and adopted by the San Francisco Preservation Commission in 2010, *San Francisco's Ocean View, Merced Heights, and Ingleside (OMI) Neighborhoods 1862-1959*, states that "Extant early 20th century period houses, mixed-use, commercial and institutional buildings in the Ocean View are significant under the California Register of Historical Resources (CRHR) Criterion 1 for their association with the historic event of the post-1906 Earthquake and Fire development of the Ocean View."⁸

Construction of the subject property, 115-117 Plymouth Avenue, appears intimately associated with a significant period in the development of the Ocean View neighborhood as it transitioned from a semi-rural, suburban village to a more developed city neighborhood. Buildings such as the post office, police station and fire station all served as important symbols of progress for the neighborhood. A post office such as Station L served a crucial function in its community, and would have been a building used by nearly every resident of the area.

Based on this analysis, as well as the guidance provided by an adopted historic context statement, 115-117 Plymouth Avenue appears significant under California Register Criterion 1 for its association with the development of the Ocean View neighborhood. However, the building does not appear to retain sufficient integrity to convey this significance (a focused discussion of integrity is included later in this report).

115-117 Plymouth Avenue does appear to be included within a California Register eligible historic district. Although the immediate vicinity of the subject property originally served as a nexus of neighborhood activity, subsequent infill and redevelopment activity, as well as widespread building alterations, have compromised the area's cohesion and collective historic integrity such that the subject block does not appear to constitute a historic district.

⁸ Richard Brandi and Woody LaBounty, *San Francisco's Ocean View, Merced Heights, and Ingleside (OMI) Neighborhoods 1862-1959*, (San Francisco: San Francisco Historic Preservation Fund Committee, 2010), 47.

It is therefore determined that 115-117 Plymouth Avenue is not eligible for listing in the California Register under Criterion 1, either individually or as a contributor to a potential historic district. However, this finding does not preclude identifying other buildings on the subject block as individual resources, or identifying groupings of properties elsewhere in the Ocean View neighborhood as potential historic districts.

Criterion 2: It is associated with the lives of persons important in our local, regional or national past.

Based on the research performed by Preservation staff, the building was constructed for Paul (Paolo) Pellegrini. A native of Italy, Pellegrini was born circa 1855 and immigrated to the United States in 1878. He moved to the Ocean View District no later than 1890, as the voter registry of that year shows him as living at the corner of Plymouth and Sagamore streets.

Mr. Pellegrini purchased the lot where the subject building stands from Peter Sermattei and his wife in October 1892.⁹ The lot is described as being on the northwest corner of Plymouth and Sagamore streets, 250 long by 25 feet deep—corresponding to the entire block face along Plymouth Avenue between Sagamore and Sadowa streets. It appears that Pellegrini owned several properties in the area, as a subsequent notice in the *San Francisco Call* from June 28, 1893 shows “P. Pellegrini” as hiring Morrison Cook to make alterations to a building at the southeast corner of Plymouth Avenue and Sagamore Street. A subsequent listing from March 15, 1899 shows Pellegrini as purchasing a property on Minerva Street, 100 feet west of Plymouth Avenue.

As mentioned previously, Paolo Pellegrini operated a grocery at 105 Plymouth Avenue known as Pellegrini’s Oceanview Bazaar, and lived within the building located immediately south of the subject property at 109 Plymouth Avenue. Pellegrini served as the lecturer for the Farallon Circle of the American Foresters fraternal lodge, and in 1908, was described as being “among the prominent members of the Italian colony.”¹⁰

The 1900 Census shows Pellegrini as having a wife, Angelica, and three children: Julia, Melida and Eda. On June 9, 1903, the *San Francisco Call* listed a marriage license application for Julia A. Pellegrini, 19, of 109 Plymouth Avenue, and John Sermattei, 23, of 117 Sadowa Street—located on the same block as the subject property. Mr. Sermattei was the son of Peter and Marie Sermattei, from whom Pellegrini originally purchased the subject property.

John Sermattei would go on to serve as a supervisor in the City and County Assessor’s Office, but passed away in 1951. In 1953, the building was transferred to the estate of John & Julia Sermattei. It does not appear that the Sermattei family ever resided at the property, but city directories show that Julia Sermattei resided at 123 Sadowa Street. The Sermattei estate continued to lease the building to tenants until the property was sold in 1981.

From 1981 through 2004 the property was owned by Ruth Maloof and her children, although there is no evidence they resided at the property. The property was then sold to a succession of owners, including general contractor John Britton and his wife Linda (2004-2006), and joint ownership by Tony’s

⁹ “Real Estate Transactions,” *San Francisco Call*, October 14, 1892.

¹⁰ “Italian Colony is Host to Naval Men,” *San Francisco Call*, July 31, 1908.

Contracting and Drywall, Padraic O'Donoghue and Stephaine O'Callaghan (2006-2014). In 2014 it was sold to the present owner, David Madfes.

As discussed previously, the building may have included a residential unit at the time of its construction, although this could not be confirmed using city directories. Following the closure of the post office, known residents of the building included a succession of Italian residents, all of whom listed their address as 115 Plymouth Avenue. These included Joseph Colacico, metalworker (1917), John Trecassi, iron worker (1920), and V. Scaricamazza, laborer (1923).

117 Plymouth Avenue was briefly occupied as a residence by Emil and Mannelita Dockendorff from approximately 1920 to 1923. The Dockendorffs operated a cigar business a short distance away at 5 Plymouth Avenue. From 1929 to 1931, the building was used as a jewelry and watch shop by Abraham Outram. The building stood vacant for almost a decade until Dr. Harry Deering opened up the Ocean View Pharmacy at 117 Plymouth Avenue, which occupied the building from 1940 to 1951.

Other known residents include the following:

115 Plymouth Avenue

1953-1954 Mrs. Charlotte O'Kane, no occupation given
1955 Georgette Meunier & Ray Pempertin, no occupation given
1958-1961 Vacant
1962 Sam Heatticock, no occupation given
1963-1966 John G. Wiley, retired
1968-1969 John Downing, barber
1975-1982 Florence Mackey, no occupation given

117 Plymouth Avenue

1960 Mrs. Alma Jackson, no occupation given
1962 Mrs. Pat Kendall, no occupation given
1963 Wesley W. Young, painter at Zielinsky & Sons
1967-1977 Constance Williams, no occupation given
1978-1981 E. Adams, no occupation given

Based on the above research, the subject property appears most closely associated with Paolo Pellegrini, who commissioned its construction. Although Mr. Pellegrini appears to have been a successful merchant in the Ocean View area, research has not indicated that his productive life made a lasting impact on local, state or national history such that the property would be eligible for historic listing under this criterion. Further, neither Mr. Pellegrini's residence or grocery store were located in the subject building. Research has also not provided any indication that the other owners or occupants of the subject property were persons important to local, state or national history.

It is therefore determined that 115-117 Plymouth Avenue is not eligible for listing in the California Register under Criterion 2.

Criterion 3: It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.

115-117 Plymouth Avenue was constructed in 1907 per the original water service connection record. The original architect or builder are unknown.

Although research did not locate any historic photos of the building, its roofline strongly suggests that it was originally designed as a false-front building, so named because of the high squared roofline at the primary facade provided a more impressive street presence while also concealing the gable roof behind the parapet. At an unknown date, likely circa 1920s-1930s the building appears to have been remodeled with Mission Revival or Mediterranean Revival style influences as evidenced by the Spanish clay tile coping at the roofline. The two adjacent buildings to the north, 119 – 145 Plymouth Avenue, were also altered with similar influences, and it is plausible that at one time they shared a common owner with the subject property.

In its current condition, it appears that many features of the building have been removed or obscured, and the interior has been gutted. As such, the building does not readily convey association with its original construction, nor do the presumed Mission or Mediterranean Revival style alterations appear significant in their own right. Thus, the building does not appear individually eligible for listing in the California Register under Criterion 3.

The building also does not appear to contribute to a potential historic district. As mentioned previously under the discussion of Criterion 1, infill and redevelopment activity, as well as widespread building alterations, have compromised the area's cohesion and collective historic integrity such that the subject block does not appear to constitute an eligible historic district.

It is therefore determined that 115-117 Plymouth Avenue is not eligible for listing in the California Register under Criterion 3, either individually or as a contributor to a potential historic district. However, this finding does not preclude identifying other buildings on the subject block as individual resources, or identifying groupings of properties elsewhere in the Ocean View neighborhood as potential historic districts.

Criterion 4: It yields, or may be likely to yield, information important in prehistory or history.

Based upon a review of information in the Departments records, the subject property is not significant under Criterion 4, which is typically associated with archaeological resources. The building is also unlikely to yield information important to history, such as evidence of unique building materials or methods.

It is therefore determined that 115-117 Plymouth Avenue is not eligible for listing in the California Register under Criterion 4.

Step B: Integrity

To be a resource for the purposes of CEQA, a property must not only be shown to be significant under the California Register of Historical Resources criteria, but it also must have integrity. Integrity is defined as "the authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's period of significance." Historic integrity enables a property to illustrate significant aspects of its past. All seven qualities do not need to be present as long the overall sense of past time and place is evident.

The subject property has retained or lacks integrity from the period of significance noted in Step A:

Location: ☒ Retains ☐ Lacks
Association: ☐ Retains ☒ Lacks
Design: ☐ Retains ☒ Lacks
Workmanship: ☐ Retains ☒ Lacks

Setting: ☒ Retains ☐ Lacks
Feeling: ☐ Retains ☒ Lacks
Materials: ☐ Retains ☒ Lacks

115-117 Plymouth Avenue has been determined to be individually significant under Criterion 1 – Events, for its association with the development of the Ocean View neighborhood. The evaluation of its historic integrity follows the guidance provided in *San Francisco's Ocean View, Merced Heights, and Ingleside (OMI) Neighborhoods 1862-1959* historic context statement, which states the following: "In evaluating integrity of resources, general importance is placed on design, materials, workmanship and retention of architectural features and historic fabric. For commercial and mixed-use properties, consideration should be given to likely alterations at the ground floor which should be considered subordinate to overall integrity."¹¹

The building retains integrity of location as it has never been moved. It also retains at least partial integrity of setting, as the adjacent buildings on that block face of Plymouth Avenue were either extant at the time the subject property was constructed or were built soon after. Prior building alterations, however, have compromised numerous other aspects of the building's historic integrity, including design, workmanship and feeling. Most of its historic materials have been removed save for the rustic channel cladding on the secondary facades. The building also lacks integrity of association as it is no longer in use as an institutional or mixed use property. Overall, the subject property, 115-117 Plymouth Avenue, does not retain sufficient integrity to be eligible for the California Register.

Step C: Character Defining Features

If the subject property has been determined to have significance and retains integrity, please list the character-defining features of the building(s) and/or property. A property must retain the essential physical features that enable it to convey its historic identity in order to avoid significant adverse impacts to the resource. These essential features are those that define both why a property is significant and when it was significant, and without which a property can no longer be identified as being associated with its significance.


115-117 Plymouth Avenue does not retain historic integrity and therefore, a discussion of character defining features is not warranted.

CEQA Historic Resource Determination

- ☐ Historical Resource Present
- ☐ Individually-eligible Resource
 - ☐ Contributor to an eligible Historic District
 - ☐ Non-contributor to an eligible Historic District
- ☒ No Historical Resource Present

¹¹ Richard Brandi and Woody LaBounty, *San Francisco's Ocean View, Merced Heights, and Ingleside (OMI) Neighborhoods 1862-1959*, (San Francisco: San Francisco Historic Preservation Fund Committee, 2010), 21.

PART I: SENIOR PRESERVATION PLANNER REVIEW

Signature: 
Tina Tam, Senior Preservation Planner

Date: 12-23-2014

cc: Virnaliza Byrd, Environmental Division/ Historic Resource Impact Review File



2008 image of primary and south facades of 115-117 Plymouth Avenue (Google Maps)



Contemporary street view image of 115-117 Plymouth Avenue (Google Maps)



115-117 Plymouth Avenue satellite view (Google Maps)

Parcel Map

SUBJECT PROPERTY

© COPYRIGHT SAN FRANCISCO
CITY & COUNTY ASSESSOR 1995



PLYMOUTH AVE.

7138

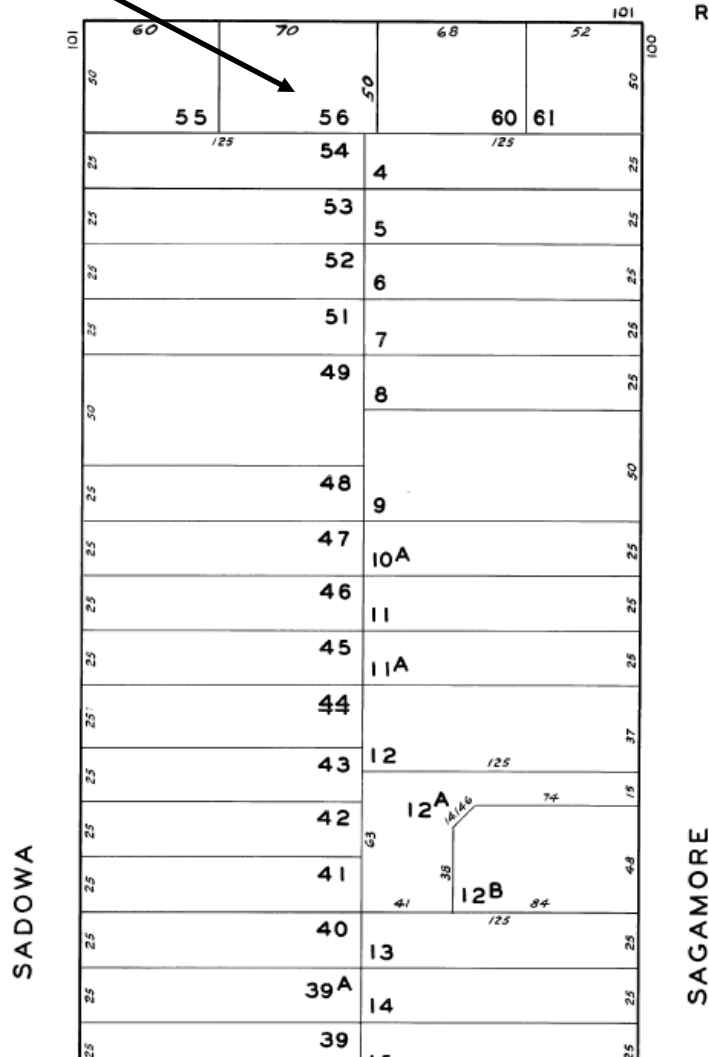
RR HD. ASSN. BLK.D

REVISED 1978
REVISED 1979
Revised 2008

LOTS MERGED

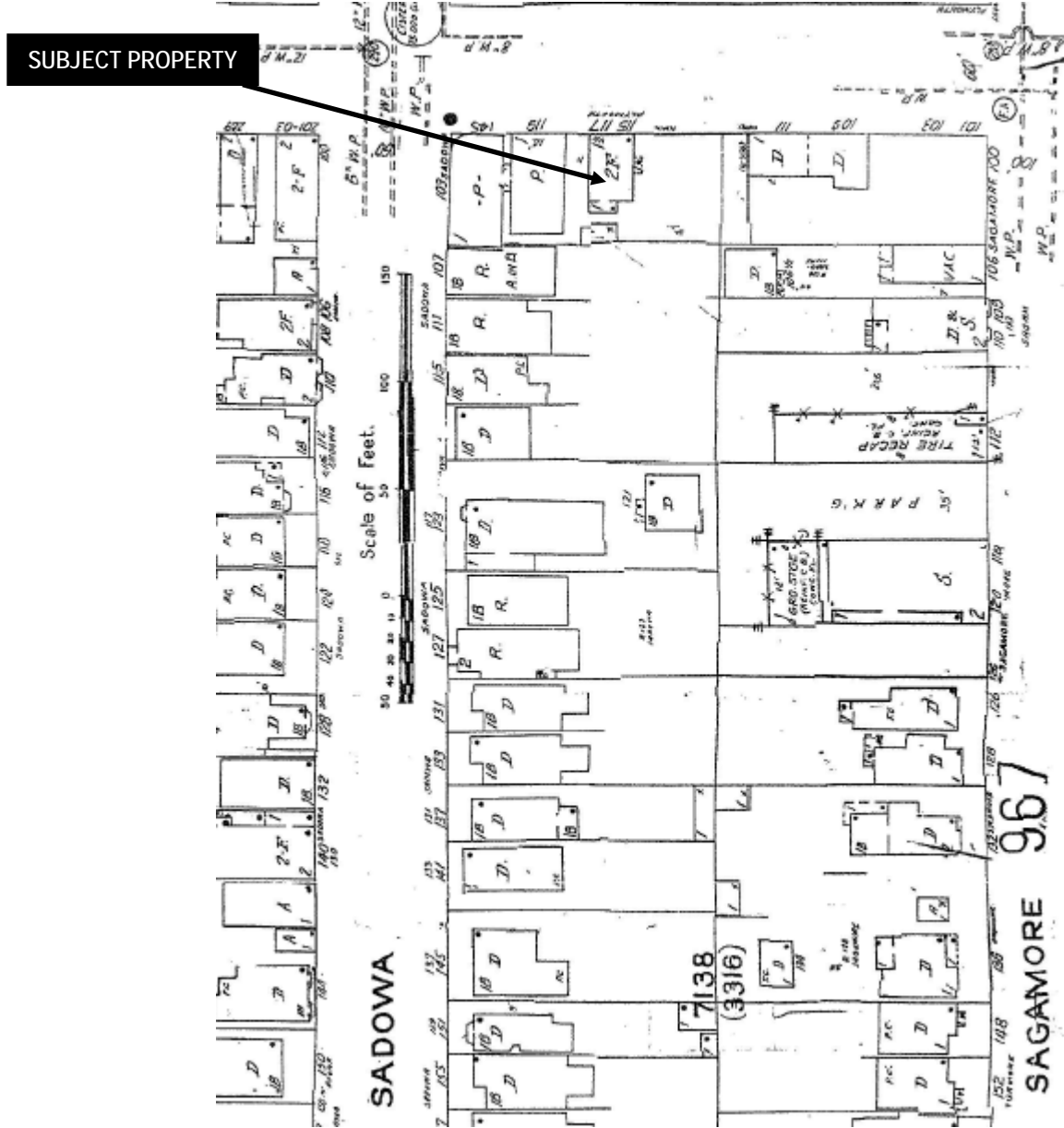
LOTS 2-3-55 INTO LOT 1 - 1925
LOT 50 " " 49 - 1945
" 28C " " 28 - 1951
" 30 " " 29 - 1952
" 33 " " 32 - "
" 10 " " 9 - 1955

lot32 into lots62&63 for 2008 roll



Conditional Use Hearing
Case Number 2014.1204C
115-117 Plymouth Ave.

Sanborn Map*



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



Conditional Use Hearing
Case Number 2014.1204C
115-117 Plymouth Ave.

Zoning Map



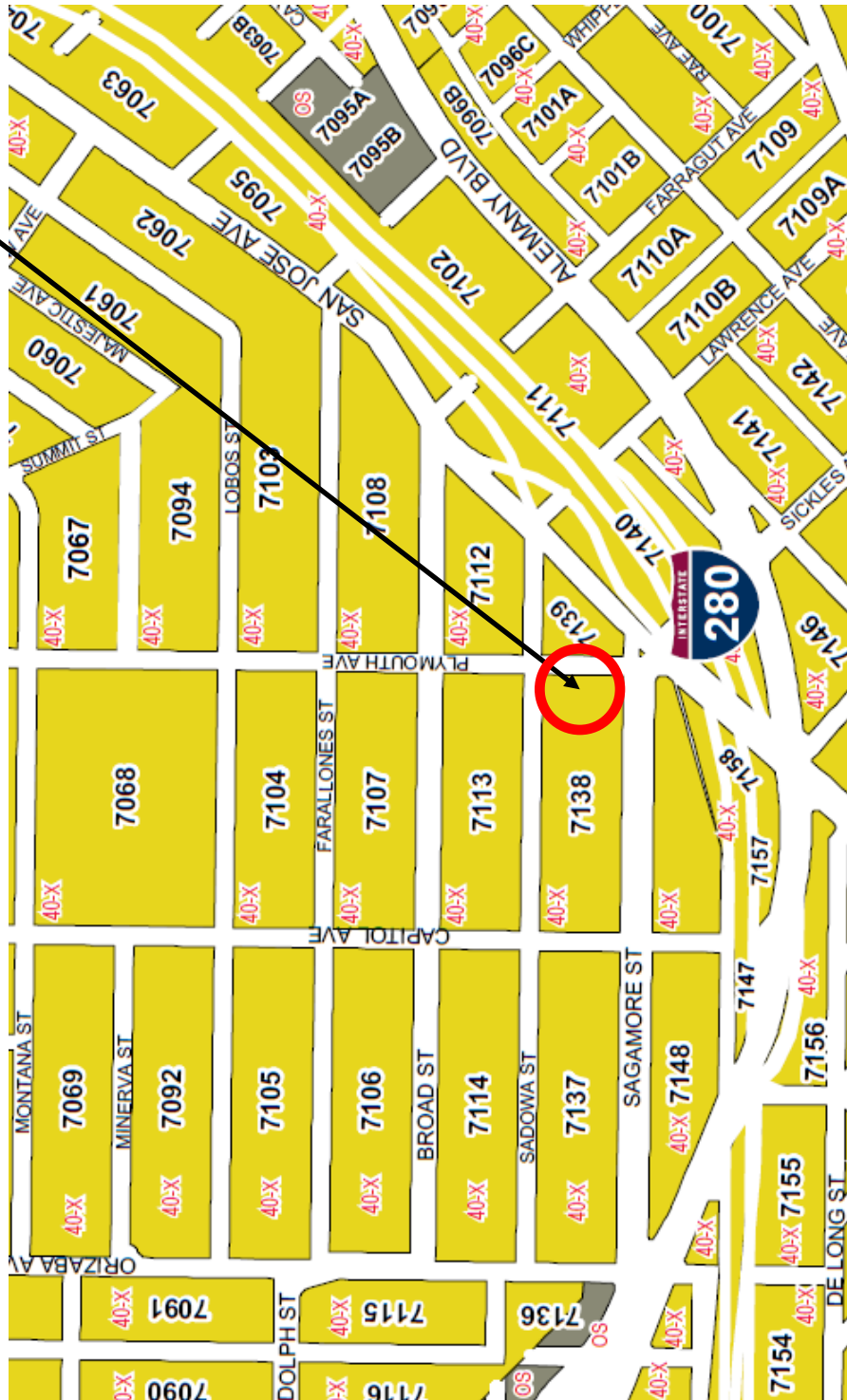
SUBJECT PROPERTY



Conditional Use Hearing
Case Number 2014.1204C
115-117 Plymouth Ave.

Height and Bulk Map

SUBJECT PROPERTY



**The above map does not reflect more recent changes to the height limit.*



Conditional Use Hearing
Case Number 2014.1204C
115-117 Plymouth Ave.

Aerial Photo

SUBJECT PROPERTY

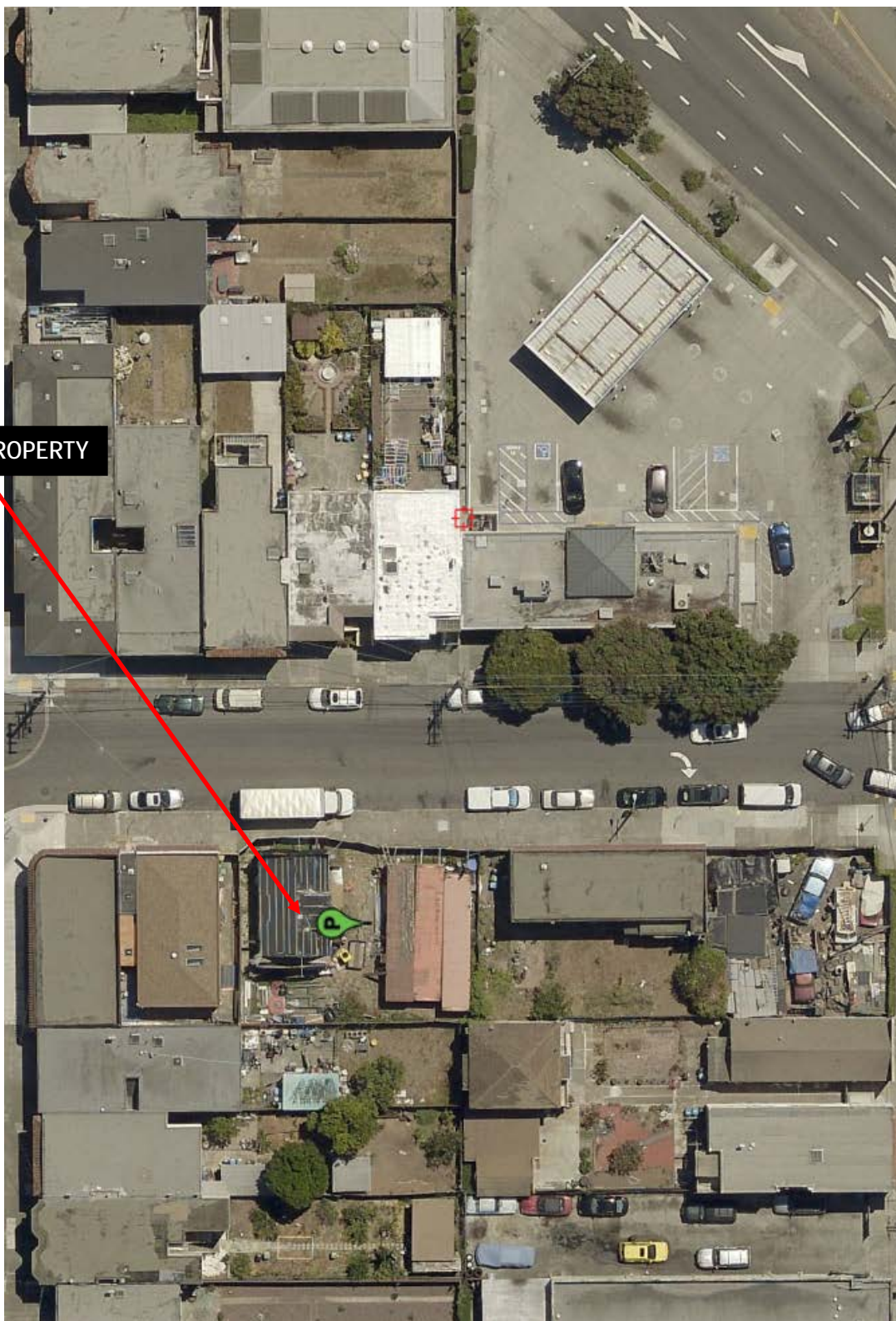


Aerial Photo

SUBJECT PROPERTY



Aerial Photo



SUBJECT PROPERTY



Conditional Use Hearing
Case Number 2014.1204C
115-117 Plymouth Ave.

130 Plymouth Ave

San Francisco, California

Street View - Sep 2014



View north of the subject site.

← 130 Plymouth Ave

San Francisco, California

📍 Street View - Sep 2014



View south of the subject property.

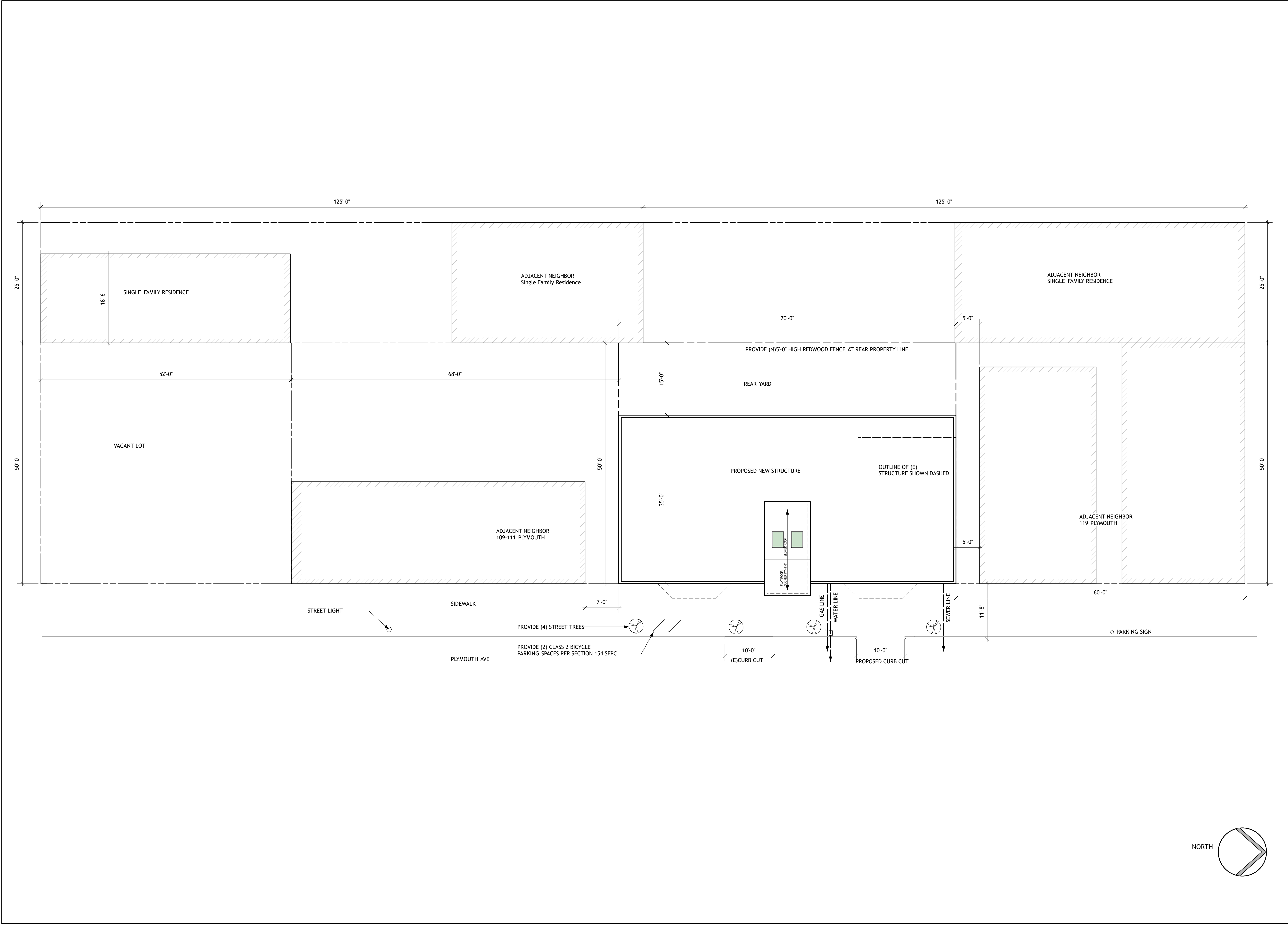
130 Plymouth Ave

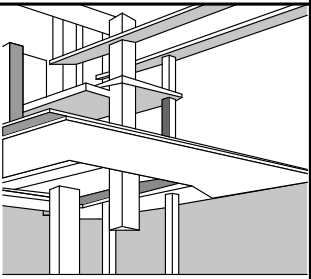
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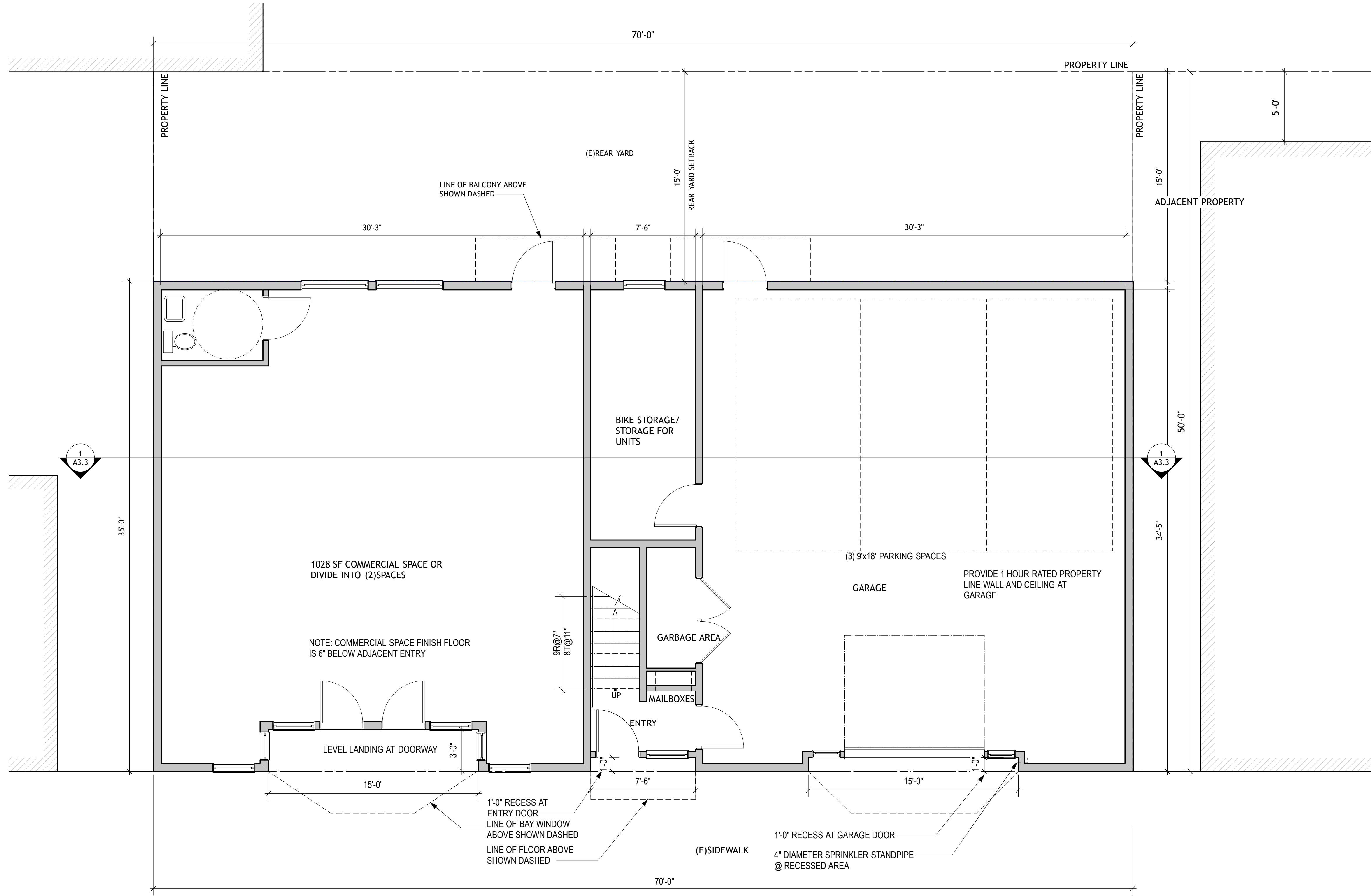
Street View - Sep 2014



View opposite side of the street.

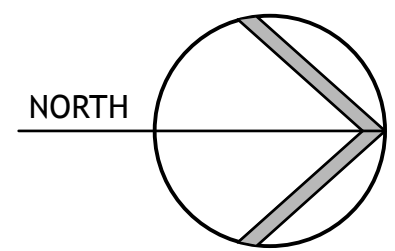


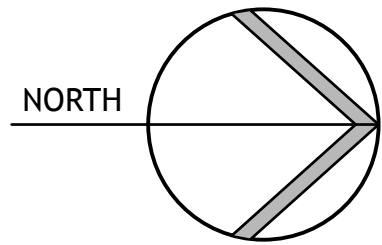
REVISIONS		BY
		
ARCHITECT: SANDY CHAN 160 MOSS WAY, OAKLAND 94611 415 819 4811 • S.STUDIOPAZ@GMAIL.COM		
S T U D I O P A Z		
MADFES PROJECT 115-117 PLYMOUTH AVENUE SAN FRANCISCO, CA 94112		
PERMIT SET - NOT FOR CONSTRUCTION		
PLOT PLAN		
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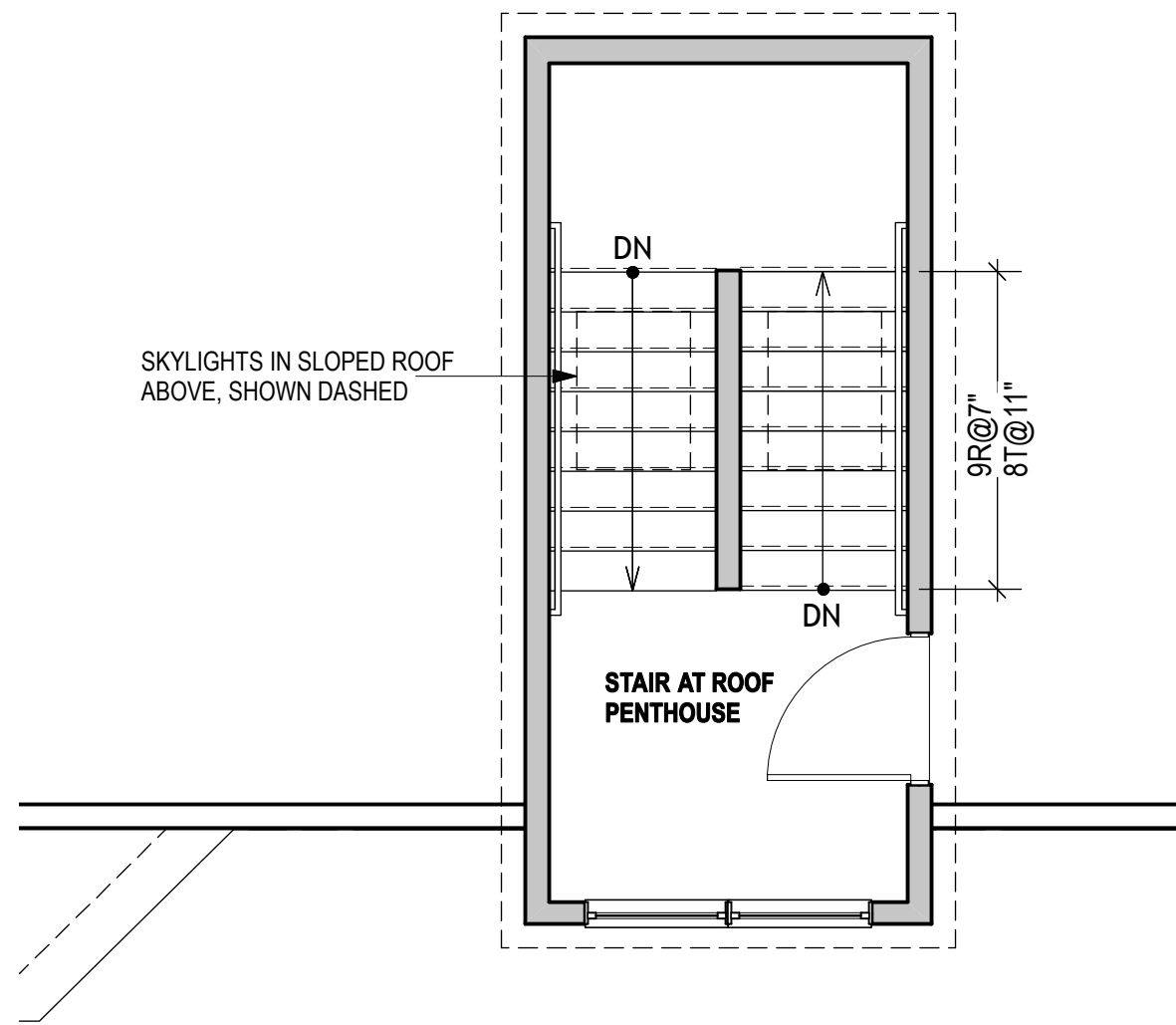


1 PROPOSED GROUND FLOOR PLAN
1/4"=1'-0"

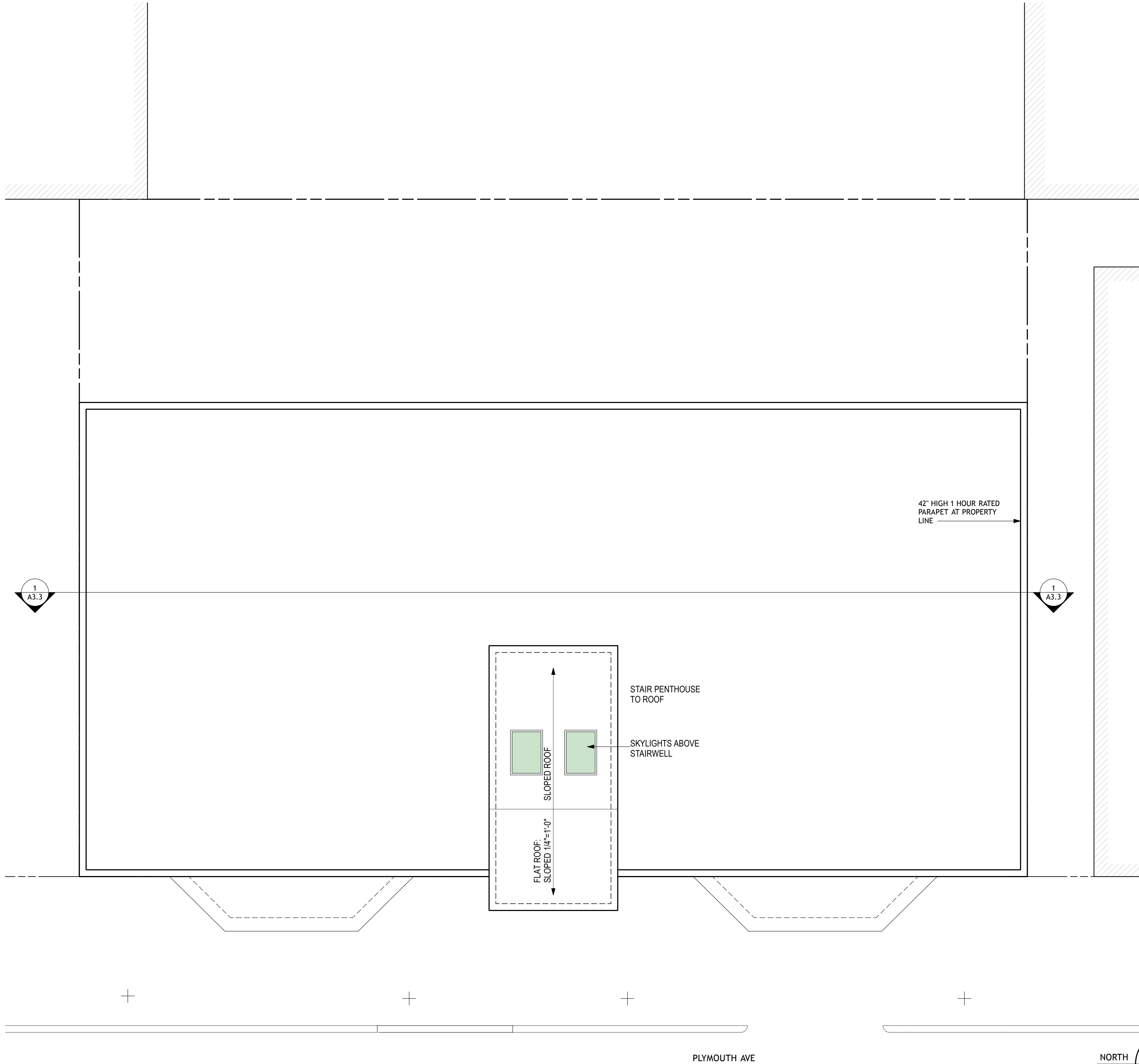
REVISIONS	BY
<div>ARCHITECT: SANDY CHAN 180 MOSS WAY OAKLAND 94611 415 819 4611 • S.STUDIOPAZ@GMAIL.COM</div> <div>MADFES PROJECT 115-117 PLYMOUTH AVENUE SAN FRANCISCO, CA 94112</div> <div>PERMIT SET - NOT FOR CONSTRUCTION</div>	
Date	11/25/2014
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Drawn	SLC
Sheet	A2.1



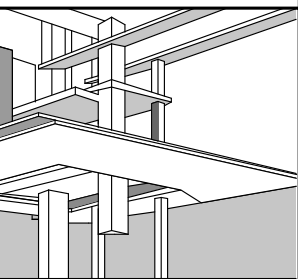




2 PROPOSED STAIR PLAN AT ROOF PENTHOUSE
1/4"=1'-0"



1 PROPOSED ROOF FLOOR PLAN
1/4"=1'-0"

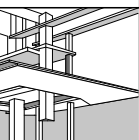
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S T U D I O P A Z	
MADFES PROJECT 115-117 PLYMOUTH AVENUE SAN FRANCISCO, CA 94112	
PERMIT SET - NOT FOR CONSTRUCTION	
PROPOSED STAIR PLAN AT ROOF PENTHOUSE, PROPOSED ROOF PLAN	
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A2.4	

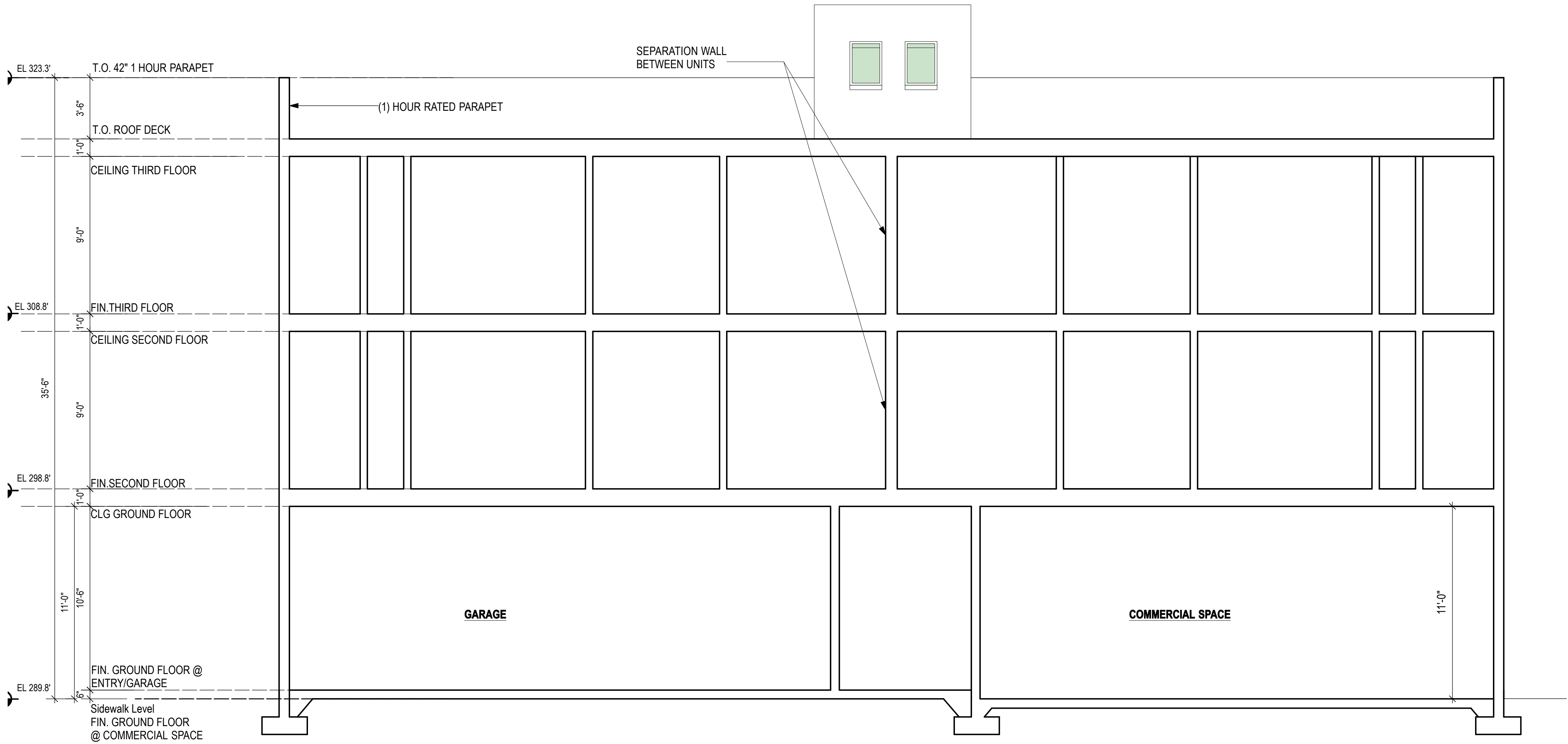


2 CONTEXTUAL STREET FRONT ELEVATION
1/8"=1'-0"

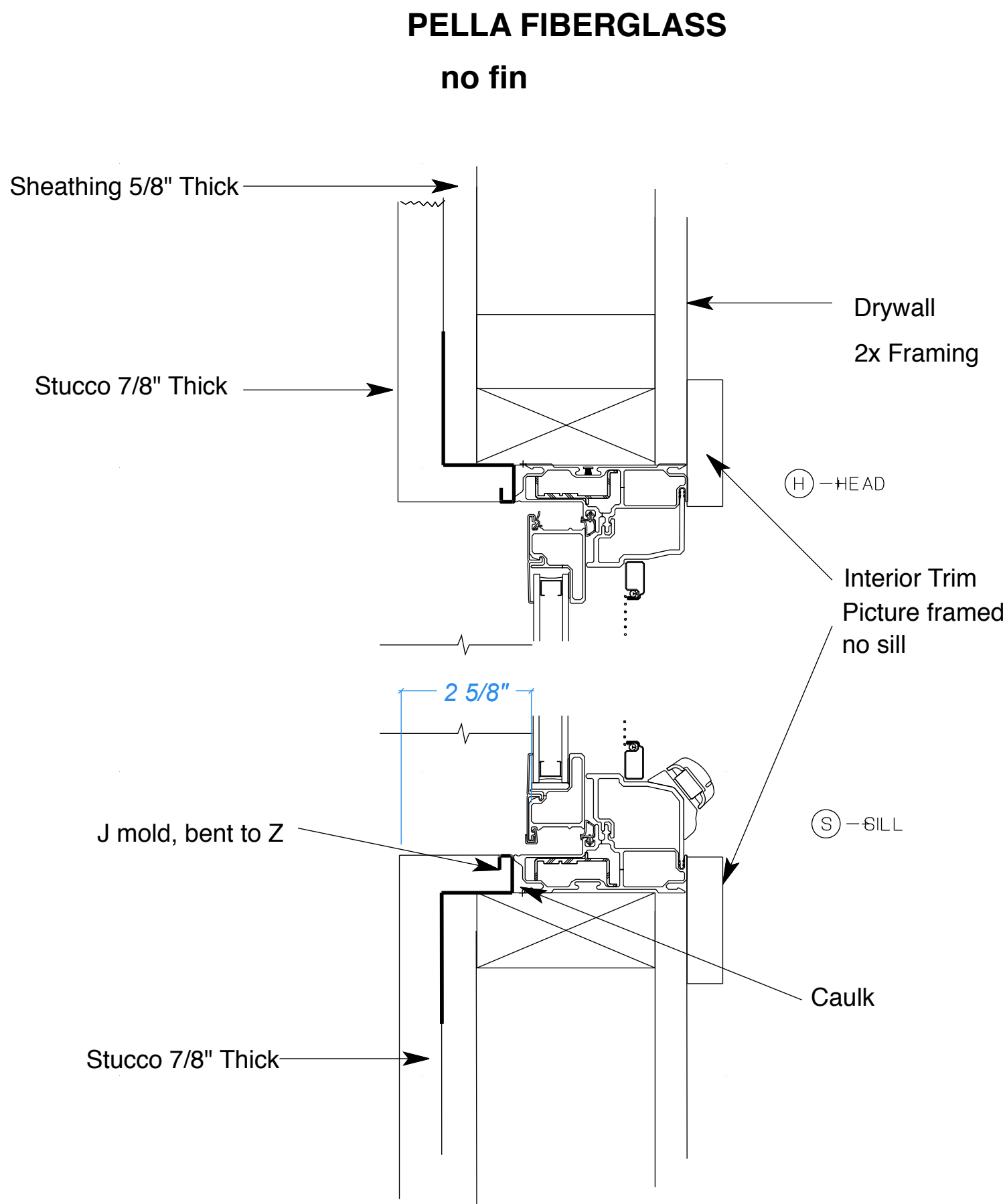


1 PROPOSED STREET FRONT ELEVATION
1/4"=1'-0"

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MADFES PROJECT 115-117 PLYMOUTH AVENUE SAN FRANCISCO, CA 94112	
PERMIT SET - NOT FOR CONSTRUCTION	
PROPOSED STREET FRONT ELEVATION CONTEXTUAL ELEVATION	
Date	11/25/2014
Scale	1/4" = 1'
Drawn	SLC
Sheet	
A3.1	



1 SECTION
1/4"=1'-0"



2 DETAIL AT FRONT ELEVATION BAY WINDOWS, JAMB SIMILAR
NTS

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MADFES PROJECT 115-117 PLYMOUTH AVENUE SAN FRANCISCO, CA 94112	
PERMIT SET - NOT FOR CONSTRUCTION	
SECTION AND WINDOW DETAIL	
Date	11/25/2014
Scale	1/4" = 1'
Drawn	SLC
Sheet	
A3.3	