



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use Authorization

HEARING DATE: NOVEMBER 7, 2019

Record No.: 2018-011430CUA
Project Address: 1776 Green Street
Zoning: RH-2 (Residential-House, Two-Family) Zoning District
40-X Height and Bulk District
Block/Lot: 0544/006
Project Sponsor: Georgianna Kleman
Sutro Architects
1055 Post Street
San Francisco, CA 94109
Property Owner: Local Capital Group
572 Ruger St, Suite A
San Francisco, CA 94129
Staff Contact: Christopher May – (415) 575-9087
christopher.may@sfgov.org
Recommendation: **Approval with Conditions**

1650 Mission St.
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PROJECT DESCRIPTION

The Project proposes the construction of a two-story vertical addition and change of use from an automobile repair garage to a residential building (approximately 12,434 gross square feet) with five 3-bedroom units, 10 below-grade off-street parking spaces, and five Class 1 bicycle parking spaces. The Project includes 1,369 square feet of common open space on a roof deck above the fourth floor, and 2,265 square feet of private open space via balconies and terraces. The Project also includes alterations to the front façade including the restoration of two pilasters that were removed from the central arch to allow a wider garage opening during a 1933 alteration.

REQUIRED COMMISSION ACTION

In order for the Project to proceed, the Commission must grant a Conditional Use Authorization, pursuant to Planning Code Sections 209.1 and 303 to allow a dwelling unit density at a ratio of one dwelling unit per 1,500 square feet within the RH-2 Zoning District.

ISSUES AND OTHER CONSIDERATIONS

- **Public Comment & Outreach.**
 - **Support/Opposition:** The Department has received 4 letters in support of the Project and two letters in opposition to the Project. The opposition relates primarily to the requested variances to intensify an existing nonconforming structure, and the loss of light and privacy on adjacent properties as a result of the proposed increase in building height.

- **Outreach:** The Sponsor has hosted one meeting within the community, on July 18, 2018.
- **Design Review Comments:** The project has changed in the following significant ways since the original submittal to the Department:
 - Increase in the front setback of the two-story vertical addition from 15 feet to 20 feet;
 - Relocation of elevator penthouse to be less visible from the street;
 - Replacement of 963 square feet of ground floor commercial space with shared storage space for the residential units.
- **Accessory Dwelling Unit:** While not shown on the proposed plans, the project sponsor has indicated that the 1,017 square-foot shared storage space on the ground floor fronting Green Street will be converted into an accessory dwelling unit (ADU) once residential uses are legally established on the lot. As currently written, Planning Code Section 207 allows ADUs to be created within multi-family buildings already occupied by a residential use. The Zoning Administrator has determined that, while the subject property permits residential uses, an ADU cannot be added until a residential use has been legally established through the issuance of a Certificate of Completion for the proposed five dwelling units.

ENVIRONMENTAL REVIEW

The Project is exempt from the California Environmental Quality Act (“CEQA”) as Class 1 and 3 categorical exemptions.

BASIS FOR RECOMMENDATION

The Department finds that the Project is, on balance, consistent with the Objectives and Policies of the General Plan. Although the Project results in a loss of formerly industrial space, the subject property will be brought into conformance with the residential uses permitted by the Planning Code. The Project will add five dwelling units to the City’s housing stock and will feature the restoration of the historic resource’s original façade, which had been significantly altered in a 1933 renovation. As such, the Department finds the project to be necessary, desirable, and compatible with the surrounding neighborhood, and not to be detrimental to persons or adjacent properties in the vicinity.

ATTACHMENTS:

- Draft Motion – Conditional Use Authorization with Conditions of Approval
- Exhibit B – Plans and Renderings
- Exhibit C – Environmental Determination
- Exhibit D – Land Use Data
- Exhibit E – Maps and Context Photos
- Exhibit F - Project Sponsor Brief



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Motion

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ADOPTING FINDINGS RELATING TO A CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 209.1 AND 303 TO PERMIT A TWO-STORY VERTICAL ADDITION AND A CHANGE OF USE FROM AN AUTOMOBILE REPAIR GARAGE TO A RESIDENTIAL BUILDING CONTAINING FIVE NEW RESIDENTIAL UNITS WITHIN THE RH-2 (RESIDENTIAL-HOUSE, TWO-FAMILY) ZONING DISTRICT AND 40-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On September 6, 2018, Georgianna Kleman of Sutro Architects (hereinafter "Project Sponsor") filed Application No. 2018-011430CUA (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Conditional Use Authorization to construct a two-story vertical addition and a change of use from an automobile repair garage to a residential building containing five new residential dwelling units (hereinafter "Project") at 1776 Green Street, Block 0544 Lot 006 (hereinafter "Project Site").

The Project is exempt from the California Environmental Quality Act ("CEQA") as Class 1 and 3 categorical exemptions.

On November 7, 2019, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Authorization Application No. 2018-011430CUA.

The Planning Department Commission Secretary is the custodian of records; the File for Record No. 2018-011430CUA is located at 1650 Mission Street, Suite 400, San Francisco, California.

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 Authorization as requested in Application No. 2018-011430CUA, 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. **Project Description.** The Project includes the construction of a two-story vertical addition and change of use from an automobile repair garage to a residential building (approximately 12,434 gross square feet) with five 3-bedroom units, 10 below-grade off-street parking spaces, and five Class 1 bicycle parking spaces. The Project includes 1,369 square feet of common open space on a roof deck above the fourth floor, and 2,265 square feet of private open space via balconies and terraces. The Project also includes alterations to the front façade including the restoration of two pilasters that were removed from the central arch to allow a wider garage opening during a 1933 alteration.
3. **Site Description and Present Use.** The Project site is located on the north side of Green Street, between Octavia and Gough Streets within the Marina neighborhood and bordering the Pacific Heights neighborhood. The subject property is approximately 7,425 square feet in size with 54 feet of frontage on Green Street. The Project site slopes downward from the front to the rear and is occupied by a one-story-plus-mezzanine industrial building covering the entire lot. The existing automobile repair garage building (formerly d.b.a. Green Street Auto Body) was constructed circa 1914 in the Classical Revival style and is currently vacant.
4. **Surrounding Properties and Neighborhood.** The surrounding neighborhood is primarily within the RH-2 Zoning District. The neighborhood context is primarily residential in character with a mix of two-to-three-story multi-unit buildings. Immediately adjacent to the subject property, and to the west, is a two-story, two-unit residential building. Immediately adjacent to the subject property, and to the east, is a seven-story apartment building containing 26 units. Immediately to the rear and to the north of the subject property is the Union Street Neighborhood Commercial District, which is characterized primarily by two-to-three-story buildings with residential uses located above ground floor commercial uses.
5. **Public Outreach and Comments.** The Department has received 4 letters in support of the Project and two letters in opposition to the Project. The opposition relates primarily to the requested

variances to intensify an existing nonconforming structure, and the loss of light and privacy on adjacent properties as a result of the proposed increase in building height.

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. **Front Setback.** Planning Code Section 132 states that the minimum front setback depth shall be based on the average of adjacent properties or a Legislated Setback.

Only one adjacent property, located at 1778-1780 Green Street, has a front setback, of approximately 22 feet. As such, the required front setback for the subject property is approximately 11 feet. The proposed two-story vertical addition is set back 20 feet from the front lot line, which complies with the front setback requirements of the Planning Code. The existing two-story building, however, has no front setback, and is therefore a noncomplying structure. Because the Project proposes the intensification of a noncomplying structure, a variance is required. The Zoning Administrator will consider a request for a variance from the front setback requirements of Planning Code Section 132 concurrent with the Planning Commission hearing for this Conditional Use Authorization request.

- B. **Rear Yard.** Planning Code Section 134 requires a rear yard equal to 45 percent of the total lot depth, at grade and above, for properties within the RH-2 Zoning District. Planning Code Section 134(c)(1) allows for the reduction in the rear yard requirement to the average between the depths of the rear building walls of the two adjacent buildings, to a maximum of 25% of the lot depth or to 15 feet, whichever is greater. When a rear yard requirement is reduced by averaging the two adjacent buildings, the last 10 feet of building depth shall be limited to a height of 30 feet.

The subject property has a lot depth of approximately 137.5 feet; therefore, the 45 percent requirement is approximately 62 feet. However, given that the adjacent apartment building at 1770 Green Street has no rear yard, the required rear yard for the Project may be reduced to of 25 percent of the total depth of the lot, which in this case is approximately 34 feet. The proposed third-floor vertical addition is set back 34 feet from the rear lot line, and the fourth-floor vertical addition is set back an additional 10 feet, both of which comply with the rear yard requirements of the Planning Code. The existing one-story-plus-mezzanine building has no rear yard and is therefore a noncomplying structure. Because the Project proposes the intensification of a noncomplying structure, a variance is required. The Zoning Administrator will consider a request for a variance from the rear yard requirements of Planning Code Section 134 concurrent with the Planning Commission hearing for this Conditional Use Authorization request.

- C. **Useable Open Space.** Planning Code Section 135 requires 125 square feet of useable open space for each dwelling unit if all private, or 166 square feet of common usable open space per unit.

The Project proposes five dwelling units. Each unit would have its own private usable open space via terraces and decks, ranging in size from 219 square feet to 512 square feet, accessed directly from each unit. The Project also proposes common usable open space on a roof deck measuring approximately

1,369 square feet. As such, the Project exceeds the minimum amount of usable open space required by the Planning Code.

- D. **Dwelling Unit Exposure.** Planning Code Section 140 requires that at least one room of all dwelling units face onto a public street or public alley at least 30 feet in width, a side yard at least 25 feet in width, a rear yard meeting the requirements of the Code or other open area that meets minimum requirements for area and horizontal dimensions.

All of the proposed dwelling units will have exposure onto either Green Street, onto the interior courtyard at the rear of the lot, or onto a Code-complying rear yard.

- E. **Off-Street Parking.** Planning Code Section 151 does not require any off-street parking spaces and permits a maximum of 1.5 off-street parking spaces for each dwelling unit. Planning Code Section 150(e) states that any off-street parking spaces which existed lawfully at the effective date of that section and which exceed the maximum permitted under Section 151.1 shall be considered noncomplying features.

The Project proposes to retain the ten existing off-street parking spaces in the below-grade basement level. While this would exceed the maximum permitted by two spaces, Planning Code Section 188 allows a noncomplying structure to be enlarged, altered or relocated, or undergo a change or intensification of use, provided that there is no increase in any discrepancy or any new discrepancy. As such, the Project complies with the off-street parking requirements of the Planning Code.

- F. **Bicycle Parking.** Planning Code Section 155.2 requires at least one Class 1 bicycle parking space for each dwelling unit.

The Project proposes five Class 1 bicycle parking spaces.

- G. **Dwelling Unit Density.** Planning Code Section 209.1 permits a maximum residential density of one dwelling unit per 1,500 square feet of lot area in the RH-2 Zoning District, as a Conditional Use.

The subject property is approximately 7,425 square feet, which would allow for a total of five dwelling units through Conditional Use Authorization. The project proposes a total of five dwelling units. The additional required findings are listed below under Subsection 7.

- H. **Height.** Planning Code Section 260 requires that all structures be no taller than the height prescribed in the subject height and bulk district. Section 260(a)(1)(B) states that where a lot is level with or slopes downward from a street at the centerline of the building or building step, such point shall be taken at curb level on such a street for the first 100 feet of lot depth. The remainder of the building shall be measured from grade at the rear lot line.

The subject property is located within a 40-foot height district. The existing building is approximately 22 feet in height. The proposed two-story vertical addition will result in a building height of approximately 40 feet.

- I. **Child Care Requirements for Residential Projects.** Planning Code Section 414A requires that any residential development project that results in at least one net new residential unit shall comply with the imposition of the Residential Child Care Impact Fee requirement.

The Project proposes new construction of five new residential units. As such, the Project is subject to the Residential Child Care Impact Fee, which will be collected prior to the issuance of the first construction document.

- J. **Street Frontages.** Section 144 of the Planning Code requires that no more than one-third of the width of the ground story of a dwelling along the front lot line, or along a street side lot line, or along a building wall that is setback from any such lot line, shall be devoted to entrances to off-street parking, except that in no event shall a lot be limited by this requirement to a single such entrance of less than ten feet in width.

The project proposes to replace the existing 29-foot wide central garage door on the ground floor of the building with windows into a common space for the residential units.

7. **Conditional Use Findings.** Planning Code Section 303 establishes criteria for the Planning Commission to consider when reviewing applications for Conditional Use authorization. On balance, the project complies 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 size of the enlarged building is compatible with the surrounding neighborhood and its proposed conversion to residential uses is desirable as the existing neighborhood consists of residential uses at various scales, from single-family dwellings to multi-unit apartment buildings.

- 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 the area, in that:

- (1) Nature of proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

The height and bulk of the building will remain the same at the block face and does not increase in massing until 20 feet back from the front facade. The Project will restore elements of the façade that had been altered in a previous renovation, which will be more in keeping with its original architectural style.

- (2) 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 will reduce vehicular traffic compared to the site's previous use as an automobile repair garage. The existing off-street parking spaces will be available for building residents and should not generate significant amounts of vehicular trips from the immediate neighborhood or citywide.

- (3) The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;

The proposed change of use from an automobile repair garage to residential uses will eliminate the potential for noxious or offensive emissions.

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

Usable open space, in the form of terraces and roof decks will be provided and appropriately landscaped for the use of the building's future residents. The Project includes the partial removal of the existing building's roof at the rear to create an internal courtyard for residents of the buildings' lower floors. New street trees will be planted on the Green Street sidewalk and off-street parking for residential use will be located within the existing below-grade garage.

- 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 in Subsection 8 below.

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

The Project is consistent with the stated purposes of RH-2 Zoning District in that it proposes the conversion of the existing automobile repair garage to a residential use, which is a more compatible use given its location in a predominantly residential neighborhood.

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

HOUSING ELEMENT

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 1.1

Plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing.

Policy 1.10

Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

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.

OBJECTIVE 11:

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

Policy 11.1

Promote the construction and rehabilitation of well-designed housing that emphasizes beauty, flexibility, and innovative design, and respects existing neighborhood character.

Policy 11.2

Ensure implementation of accepted design standards in project approvals.

Policy 11.3

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

Policy 11.4:

Continue to utilize zoning districts which conform to a generalized residential land use and density plan and the General Plan.

Policy 11.6

Foster a sense of community through architectural design, using features that promote community interaction.

OBJECTIVE 12:

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

Policy 12.2

Consider the proximity of quality of life elements such as open space, child care, and neighborhood services, when developing new housing units.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 1:

EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

Policy 1.3

Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

Policy 1.7

Recognize the natural boundaries of districts, and promote connections between districts.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 2:

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

Policy 2.1:

Use rapid transit and other transportation improvements in the city and region as the catalyst for desirable development and coordinate new facilities with public and private development.

OBJECTIVE 11:

ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY.

Policy 11.3:

Encourage development that efficiently coordinates land use with transit service, requiring that developers address transit concerns as well as mitigate traffic problems.

OBJECTIVE 28:

PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

Policy 28.1:

Provide secure bicycle parking in new governmental, commercial, and residential developments.

Policy 28.3:

Provide parking facilities which are safe, secure, and convenient.

OBJECTIVE 34:

RELATE THE AMOUNT OF PARKING IN RESIDENTIAL AREAS AND NEIGHBORHOOD COMMERCIAL DISTRICTS TO THE CAPACITY OF THE CITY'S STREET SYSTEM AND LAND USE PATTERNS.

Policy 34.1:

Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.

Policy 34.3:

Permit minimal or reduced off-street parking supply for new buildings in residential and commercial areas adjacent to transit centers and along transit preferential streets.

Policy 34.5:

Minimize the construction of new curb cuts in areas where on-street parking is in short supply and locate them in a manner such that they retain or minimally diminish the number of existing on-street parking spaces.

The Project will revitalize a vacant building, previously occupied by a nonconforming automobile repair garage use, by converting it to a multi-unit residential building. The Project will provide five three-bedroom units which would be suitable for families with children, each with its own private usable open space. The vertical addition to the building is designed to be sensitive and subordinate to the historic building below, will be architecturally cohesive with the surrounding neighborhood and will be of a height and density appropriate to the scale of the nearby properties on Green Street. The proposed residential building would

provide five weather-protected bicycle parking spaces for its residents to encourage bicycling, and is located within walking distance to several public transit lines, including the 28 – 19th Ave, 30-X – Marina Express, 41 – Union, 45 – Union/Stockton, 47 – Van Ness, 49 – Van Ness/Mission and 76-X – Marin Headlands Express MUNI bus routes. On balance, the Project is consistent with the Objectives and Policies of the General Plan.

9. **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 complies 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.

While the subject property has previously been used as a neighborhood-serving automobile repair garage, it was a nonconforming use that is no longer in operation. The Project does not propose any neighborhood-serving retail uses.

- 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 will provide five new dwelling units, thus resulting in an overall increase in the neighborhood housing stock. The existing historic building will be retained, and its façade restored, thereby preserving neighborhood character and cultural and economic diversity.

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

The Project does not propose affordable housing.

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

The Project site is well served by nearby public transportation options. The Project is within walking distance of the 28 – 19th Ave, 30-X – Marina Express, 41 – Union, 45 – Union/Stockton, 47 – Van Ness, 49 – Van Ness/Mission and 76-X – Marin Headlands Express MUNI bus routes. The Project also provides off-street parking and sufficient bicycle parking for residents and their guests.

- 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 does not include commercial office development. Although the Project proposes the conversion of an industrial use to residential uses, the Project will bring the property into conformity with the uses permitted by the Planning Code.

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

The Project will be designed and will be constructed to conform to the structural and seismic safety requirements of the Building Code. This proposal will not impact the property's ability to withstand an earthquake.

- G. That landmarks and historic buildings be preserved.

The Project will retain and restore the existing historic building occupying the site, and the vertical addition will be consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

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

The Project does cast shadow onto any parks or open space.

10. 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.
11. 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 Authorization Application No. 2018-011430CUA** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated October 3, 2019, 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. 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 November 7, 2019.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

Draft Motion
Hearing Date: November 7, 2019

RECORD NO. 2018-011430CUA
1776 Green Street

ADOPTED: November 7, 2019

EXHIBIT A

AUTHORIZATION

This authorization is for a conditional use to allow the construction of a two-story vertical addition, a change of use from an automobile repair garage to a residential building, and alterations to the front façade located at 1776 Green Street, Block 0544, and Lot 006, pursuant to Planning Code Sections 209.1 and 303 within the RH-2 Zoning District and a 40-X Height and Bulk District; in general conformance with plans, dated October 3, 2019, and stamped "EXHIBIT B" included in the docket for Record No. 2018-011430CUA and subject to conditions of approval reviewed and approved by the Commission on November 7, 2019 under Motion No XXXXX. 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 November 7, 2019 under Motion No XXXXX.

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.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this three-year period.

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

2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.

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

3. **Diligent Pursuit.** 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. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved.

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

4. **Extension.** All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the project is delayed by a public agency, an appeal or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.

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

5. **Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval.

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

DESIGN – COMPLIANCE AT PLAN STAGE

6. **Final Materials.** The Project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.

For information about compliance, contact the Case Planner, Planning Department at 415-575-9087, www.sfplanning.org

7. **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 building permit plans. 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 415-575-9087, www.sfplanning.org

PARKING AND TRAFFIC

8. **Bicycle Parking.** The Project shall provide no fewer than five (5) Class 1 bicycle parking spaces as required by Planning Code Sections 155.1 and 155.2.

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

9. **Parking Maximum.** Pursuant to Planning Code Section 151, the Project shall provide no more than ten (10) off-street parking spaces.

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

PROVISIONS

10. **Residential Child Care Impact Fee.** The Project is subject to the Residential Child Care Fee, as applicable, pursuant to Planning Code Section 414A.

For information about compliance, contact the Case Planner, Planning Department at 415-575-9087, www.sfplanning.org

MONITORING - AFTER ENTITLEMENT

11. **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

12. **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

OPERATION

13. **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>

Exhibit B:

Plans and Renderings



GREEN STREET RESIDENCES

1776 GREEN STREET, SAN FRANCISCO, CA 94123

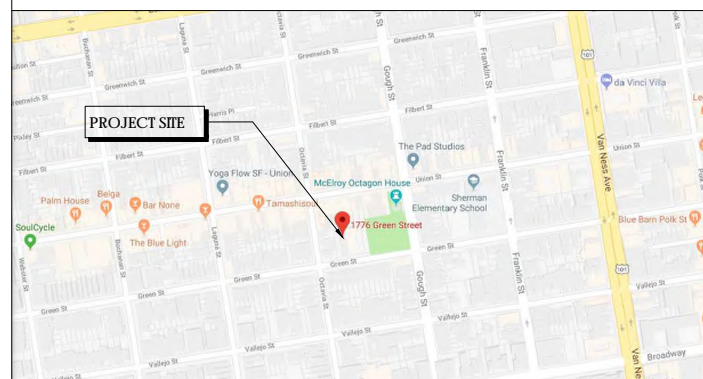
GENERAL NOTES - CONSTRUCTION

1. VERIFY ALL EXISTING DIMENSIONS & CONDITIONS AT THE SITE & NOTIFY ARCHITECT OF ANY VARIATIONS OR CONFLICTING OR MISSING DIMENSIONS OR DATA PRIOR TO BIDDING OR COMMENCING WORK. USE WRITTEN DIMENSIONS ONLY; DO NOT SCALE DRAWINGS FOR THE PURPOSE OF DETERMINING A DIMENSION DURING CONSTRUCTION.
2. CONDITIONS NOT SPECIFICALLY DETAILED SHALL BE BUILT TO CONFORM TO SIMILAR CONSTRUCTION, IN ACCORDANCE WITH THE BEST COMMON PRACTICE AND/OR MANUFACTURER'S SPECIFICATIONS FOR THE INSTALLATION OF THEIR MATERIALS OR ITEMS.
3. ALL MATERIALS, WORKMANSHIP & METHODS SHALL CONFORM TO CURRENTLY ADOPTED UNIFORM BUILDING CODE (UBC), UNIFORM PLUMBING CODE (UPC), UNIFORM MECHANICAL CODE (UMC), AND THE NATIONAL ELECTRICAL CODE (NEC) AS ADOPTED AND AMENDED BY THE STATE OF CALIFORNIA TITLE 24, CALIFORNIA ELECTRICAL CODE, CALIFORNIA CODE OF REGULATIONS & OTHER APPLICABLE CODES & ORDINANCES OF THE LOCAL JURISDICTION.
4. SAFETY: THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR SAFETY ON THE JOB SITE AND ADHERE TO ALL FEDERAL, STATE, LOCAL AND O.S.H.A. SAFETY REGULATIONS.
5. CONSTRUCTION BRACING & SHORING: THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL BRACING AND SHORING REQUIRED DURING CONSTRUCTION UNTIL ALL CONSTRUCTION IS COMPLETE.
6. DO NOT STORE CONSTRUCTION MATERIALS OR OPERATE CONSTRUCTION EQUIPMENT IN SUCH A MANNER THAT DESIGN LIVE LOADS OF THE STRUCTURES ARE EXCEEDED. DO NOT STORE CONSTRUCTION MATERIALS ON OVERHANGING FRAMING.
7. TREES LOCATED CLOSE TO THE CONSTRUCTION SITE SHALL BE PROTECTED FROM INADVERTENT DAMAGE FROM CONSTRUCTION EQUIPMENT BY WRAPPING TRUNKS WITH PROTECTIVE MATERIALS, AVOIDING FILL OF ANY TYPE AGAINST THE BASE OF THE TRUNKS AND AVOIDING AN INCREASE IN SOIL DEPTH AT THE FEEDING ZONE OR DRIP LINE OF THE RETAINED TREES.
8. ALL TOILETS SHALL BE ULTRA-LOW FLUSH TOILETS WITH A MAXIMUM TANK SIZE OR FLUSH CAPACITY OF 1.6 GALLONS. ALL SHOWER HEADS SHALL HAVE A MAXIMUM FLOW CAPACITY OF 2.5 GALLONS PER MINUTE, AND ALL HOT WATER FAUCETS THAT HAVE MORE THAN TEN FEET OF PIPE BETWEEN THE FAUCET AND THE HOT WATER HEATER SERVING SUCH FAUCET SHALL BE EQUIPPED WITH A HOT WATER RECIRCULATING SYSTEM.
9. SHOWERS AND TUB SHALL USE INDIVIDUAL CONTROL VALVES OF THE PRESSURE BALANCE OR THE THERMOSTATIC MIXING VALVE TYPE. (CPC 420).
10. GLAZING USED IN DOORS AND PANELS OF SHOWER AND TUB ENCLOSURES SHALL BE FULLY TEMPERED GLASS, LAMINATED SAFETY GLASS OR APPROVED PLASTIC OF A SHATTER-RESISTANT TYPE. (UBC 5406 (D) 5)
11. SHOWER WALLS SHALL BE FINISHED WITH A NON-ABSORBENT SURFACE TO A HEIGHT OF 70" OR GREATER ABOVE DRAIN INLET.
12. INSTALL CERTIFIED INSULATION MATERIALS PER THE TITLE 24 MANDATORY MEASURES CHECKLIST MF-1R. INSULATION INSTALLED SHALL MEET FLAME SPREAD & SMOKE DENSITY REQUIREMENTS OF STATE OF CALIFORNIA TITLE 24, CALIFORNIA ELECTRICAL CODE, CALIFORNIA CODE OF REGULATIONS.

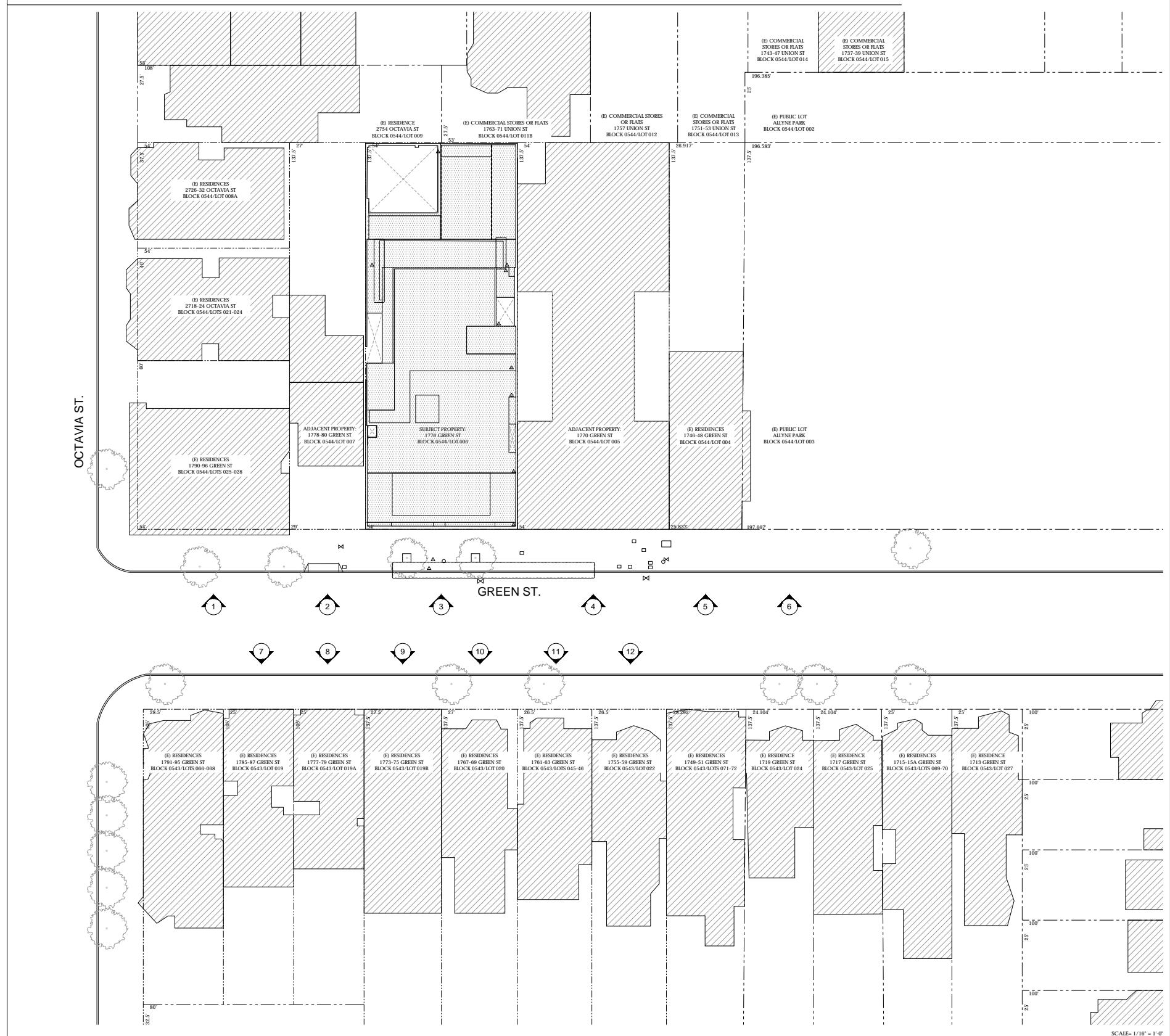
PLOT PLAN LEGEND

- PLOT PLAN LEGEND:
- PROPERTY LINE
 - ▨ ADJACENT NEIGHBOR'S BUILDING
 - ▨ PROPOSED BUILDING OF SUBJECT PROPERTY
 - ⊘ (E) PROPERTY TO BE REMOVED

VICINITY MAP / SITE PLAN



PLOT PLAN



Use of these plans and specifications shall be restricted to the project site for which they were prepared and publication thereof is expressly limited to such use. Reproduction or publication in any medium, in whole or in part, is prohibited. This is to the plans and specifications remains with the architect without prejudice. Your contract with these plans and specifications shall constitute your acceptance of these restrictions.

SUTRO ARCHITECTS
1515 POLK STREET, SUITE 500
SAN FRANCISCO, CA 94109
415.774.8888
sutroarchitects.com

GREEN STREET RESIDENCES
1776 GREEN STREET, SAN FRANCISCO, CA 94123
BLOCK 0544 LOT 006 | PROJECT NO. 2018.014



- PRE-APP MEETING: 07.18.2018
- SITE PERMIT: 07.31.2018
- △ SITE PERMIT REVISIONS: 03.06.2019
- △ SITE PERMIT REVISIONS: 08.14.2019
- △ SITE PERMIT REVISIONS: 10.03.2019

GENERAL NOTES / VICINITY MAP / PLOT PLAN

AS NOTED

A0.1

FRONT OF SUBJECT PROPERTY



1 FRONT BUILDING FACADE



2 FRONT BUILDING FACADE & ROOF



3 PARKING ENTRANCE AT FRONT FACADE

REAR OF SUBJECT PROPERTY



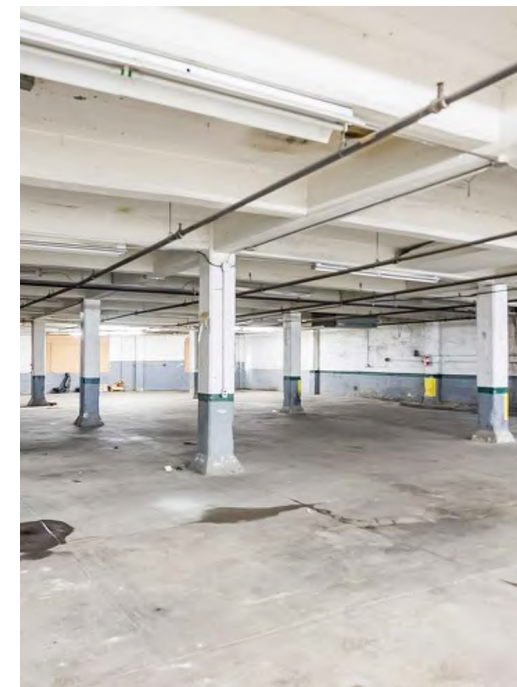
4 REAR BUILDING FACADE



5 REAR FACADE BLOCKED BY ADJ. BLDG.



6 INTERIOR OF BUILDING AT FIRST FLOOR



6 INTERIOR OF BUILDING AT BASEMENT

Use of these photos and specifications shall be restricted to the original site for which they were prepared and publication thereof is expressly limited to such use. Reproduction or publication in any medium, in whole or in part, is prohibited. This to the plans and specifications herein with the architect's professional seal and signature. Your consent with these plans and specifications shall constitute your acceptance of the accuracy of these conditions.

SUTRO ARCHITECTS
1015 S. G. ST. S.F. CA 94108
satroarchitects.com
1000 Park Street, San Francisco, CA 94108

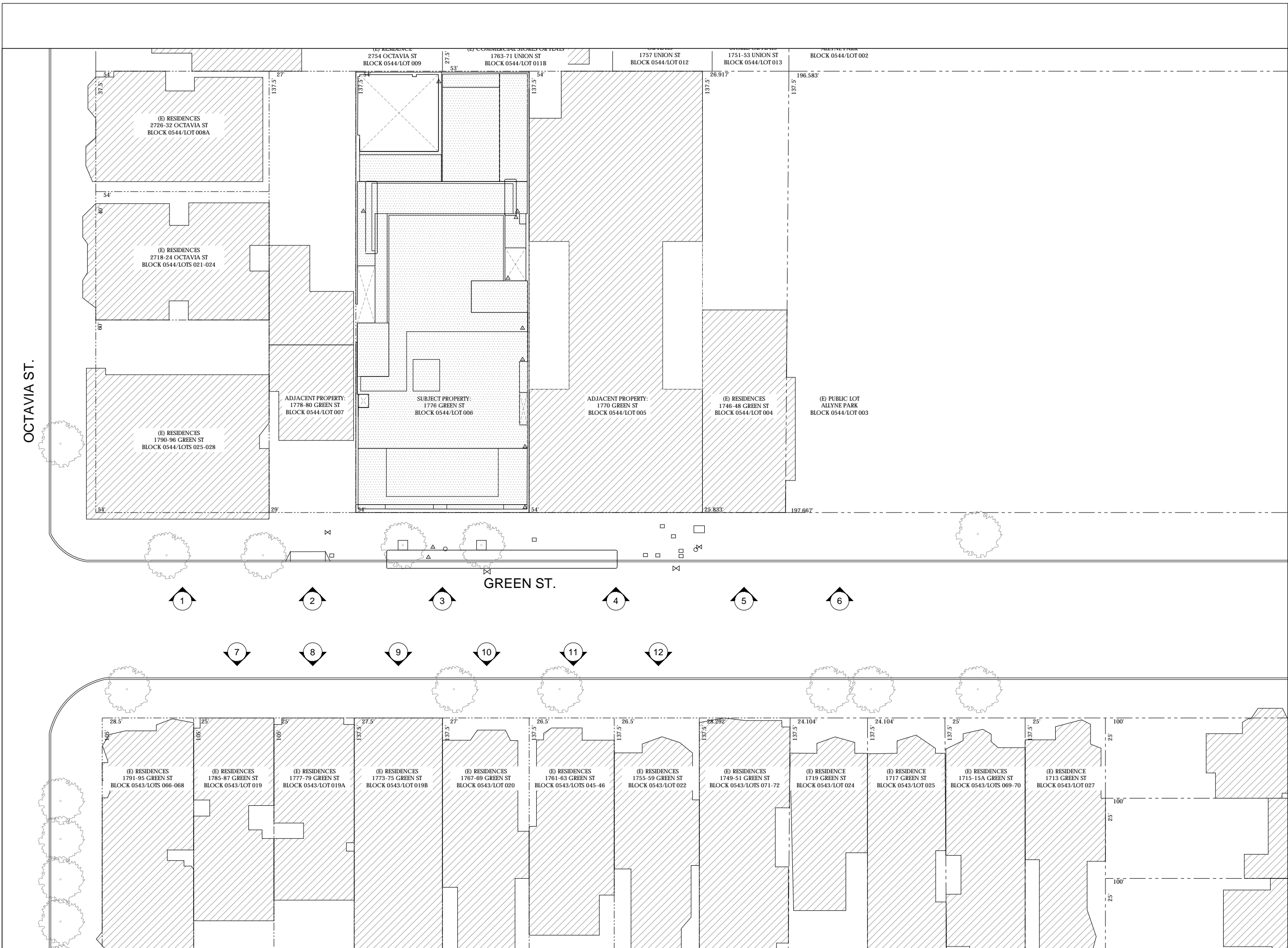
GREEN STREET RESIDENCES
1776 GREEN STREET, SAN FRANCISCO, CA 94123
BLOCK 0544 LOT 008 | PROJECT NO. 2018.014



PRE-APP MEETING
07.18.2018
SITE PERMIT
07.31.2018
SITE PERMIT REVISIONS
03.06.2019
SITE PERMIT REVISIONS
08.14.2019
SITE PERMIT REVISIONS
10.03.2019

SITE PHOTOS

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GREEN STREET RESIDENCES

SUTRO ARCHITECTS

1776 GREEN STREET, SAN FRANCISCO, CA 94123
BLOCK 0544 LOT 006 | PROJECT NO. 2018.014

1050 Park Street, San Francisco, CA 94108
415.355.5445
satroarchitects.com

LICENSED ARCHITECT
STEPHEN W. SUTRO
C-30702
NORTH OAK
STATE OF CALIFORNIA

PRE-APP MEETING
07.18.2018

SITE PERMIT
07.31.2018

▲ SITE PERMIT REVISIONS
03.06.2019

▲ SITE PERMIT REVISIONS
08.14.2019

▲ SITE PERMIT REVISIONS
10.03.2019

NEIGHBOR DIAGRAM
PLAN

A0.3

BUILDINGS ON THE SAME SIDE OF THE STREET AS SUBJECT BUILDING



1 1790-1796 GREEN ST.



2 1778-1780 GREEN ST.



3 1776 GREEN ST.
SUBJECT PROPERTY



4 1770 GREEN ST.

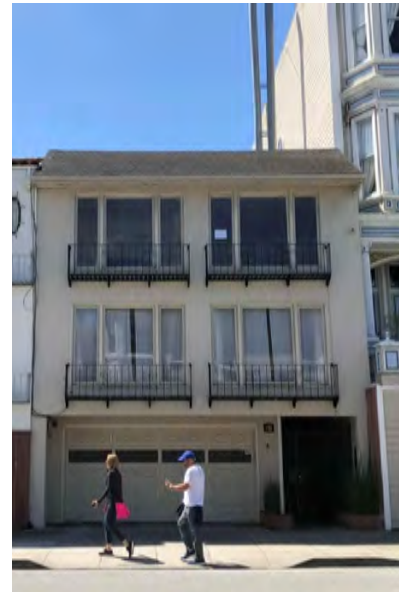


5 1746-1748 GREEN ST.



6 ALLYNE PARK

BUILDINGS ON THE FACING SIDE OF THE STREET



7 1785-1787 GREEN ST.



8 1777-1779 GREEN ST.



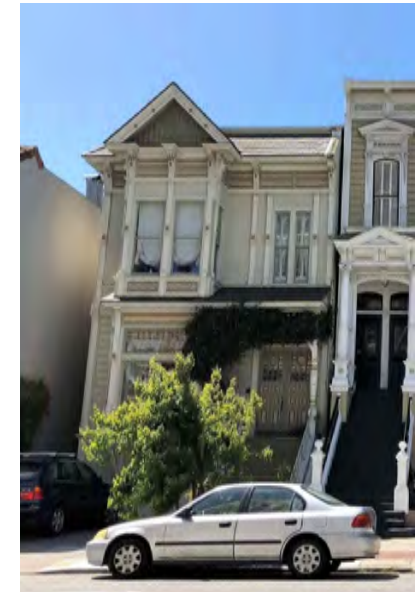
9 1773-1775 GREEN ST.



10 1767-1769 GREEN ST.



11 1761-1763 GREEN ST.



12 1755-1759 GREEN ST.

Use of these photos and specifications shall be restricted to the original site for which they were prepared and publication thereof is expressly limited to such use. Reproduction or publication in any medium, in whole or in part, is prohibited. This use of photos and specifications is in accordance with the provisions of the applicable laws and regulations. Your consent to these terms and specifications shall constitute your agreement to the acceptance of these restrictions.

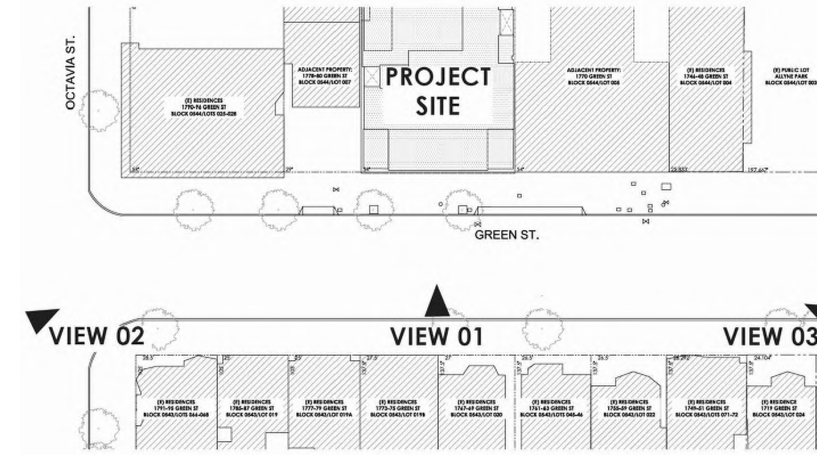


PRE-APP MEETING
 07.18.2018
 SITE PERMIT
 07.31.2018
 ▲ SITE PERMIT REVISIONS
 03.06.2019
 ▲ SITE PERMIT REVISIONS
 08.14.2019
 ▲ SITE PERMIT REVISIONS
 10.03.2019

NEIGHBORHOOD
DIAGRAM PHOTOS



1 EXISTING VIEW 01 - DIRECTLY ACROSS THE STREET FROM SUBJECT PROPERTY



2 SITE MAP OF 3D VIEWS



2 EXISTING VIEW 02 - VIEW FROM +/- 150 FEET SOUTHWEST OF SUBJECT PROPERTY



3 EXISTING VIEW 03 - VIEW FROM +/- 150 FEET SOUTHEAST OF SUBJECT PROPERTY

Use of these plans and specifications shall be restricted to the original site for which they were prepared and publication thereof is expressly limited to such use. Reproduction or publication by any method, in whole or in part, is prohibited. This to the plans and specifications herein with the architect's professional seal. View camera with these plans and specifications shall constitute prima facie evidence of the acceptance of these restrictions.

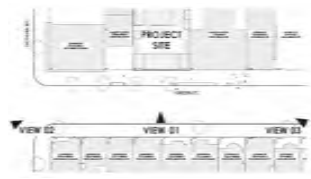


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 Δ SITE PERMIT REVISIONS
 03.06.2019
 Δ SITE PERMIT REVISIONS
 08.14.2019
 Δ SITE PERMIT REVISIONS
 10.03.2019

EXISTING 3D
RENDERINGS/
PHOTO COMPOSITES



VIEW 01 - DIRECTLY ACROSS THE STREET FROM SUBJECT PROPERTY



THE MAP OF 3D VIEWS



VIEW 02 - VIEW FROM +/- 150 FEET SOUTHWEST OF SUBJECT PROPERTY



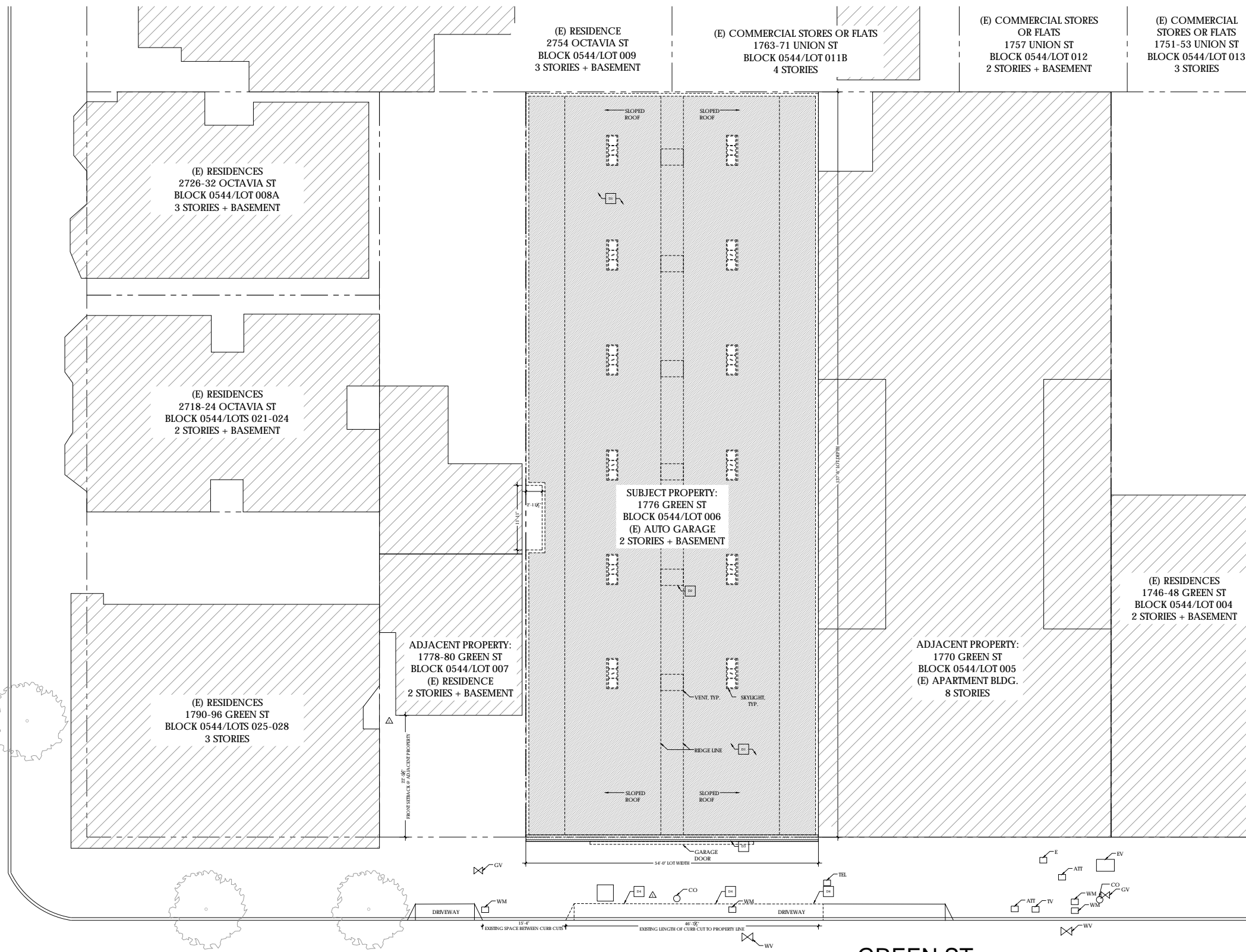
VIEW 03 - VIEW FROM +/- 150 FEET SOUTHEAST OF SUBJECT PROPERTY



CITY OF SAN FRANCISCO
 PLANNING DEPARTMENT
 1775 MARKET STREET, SUITE 400
 SAN FRANCISCO, CA 94109
 TEL: 415.376.3300
 WWW.SANFRANCISCO.CA.GOV
 A0.6.A

Use of these plans and specifications shall be restricted to the original site for which they were prepared and publication thereof is expressly limited to such use. Reproduction or publication in any medium, in whole or in part, is prohibited. This to the plans and specifications herein with the architect's seal constitutes joint and several liability of the architect and the contractor. All dimensions and specifications herein shall conform to the applicable code requirements. All dimensions and specifications shall conform to the applicable code requirements. All dimensions and specifications shall conform to the applicable code requirements.

OCTAVIA ST.



GREEN ST.

GENERAL SITE PLAN NOTES:

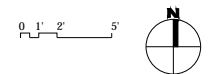
- DASHED ITEMS ARE USED TO DENOTE ITEMS TO BE REMOVED. NOTE THAT OTHER LINES SUCH AS EAVES AND HIDDEN ITEMS ARE ALSO REPRESENTED BY DASHED LINE. IF ANY UNCERTAINTY EXISTS REGARDING ITEMS TO BE REMOVED, VERIFY WITH ARCHITECT BEFORE PROCEEDING.
- ALL (E) DIMENSIONS TO BE VERIFIED IN FIELD, TYP.
- (E) STREET TREE TO REMAIN.

DEMO SITE PLAN KEY NOTES:

- D1 (E) COMP. SHINGLE ROOF AND SKYLIGHTS TO BE REMOVED, TYP.
- D2 (E) VENTS AND ROOF ELEMENTS TO BE REMOVED, TYP.
- D3 (E) CORNICE TO REMAIN.
- D4 PORTION OF (E) DRIVEWAY AND CURB CUTS TO BE REMOVED.

(E) SITE PLAN LEGEND:

- PROPERTY LINE
- - - - AREA OF DEMOLITION
- ▨ (E) NEIGHBOR'S PROPERTIES
- ▩ AREA OF (E) ROOF TO BE REMOVED
- ▧ AREA OF (E) ROOF TO REMAIN



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1155 PINE STREET, SAN FRANCISCO, CA 94108
www.sutroarchitects.com

GREEN STREET RESIDENCES
1776 GREEN STREET, SAN FRANCISCO, CA 94123
BLOCK 0544 LOT 006 | PROJECT NO. 2018.014



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03.06.2019
SITE PERMIT REVISIONS
08.14.2019
SITE PERMIT REVISIONS
10.03.2019

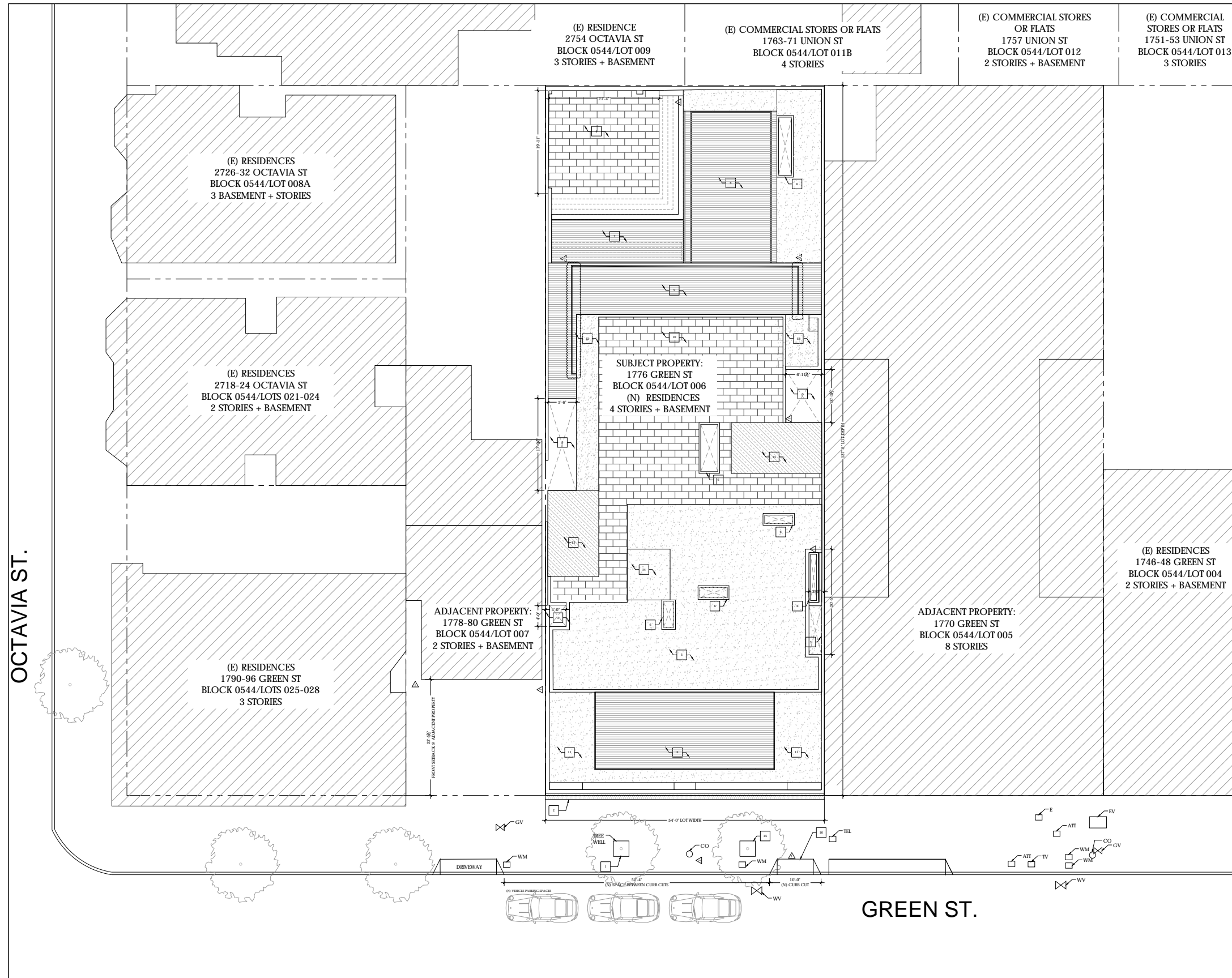
EXISTING
SITE PLAN

1/8" = 1'-0"

A1.0

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OCTAVIA ST.



GENERAL SITE PLAN NOTES:

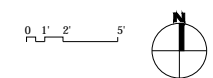
- DASHED ITEMS ARE USED TO DENOTE ITEMS TO BE REMOVED. NOTE THAT OTHER LINES SUCH AS EAVES AND HIDDEN ITEMS ARE ALSO REPRESENTED BY DASHED LINE. IF ANY UNCERTAINTY EXISTS REGARDING ITEMS TO BE REMOVED, VERIFY WITH ARCHITECT BEFORE PROCEEDING.
- ALL (E) DIMENSIONS TO BE VERIFIED IN FIELD, TYP.
- (E) STREET TREE TO REMAIN.
- LOCATE SFPLC, PG&E GAS AND ELECTRIC LOCATIONS PER FIELD MEASUREMENTS.

CONSTRUCTION SITE PLAN KEY NOTES:

- (E) TREE WELL TO REMAIN.
- (E) CORNICE TO REMAIN.
- (N) LIGHTWELL.
- (N) COURTYARD.
- (N) FLAT ROOF WITH 12" HIGH PARAPET, TYP.
- (N) SKYLIGHT WITH 30" PARAPET WALLS.
- (N) TERRACE OVER 1 STORY.
- (N) TERRACE OVER 2 STORIES.
- (N) TERRACE OVER 3 STORIES.
- (N) ROOF DECK OVER 4 STORIES.
- (N) FLAT ROOF OVER 2 STORIES.
- (N) FLAT ROOF OVER 4 STORIES.
- (N) OPERABLE HATCH OVER (N) STAIR.
- (N) ROOF OVER ELEVATOR.
- (N) STREET TREE. EXACT LOCATION TO BE COORDINATED WITH EXISTING UTILITIES.
- EXTENTS OF (N) DRIVEWAY W/ CURB CUTS.

(N) SITE PLAN LEGEND:

- PROPERTY LINE
- AREA OF DEMOLITION
- ▨ (E) NEIGHBOR'S PROPERTIES
- ▨ AREA OF (N) DECK
- ▨ AREA OF (N) ROOF
- ▨ AREA OF (N) COURTYARD/ROOF DECK



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 415.775.8145
 suturearchitects.com
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GREEN STREET RESIDENCES
 1776 GREEN STREET, SAN FRANCISCO, CA 94123
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PRE-APP MEETING
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 SITE PERMIT REVISIONS
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 10.03.2019

PROPOSED
SITE PLAN

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1 PROPOSED SOUTH ELEVATION RENDERING
N.T.S.



2 PROPOSED NORTH ELEVATION RENDERING
N.T.S.



3 PROPOSED WEST ELEVATION RENDERING
N.T.S.

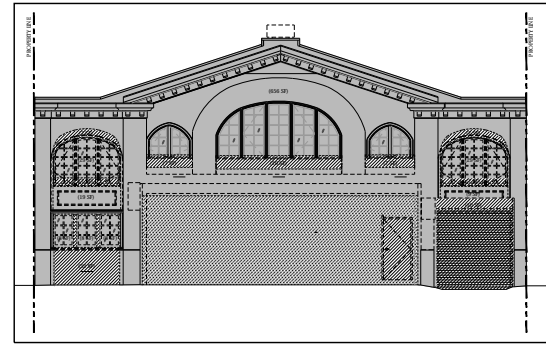


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▲ SITE PERMIT REVISIONS	08.14.2019
▲ SITE PERMIT REVISIONS	10.03.2019

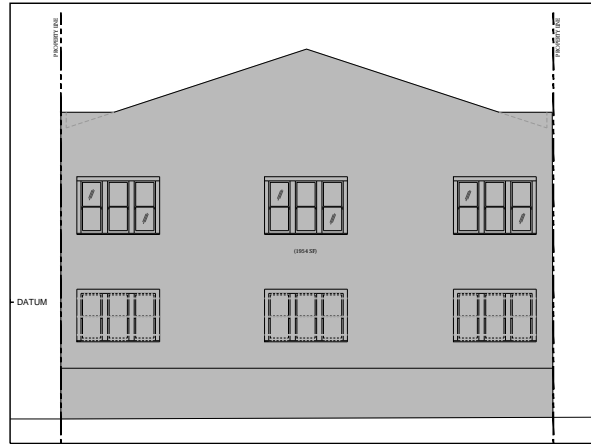
PROPOSED
ELEVATION RENDERERS

N.T.S.

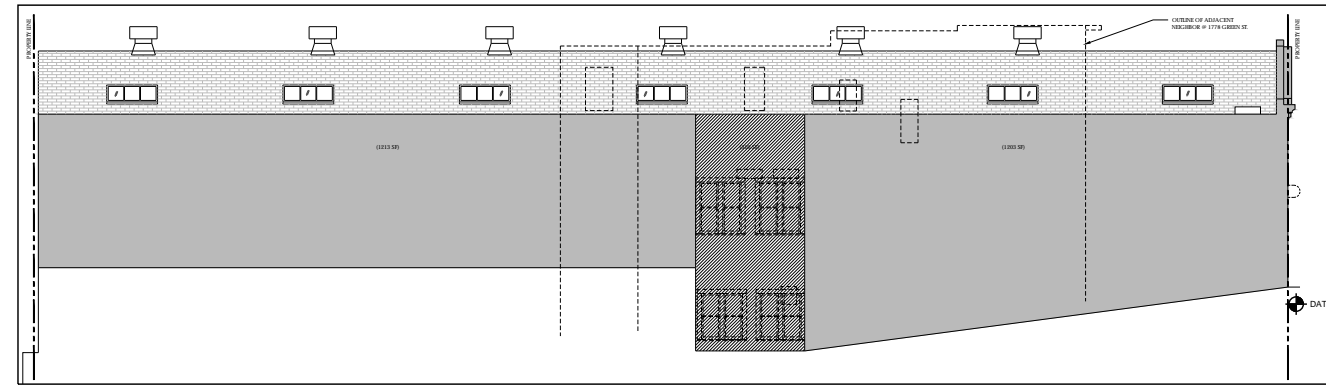
Use of these plans and specifications shall be restricted to the project for which they were prepared and publication thereof is expressly limited to such use. Reproduction or publication in any medium, in whole or in part, is prohibited. This is to be plain and specifications remain with the architect unless otherwise indicated. Visual controls with these plans and specifications shall constitute plain facts and evidence of the acceptance of these conditions.



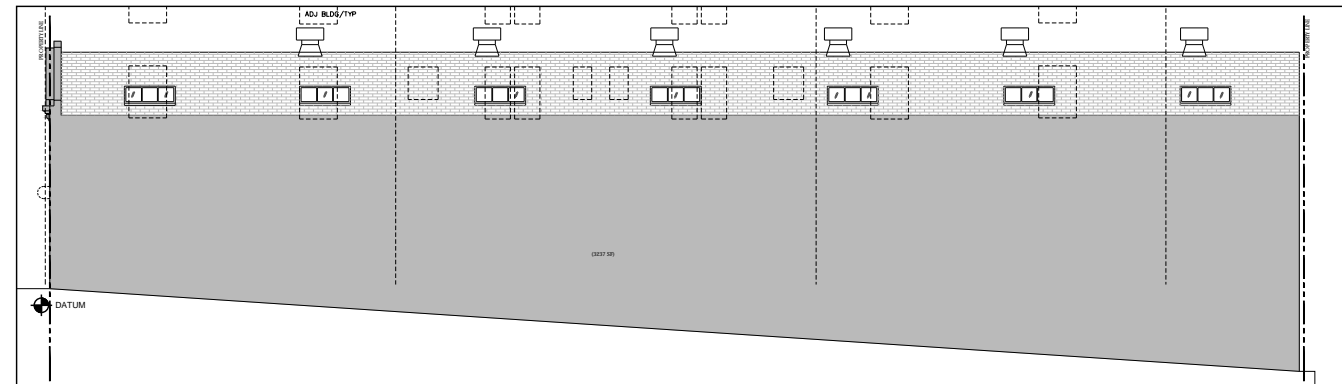
1 SOUTH ELEVATION
1/8" = 1'-0"



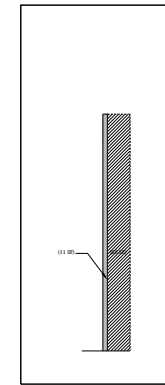
2 NORTH ELEVATION
1/8" = 1'-0"



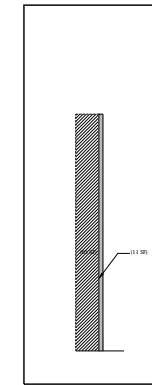
3 WEST ELEVATION
1/8" = 1'-0"



6 EAST ELEVATION
1/8" = 1'-0"



4 LIGHTWELL SOUTH ELEV.
1/8" = 1'-0"



5 LIGHTWELL NORTH ELEV.
1/8" = 1'-0"

DEMOLITION AREA - GENERAL NOTES

PER SF PLANNING CODE SECTION 1005(F) THRESHOLD BELOW, PROPOSED SCHEME DOES NOT EXCEED THE THRESHOLD IN ANY CATEGORY OF HISTORIC RESIDENTIAL DEMOLITION. PLEASE SEE CALCULATIONS PROVIDED.

FOR PURPOSES OF ARTICLE 10, PRESERVATION OF HISTORICAL ARCHITECTURAL & AESTHETIC LANDMARKS, DEMOLITION SHALL BE DEFINED AS ANY ONE OF THE FOLLOWING:

- (1) REMOVAL OF MORE THAN 25 PERCENT OF THE SURFACE OF ALL EXTERNAL WALLS FACING A PUBLIC STREET(S); OR
- (2) REMOVAL OF MORE THAN 50 PERCENT OF ALL EXTERNAL WALLS FROM THEIR FUNCTION AS ALL EXTERNAL WALLS; OR
- (3) REMOVAL OF MORE THAN 25 PERCENT OF EXTERNAL WALLS FROM FUNCTION AS EITHER EXTERNAL OR INTERNAL WALLS; OR
- (4) REMOVAL OF MORE THAN 75 PERCENT OF THE BUILDING'S EXISTING INTERNAL STRUCTURAL FRAMEWORK OR FLOOR PLATES UNLESS THE CITY DETERMINES THAT SUCH REMOVAL IS THE ONLY FEASIBLE MEANS TO MEET THE STANDARDS FOR SEISMIC LOAD AND FORCES OF THE LATEST ADOPTED VERSION OF THE SAN FRANCISCO BUILDING CODE AND THE STATE HISTORICAL BUILDING CODE. (SEE SHEET A1.3 FOR DIAGRAM OF INTERNAL STRUCTURAL FRAMEWORK & FLOOR PLATE DEMOLITION)

DEMOLITION AREA - KEY

- EXISTING VERTICAL AREA TO REMAIN
- EXISTING VERTICAL AREA TO BE REMOVED
- EXISTING EXTERNAL WALL AREA TO BECOME INTERNAL WALL

(1) TOTAL DEMOLITION OF STREET FACING EXTERIOR WALL

1005 (F) 1	VERTICAL ELEMENTS	(E) AREA	REMOVED	RETAINED	% REMOVED
	SOUTH FACADE (FRONT)	860	94	766	10.9%
					<25%

(2) TOTAL DEMOLITION OF EXTERIOR WALLS FROM FUNCTION AS EXTERNAL WALLS

1005 (F) 2	VERTICAL ELEMENTS	(E) AREA	REMOVED	RETAINED	% REMOVED
	1. SOUTH FACADE - FRONT	860	94	766	10.9%
	2. NORTH FACADE - REAR	1954	0	1954	0%
	3. WEST FACADE - SIDE	2726	310	2416	11.4%
	4. LIGHTWELL SOUTH - SIDE	76	65	11	86%
	5. LIGHTWELL NORTH - SIDE	76	65	11	86%
	6. EAST FACADE - SIDE	3237	0	3237	0%
	AREA TOTAL	8929	534	8395	6.0%
					<50%

(3) TOTAL DEMOLITION OF EXTERIOR WALLS FROM FUNCTION AS EITHER EXTERNAL OR INTERNAL WALLS

1005 (F) 3	VERTICAL ELEMENTS	(E) AREA	REMOVED	RETAINED	% REMOVED
	1. SOUTH FACADE - FRONT	860	94	766	10.9%
	2. NORTH FACADE - REAR	1954	0	1954	0%
	3. WEST FACADE - SIDE	2726	310	2416	11.4%
	4. LIGHTWELL SOUTH - SIDE	76	65	11	86%
	5. LIGHTWELL NORTH - SIDE	76	65	11	86%
	6. EAST FACADE - SIDE	3237	0	3237	0%
	AREA TOTAL	8929	534	8395	6.0%
					<25%

SUTRO ARCHITECTS
 1776 GREEN STREET, SAN FRANCISCO, CA 94123
 415.776.5445
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GREEN STREET RESIDENCES
 1776 GREEN STREET, SAN FRANCISCO, CA 94123
 BLOCK 0544 LOT 008 | PROJECT NO. 2018.014

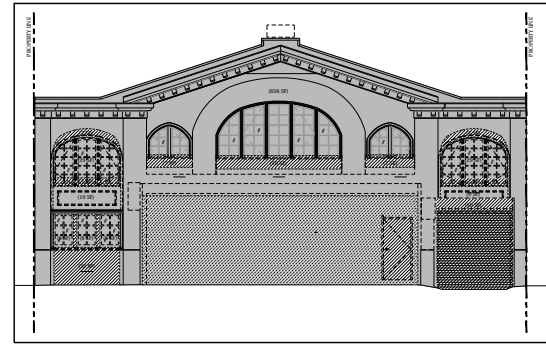


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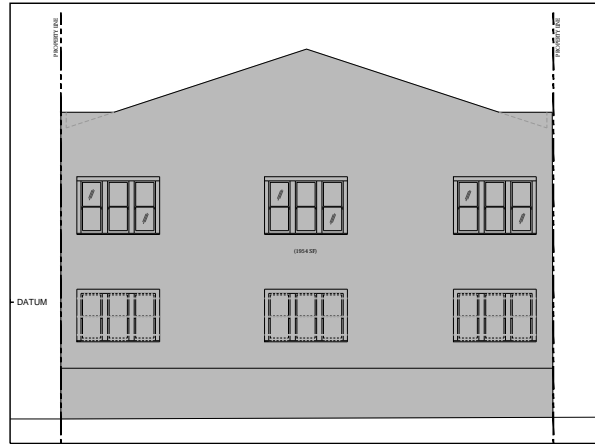
DEMOLITION CALCULATIONS

1/8" = 1'-0"

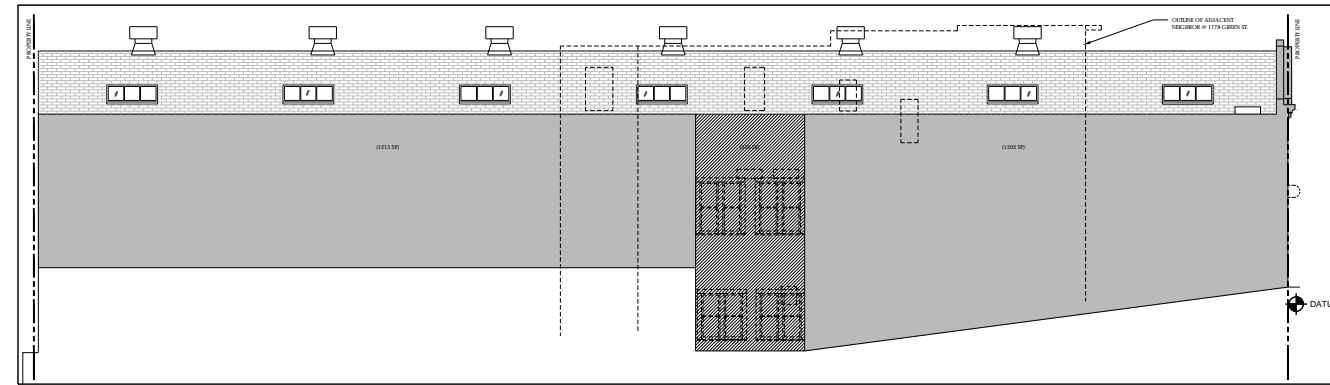
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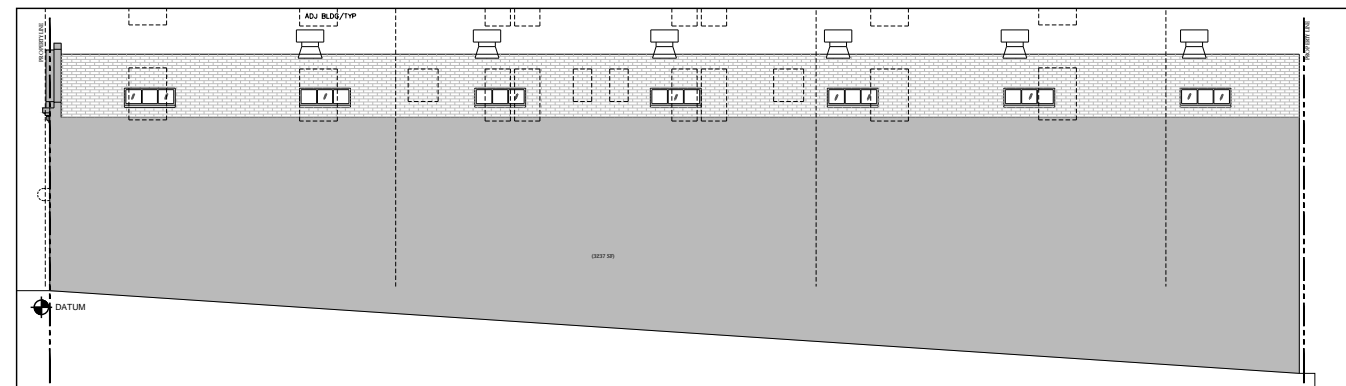
1 SOUTH ELEVATION
1/8" = 1'-0"



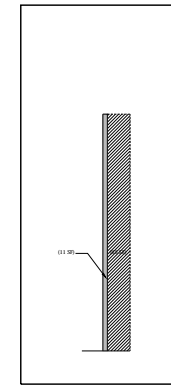
2 NORTH ELEVATION
1/8" = 1'-0"



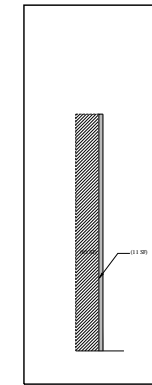
3 WEST ELEVATION
1/8" = 1'-0"



6 EAST ELEVATION
1/8" = 1'-0"



4 LIGHTWELL SOUTH ELEV.
1/8" = 1'-0"



5 LIGHTWELL NORTH ELEV.
1/8" = 1'-0"

DEMOLITION AREA - GENERAL NOTES

PER SF PLANNING CODE SECTION 317(B) THRESHOLD BELOW, PROPOSED SCHEME DOES NOT EXCEED THE THRESHOLD IN ANY CATEGORY OF RESIDENTIAL DEMOLITION. PLEASE SEE CALCULATIONS PROVIDED.

- PROPOSED SCHEME PROPOSES REMOVAL OF LESS THAN 50% OF SUM OF ALL EXTERIOR FRONTAGES (B1)
- PROPOSED SCHEME PROPOSES REMOVAL OF LESS THAN 65% OF LINEAL FOUNDATION MEASUREMENTS (B2)
- PROPOSED SCHEME RETAINS OVER 50% OF ALL VERTICAL ELEMENTS (C1)
- PROPOSED SCHEME RETAINS OVER 50% OF ALL HORIZONTAL ELEMENTS (C2)

***** "RESIDENTIAL DEMOLITION" SHALL MEAN ANY OF THE FOLLOWING:

(A) ANY WORK ON A RESIDENTIAL BUILDING FOR WHICH THE DEPARTMENT OF BUILDING INSPECTION DETERMINES THAT AN APPLICATION FOR A DEMOLITION PERMIT IS REQUIRED, OR

(B1) A MAJOR ALTERATION OF A RESIDENTIAL BUILDING THAT PROPOSES THE REMOVAL OF MORE THAN 50% OF THE SUM OF THE FRONT FACADE AND REAR FACADE, AND ALSO PROPOSES THE REMOVAL OF MORE THAN 65% OF THE SUM OF ALL EXTERIOR WALLS, MEASURED IN LINEAL FEET AT THE FOUNDATION LEVEL, OR

(C1) A MAJOR ALTERATION OF A RESIDENTIAL BUILDING THAT PROPOSES THE REMOVAL OF MORE THAN 50% OF THE VERTICAL ENVELOPE ELEMENTS, AND

(C2) MORE THAN 50% OF THE HORIZONTAL ELEMENTS OF THE EXISTING BUILDING, AS MEASURED IN SQUARE FEET OF ACTUAL SURFACE AREA.

"HORIZONTAL ELEMENTS" SHALL MEAN ALL ROOF AREAS AND ALL FLOOR PLATES, EXCEPT FLOOR PLATES AT OR BELOW GRADE.

"VERTICAL ENVELOPE ELEMENTS" SHALL MEAN ALL ABOVE GRADE EXTERIOR WALLS THAT PROVIDE WEATHER AND THERMAL BARRIERS BETWEEN THE INTERIOR AND EXTERIOR OF THE BUILDING, OR THAT PROVIDE STRUCTURAL SUPPORT TO OTHER ELEMENTS OF THE BUILDING ENVELOPE.

NOTE: ELEMENTS THAT SLOPE MORE THAN 30 DEGREES OFF VERTICAL SHALL BE CONSIDERED HORIZONTAL, NOT VERTICAL ELEMENTS.

DEMOLITION AREA - KEY

EXISTING VERTICAL AREA TO REMAIN
EXISTING VERTICAL AREA TO BE REMOVED

(1) TOTAL DEMOLITION OF FRONT AND REAR FACADES

VERTICAL ELEMENTS	(E) AREA	REMOVED	RETAINED	% REMOVED
(B1) SOUTH FACADE (FRONT)	860	94	766	10.9%
NORTH FACADE (REAR)	1954	0	1954	0%
AREA TOTAL	2818	94	2720	3.3%

(3) TOTAL DEMOLITION OF SUM OF EXTERIOR WALLS

VERTICAL ELEMENTS	(E) AREA	REMOVED	RETAINED	% REMOVED
(C1) 1. SOUTH FACADE - FRONT	860	94	766	10.9%
2. NORTH FACADE - REAR	1954	0	1954	0%
3. WEST FACADE - SIDE	2728	310	2416	11.4%
4. LIGHTWELL SOUTH - SIDE	76	65	11	86%
5. LIGHTWELL NORTH - SIDE	76	65	11	86%
6. EAST FACADE - SIDE	3237	0	3237	0%
AREA TOTAL	8929	534	8395	6.0%

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 415.763.5445
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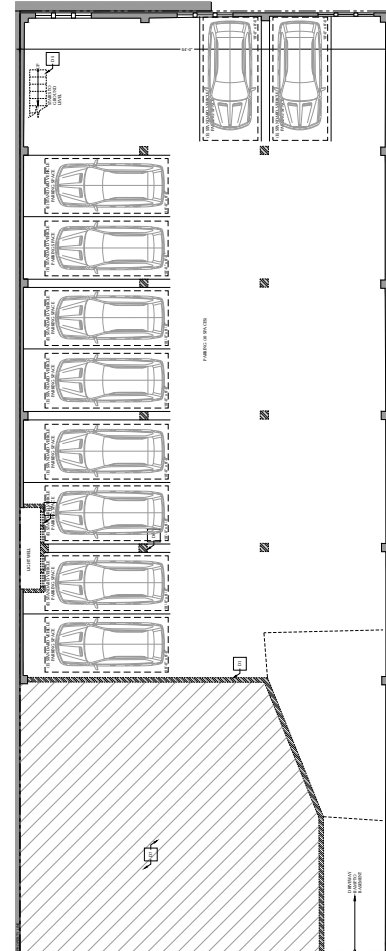
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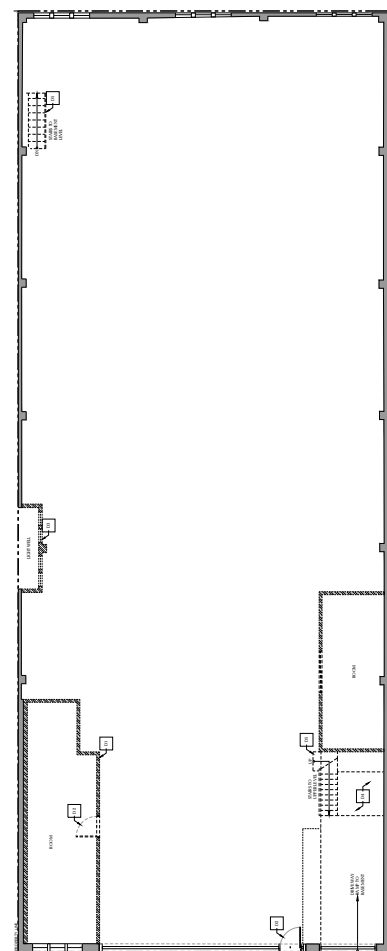
DEMOLITION
 CALCULATIONS
 1/8" = 1'-0"

A1.3B

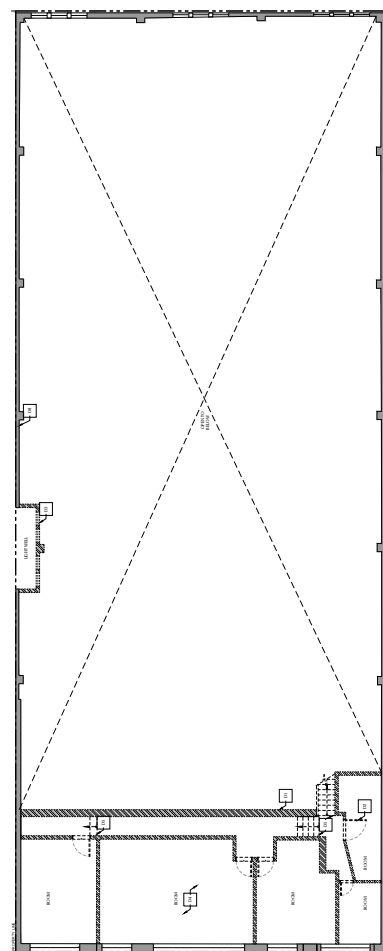
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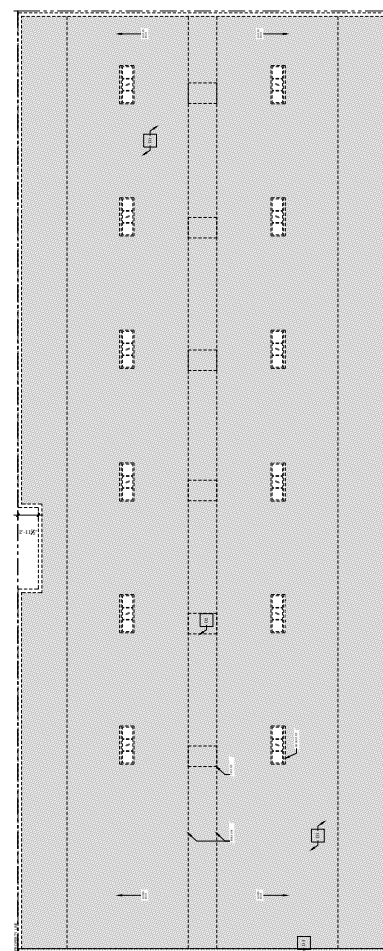
1 BASEMENT PLAN
3/32" = 1'-0"



2 LEVEL 1 PLAN
3/32" = 1'-0"



3 MEZZANINE PLAN
3/32" = 1'-0"



4 ROOF PLAN
3/32" = 1'-0"

DEMOLITION AREA - GENERAL NOTES

PER SF PLANNING CODE SECTION 1005(F) THRESHOLD BELOW. PROPOSED SCHEME DOES NOT EXCEED THE THRESHOLD IN ANY CATEGORY OF HISTORIC RESIDENTIAL DEMOLITION. PLEASE SEE CALCULATIONS PROVIDED.

FOR PURPOSES OF ARTICLE 10, PRESERVATION OF HISTORICAL ARCHITECTURAL & AESTHETIC LANDMARKS, DEMOLITION SHALL BE DEFINED AS ANY ONE OF THE FOLLOWING:

(1) REMOVAL OF MORE THAN 25 PERCENT OF THE SURFACE OF ALL EXTERNAL WALLS FACING A PUBLIC STREET(S); OR

(2) REMOVAL OF MORE THAN 50 PERCENT OF ALL EXTERNAL WALLS FROM THEIR FUNCTION AS ALL EXTERNAL WALLS; OR

(3) REMOVAL OF MORE THAN 25 PERCENT OF EXTERNAL WALLS FROM FUNCTION AS EITHER EXTERNAL OR INTERNAL WALLS; OR

(4) REMOVAL OF MORE THAN 75 PERCENT OF THE BUILDING'S EXISTING INTERNAL STRUCTURAL FRAMEWORK OR FLOOR PLATES UNLESS THE CITY DETERMINES THAT SUCH REMOVAL IS THE ONLY FEASIBLE MEANS TO MEET THE STANDARDS FOR SEISMIC LOAD AND FORCES OF THE LATEST ADOPTED VERSION OF THE SAN FRANCISCO BUILDING CODE AND THE STATE HISTORICAL BUILDING CODE. (SEE SHEET A1.3 FOR DIAGRAM OF INTERNAL STRUCTURAL FRAMEWORK & FLOOR PLATE DEMOLITION)

DEMOLITION AREA - KEY

- EXISTING HORIZONTAL AREA TO REMAIN
- EXISTING HORIZONTAL AREA TO BE REMOVED
- EXISTING INTERIOR STRUCTURAL FRAMEWORK TO REMAIN
- EXISTING INTERIOR STRUCTURAL FRAMEWORK TO BE REMOVED

(4) TOTAL DEMOLITION OF INTERNAL STRUCTURAL FRAMEWORK

LEVEL	(F) STRUCTURAL WALLS LENGTH (LN)	WALL LENGTH REMOVED (LN)	WALL LENGTH RETAINED (LN)	% REMOVED
LEVEL 1	0	0	0	0%
MEZZANINE	0	0	0	0%
LINEAL TOTAL	0	0	0	0%

NO INTERNAL STRUCTURAL FRAMEWORK

(4) TOTAL DEMOLITION OF FLOOR PLATES

LEVEL	(F) AREA	REMOVED	RETAINED	% REMOVED
BASEMENT	N/A	N/A	N/A	N/A
LEVEL 1	5102	5102	0	100%
MEZZANINE	1071	1071	0	4.0%
ROOF	7237	7173	64	100%
AREA TOTAL	13410	13346	64	99.9%

BASEMENT & BELOW GRADE. PORTION OF FIRST FLOOR IS AT GRADE

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DEMOLITION CALCULATIONS

3/32" = 1'-0"

A1.4

GENERAL DEMO NOTES:

- CONTRACTOR IS ENCOURAGED TO PERFORM ECO-DEMOLITION AND SALVAGE AS MUCH AS POSSIBLE.
- REMOVED MATERIALS SUCH AS FIXTURES, APPLIANCES, AND OTHER ELEMENTS SUITABLE FOR RE-CYCLING TO BE SOLD OR DONATED FOR SUCH PURPOSE.
- DASHED ITEMS ARE USED TO DENOTE ITEMS TO BE REMOVED. NOTE THAT OTHER LINES SUCH AS SOFFITS ABOVE, EAVES AND HIDDEN ITEMS ARE ALSO REPRESENTED BY DASHED LINE. IF ANY UNCERTAINTY EXISTS REGARDING ITEMS TO BE REMOVED, VERIFY WITH ARCHITECT BEFORE PROCEEDING.

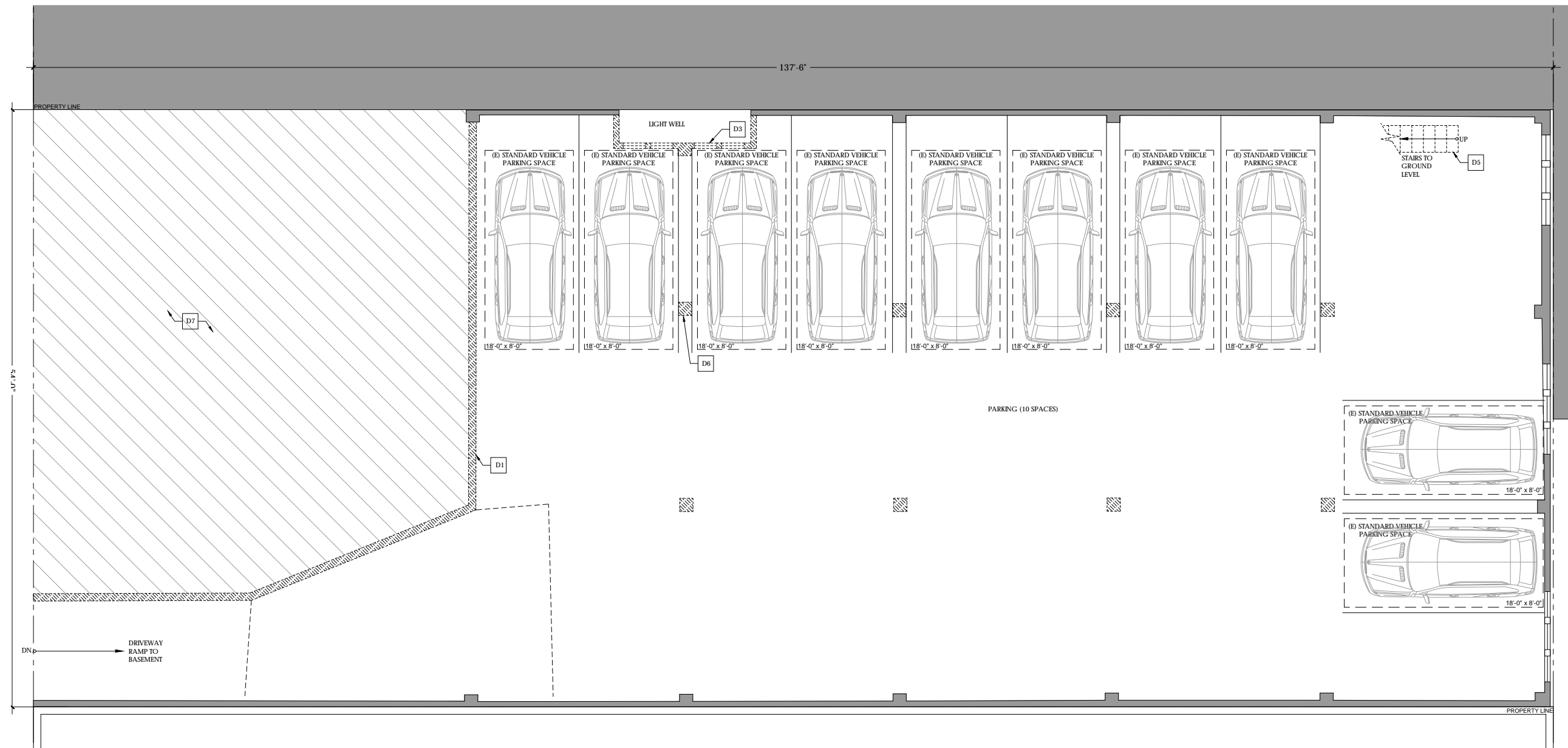
DEMO PLAN KEY NOTES:

- D1 (E) WALLS TO BE REMOVED WHERE INDICATED AS DASHED LINES, TYP.
- D2 (E) DOORS TO BE REMOVED WHERE INDICATED AS DASHED LINES, TYP.
- D3 (E) WINDOWS TO BE REMOVED WHERE INDICATED AS DASHED LINES, TYP.
- D4 (E) PLUMBING FIXTURES, CABINERY, AND FINISHES TO BE REMOVED, TYP.
- D5 (E) STAIRS AND RAILS TO BE REMOVED WHERE INDICATED AS DASHED LINES, TYP.
- D6 (E) COLUMNS TO BE REMOVED WHERE INDICATED AS DASHED LINES, TYP.
- D7 EXCAVATION IN THIS AREA TO ACCOMMODATE FUTURE LAYOUT. SEE SECTIONS FOR MORE INFORMATION.

DEMO / EXISTING PLAN LEGEND:

- PROPERTY LINE
- (E) WALLS TO REMAIN. UPGRADE TO MIN. 5/8" THK. FIRE CODE TYPE X FINISH IF WALL IS REMOVED AND REPLACED
- /// (E) WALLS TO BE REMOVED
- - - (E) ELEMENTS TO BE REMOVED

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1 EXISTING/DEMO BASEMENT FLOOR PLAN
1/4" = 1'-0"



SUTRO ARCHITECTS
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EXISTING/DEMO BASEMENT FLOOR PLAN

1/4" = 1'-0"

A2.0

GENERAL FLOOR PLAN NOTES:

- BATT INSULATION AT ALL OPEN EXTERIOR WALLS PER TITLE 24 REQUIREMENTS.
- ACOUSTIC INSULATION AT ALL (N) INTERIOR WALLS AND FLOORS JOISTS WHERE ALL EXPOSED WALL AREAS, TYP.
- NEW GLASS LOCATED IN HAZARDOUS LOCATIONS SHALL BE TEMPERED (T) OR SAFETY GLASS PER C.B.C. SECTION 2406.4 INCLUDING GLAZING IN DOORS, GLAZING IN FIXED AND SLIDING PANELS OF SLIDING DOOR ASSEMBLIES AND PANELS IN SWINGING DOORS OTHER THAN WARDROBE DOORS, AND GLAZING IN ALL UNFRAMED SWINGING DOORS, ADDITIONALLY WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 60" ABOVE THE WALKING SURFACE.

KEY NOTES:

- | | | |
|--|--|---|
| 1 (N) STAIRS FROM BASEMENT TO ROOF LEVEL. PROVIDE 1 HOUR FIRE RATED ENCLOSURE AT WALLS, CEILING, AND UNDERSIDE OF STAIRS. | 10 (N) DOOR WITH SIDELITE AT ENTRY. | 19 (N) TERRACE. |
| 2 (N) ELEVATOR FROM BASEMENT TO ROOF LEVEL. PROVIDE 2 HOUR FIRE RATED ENCLOSURE AT WALLS, AND CEILING. | 11 (N) GARAGE DOOR TO BASEMENT PARKING. | 20 (N) PRIVACY TRELLIS ABOVE. |
| 3 (N) STAIRS FROM FIRST FLOOR TO ROOF LEVEL. PROVIDE 1 HOUR FIRE RATED ENCLOSURE AT WALLS, CEILING, AND UNDERSIDE OF STAIRS. | 12 (N) WINDOWS WITH DIVIDED LITES TO MATCH EXISTING. SEE ELEVATIONS. | 21 (N) PRIVACY TRELLIS BELOW. |
| 4 (N) CONCRETE RETAINING WALL. | 13 (N) WINDOWS. | 22 (N) SKYLIGHT ABOVE. |
| 5 (N) 20 MIN. RATED DOOR. | 14 (N) 1 3/4" THK. SOLID CORE PTD. WD. DOORS WITH (N) HARDWARE, TYP. | 23 (N) COURTYARD. |
| 6 (N) HANDRAIL TO MEET 2013 CBC 1012.36" ABOVE NOSING AT TREADS, (N) GUARDRAILS TO BE 42" A.F.F. | 15 (N) PAIR OF GLASS DOORS WITH DIVIDED LITES AND (N) HARDWARE, TYP. | 24 LOCATION OF TRASH/COMPOST/RECYCLING BINS PER SF PLANNING CODE. |
| 7 PROVIDE 1 HOUR RATED CONSTRUCTION AT CORRIDORS, TYP. | 16 (N) FOUNDATION/CONCRETE SLAB AT BASEMENT LEVEL AND FIRST FLOOR LEVEL, SSD. | 25 (N) EXTERIOR SLIDING DOORS. |
| 8 (N) FIXTURES, CABINETS, APPLIANCES, ALL FINISHES IN KITCHEN. | 17 (N) 10 VEHICLE PARKING AND 6 BIKE PARKING SPACES PROVIDED AT BASEMENT LEVEL TO MEET REQUIREMENTS OF SF PLANNING CODE. | 26 (N) EXTERIOR POCKET DOOR. |
| 9 (N) FIXTURES, CABINETS, ALL FINISHES TYP. IN ALL BATHS. | 18 (N) LIGHTWELL. | 27 (N) UTILITY PANELS LOCATED IN THIS ROOM. |

PROPOSED FLOOR PLAN LEGEND:

- PROPERTY LINE
- REQ'D SETBACK
- (E) WALLS TO REMAIN. UPGRADE TO 5/8" GWB IF WALL IS REMOVED AND REPLACED
- (N) WALLS
- (N) 1 HOUR RATED WALL: TYPE 8" X GWB BOTH SIDES.
- (N) 2 HOUR RATED WALL: TYPE 8" X GWB BOTH SIDES.
- (N) SOLID 42" H. GUARDRAIL
- (N) 30" PARAPET WALL AT SKYLIGHTS WITHIN 5'-0" OF PROPERTY LINE

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GREEN STREET RESIDENCES
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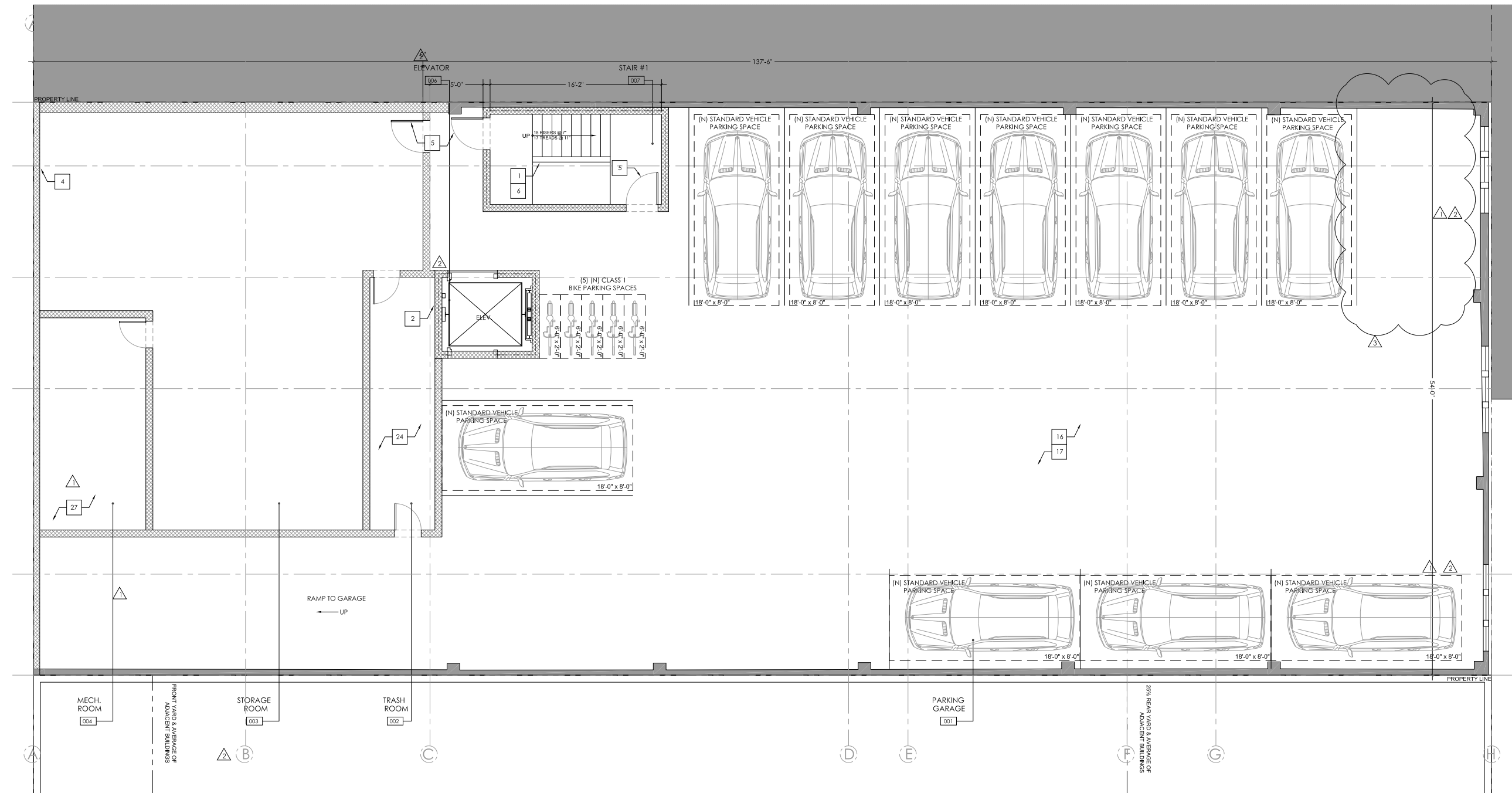
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PROPOSED BASEMENT FLOOR PLAN

1/4" = 1'-0"

A2.1

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

GENERAL DEMO NOTES:

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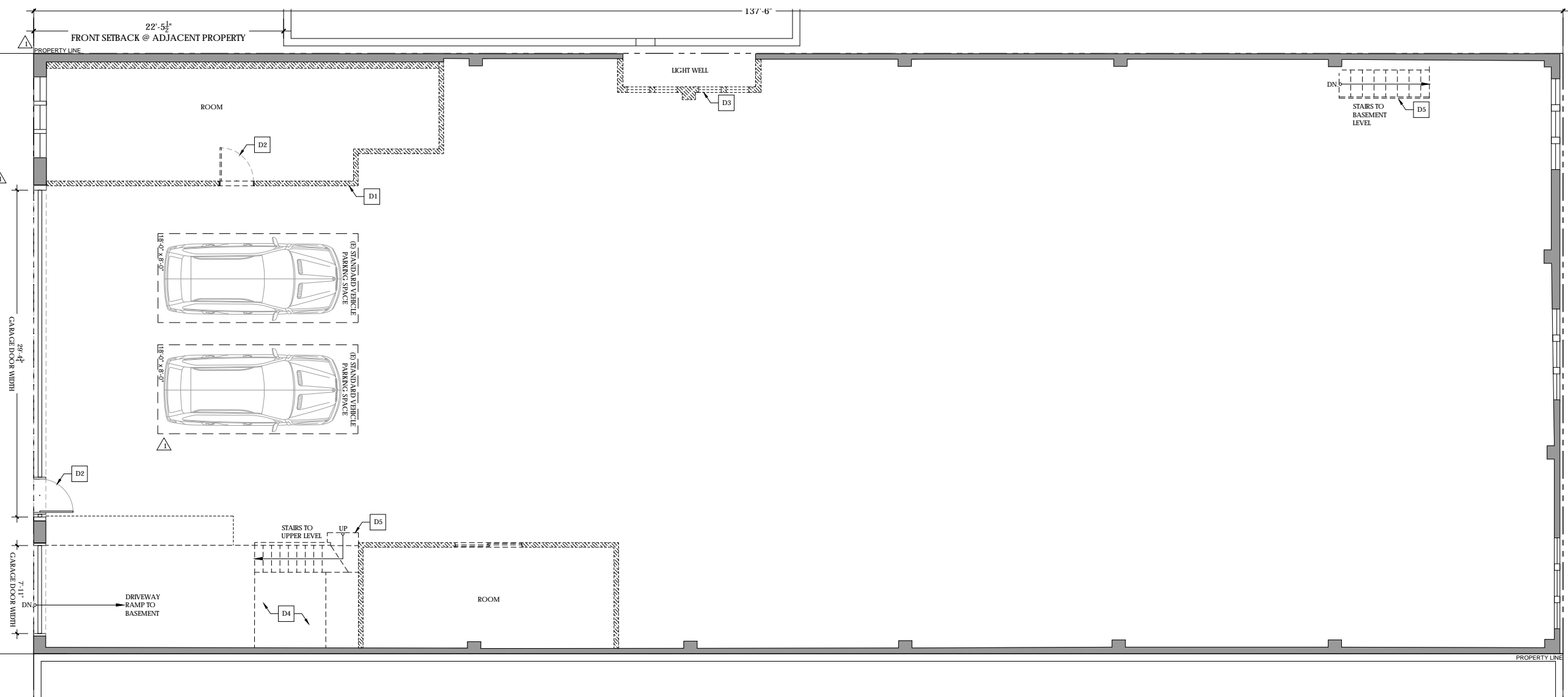
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- D3 (E) WINDOWS TO BE REMOVED WHERE INDICATED AS DASHED LINES, TYP.
- D4 (E) PLUMBING FIXTURES, CABINERY, AND FINISHES TO BE REMOVED, TYP.
- D5 (E) STAIRS AND RAILS TO BE REMOVED WHERE INDICATED AS DASHED LINES, TYP.
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DEMO / EXISTING PLAN LEGEND:

- PROPERTY LINE
- (E) WALLS TO REMAIN. UPGRADE TO MIN. 5/8" THK. FIRE CODE TYPE X FINISH IF WALL IS REMOVED AND REPLACED
- //// (E) WALLS TO BE REMOVED
- - - - (E) ELEMENTS TO BE REMOVED

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EXISTING/DEMO FIRST FLOOR PLAN

1/4" = 1'-0"

A2.2

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



GENERAL FLOOR PLAN NOTES:

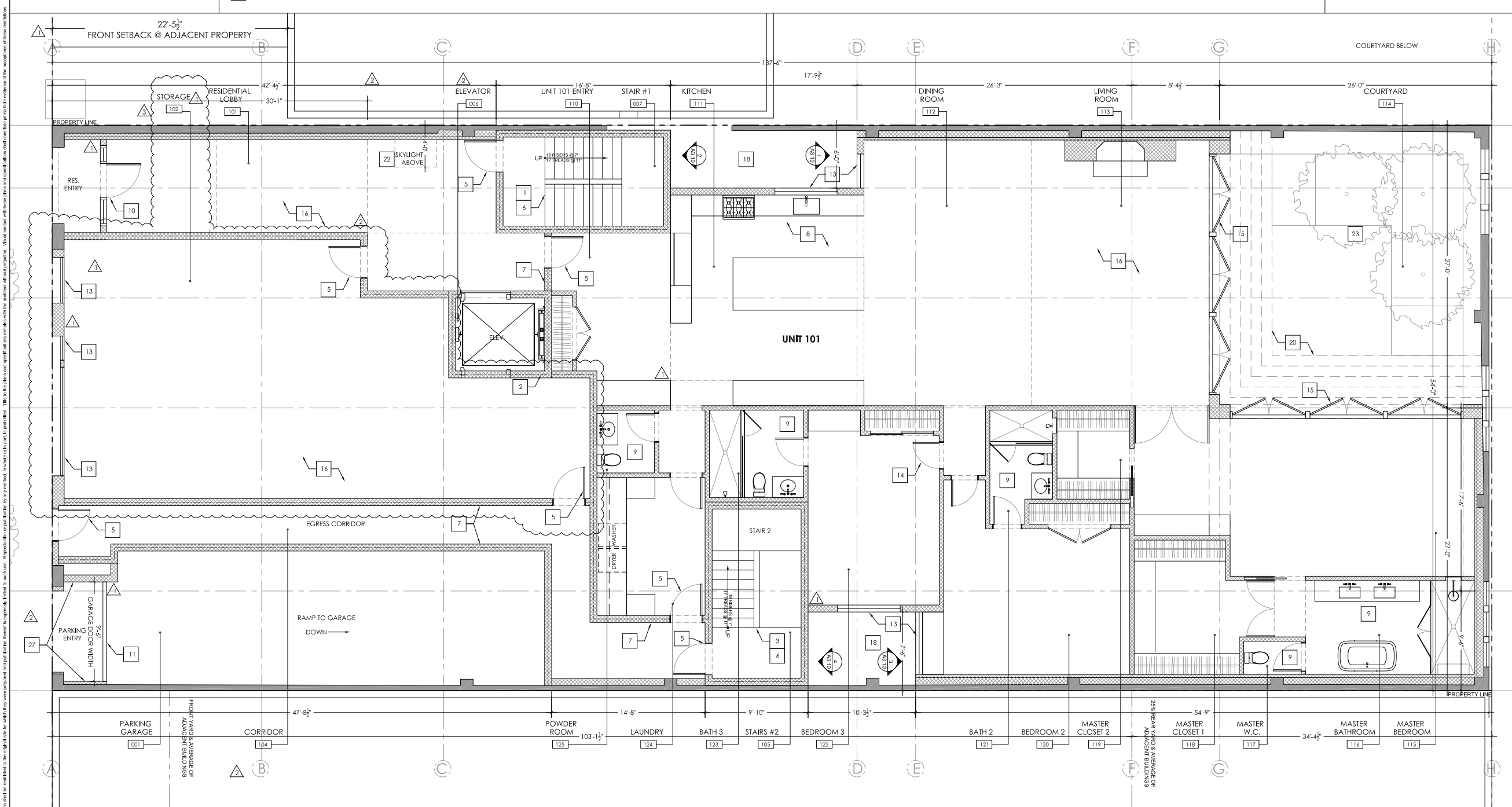
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KEY NOTES:

- | | | |
|--|--|---|
| 1 (N) STAIRS FROM BASEMENT TO ROOF LEVEL. PROVIDE 1 HOUR FIRE RATED ENCLOSURE. | 10 (N) DOOR WITH SIDELITES AT ENTRY. | 19 (N) TERRACE. |
| 2 (N) ELEVATOR FROM BASEMENT TO ROOF LEVEL. PROVIDE 2 HOUR FIRE RATED ENCLOSURE. | 11 (N) GARAGE DOOR TO BASEMENT PARKING. | 20 (N) PRIVACY TRELLIS ABOVE. |
| 3 (N) STAIRS FROM FIRST FLOOR TO ROOF LEVEL. PROVIDE 1 HOUR FIRE RATED ENCLOSURE. | 12 (N) WINDOWS WITH DIVIDED LITES TO MATCH EXISTING. | 21 (N) PRIVACY TRELLIS BELOW. |
| 4 (N) CONCRETE RETAINING WALL. | 13 (N) WINDOWS. | 22 (N) SKYLIGHT ABOVE. |
| 5 (N) 20 MIN. RATED DOOR. | 14 (N) 1 3/4" THK. SOLID CORE PTD. WD. DOORS WITH (N) HARDWARE, TYP. | 23 (N) COURTYARD. |
| 6 (N) HANDRAIL TO MEET 2013 CBC 1012.36" ABOVE NOSING AT TREADS, (N) GUARDRAILS TO BE 42" A.F.F. | 15 (N) PAIR OF GLASS DOORS WITH DIVIDED LITES AND (N) HARDWARE, TYP. | 24 LOCATION OF TRASH/COMPOST/RECYCLING BINS PER SF PLANNING CODE. |
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| | | 28 (N) GARAGE DOOR TO PARKING. |

PROPOSED FLOOR PLAN LEGEND:

- PROPERTY LINE
- REQ'D SETBACK
- (E) WALLS TO REMAIN. UPGRADE TO 5/8" GWB IF WALL IS REMOVED AND REPLACED
- (N) WALLS
- (N) 1 HOUR RATED WALL: TYPE 5/8" X GWB BOTH SIDES.
- (N) 2 HOUR RATED WALL: TYPE 5/8" X GWB BOTH SIDES.
- (N) SOLID 42" H. GUARDRAIL
- (N) 30" PARAPET WALL AT SKYLIGHTS WITHIN 5'-0" OF PROPERTY LINE



1 PROPOSED FIRST LEVEL FLOOR PLAN
1/4" = 1'-0"

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PROPOSED FIRST LEVEL FLOOR PLAN

1/4" = 1'-0"

GENERAL DEMO NOTES:

- CONTRACTOR IS ENCOURAGED TO PERFORM ECO-DEMOLITION AND SALVAGE AS MUCH AS POSSIBLE.
- REMOVED MATERIALS SUCH AS FIXTURES, APPLIANCES, AND OTHER ELEMENTS SUITABLE FOR RE-CYCLING TO BE SOLD OR DONATED FOR SUCH PURPOSE.
- DASHED ITEMS ARE USED TO DENOTE ITEMS TO BE REMOVED. NOTE THAT OTHER LINES SUCH AS SOFFITS ABOVE, EAVES AND HIDDEN ITEMS ARE ALSO REPRESENTED BY DASHED LINE. IF ANY UNCERTAINTY EXISTS REGARDING ITEMS TO BE REMOVED, VERIFY WITH ARCHITECT BEFORE PROCEEDING.

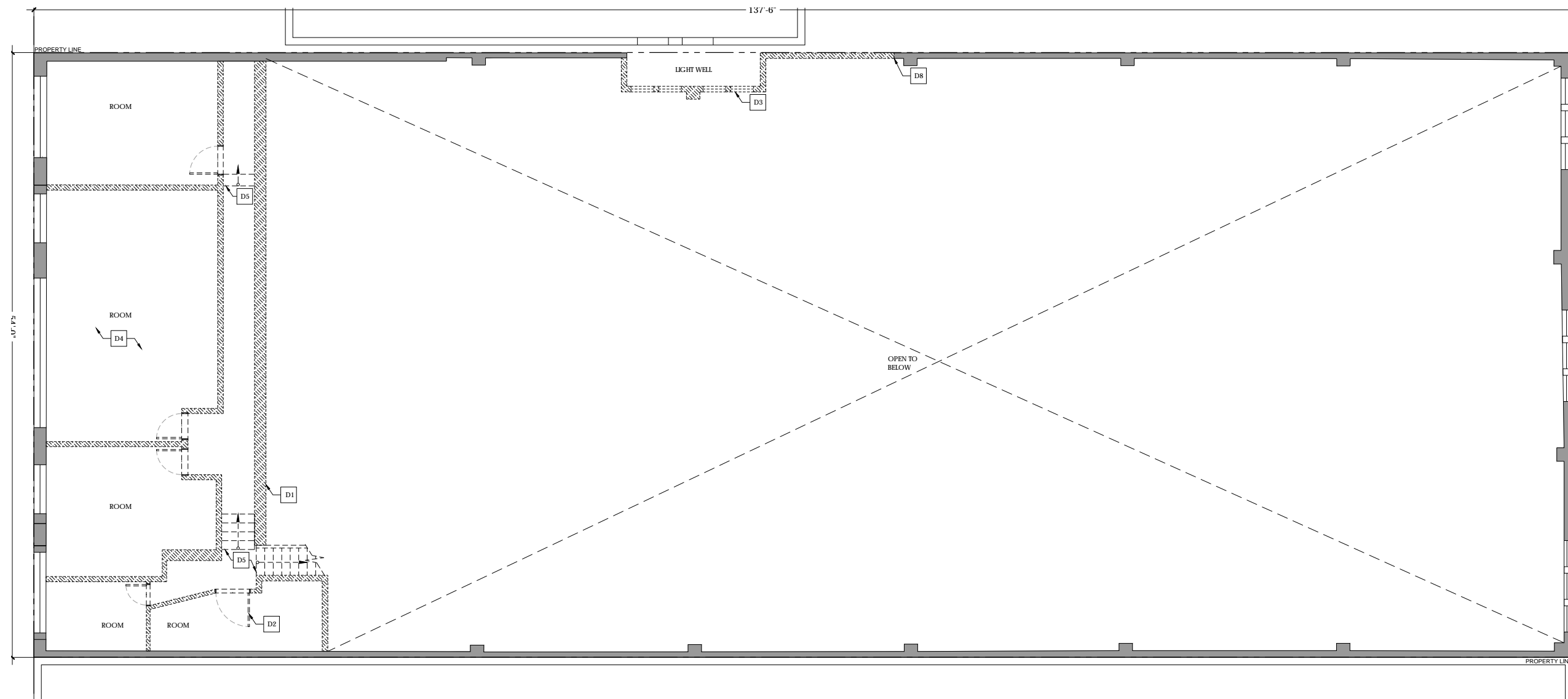
DEMO PLAN KEY NOTES:

- D1 (E) WALLS TO BE REMOVED WHERE INDICATED AS DASHED LINES, TYP.
- D2 (E) DOORS TO BE REMOVED WHERE INDICATED AS DASHED LINES, TYP.
- D3 (E) WINDOWS TO BE REMOVED WHERE INDICATED AS DASHED LINES, TYP.
- D4 (E) PLUMBING FIXTURES, CABINERY, AND FINISHES TO BE REMOVED, TYP.
- D5 (E) STAIRS AND RAILS TO BE REMOVED WHERE INDICATED AS DASHED LINES, TYP.
- D6 (E) COLUMNS TO BE REMOVED WHERE INDICATED AS DASHED LINES, TYP.
- D7 EXCAVATION IN THIS AREA TO ACCOMMODATE FUTURE LAYOUT. SEE SECTIONS FOR MORE INFORMATION.
- D8 DEMOLISH (E) EXTERIOR WALL TO THIS POINT, IF POSSIBLE.

DEMO / EXISTING PLAN LEGEND:

- PROPERTY LINE
- (E) WALLS TO REMAIN. UPGRADE TO MIN. 5/8" THK. FIRE CODE TYPE X FINISH IF WALL IS REMOVED AND REPLACED
- /// (E) WALLS TO BE REMOVED
- - - (E) ELEMENTS TO BE REMOVED

Use of these plans and specifications shall be restricted to the original use for which they were prepared and publication thereof is expressly limited to such use. Reproduction or publication by any method, in whole or in part, is prohibited. Title to the plans and specifications remains with the architect without prejudice. Visual correct with these plans and specifications shall constitute prima facie evidence of the acceptance of these resolutions.



1 EXISTING/DEMO MEZZANINE FLOOR PLAN
1/4" = 1'-0"



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 1776 GREEN STREET, SAN FRANCISCO, CA 94123
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PRE-APP MEETING	07.18.2018
SITE PERMIT	07.31.2018
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△ SITE PERMIT REVISIONS	08.14.2019
△ SITE PERMIT REVISIONS	10.03.2019

EXISTING/DEMO
MEZZANINE FLOOR
PLAN

1/4" = 1'-0"

GENERAL FLOOR PLAN NOTES:

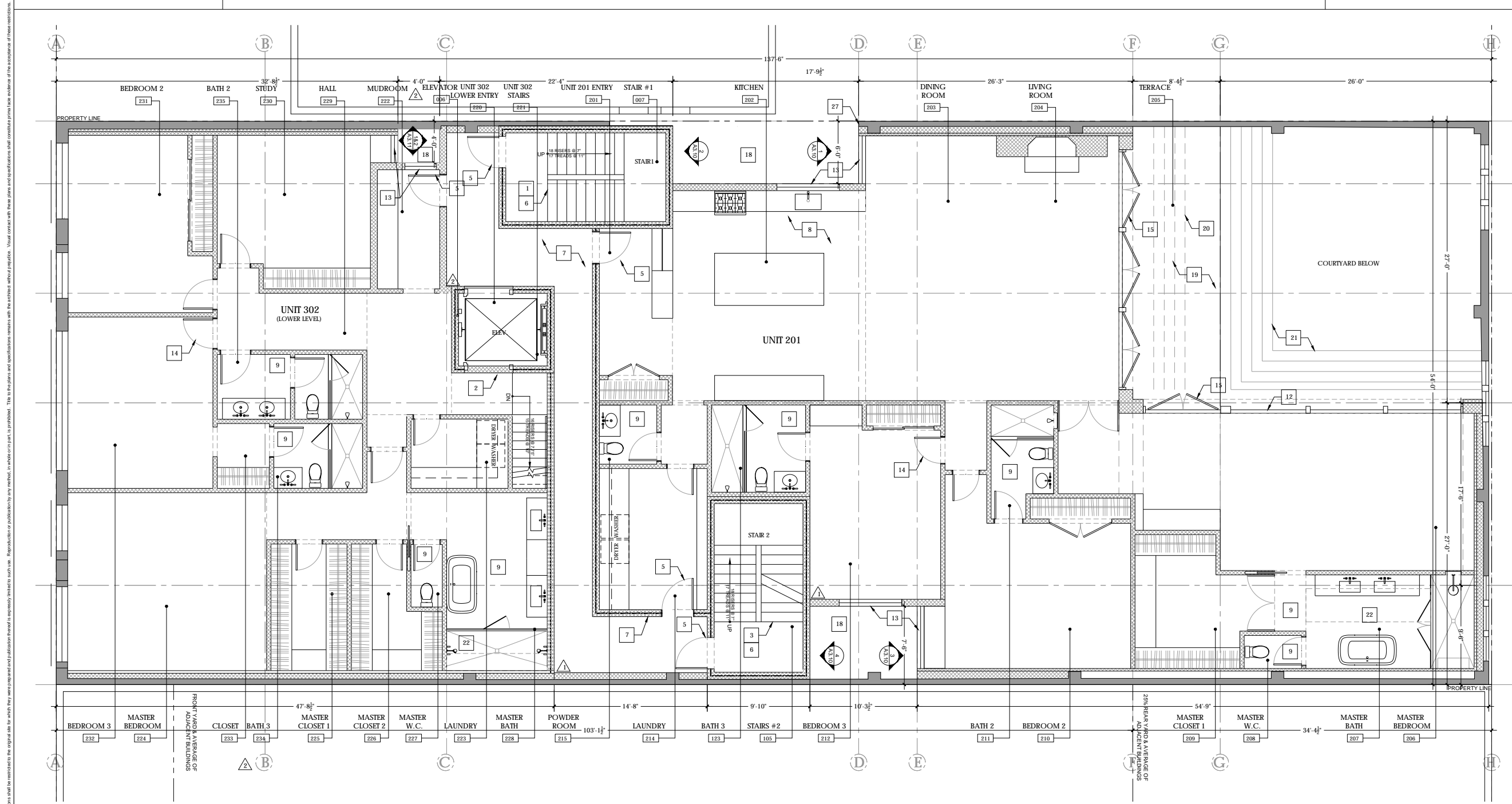
- BATT INSULATION AT ALL OPEN EXTERIOR WALLS PER TITLE 24 REQUIREMENTS.
- ACOUSTIC INSULATION AT ALL (N) INTERIOR WALLS AND FLOORS JOISTS WHERE ALL EXPOSED WALL AREAS, TYP.
- NEW GLASS LOCATED IN HAZARDOUS LOCATIONS SHALL BE TEMPERED (T) OR SAFETY GLASS PER C.B.C. SECTION 2406.4 INCLUDING GLAZING IN DOORS, GLAZING IN FIXED AND SLIDING PANELS OF SLIDING DOOR ASSEMBLIES AND PANELS IN SWINGING DOORS OTHER THAN WARDROBE DOORS, AND GLAZING IN ALL UNFRAMED SWINGING DOORS. ADDITIONALLY WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 60" ABOVE THE WALKING SURFACE.

KEY NOTES:

- | | | |
|--|--|---|
| 1 (N) STAIRS FROM BASEMENT TO ROOF LEVEL. PROVIDE 1 HOUR FIRE RATED ENCLOSURE. | 10 (N) PAIR OF DOORS WITH SIDELITE AT ENTRY. | 19 (N) TERRACE. |
| 2 (N) ELEVATOR FROM BASEMENT TO ROOF LEVEL. PROVIDE 1 HOUR FIRE RATED ENCLOSURE. | 11 (N) GARAGE DOOR TO BASEMENT PARKING. | 20 (N) PRIVACY TRELLIS ABOVE. |
| 3 (N) STAIRS FROM FIRST FLOOR TO ROOF LEVEL. PROVIDE 1 HOUR FIRE RATED ENCLOSURE. | 12 (N) WINDOWS WITH DIVIDED LITES, TYP. | 21 (N) PRIVACY TRELLIS BELOW. |
| 4 (N) CONCRETE RETAINING WALL. | 13 (N) WINDOWS. | 22 (N) SKYLIGHT ABOVE. |
| 5 (N) 20 MIN. RATED DOOR. | 14 (N) 1 3/4" THK. SOLID CORE PTD. WD. DOORS WITH (N) HARDWARE, TYP. | 23 (N) COURTYARD. |
| 6 (N) HANDRAIL TO MEET 2013 CBC 1012.36" ABOVE NOSING AT TREADS, (N) GUARDRAILS TO BE 42" A.F.F. | 15 (N) PAIR OF GLASS DOORS WITH DIVIDED LITES AND (N) HARDWARE, TYP. | 24 LOCATION OF TRASH/COMPOST/RECYCLING BINS PER SF PLANNING CODE. |
| 7 PROVIDE 1 HOUR RATED CONSTRUCTION AT CORRIDORS, TYP. | 16 (N) FOUNDATION/CONCRETE SLAB AT BASEMENT LEVEL AND FIRST FLOOR LEVEL, SSD. | 25 (N) EXTERIOR SLIDING DOORS. |
| 8 (N) FIXTURES, CABINETS, APPLIANCES, ALL FINISHES IN KITCHEN. | 17 (N) 10 VEHICLE PARKING AND 5 BIKE PARKING SPACES PROVIDED AT BASEMENT LEVEL TO MEET REQUIREMENTS OF SF PLANNING CODE. | 26 (N) EXTERIOR POCKET DOOR. |
| 9 (N) FIXTURES, CABINETS, ALL FINISHES TYP. IN ALL BATHS. | 18 (N) LIGHTWELL. | 27 (E) EXTERIOR WALL DEMOLISHED TO THIS POINT, IF POSSIBLE. |

PROPOSED FLOOR PLAN LEGEND:

- PROPERTY LINE
- REQ'D SETBACK
- (E) WALLS TO REMAIN. UPGRADE TO 5/8" GWB IF WALL IS REMOVED AND REPLACED
- (N) WALLS
- (N) 1 HOUR RATED WALL: TYPE 8"
- (N) 2 HOUR RATED WALL: TYPE 8"
- (N) SOLID 42" H. GUARDRAIL
- (N) 30" PARAPET WALL AT SKYLIGHTS WITHIN 5'-0" OF PROPERTY LINE



1 PROPOSED SECOND LEVEL FLOOR PLAN
1/4" = 1'-0"

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PRE-APP MEETING
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 10.03.2019

PROPOSED SECOND LEVEL FLOOR PLAN

1/4" = 1'-0"

A2.5

GENERAL FLOOR PLAN NOTES:

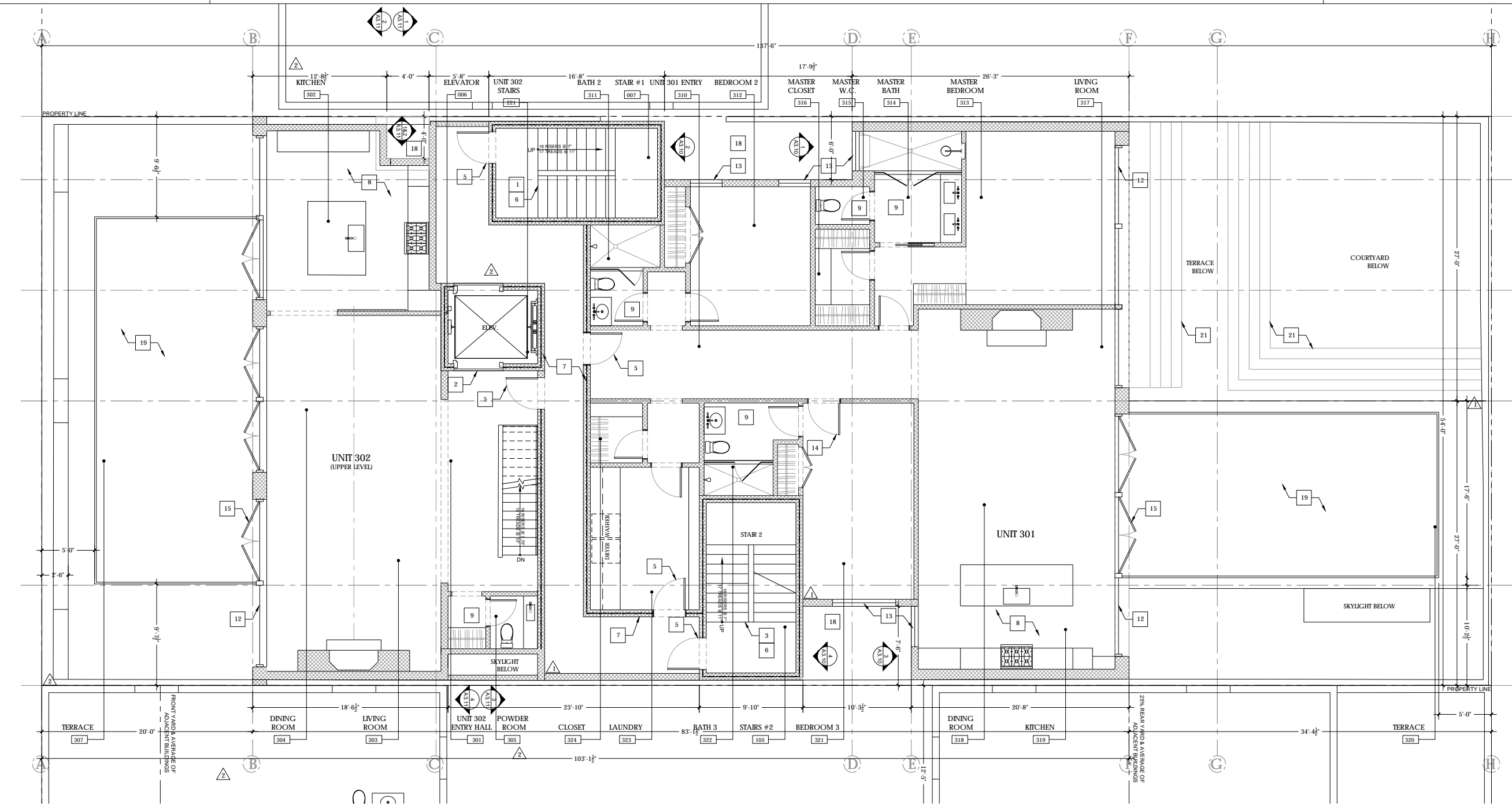
1. BATT INSULATION AT ALL OPEN EXTERIOR WALLS PER TITLE 24 REQUIREMENTS.
2. ACOUSTIC INSULATION AT ALL (N) INTERIOR WALLS AND FLOORS JOISTS WHERE ALL EXPOSED WALL AREAS, TYP.
3. NEW GLASS LOCATED IN HAZARDOUS LOCATIONS SHALL BE TEMPERED (T) OR SAFETY GLASS PER C.B.C. SECTION 2406.4 INCLUDING GLAZING IN DOORS, GLAZING IN FIXED AND SLIDING PANELS OF SLIDING DOOR ASSEMBLIES AND PANELS IN SWINGING DOORS OTHER THAN WARDROBE DOORS, AND GLAZING IN ALL UNFRAMED SWINGING DOORS. ADDITIONALLY WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 60" ABOVE THE WALKING SURFACE.

KEY NOTES:

- | | | |
|--|--|---|
| 1 (N) STAIRS FROM BASEMENT TO ROOF LEVEL. PROVIDE 1 HOUR FIRE RATED ENCLOSURE. | 10 (N) PAIR OF DOORS WITH SIDELITES AT ENTRY. | 19 (N) TERRACE. |
| 2 (N) ELEVATOR FROM BASEMENT TO ROOF LEVEL. PROVIDE 1 HOUR FIRE RATED ENCLOSURE. | 11 (N) GARAGE DOOR TO BASEMENT PARKING. | 20 (N) PRIVACY TRELLIS ABOVE. |
| 3 (N) STAIRS FROM FIRST FLOOR TO ROOF LEVEL. PROVIDE 1 HOUR FIRE RATED ENCLOSURE. | 12 (N) WINDOWS WITH DIVIDED LITES. | 21 (N) PRIVACY TRELLIS BELOW. |
| 4 (N) CONCRETE RETAINING WALL. | 13 (N) WINDOWS. | 22 (N) SKYLIGHT ABOVE. |
| 5 (N) 20 MIN. RATED DOOR. | 14 (N) 1 3/4" THK. SOLID CORE PTD. WD. DOORS WITH (N) HARDWARE, TYP. | 23 (N) COURTYARD. |
| 6 (N) HANDRAIL TO MEET 2013 CBC 1012.36" ABOVE NOSING AT TREADS, (N) GUARDRAILS TO BE 42" A.F.F. | 15 (N) PAIR OF GLASS DOORS WITH DIVIDED LITES AND (N) HARDWARE, TYP. | 24 LOCATION OF TRASH/COMPOST/RECYCLING BINS PER SF PLANNING CODE. |
| 7 PROVIDE 1 HOUR RATED CONSTRUCTION AT CORRIDORS, TYP. | 16 (N) FOUNDATION/CONCRETE SLAB AT BASEMENT LEVEL AND FIRST FLOOR LEVEL, SSD. | 25 (N) EXTERIOR SLIDING DOORS. |
| 8 (N) FIXTURES, CABINETS, APPLIANCES, ALL FINISHES IN KITCHEN. | 17 (N) 10 VEHICLE PARKING AND 5 BIKE PARKING SPACES PROVIDED AT BASEMENT LEVEL TO MEET REQUIREMENTS OF SF PLANNING CODE. | 26 (N) EXTERIOR POCKET DOOR. |
| 9 (N) FIXTURES, CABINETS, ALL FINISHES TYP. IN ALL BATHS. | 18 (N) LIGHTWELL. | |

PROPOSED FLOOR PLAN LEGEND:

- PROPERTY LINE
- REQ'D SETBACK
- (E) WALLS TO REMAIN. UPGRADE TO 5/8" GWB IF WALL IS REMOVED AND REPLACED
- (N) WALLS
- (N) 1 HOUR RATED WALL: TYPE 8"
- (N) 2 HOUR RATED WALL: TYPE 8"
- (N) SOLID 42" H. GUARDRAIL
- (N) 30" PARAPET WALL AT SKYLIGHTS WITHIN 5'-0" OF PROPERTY LINE



1 PROPOSED THIRD LEVEL FLOOR PLAN
1/4" = 1'-0"

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- △ SITE PERMIT REVISIONS 08.14.2019
- △ SITE PERMIT REVISIONS 10.03.2019

PROPOSED THIRD LEVEL FLOOR PLAN

1/4" = 1'-0"

A2.6

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GENERAL FLOOR PLAN NOTES:

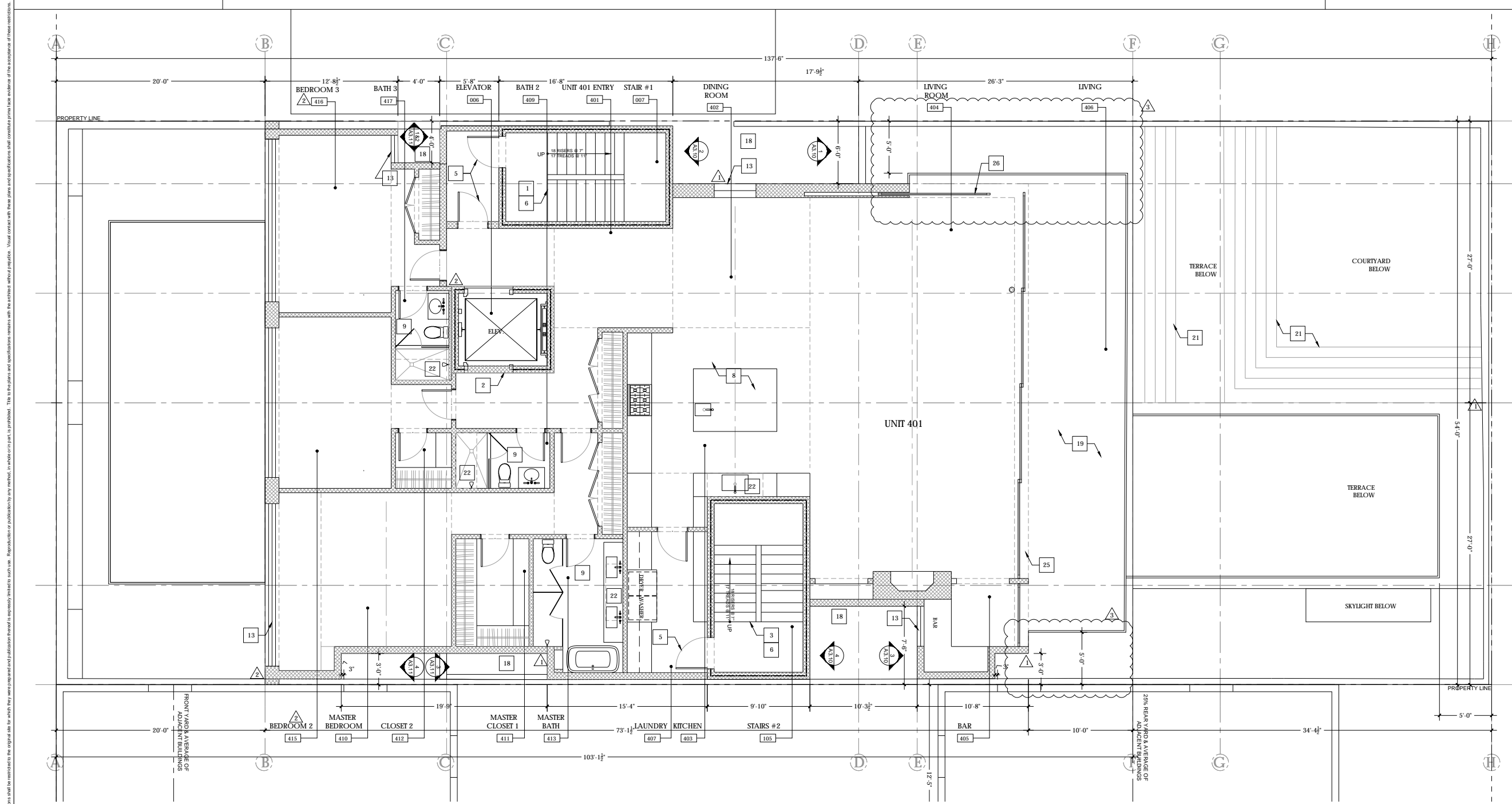
1. BATT INSULATION AT ALL OPEN EXTERIOR WALLS PER TITLE 24 REQUIREMENTS.
2. ACOUSTIC INSULATION AT ALL (N) INTERIOR WALLS AND FLOORS JOISTS WHERE ALL EXPOSED WALL AREAS, TYP.
3. NEW GLASS LOCATED IN HAZARDOUS LOCATIONS SHALL BE TEMPERED (T) OR SAFETY GLASS PER C.B.C. SECTION 2406.4 INCLUDING GLAZING IN DOORS, GLAZING IN FIXED AND SLIDING PANELS OF SLIDING DOOR ASSEMBLIES AND PANELS IN SWINGING DOORS OTHER THAN WARDROBE DOORS, AND GLAZING IN ALL UNFRAMED SWINGING DOORS. ADDITIONALLY WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 60" ABOVE THE WALKING SURFACE.

KEY NOTES:

- | | | |
|--|--|---|
| 1 (N) STAIRS FROM BASEMENT TO ROOF LEVEL. | 10 (N) PAIR OF DOORS WITH SIDELITES AT ENTRY. | 19 (N) TERRACE. |
| 2 (N) ELEVATOR FROM BASEMENT TO ROOF LEVEL. PROVIDE 2 HOUR FIRE RATED ENCLOSURE AT WALLS, AND CEILING. | 11 (N) GARAGE DOOR TO BASEMENT PARKING. | 20 (N) PRIVACY TRELLIS ABOVE. |
| 3 (N) STAIRS FROM FIRST FLOOR TO ROOF LEVEL. | 12 (N) WINDOWS WITH DIVIDED LITES. | 21 (N) PRIVACY TRELLIS BELOW. |
| 4 (N) CONCRETE RETAINING WALL. | 13 (N) WINDOWS. | 22 (N) SKYLIGHT ABOVE. |
| 5 (N) 20 MIN. RATED DOOR. | 14 (N) 1 3/4" THK. SOLID CORE PTD. WD. DOORS WITH (N) HARDWARE, TYP. | 23 (N) COURTYARD. |
| 6 (N) HANDRAIL TO MEET 2013 CBC 1012.36" ABOVE NOSING AT TREADS, (N) GUARDRAILS TO BE 42" A.F.F. | 15 (N) PAIR OF GLASS DOORS WITH DIVIDED LITES AND (N) HARDWARE, TYP. | 24 LOCATION OF TRASH/COMPOST/RECYCLING BINS PER SF PLANNING CODE. |
| 7 PROVIDE 1 HOUR RATED CONSTRUCTION AT CORRIDORS, TYP. | 16 (N) FOUNDATION/CONCRETE SLAB AT BASEMENT LEVEL AND FIRST FLOOR LEVEL, SSD. | 25 (N) EXTERIOR SLIDING DOORS. |
| 8 (N) FIXTURES, CABINETS, APPLIANCES, ALL FINISHES IN KITCHEN. | 17 (N) 10 VEHICLE PARKING AND 5 BIKE PARKING SPACES PROVIDED AT BASEMENT LEVEL TO MEET REQUIREMENTS OF SF PLANNING CODE. | 26 (N) EXTERIOR POCKET DOOR. |
| 9 (N) FIXTURES, CABINETS, ALL FINISHES TYP. IN ALL BATHS. | 18 (N) LIGHTWELL. | |

PROPOSED FLOOR PLAN LEGEND:

- PROPERTY LINE
- REQ'D SETBACK
- (E) WALLS TO REMAIN. UPGRADE TO 5/8" GWB IF WALL IS REMOVED AND REPLACED
- (N) WALLS
- (N) 1 HOUR RATED WALL: TYPE 8"
- (N) 2 HOUR RATED WALL: TYPE 8"
- (N) SOLID 42" H. GUARDRAIL
- (N) 30" PARAPET WALL AT SKYLIGHTS WITHIN 5'-0" OF PROPERTY LINE



1 PROPOSED FOURTH LEVEL FLOOR PLAN
1/4" = 1'-0"

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PROPOSED FOURTH LEVEL FLOOR PLAN

1/8" = 1'-0"

A2.7



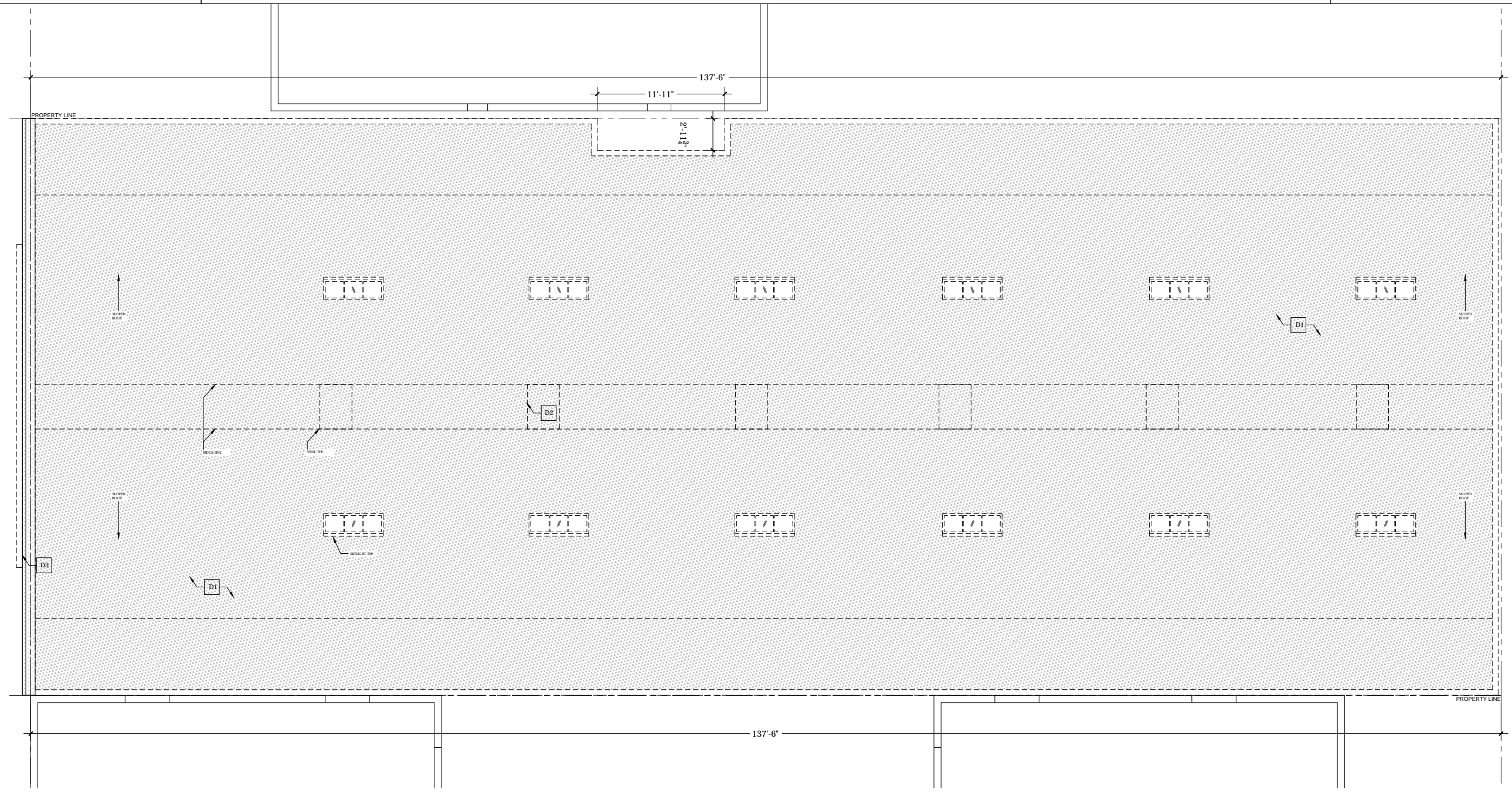
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EXISTING DEMO
 ROOF PLAN
 1/4" = 1'-0"

- PROPOSED FLOOR PLAN LEGEND:**
- PROPERTY LINE
 - - - REQ'D SETBACK
 - ▬ (E) WALLS TO REMAIN. UPGRADE TO 5/8" GWB IF WALL IS REMOVED AND REPLACED
 - ▬ (N) WALLS
 - ▬ (N) 1 HOUR RATED WALL: TYPE X GWB BOTH SIDES.
 - ▬ (N) 2 HOUR RATED WALL: TYPE X GWB BOTH SIDES.
 - ▬ (N) SOLID 42" H. GUARDRAIL
 - ▬ (N) 30" PARAPET WALL AT SKYLIGHTS WITHIN 5'-0" OF PROPERTY LINE

- DEMO ROOF PLAN KEY NOTES:**
- D1 (E) ROOF AND SKYLIGHTS TO BE REMOVED, TYP.
 - D2 (E) VENTS AND ROOF ELEMENTS TO BE REMOVED, TYP.
 - D3 (E) CORNICE TO REMAIN.

- GENERAL DEMO NOTES:**
- CONTRACTOR IS ENCOURAGED TO PERFORM ECO-DEMOLITION AND SALVAGE AS MUCH AS POSSIBLE.
 - REMOVED MATERIALS SUCH AS FIXTURES, APPLIANCES, AND OTHER ELEMENTS SUITABLE FOR RE-CYCLING TO BE SOLD OR DONATED FOR SUCH PURPOSE.
 - DASHED ITEMS ARE USED TO DENOTE ITEMS TO BE REMOVED. NOTE THAT OTHER LINES SUCH AS SOFFITS ABOVE, EAVES AND HIDDEN ITEMS ARE ALSO REPRESENTED BY DASHED LINE. IF ANY UNCERTAINTY EXISTS REGARDING ITEMS TO BE REMOVED, VERIFY WITH ARCHITECT BEFORE PROCEEDING.
 - EXISTING VENT STACK AND ALL PLUMBING STACK TO BE RE-ROUTED, TYP.



1 EXISTING/DEMO ROOF PLAN
 1/4" = 1'-0"

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CONSTRUCTION PLAN NOTES:

- BATT INSULATION AT ALL OPEN EXTERIOR WALLS PER TITLE 24 REQUIREMENTS.
- ACOUSTIC INSULATION AT ALL (N) INTERIOR WALLS AND FLOOR JOISTS WHERE ALL EXPOSED WALL AREAS, TYP.
- NEW GLASS LOCATED IN HAZARDOUS LOCATIONS SHALL BE TEMPERED (T) OR SAFETY GLASS PER U.B.C. SECTION 2406.4 INCLUDING GLAZING IN DOORS, GLAZING FIXED AND SLIDING PANELS OF SLIDING DOOR ASSEMBLIES AND PANELS IN SWINGING DOORS OTHER THAN WARDROBE DOORS. ADDITIONALLY WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 60" ABOVE THE WALKING SURFACE.

- ROOF CONSTRUCTION KEY NOTES:**
- | | | | |
|----|---|----|------------------------------------|
| 1 | (N) ROOF OVER ELEVATOR. | 11 | (N) FLAT ROOF OVER 2 STORES. |
| 2 | (E) CORNICE TO REMAIN. | 12 | (N) FLAT ROOF OVER 4 STORES. |
| 3 | (N) LIGHTWELL. | 13 | (N) OPERABLE HATCH OVER (N) STAIR. |
| 4 | (N) COURTYARD. | | |
| 5 | (N) FLAT ROOF WITH 12" HIGH PARAPET, TYP. | | |
| 6 | (N) SKYLIGHT WITH 30" PARAPET WALLS. | | |
| 7 | (N) TERRACE OVER 1 STORY. | | |
| 8 | (N) TERRACE OVER 2 STORES. | | |
| 9 | (N) TERRACE OVER 3 STORES. | | |
| 10 | (N) ROOF DECK OVER 4 STORES. | | |

- PROPOSED FLOOR PLAN LEGEND:**
- PROPERTY LINE
 - REQ'D SETBACK
 - (E) WALLS TO REMAIN. UPGRADE TO 5/8" GWB IF WALL IS REMOVED AND REPLACED
 - (N) WALLS
 - (N) 1 HOUR RATED WALL: TYPE R^{WT} X GWB BOTH SIDES.
 - (N) 2 HOUR RATED WALL: TYPE R^{WT} X GWB BOTH SIDES.
 - (N) SOLID 42" H. GUARDRAIL
 - (N) 30" PARAPET WALL AT SKYLIGHTS WITHIN 5'-0" OF PROPERTY LINE

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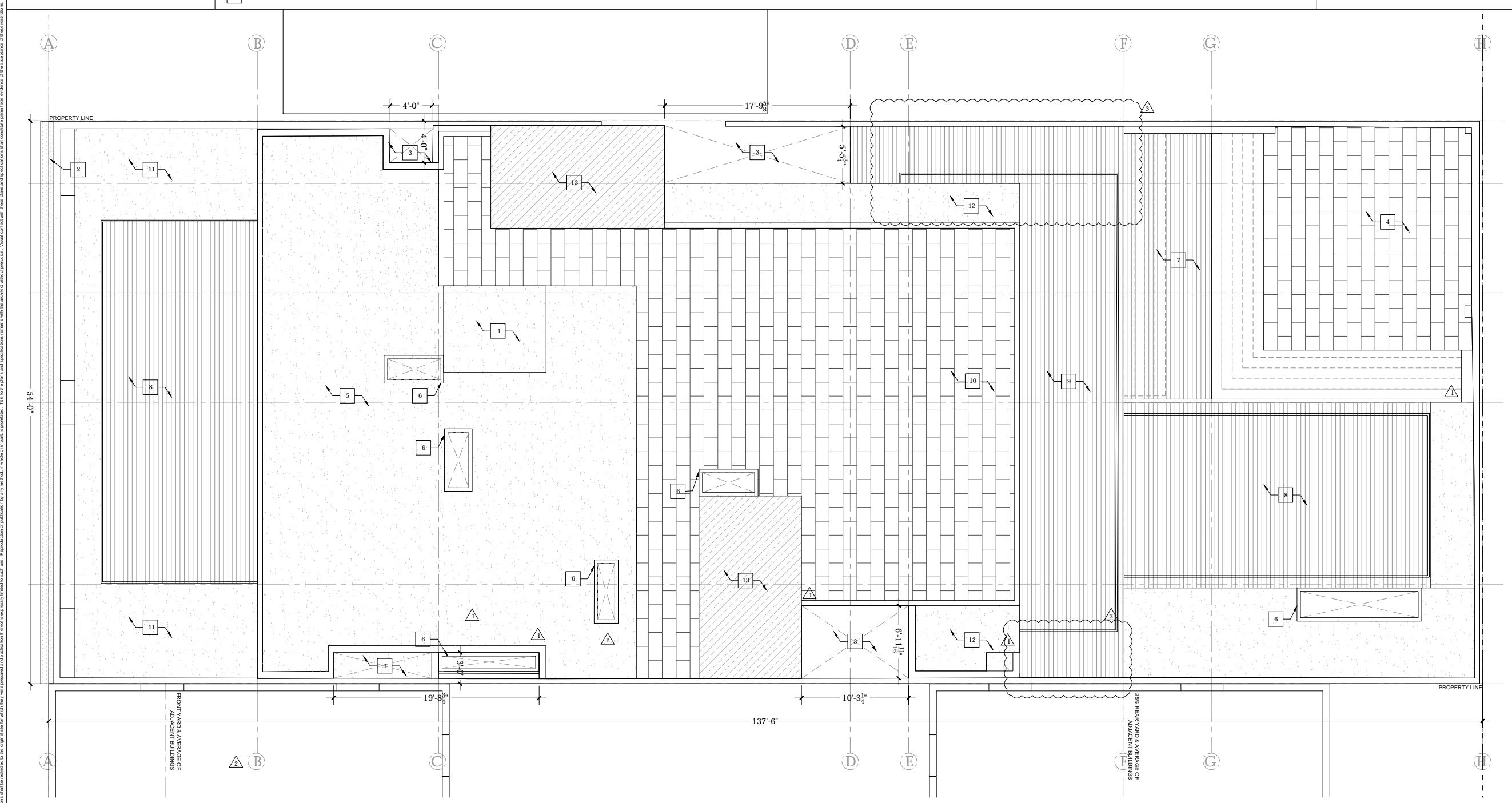


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PROPOSED ROOF PLAN

1/4" = 1'-0"

A2.9



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

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GENERAL ELEVATION DEMO NOTES:

1. ALL EXISTING SIDING, FASCIA, EAVES, AND TRIM TO REMAIN U.O.N.
2. CONTRACTOR IS ENCOURAGED TO PERFORM ECO-DEMOLITION AND SALVAGE AS MUCH AS POSSIBLE. REMOVED MATERIALS SUCH AS FIXTURES, APPLIANCES, AND OTHER ELEMENTS SUITABLE FOR RECYCLING TO BE SOLD OR DONATED FOR SUCH PURPOSE.
3. DASHED ITEMS ARE USED TO DENOTE ITEMS TO BE REMOVED. NOTE THAT OTHER LINES, SUCH AS SOFFITS ABOVE, EAVES AND HIDDEN ITEMS ARE ALSO REPRESENTED BY DASHED LINE. IF ANY UNCERTAINTY EXISTS REGARDING ITEMS TO BE REMOVED, VERIFY WITH ARCHITECT BEFORE PROCEEDING.

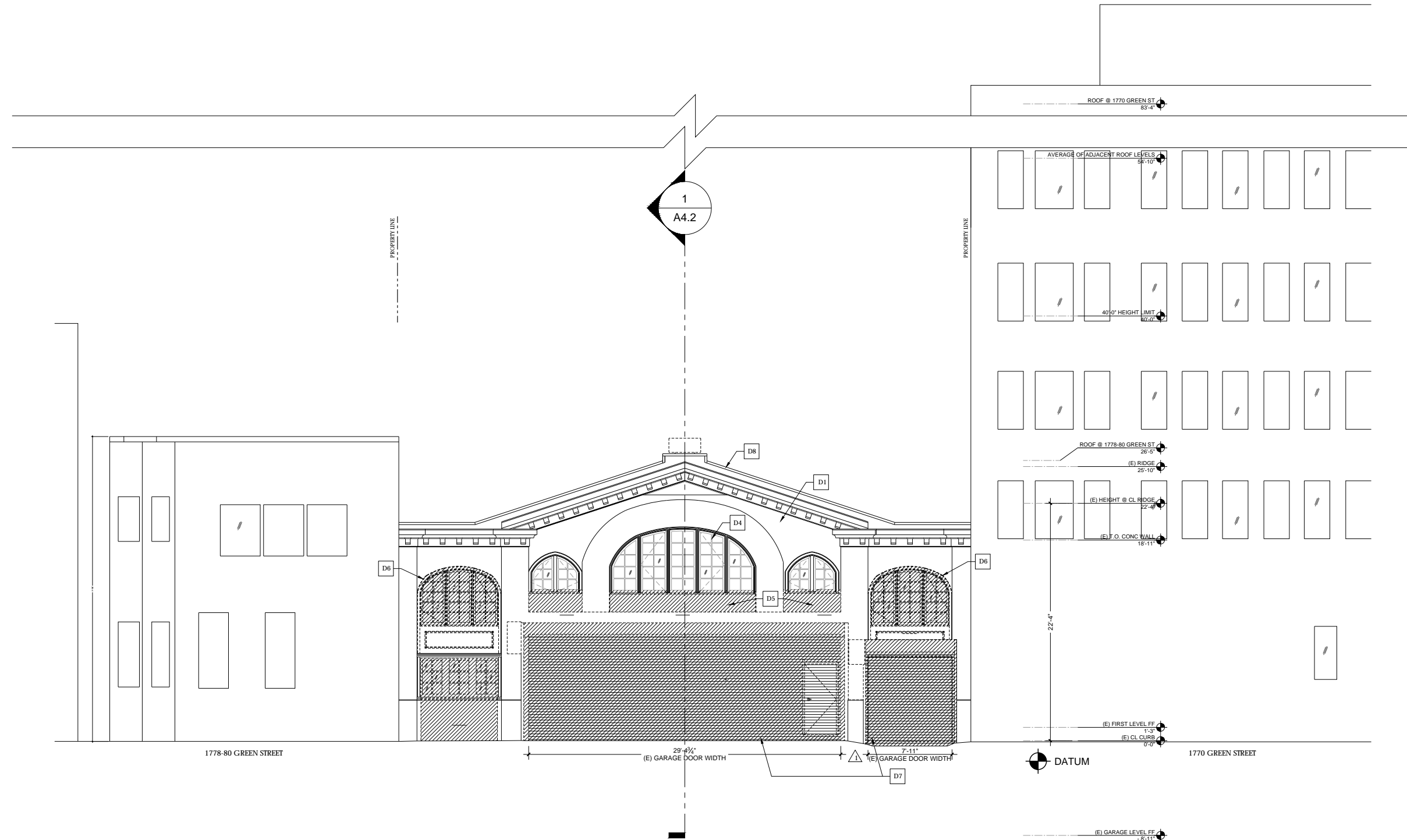
DEMOLITION ELEVATION KEY NOTES:

- | | |
|--|---|
| D1 (E) PTD. STUCCO | D8 (E) PTD. WD. CORNICE TO REMAIN |
| D2 (E) CONCRETE TO REMAIN | D9 (E) COMP SHINGLE ROOF TO BE REMOVED |
| D3 (E) WD WINDOWS TO BE REMOVED | D10 (E) WD WINDOWS TO BE REPLACED IN KIND, TYP. |
| D4 (E) WD WINDOWS TO REMAIN, TYP. | D11 (E) WD WINDOWS TO BE REPLACED IN KIND, TYP. |
| D5 (E) PTD. WOOD PANEL TO BE REMOVED | D12 (E) BARS ON WINDOWS TO BE REMOVED, TYP. |
| D6 (E) WINDOW TO BE REMOVED & REPLACED TO ALIGN WITH ADJACENT WINDOW. WINDOW TO BE REPLACED IN KIND W/ DIMENSIONS, PROPORTIONS & MATERIALS TO MATCH (E). | |
| D7 (E) GARAGE DOOR TO BE REMOVED | |

DEMO / EXISTING ELEVATION LEGEND:

- PROPERTY LINE
- - - - BUILDABLE ENVELOPE
- - - - SETBACKS
- - - - OUTLINE OF ADJACENT BUILDING
- /// (E) WALLS TO BE REMOVED
- (E) ELEMENTS TO BE REMOVED

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DEMO SOUTH ELEVATION
 1/4" = 1'-0"

GENERAL ELEVATION NOTES:

1.

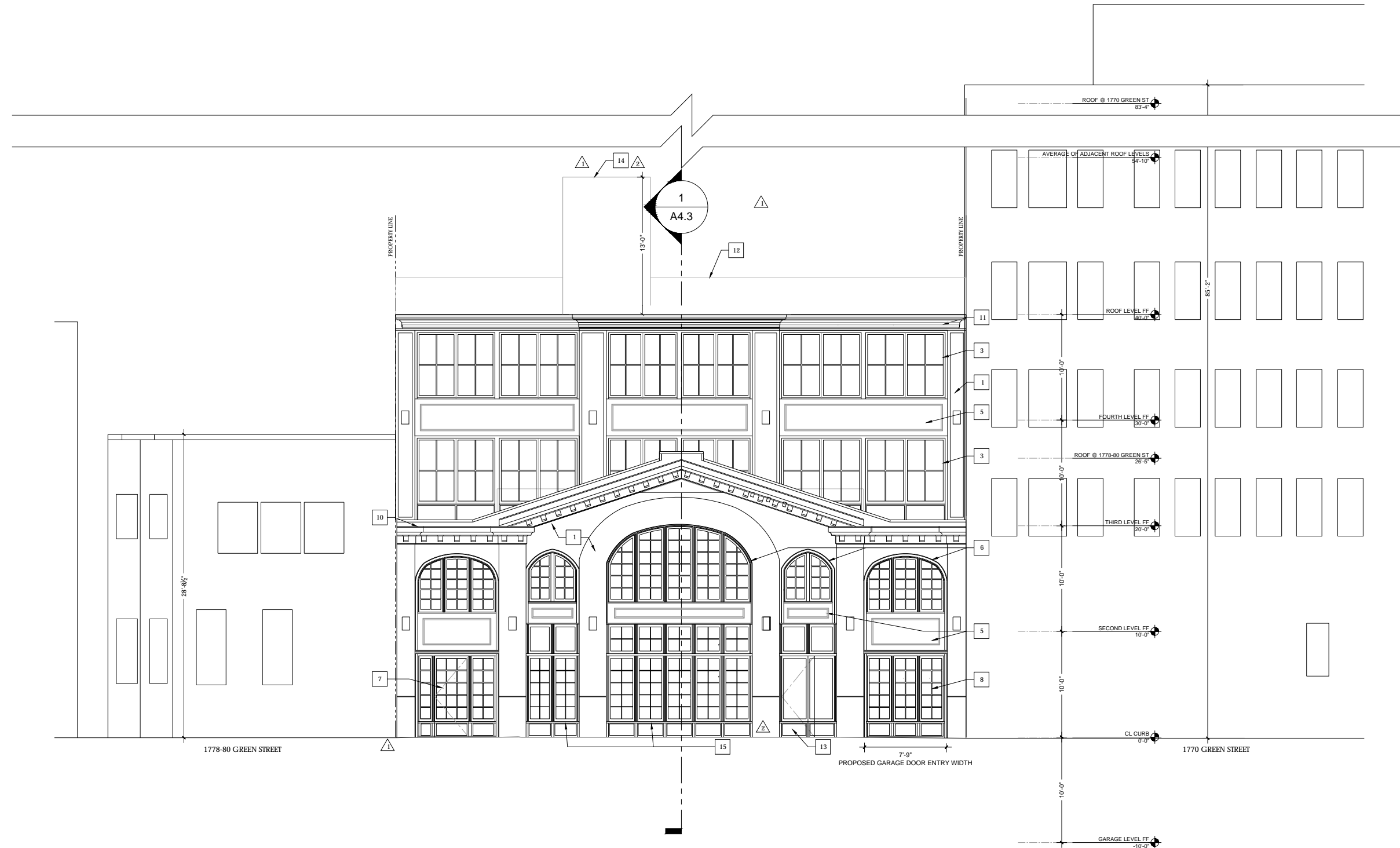
CONSTRUCTION ELEVATION KEY NOTES:

- | | |
|---|--|
| 1 (N) INTEGRAL COLOR CEMENT PLASTER, TYP. | 8 (N) PTD. METAL & GLASS GARAGE DOOR. |
| 2 (E) CONCRETE TO REMAIN | 9 (N) PTD. WD. TRIM, TYP. |
| 3 (N) METAL WINDOWS, TYP. | 10 (E) PTD. WD. CORNICE, TYP. |
| 4 (E) PTD. WD. WINDOWS TO BE REPLACED IN KIND, TYP. | 11 (N) PTD. WD. CORNICE, TYP. |
| 5 (N) PTD. WOOD PANEL, TYP. | 12 (N) GLASS RAILING AT DECK, HANDRAIL TO MEET 2016 CBC 2012. GUARDRAILS TO BE 42" A.F.F. |
| 6 REMOVE & MATCH WINDOW IN KIND, DIMENSIONS, PROPORTIONS & MATERIALS TO MATCH (E), ADD ONE LITE BELOW EXISTING WINDOW | 13 (N) PTD. METAL EGRESS DOOR + SPANDREL PANEL DETAILS TO MATCH ADJACENT WINDOW @ CENTRAL BAY. |
| 7 (N) PTD. METAL & GLASS DOOR WITH SIDELITES | 14 (N) PTD. STUCCO ELEVATOR ENCLOSURE |
| | 15 (N) PTD. METAL WINDOWS + PANELS, SPANDREL PANEL ABOVE. |

PROPOSED ELEVATION LEGEND:

- PROPERTY LINE
- BUILDBALE ENVELOPE
- SETBACKS
- OUTLINE OF ADJACENT BUILDING

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- △ SITE PERMIT REVISIONS 10.03.2019

PROPOSED SOUTH ELEVATION
 1/4" = 1'-0"

GENERAL ELEVATION DEMO NOTES:

1. ALL EXISTING SIDING, FASCIA, EAVES, AND TRIM TO REMAIN E.O.N.
2. CONTRACTOR IS ENCOURAGED TO PERFORM ECO-DEMOLITION AND SALVAGE AS MUCH AS POSSIBLE. REMOVED MATERIALS SUCH AS FIXTURES, APPLIANCES, AND OTHER ELEMENTS SUITABLE FOR RECYCLING TO BE SOLD OR DONATED FOR SUCH PURPOSE.
3. DASHED ITEMS ARE USED TO DENOTE ITEMS TO BE REMOVED. NOTE THAT OTHER LINES, SUCH AS SOFFITS ABOVE, EAVES AND HIDDEN ITEMS ARE ALSO REPRESENTED BY DASHED LINE. IF ANY UNCERTAINTY EXISTS REGARDING ITEMS TO BE REMOVED, VERIFY WITH ARCHITECT BEFORE PROCEEDING.

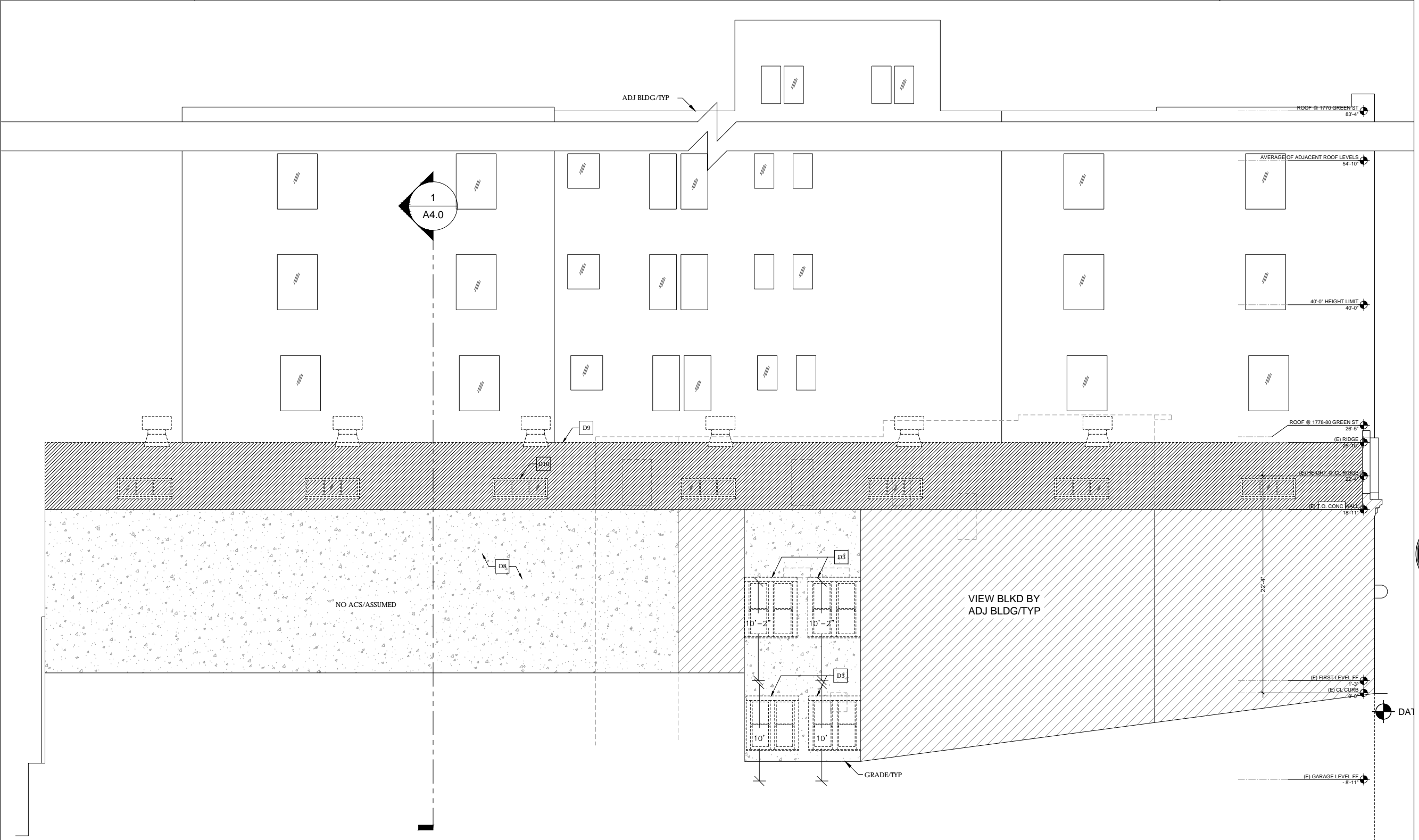
DEMOLITION ELEVATION KEY NOTES:

- | | |
|--|---|
| D1 (E) PTD. STUCCO | D8 (E) PTD. WD. CORNICE TO REMAIN |
| D2 (E) CONCRETE TO REMAIN | D9 (E) COMP SHINGLE ROOF TO BE REMOVED |
| D3 (E) WD WINDOWS TO BE REMOVED | D10 (E) SKYLIGHTS TO BE REMOVED, TYP. |
| D4 (E) WD WINDOWS TO REMAIN | D11 (E) WD WINDOWS TO BE REPLACED IN KIND, TYP. |
| D5 (E) PTD. WOOD PANEL TO BE REMOVED | D12 (E) BARS ON WINDOWS TO BE REMOVED, TYP. |
| D6 (E) WINDOW TO BE REMOVED & REPLACED TO ALIGN WITH ADJACENT WINDOW. WINDOW TO BE REPLACED IN KIND W/ DIMENSIONS, PROPORTIONS & MATERIALS TO MATCH (E). | |
| D7 (E) GARAGE DOOR TO BE REMOVED | |

DEMO / EXISTING ELEVATION LEGEND:

- PROPERTY LINE
- - - BUILDABLE ENVELOPE
- SETBACKS
- - - OUTLINE OF ADJACENT BUILDING
- ////// (E) WALLS TO BE REMOVED
- (E) ELEMENTS TO BE REMOVED

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DEMO WEST ELEVATION

1/4" = 1'-0"

A3.3

GENERAL ELEVATION NOTES:

1.

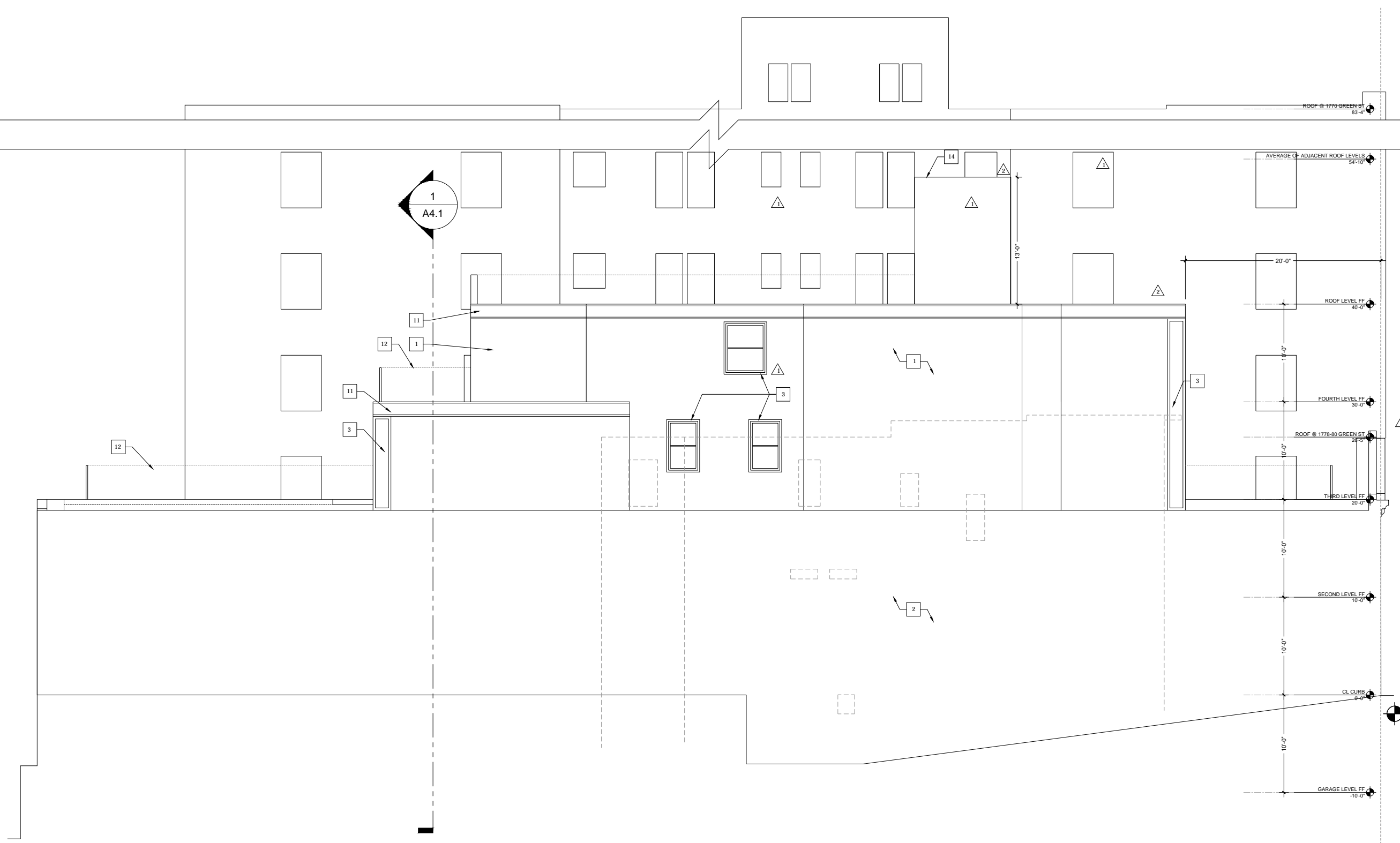
CONSTRUCTION ELEVATION KEY NOTES:

- | | |
|---|---|
| 1 (N) INTEGRAL COLOR CEMENT PLASTER | 8 (N) PTD. METAL & GLASS GARAGE DOOR |
| 2 (E) CONCRETE TO REMAIN | 9 (N) PTD. WD. TRIM, TYP. |
| 3 (N) METAL WINDOWS, TYP. | 10 (E) PTD. WD. CORNICE, TYP. |
| 4 (E) WD. WINDOWS TO BE REPLACED IN KIND, TYP. | 11 (N) PTD. WD. CORNICE, TYP. |
| 5 (N) PTD. WOOD PANEL, TYP. | 12 (N) GLASS RAILING AT DECK, HANDRAIL TO MEET 2016 CBC 2012. GUARDRAILS TO BE 42" A.F.F. |
| 6 REMOVE & MATCH WINDOW IN KIND, DIMENSIONS, PROPORTIONS & MATERIALS TO MATCH (E), ADD ONE LITE BELOW EXISTING WINDOW | 13 (N) PTD. METAL DOOR |
| 7 (N) PTD. METAL & GLASS DOOR WITH SIDELITES | 14 (N) PT. STUCCO ELEVATOR ENCLOSURE |

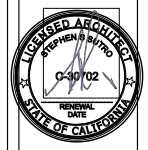
PROPOSED ELEVATION LEGEND:

- PROPERTY LINE
- BUILDABLE ENVELOPE
- SETBACKS
- OUTLINE OF ADJACENT BUILDING

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- SITE PERMIT REVISIONS 08.14.2019
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PROPOSED WEST ELEVATION
 1/4" = 1'-0"

GENERAL ELEVATION DEMO NOTES:

1. ALL EXISTING SIDING, FASCIA, EAVES, AND TRIM TO REMAIN U.O.N.
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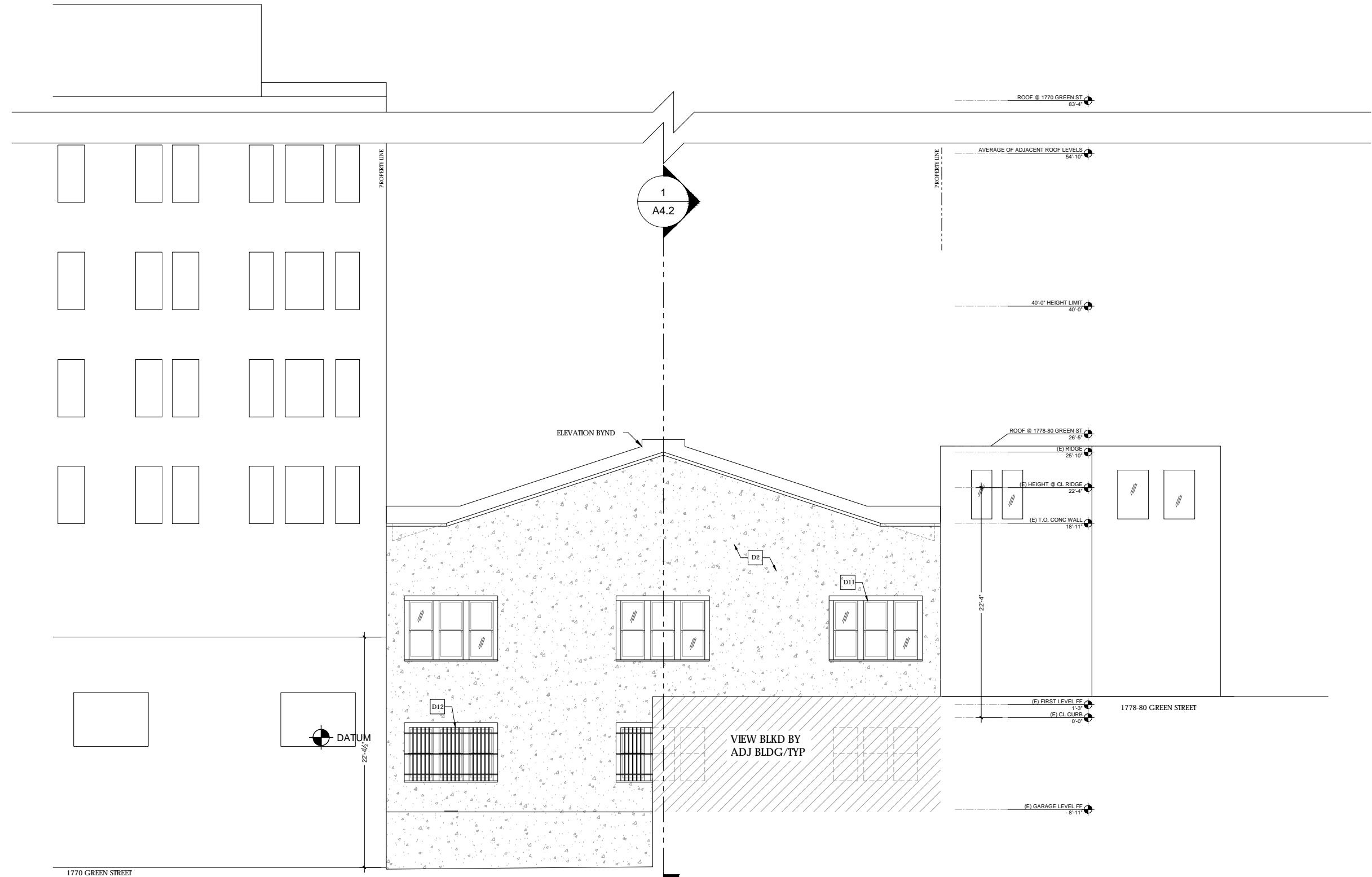
DEMOLITION ELEVATION KEY NOTES:

- | | |
|--|---|
| D1 (E) PTD. STUCCO | D8 (E) PTD. WD. CORNICE TO REMAIN |
| D2 (E) CONCRETE TO REMAIN | D9 (E) COMP SHINGLE ROOF TO BE REMOVED |
| D3 (E) WD WINDOWS TO BE REMOVED | D10 (E) SKYLIGHTS TO BE REMOVED, TYP. |
| D4 (E) WD WINDOWS TO REMAIN | D11 (E) WD WINDOWS TO BE REPLACED IN KIND, TYP. |
| D5 (E) PTD. WOOD PANEL TO BE REMOVED | D12 (E) BARS ON WINDOWS TO BE REMOVED, TYP. |
| D6 (E) WINDOW TO BE REMOVED & REPLACED TO ALIGN WITH ADJACENT WINDOW. WINDOW TO BE REPLACED IN KIND W/ DIMENSIONS, PROPORTIONS & MATERIALS TO MATCH (E). | |
| D7 (E) GARAGE DOOR TO BE REMOVED | |

DEMO / EXISTING ELEVATION LEGEND:

- PROPERTY LINE
- - - - - BUILDABLE ENVELOPE
- SETBACKS
- - - - - OUTLINE OF ADJACENT BUILDING
- /// (E) WALLS TO BE REMOVED
- (E) ELEMENTS TO BE REMOVED

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DEMO NORTH ELEVATION
 1/4" = 1'-0"

GENERAL ELEVATION NOTES:

1.

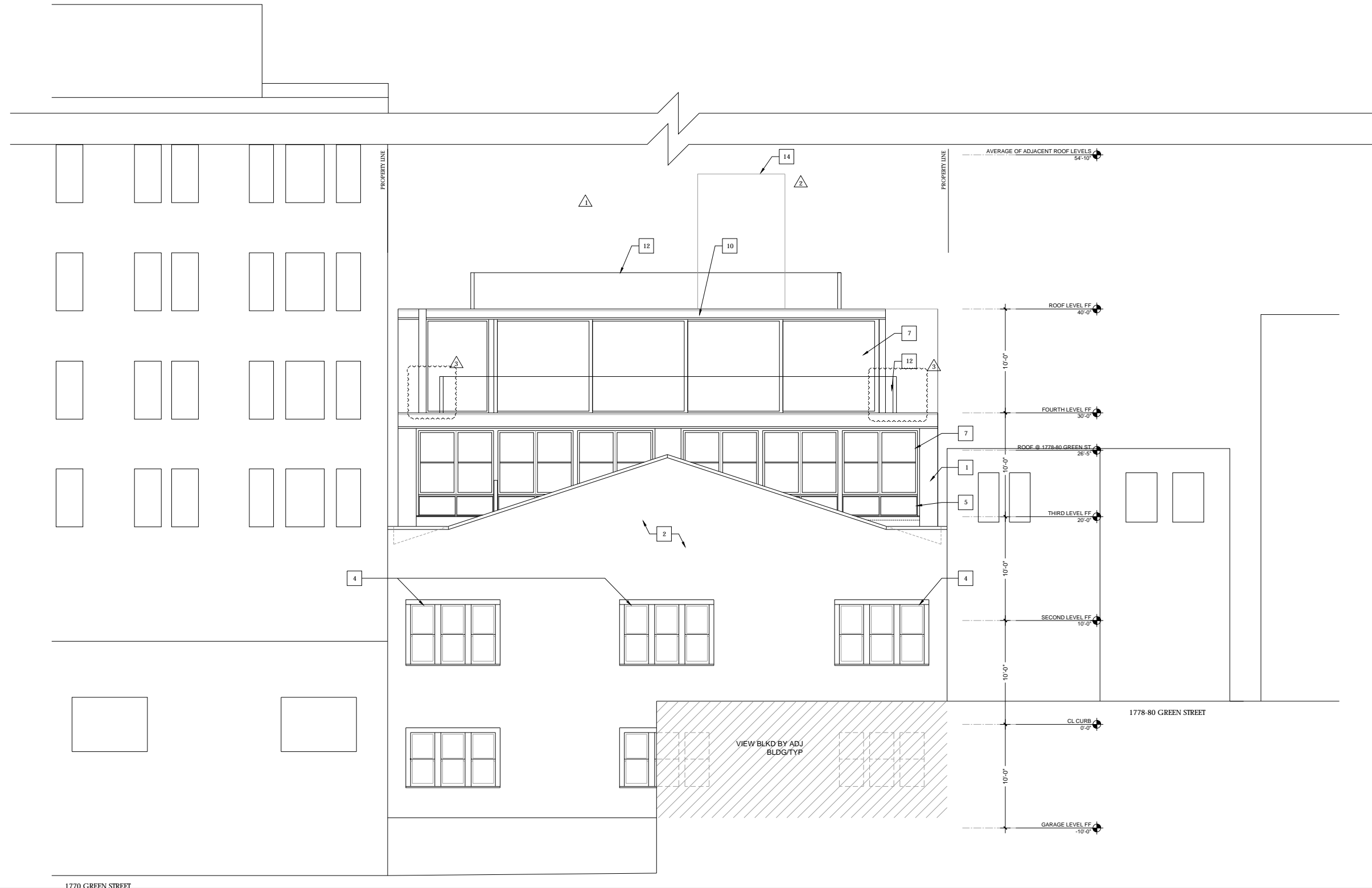
CONSTRUCTION ELEVATION KEY NOTES:

- | | |
|---|---|
| 1 (N) INTEGRAL COLOR CEMENT PLASTER. | 8 (N) PTD. METAL & GLASS GARAGE DOOR. |
| 2 (E) CONCRETE TO REMAIN | 9 (N) PTD. WD. TRIM, TYP. |
| 3 (N) METAL WINDOWS, TYP. | 10 (E) PTD. WD. CORNICE, TYP. |
| 4 (E) WD. WINDOWS TO BE REPLACED IN KIND, TYP. | 11 (N) PTD. WD. CORNICE, TYP. |
| 5 (N) PTD. WOOD PANEL, TYP. | 12 (N) GLASS RAILING AT DECK, HANDRAIL TO MEET 2016 CBC 2012. GUARDRAILS TO BE 42" A.F.F. |
| 6 REMOVE & MATCH WINDOW IN KIND, DIMENSIONS, PROPORTIONS & MATERIALS TO MATCH (E), ADD ONE LITE BELOW EXISTING WINDOW | 13 (N) PTD. METAL DOOR |
| 7 (N) PTD. METAL & GLASS DOOR WITH SIDELITES | 14 (N) PT. STUCCO ELEVATOR ENCLOSURE |

PROPOSED ELEVATION LEGEND:

- PROPERTY LINE
- BUILDABLE ENVELOPE
- SETBACKS
- OUTLINE OF ADJACENT BUILDING

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 Δ SITE PERMIT REVISIONS
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PROPOSED NORTH
 ELEVATION
 1/4" = 1'-0"

GENERAL ELEVATION DEMO NOTES:

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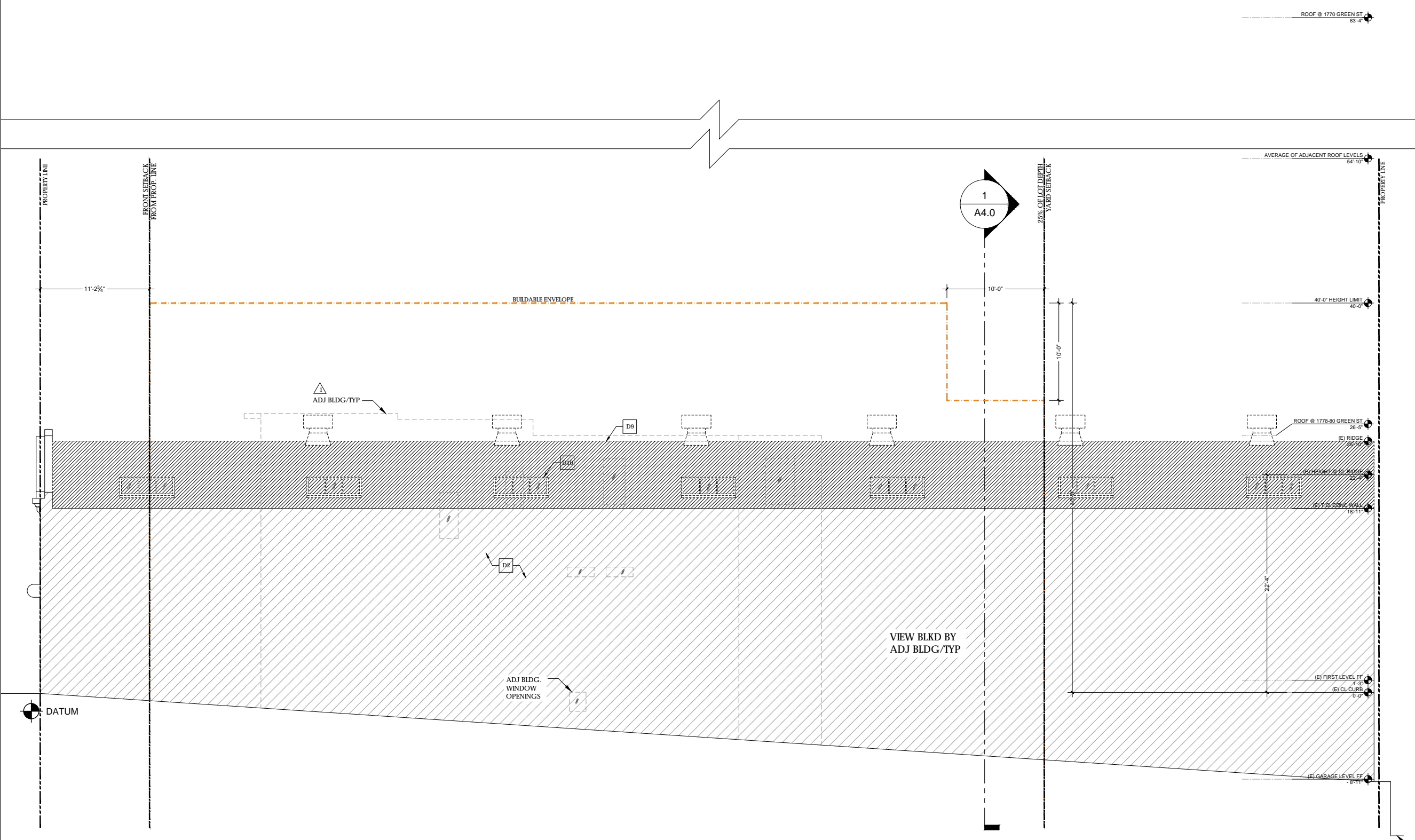
DEMOLITION ELEVATION KEY NOTES:

- | | |
|--|---|
| D1 (E) PTD. STUCCO | D8 (E) PTD. WD. CORNICE TO REMAIN |
| D2 (E) CONCRETE TO REMAIN | D9 (E) COMP SHINGLE ROOF TO BE REMOVED |
| D3 (E) WD WINDOWS TO BE REMOVED | D10 (E) SKYLIGHTS TO BE REMOVED, TYP. |
| D4 (E) WD WINDOWS TO REMAIN | D11 (E) WD WINDOWS TO BE REPLACED IN KIND, TYP. |
| D5 (E) PTD. WOOD PANEL TO BE REMOVED | D12 (E) BARS ON WINDOWS TO BE REMOVED, TYP. |
| D6 (E) WINDOW TO BE REMOVED & REPLACED TO ALIGN WITH ADJACENT WINDOW. WINDOW TO BE REPLACED IN KIND W/ DIMENSIONS, PROPORTIONS & MATERIALS TO MATCH (E). | |
| D7 (E) GARAGE DOOR TO BE REMOVED | |

DEMO / EXISTING ELEVATION LEGEND:

- PROPERTY LINE
- - - BUILDABLE ENVELOPE
- SETBACKS
- OUTLINE OF ADJACENT BUILDING
- /// (E) WALLS TO BE REMOVED
- (E) ELEMENTS TO BE REMOVED

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DEMO EAST ELEVATION

1/4" = 1'-0"

A3.7

GENERAL ELEVATION NOTES:

1.

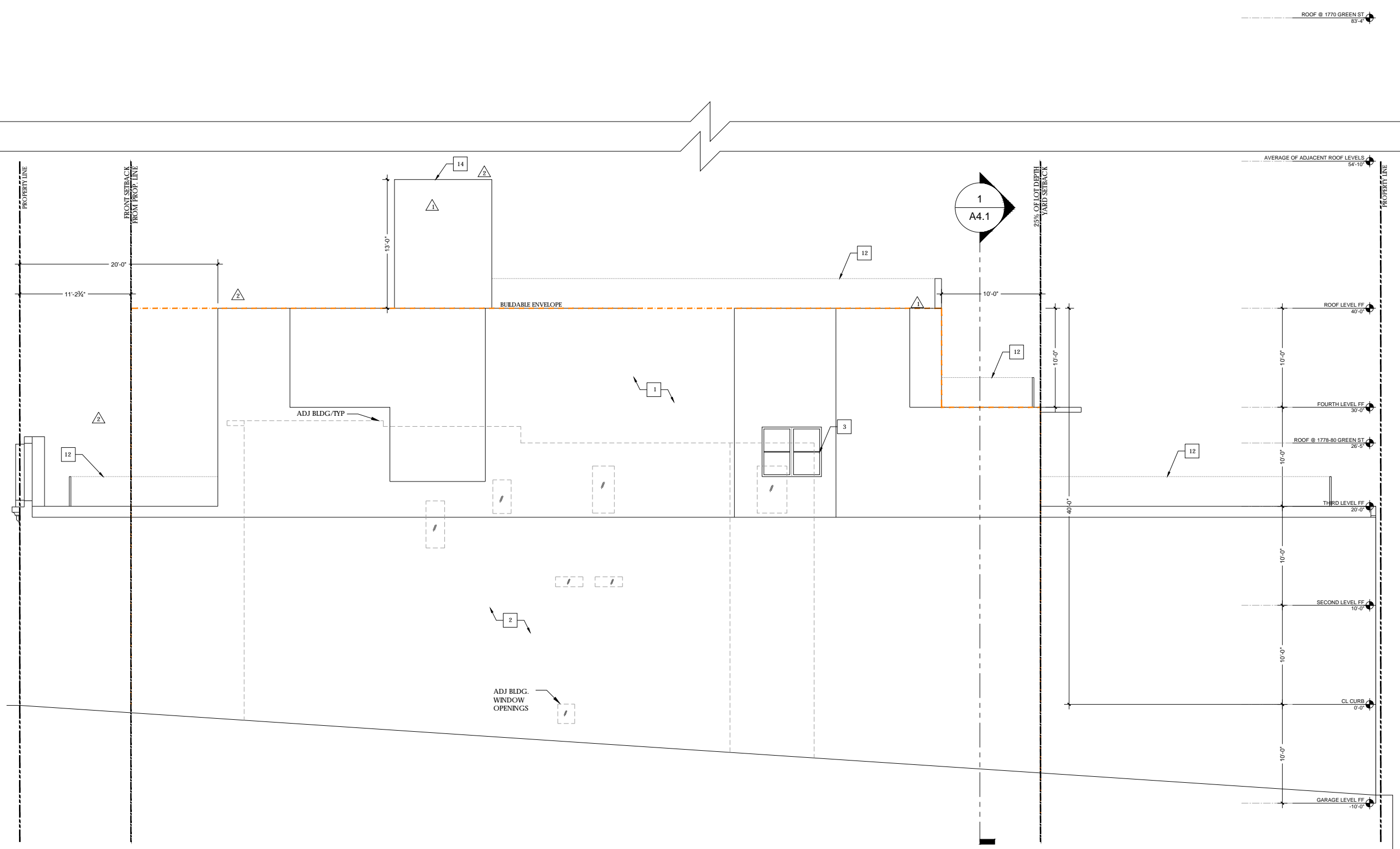
CONSTRUCTION ELEVATION KEY NOTES:

- | | |
|---|---|
| 1 (N) INTEGRAL COLOR CEMENT PLASTER | 8 (N) PTD. METAL & GLASS GARAGE DOOR |
| 2 (E) CONCRETE TO REMAIN | 9 (N) PTD. WD. TRIM, TYP. |
| 3 (N) METAL WINDOWS, TYP. | 10 (E) PTD. WD. CORNICE, TYP. |
| 4 (E) WD. WINDOWS TO BE REPLACED IN KIND, TYP. | 11 (N) PTD. WD. CORNICE, TYP. |
| 5 (N) PTD. WOOD PANEL, TYP. | 12 (N) GLASS RAILING AT DECK, HANDRAIL TO MEET 2016 CBC 2012. GUARDRAILS TO BE 42" A.F.F. |
| 6 REMOVE & MATCH WINDOW IN KIND, DIMENSIONS, PROPORTIONS & MATERIALS TO MATCH (E), ADD ONE LITE BELOW EXISTING WINDOW | 13 (N) PTD. METAL DOOR \triangle |
| 7 (N) PTD. METAL & GLASS DOOR WITH SIDELITES \triangle | 14 (N) PT. STUCCO ELEVATOR ENCLOSURE |

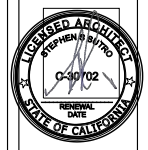
PROPOSED ELEVATION LEGEND:

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 \triangle SITE PERMIT REVISIONS 10.03.2019

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

GENERAL ELEVATION DEMO NOTES:

1. ALL EXISTING SIDING, FASCIA, EAVES, AND TRIM TO REMAIN U.O.N.
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DEMOLITION ELEVATION KEY NOTES:

D1 (E) PTD. STUCCO	D8 (E) PTD. WD. CORNICE TO REMAIN
D2 (E) CONCRETE TO REMAIN	D9 (E) COMP SHINGLE ROOF TO BE REMOVED
D3 (E) WD WINDOWS TO BE REMOVED	D10 (E) SKYLIGHTS TO BE REMOVED, TYP.
D4 (E) WD WINDOWS TO REMAIN	
D5 (E) PTD. WOOD PANEL TO BE REMOVED	
D6 (E) WINDOW TO BE REMOVED & REPLACED TO ALIGN WITH ADJACENT WINDOW. WINDOW TO BE REPLACED IN KIND W/ DIMENSIONS, PROPORTIONS & MATERIALS TO MATCH (E).	
D7 (E) GARAGE DOOR TO BE REMOVED	

DEMO / EXISTING ELEVATION LEGEND:

- PROPERTY LINE
- - - - BUILDABLE ENVELOPE
- SETBACKS
- - - - OUTLINE OF ADJACENT BUILDING
- ////// (E) WALLS TO BE REMOVED
- (E) ELEMENTS TO BE REMOVED

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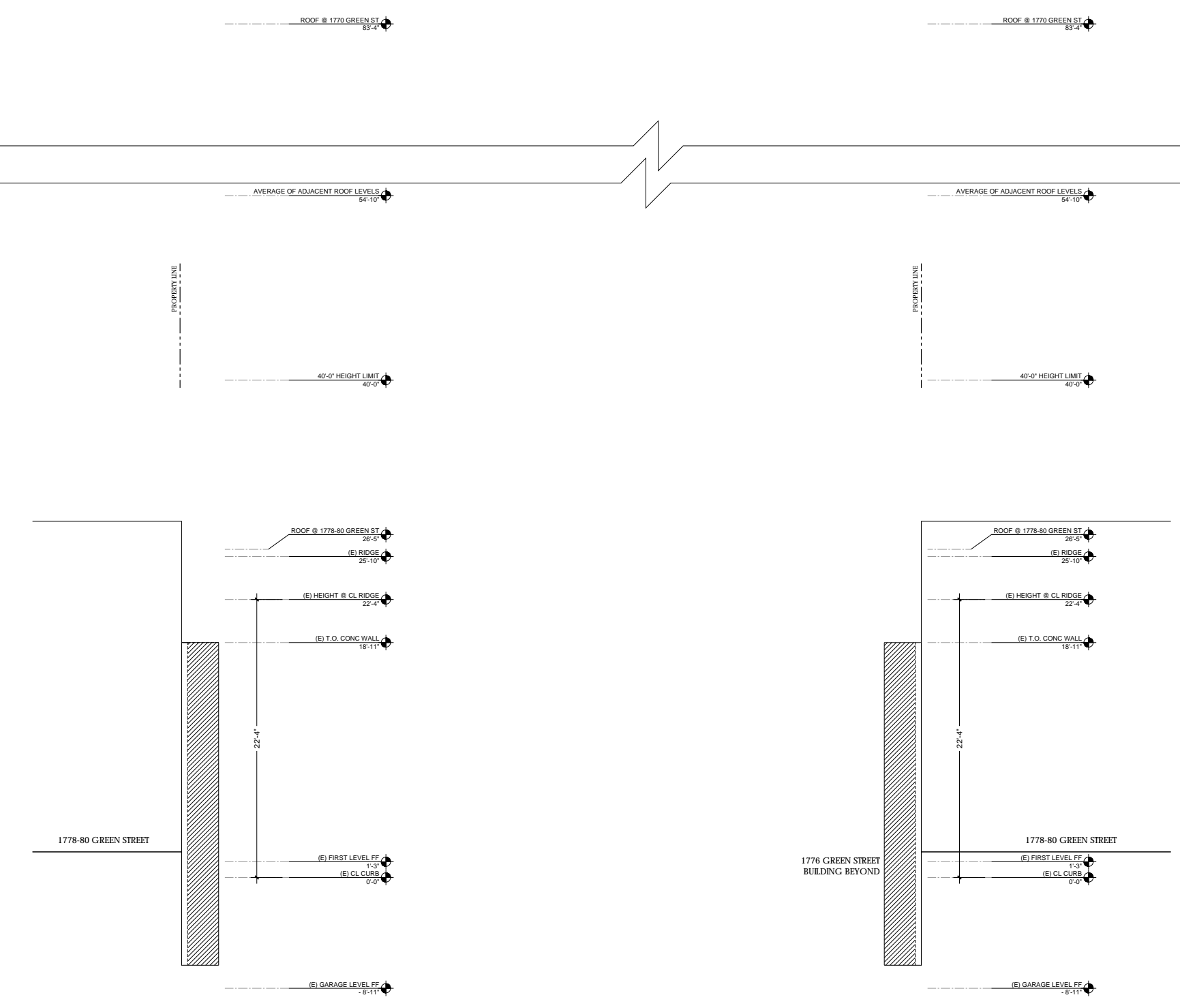
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 Δ SITE PERMIT REVISIONS 10.03.2019

EXISTING LIGHTWELL ELEVATIONS

1/4" = 1'-0"

A3.9

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1 EXISTING/DEMO LIGHTWELL ELEVATION - SOUTH
1/4" = 1'-0"

2 EXISTING/DEMO LIGHTWELL ELEVATION - NORTH
1/4" = 1'-0"

GENERAL ELEVATION NOTES:

1.

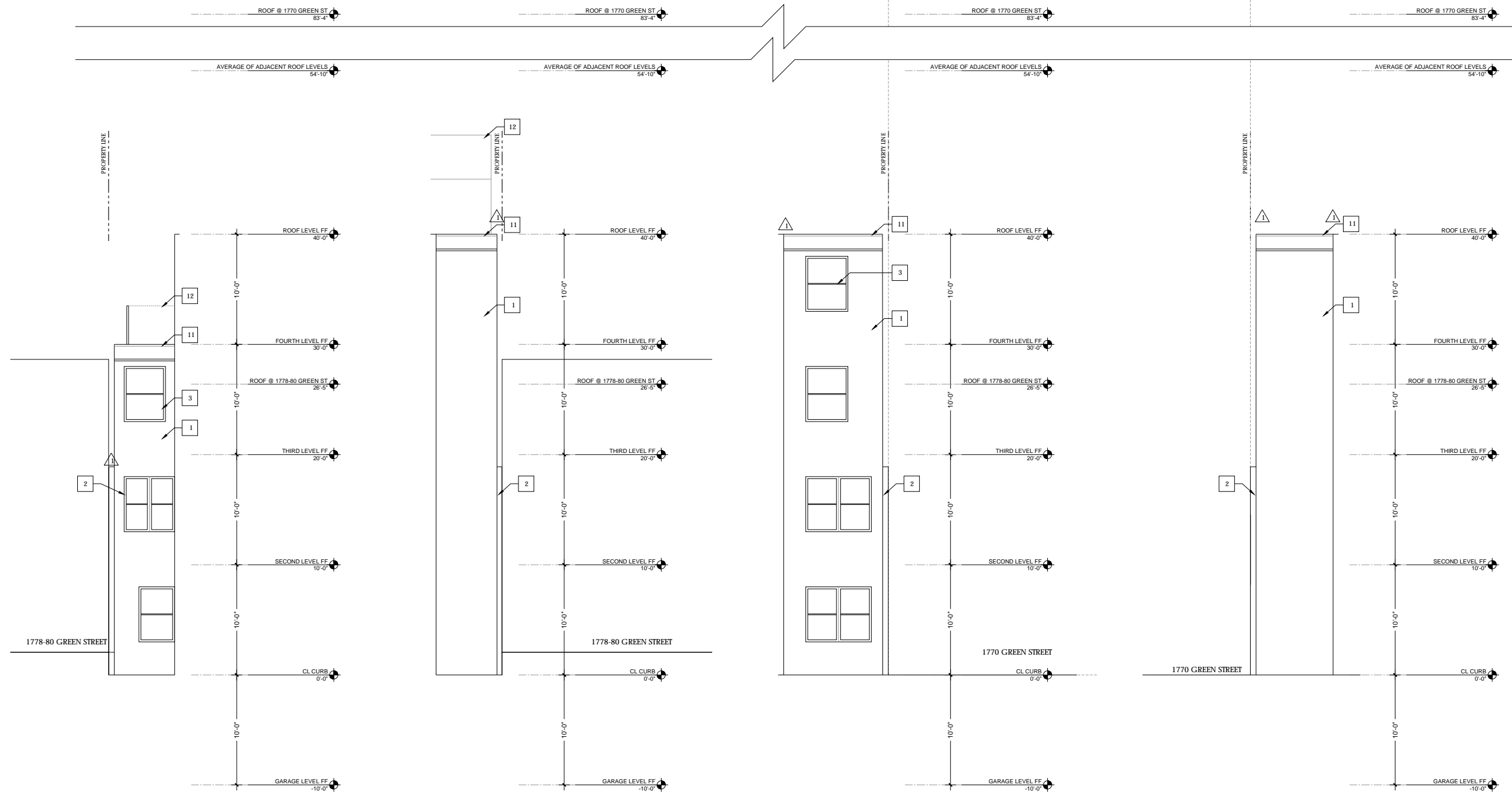
CONSTRUCTION ELEVATION KEY NOTES:

- | | |
|---|---|
| 1 (N) INTEGRAL COLOR CEMENT PLASTER. | 8 (N) PTD. METAL & GLASS GARAGE DOOR. |
| 2 (E) CONCRETE TO REMAIN | 9 (N) PTD. WD. TRIM, TYP. |
| 3 (N) METAL WINDOWS, TYP. | 10 (E) PTD. WD. CORNICE, TYP. |
| 4 (E) WD. WINDOWS TO BE REPLACED IN KIND, TYP. | 11 (N) PTD. WD. CORNICE, TYP. |
| 5 (N) PTD. WOOD PANEL, TYP. | 12 (N) GLASS RAILING AT DECK, HANDRAIL TO MEET 2016 CBC 2012. GUARDRAILS TO BE 42" A.F.F. |
| 6 REMOVE & MATCH WINDOW IN KIND, DIMENSIONS, PROPORTIONS & MATERIALS TO MATCH (E), ADD ONE LITE BELOW EXISTING WINDOW | 13 (N) PTD. METAL DOOR |
| 7 (N) PTD. METAL & GLASS DOOR WITH SIDELITES | 14 (N) PT. STUCCO ELEVATOR ENCLOSURE |

PROPOSED ELEVATION LEGEND:

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- BUILDABLE ENVELOPE
- SETBACKS
- OUTLINE OF ADJACENT BUILDING

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1 PROPOSED LIGHTWELL A ELEVATION - SOUTH
1/4" = 1'-0"

2 PROPOSED LIGHTWELL A ELEVATION - NORTH
1/4" = 1'-0"

3 PROPOSED LIGHTWELL B ELEVATION - SOUTH
1/4" = 1'-0"

4 PROPOSED LIGHTWELL B ELEVATION - NORTH
1/4" = 1'-0"



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PROPOSED LIGHTWELL A & B ELEVATIONS

1/4" = 1'-0"

GENERAL ELEVATION NOTES:

1.

CONSTRUCTION ELEVATION KEY NOTES:

- | | |
|---|---|
| 1 (N) INTEGRAL COLOR CEMENT PLASTER | 8 (N) PTD. METAL & GLASS GARAGE DOOR |
| 2 (E) CONCRETE TO REMAIN | 9 (N) PTD. WD. TRIM, TYP. |
| 3 (N) METAL WINDOWS, TYP. | 10 (E) PTD. WD. CORNICE, TYP. |
| 4 (E) WD. WINDOWS TO BE REPLACED IN KIND, TYP. | 11 (N) PTD. WD. CORNICE, TYP. |
| 5 (N) PTD. WOOD PANEL, TYP. | 12 (N) GLASS RAILING AT DECK, HANDRAIL TO MEET 2016 CBC 2012. GUARDRAILS TO BE 42" A.F.F. |
| 6 REMOVE & MATCH WINDOW IN KIND, DIMENSIONS, PROPORTIONS & MATERIALS TO MATCH (E), ADD ONE LITE BELOW EXISTING WINDOW | 13 (N) PTD. METAL DOOR |
| 7 (N) PTD. METAL & GLASS DOOR WITH SIDELITES | 14 (N) PT. STUCCO ELEVATOR ENCLOSURE |

PROPOSED ELEVATION LEGEND:

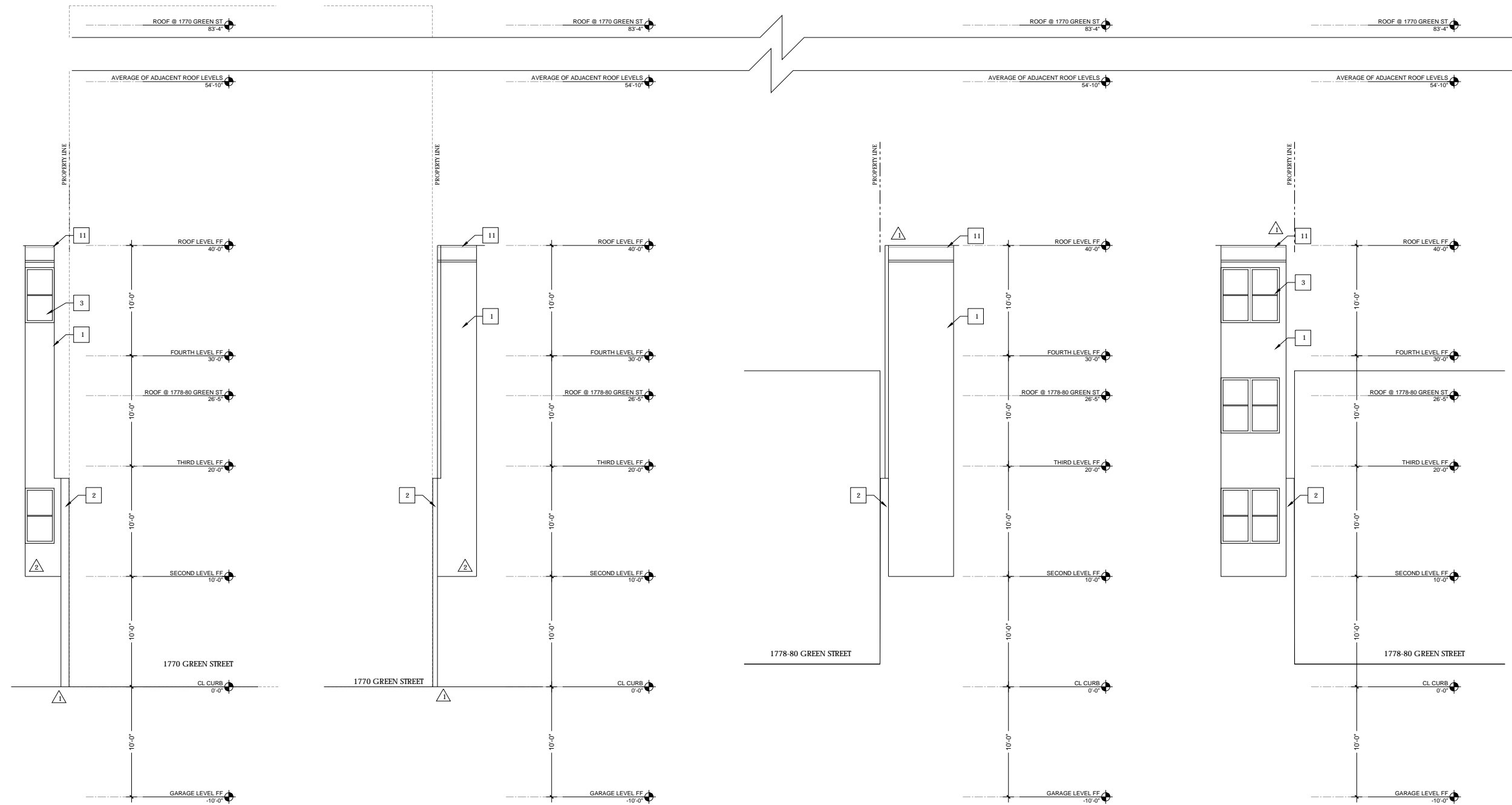
- PROPERTY LINE
- BUILDABLE ENVELOPE
- SETBACKS
- OUTLINE OF ADJACENT BUILDING



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- △ SITE PERMIT REVISIONS 03.06.2019
- △ SITE PERMIT REVISIONS 08.14.2019
- △ SITE PERMIT REVISIONS 10.03.2019

PROPOSED LIGHTWELL C & D ELEVATIONS

1/4" = 1'-0"



1 PROPOSED LIGHTWELL C ELEVATION - SOUTH
1/4" = 1'-0"

2 PROPOSED LIGHTWELL C ELEVATION - NORTH
1/4" = 1'-0"

3 PROPOSED LIGHTWELL D ELEVATION - SOUTH
1/4" = 1'-0"

4 PROPOSED LIGHTWELL B ELEVATION - NORTH
1/4" = 1'-0"

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DEMOLITION SECTION GENERAL NOTES:

- CONTRACTOR IS ENCOURAGED TO PERFORM ECO-DEMOLITION AND SALVAGE AS MUCH AS POSSIBLE.
- REMOVED MATERIALS SUCH AS FIXTURES, APPLIANCES, AND OTHER ELEMENTS SUITABLE FOR RE-CYCLING TO BE SOLD OR DONATED FOR SUCH PURPOSE.
- DASHED ITEMS ARE USED TO DENOTE ITEMS TO BE REMOVED. NOTE THAT OTHER LINES SUCH AS SOFFITS ABOVE, EAVES AND HIDDEN ITEMS ARE ALSO REPRESENTED BY DASHED LINE. IF ANY UNCERTAINTY EXISTS REGARDING ITEMS TO BE REMOVED, VERIFY WITH ARCHITECT BEFORE PROCEEDING.

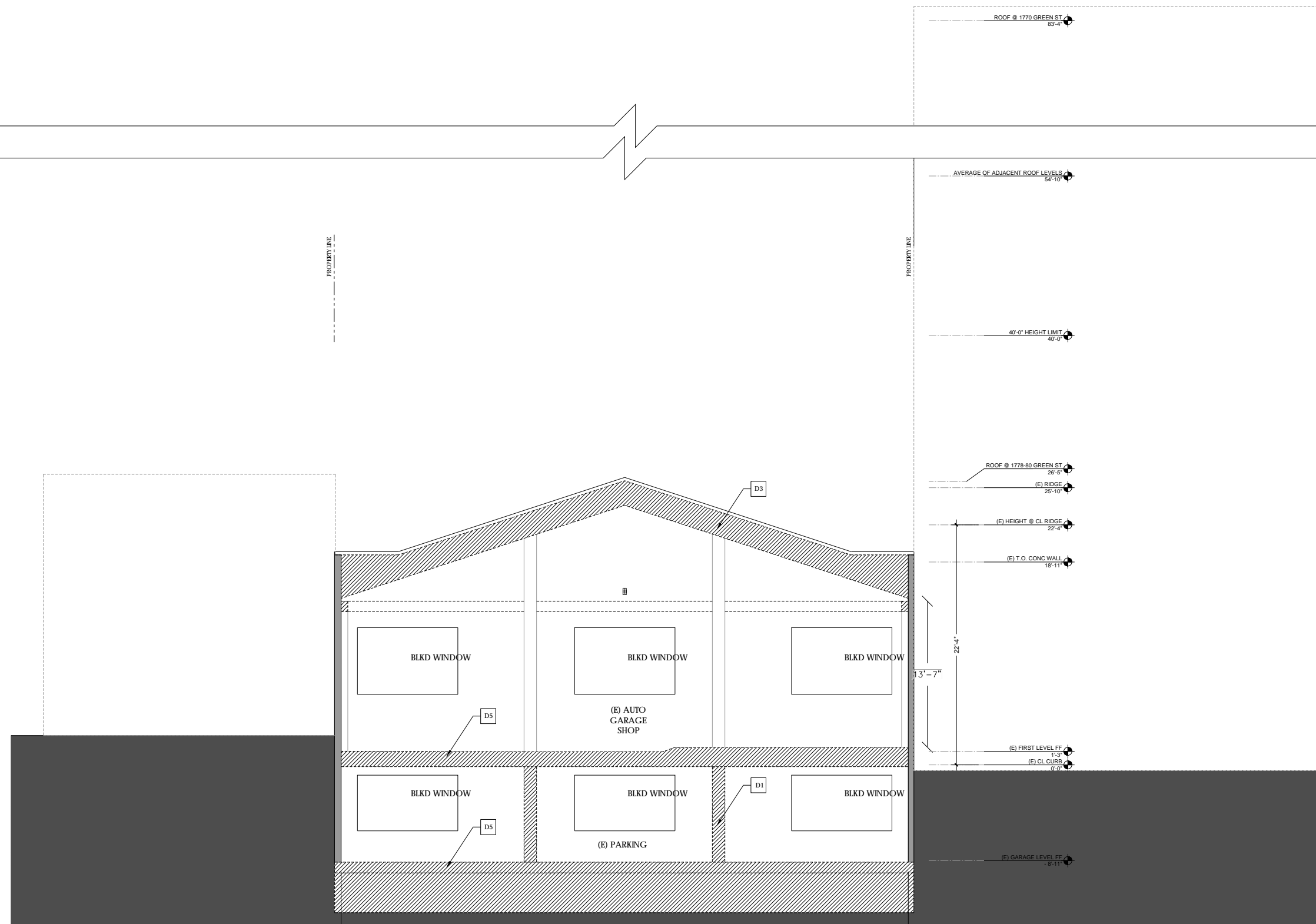
DEMOLITION SECTION KEY NOTES:

- D1 (E) WALLS AND COLUMNS TO BE REMOVED WHERE INDICATED AS DASHED LINES, TYP.
- D2 (E) WINDOWS TO BE REMOVED WHERE INDICATED AS DASHED LINES, TYP.
- D3 (E) COMP SHINGLE ROOF, CEILING, AND ROOF ELEMENTS TO BE REMOVED WHERE INDICATED AS DASHED LINES, TYP.
- D4 (E) DOORS TO BE REMOVED WHERE INDICATED AS DASHED LINES, TYP.
- D5 (E) CONC. SLAB TO BE REMOVED TO ACCOMMODATE EXCAVATION AND NEW LAYOUT.

DEMO/EXISTING SECTION LEGEND:

- PROPERTY LINE
- - - - BUILDABLE ENVELOPE
- SETBACKS
- OUTLINE OF ADJACENT BUILDING
- /// (E) WALLS TO BE REMOVED
- (E) ELEMENTS TO BE REMOVED

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GREEN STREET RESIDENCES
 1776 GREEN STREET, SAN FRANCISCO, CA 94123
 BLOCK 0544 LOT 008 1 PROJECT NO. 2018014



- PRE-APP MEETING 07.18.2018
- SITE PERMIT 07.31.2018
- △ SITE PERMIT REVISIONS 03.06.2019
- △ SITE PERMIT REVISIONS 08.14.2019
- △ SITE PERMIT REVISIONS 10.03.2019

EXISTING TRANSVERSE SECTION

1/4" = 1'-0"

A4.0

CONSTRUCTION SECTION GENERAL NOTES:

- BATT INSULATION AT ALL OPEN EXTERIOR WALLS PER TITLE 24 REQUIREMENTS.
- ACOUSTIC INSULATION AT ALL (N) INTERIOR WALLS AND FLOOR JOISTS WHERE ALL EXPOSED WALL AREAS, TYP.
- NEW GLASS LOCATED IN HAZARDOUS LOCATIONS SHALL BE TEMPERED (T) OR SAFETY GLASS PER U.B.C. SECTION 2406.4 INCLUDING GLAZING IN DOORS, GLAZING FIXED AND SLIDING PANELS OF SLIDING DOOR ASSEMBLIES AND PANELS IN SWINGING DOORS OTHER THAN WARDROBE DOORS. ADDITIONALLY WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 60" ABOVE THE WALKING SURFACE.

CONSTRUCTION SECTION KEY NOTES:

- | | |
|---|--|
| 1 | (N) FOUNDATION/CONCRETE SLAB, AT FIRST FLOOR AND BASEMENT, SSD. |
| 2 | (N) METAL WINDOWS, TYP. |
| 3 | (N) METAL DOORS, TYP. |
| 4 | (N) GLASS RAILING AT DECK, HANDRAIL TO MEET 2016 CBC 2012. GUARDRAILS TO BE 42" A.F.F. |
| 5 | (N) STAIR ENCLOSURE |
| 6 | (N) ELEVATOR ENCLOSURE |

CONSTRUCTION SECTION LEGEND:

- PROPERTY LINE
- BUILDABLE ENVELOPE
- SETBACKS
- OUTLINE OF ADJACENT BUILDING

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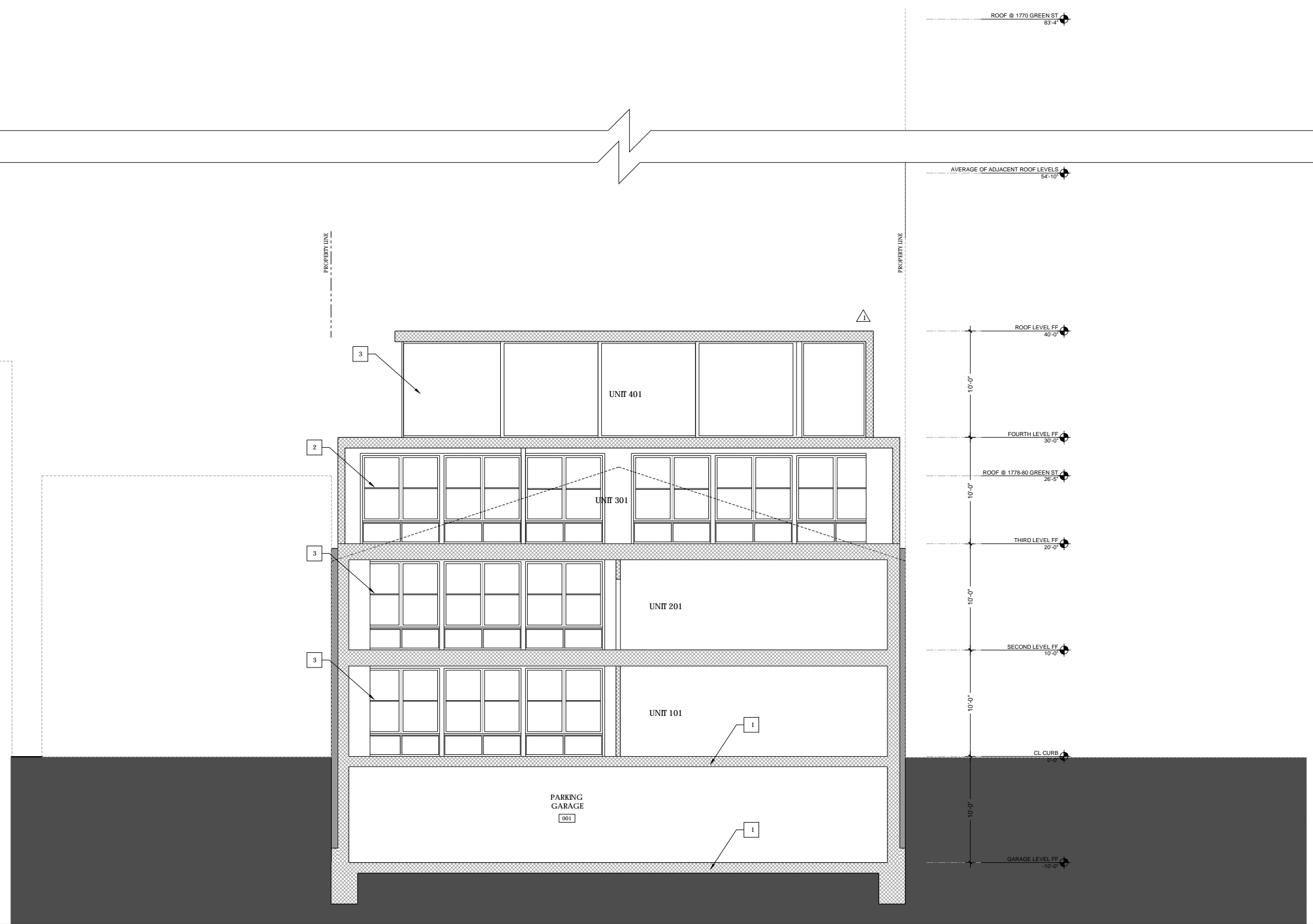
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PROPOSED TRANSVERSE SECTION

1/4" = 1'-0"

A4.1

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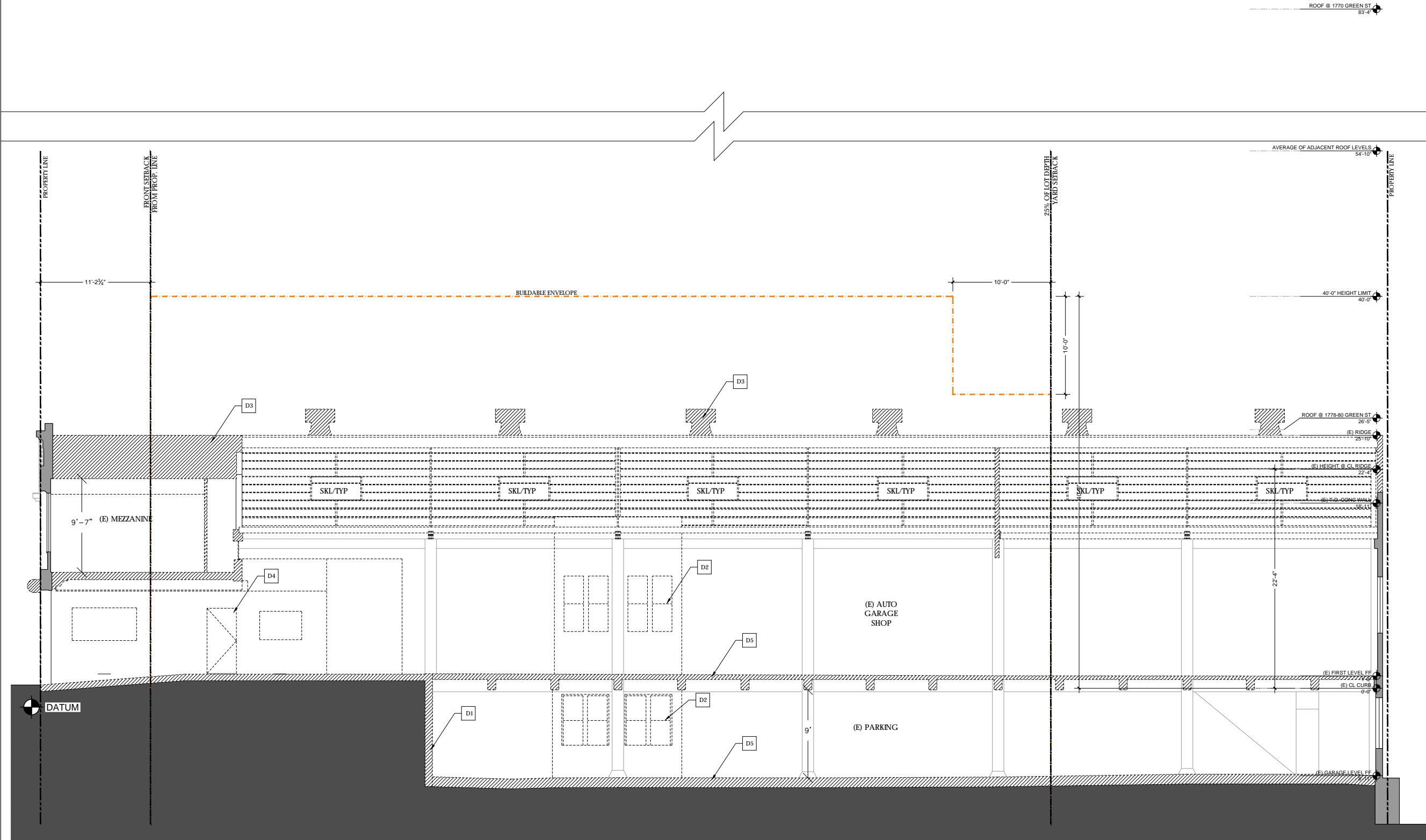
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DEMO/EXISTING SECTION LEGEND:

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PRE-APP MEETING	07.18.2018
SITE PERMIT	07.31.2018
△ SITE PERMIT REVISIONS	03.06.2019
△ SITE PERMIT REVISIONS	08.14.2019
△ SITE PERMIT REVISIONS	10.03.2019

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

CONSTRUCTION SECTION GENERAL NOTES:

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CONSTRUCTION SECTION LEGEND:

- PROPERTY LINE
- - - - BUILDABLE ENVELOPE
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 SITE PERMIT REVISIONS 08.14.2019
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PROPOSED LONGITUDINAL SECTION
 1/4" = 1'-0"

A4.3

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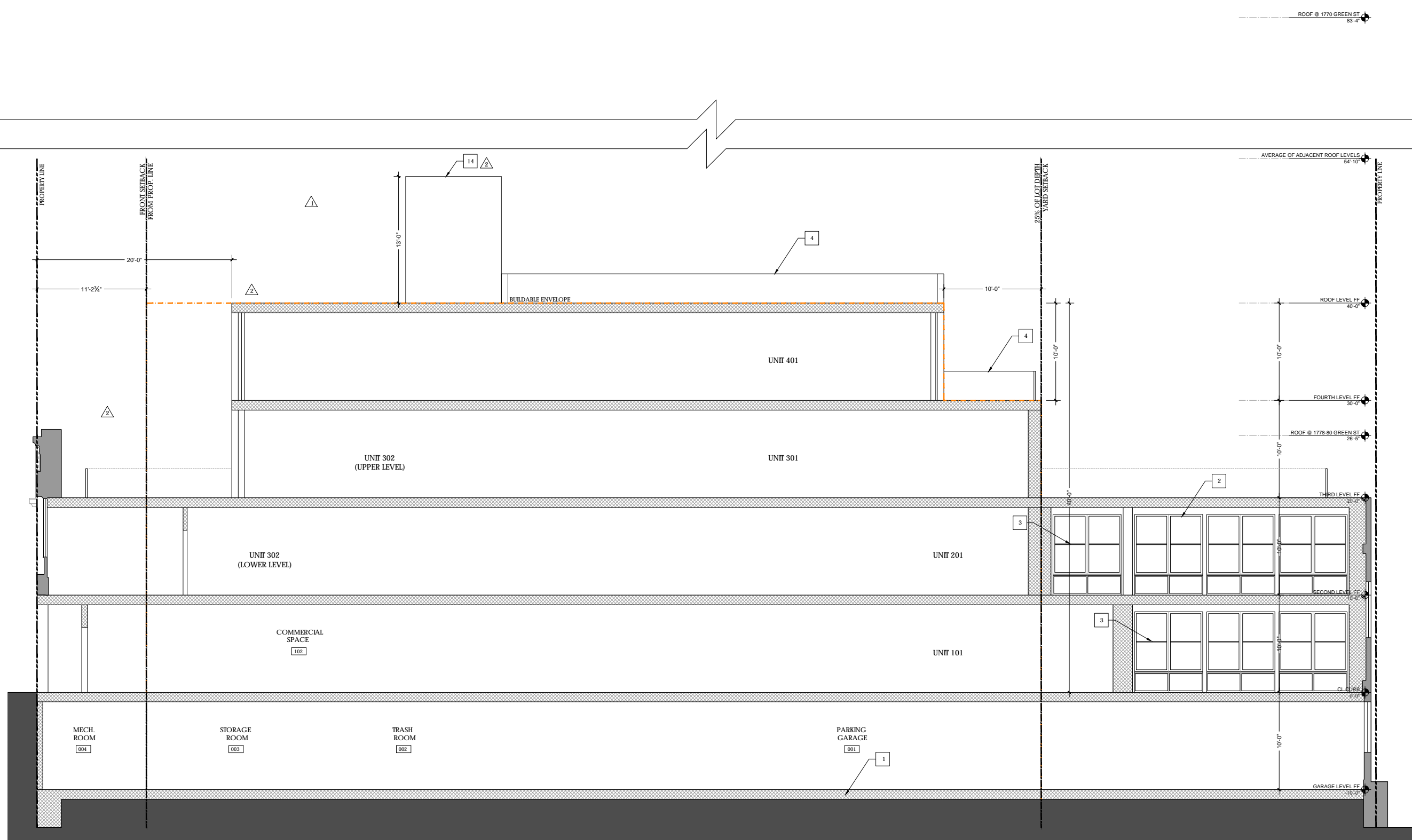


Exhibit C:

Environmental Determination



SAN FRANCISCO PLANNING DEPARTMENT

CEQA Categorical Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
1776 GREEN ST		0544006
Case No.		Permit No.
2018-011430ENV		201808016167
<input checked="" type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
<p>Project description for Planning Department approval.</p> <p>The project entails a 2-story vertical addition and a change of use from an existing two-story auto garage into five (5) new residential units with 12 off-street parking spaces. Conventional hand-excavated end-bearing piers would be used for the underpinning system. Heavy equipment would not be used within 10 horizontal feet from adjacent shallow foundations and basement walls, and jumping jack or hand-operated vibratory plate compactors would be used for compacting fill within this zone.</p>		

STEP 1: EXEMPTION CLASS

The project has been determined to be categorically exempt under the California Environmental Quality Act (CEQA).	
<input checked="" type="checkbox"/>	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input checked="" type="checkbox"/>	Class 3 - New Construction. Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	<p>Class 32 - In-Fill Development. New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p> <p>FOR ENVIRONMENTAL PLANNING USE ONLY</p>
<input type="checkbox"/>	Class ____

STEP 2: CEQA IMPACTS

TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	<p>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 Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g., backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to EP_ArcMap > CEQA Catex Determination Layers > Air Pollution Exposure Zone)</p>
<input checked="" type="checkbox"/>	<p>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?</p> <p><i>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></p>
<input type="checkbox"/>	<p>Transportation: Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? 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?</p>
<input checked="" type="checkbox"/>	<p>Archeological Resources: 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? If yes, archeo review is required (refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)</p>
<input type="checkbox"/>	<p>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). If yes, Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Slope = or > 25%: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic: Landslide Zone: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic: Liquefaction Zone: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report will likely be required and Environmental Planning must issue the exemption.</p>
<p>Comments and Planner Signature (optional): Don Lewis</p> <p>The project sponsor enrolled in the Maher Program on July 31, 2018. Planning Department staff archeologists cleared the project with no effects on October 30, 2019.</p>	

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

PROPERTY IS ONE OF THE FOLLOWING: (refer to Property Information Map)	
<input checked="" type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 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"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. 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"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. 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 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 PROJECT 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 checked="" type="checkbox"/>	2. Interior alterations to publicly accessible spaces.
<input checked="" type="checkbox"/>	3. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input checked="" 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 checked="" 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 checked="" 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 type="checkbox"/>	9. Other work that would not materially impair a historic district (specify or add comments): (Requires approval by Senior Preservation Planner/Preservation Coordinator)
<input type="checkbox"/>	10. Reclassification of property status. (Requires approval by Senior Preservation Planner/Preservation <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input type="checkbox"/> Reclassify to Category A a. Per HRER or PTR dated b. Other (specify): </div> <div style="width: 45%;"> <input type="checkbox"/> Reclassify to Category C (attach HRER or PTR) </div> </div>
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.	
<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): See 10/30/19 HRER for a full evaluation of potential impacts to historic resources.	
Preservation Planner Signature: Jorgen Cleemann	

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

<input checked="" type="checkbox"/>	No further environmental review is required. The project is categorically exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.	
	Project Approval Action: Planning Commission Hearing	Signature: Jorgen Cleemann
	If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.	10/30/2019
Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code. 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 approval action. Please note that other approval actions may be required for the project. Please contact the assigned planner for these approvals.		

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)
1776 GREEN ST		0544/006
Case No.	Previous Building Permit No.	New Building Permit No.
2018-011430PRJ	201808016167	
Plans Dated	Previous Approval Action	New Approval Action
	Planning Commission Hearing	
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.	

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. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can be filed within 10 days of posting of this determination.	
Planner Name:	Date:



SAN FRANCISCO PLANNING DEPARTMENT

Historic Resource Evaluation Response

Date December 5, 2018
Case No.: 2018-011430ENV
Project Address: 1776 Green Street
Zoning: RH-2 (Residential - House, Two Family)
40-X Height and Bulk District
Block/Lot: 0544/006
Date of Review: December 5, 2018 (Part I)
Staff Contact: Alexandra Kirby (Preservation Planner)
(415) 575-9133
alexandra.kirby@sfgov.org

1650 Mission St.
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Information:
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PART I: HISTORIC RESOURCE EVALUATION

Building and Property Description

The parcel is located on the north side of Green Street in the Marina District between Gough and Octavia Streets, three blocks west of Van Ness Avenue. The subject lot is located in an RH-2 (Residential-Housing, Two Family) Zoning District. The surrounding neighborhood consists of a mix of multi- and single-family homes constructed between 1890s and 1950s designed in various styles.

1776 Green Street was constructed circa 1914 by owner and builder Sven J. Sterner as an automotive garage in the Classical Revival style. The subject building is a one-story-over-basement light industrial reinforced concrete structure with a mezzanine level that occupies the entire lot area. The façade design is an example of the "station" typology of garage facades, displaying a symmetrical design with a large arched opening centered beneath a gabled parapet with a molded cornice and eave returns. The property features rusticated stucco siding throughout the primary façade with a wide central garage entrance flanked by a secondary garage door at the east (right) bay. Fenestration within the arched openings features wood casement windows with divided lites with solid spandrels below. A trio of casement windows sits above the textured stucco bulkhead on the west (left) bay at the ground floor. Roll-up metal garage doors span the central and eastern (right) openings. Based on historic photographs and a limited permit history, the building appears to have retained a high degree of integrity since a 1933 alteration, which removed pilasters from the central arch to allow a wider garage opening.

Pre-Existing Historic Rating / Survey

The subject property is not listed on any local, state or national registries. The building 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.

Neighborhood Context and Description

1776 Green Street is located at the southern edge of the Marina District, abutting the northern perimeter of Pacific Heights. The Marina neighborhood is roughly bounded by Marina Boulevard to the north, Green Street to the south, Van Ness Avenue to the east, and Lyon Street to the west. The subject block is predominantly residential, although the Union Street Neighborhood Commercial District is located one block to the north along Union Street. Many buildings in the immediate area are designed in the Stick or Queen Anne styles, while along Union Street, early-twentieth-century commercial styles are more apparent, including Art Deco and Edwardian buildings. Corners of blocks are emphasized by taller buildings of three to four stories in height, often above a basement or ground floor retail use, while smaller residential buildings fill in the block face. The southeast corner of the subject block is defined by Allyn Park at the intersection of Gough and Green Streets. Construction dates range from the 1890s to the 1950s, and a majority were constructed prior to the Great Depression in 1929. The overall level of architectural integrity is mixed, as are the architectural styles. Nearby local landmarks include the Octagon House at 2645 Gough Street and the Burr House at 1772 Vallejo Street, and a majority of the residences on the south side of Green Street were included in the 1976 survey.

Prior to European settlement of San Francisco, this area of the Marina was occupied by meadows and sand dunes with a freshwater, spring-fed pond in the area now bounded by Franklin, Filbert, Octavia, and Lombard streets, two blocks north of the subject property. The pond was named Laguna Pequeña ("little lagoon") by Spanish explorer Juan Bautista de Anza during the establishment of the Presidio, where the Spanish settlers relied on the lagoon as a source for fresh drinking water. In 1845, Benito Diaz acquired Rancho Punto de Lobos, which covered most of present-day neighborhood, from the Mexican government; a year later, Diaz sold his rancho to land speculator Thomas O. Larkin whose claim was later invalidated by the U.S. government, again leaving the area available for public settlement.

The area remained outside of city boundaries during Gold Rush. Early San Franciscans referred to the area around the lagoon as Spring Valley, after the nearby freshwater springs. During this period, the lagoon became a resource for local laundry entrepreneurs and including Chinese immigrants, many of whom experienced racial prejudice in the gold fields and related industries. Over time, the lagoon became known as Washerwoman's Lagoon. In the 1850s, the first San Francisco settlers in the area clustered around Laguna Pequeña, driving establishment of businesses for travelers and locals. Over time intensifying uses such as slaughterhouses and tanneries polluted the lake, ultimately prompting the lagoon to be infilled in 1882 while the city street grid began to expand westward. At this time the City began to maintain the Presidio Toll Road and the Presidio & Ferries Railroad opened along Union Street.

Damage caused by the 1906 earthquake was limited in the surrounding neighborhood as the fire line ended at Van Ness Avenue, sparing many of the residences, although train lines were severely damaged and many structures were left uninhabitable. Following the earthquake, refugees from the decimated downtown areas fled west where temporary camps were established. Many middle-class families displaced by the fire stayed in the Marina, establishing a vibrant district with Union Street as its commercial corridor. Residential development after the earthquake included the construction of numerous residential structures in the area, including multi-family flats along Union Street and adjacent cross streets.

By 1911, Union Street had established as a busy commercial stretch for the neighborhood, with the blocks between Buchanan and Octavia lined in storefronts. In 1915, the coastline of the bay north of Lombard

Street was filled in with sand from the nearby dunes for the Panama-Pacific International Exposition (PPIE), creating much of the present-day Marina residential neighborhood. The exposition brought businesses and tourists to the Marina, and small neighborhood garages, groceries, drugstores, and hardware stores cropped up in the wake of the exposition. 1776 Green Street was constructed prior to the PPIE, but its developer may have been motivated by the prospect of an influx of tourists and automobile traffic in the immediate future.

Following the First World War, lots were gradually subdivided and developed, introducing larger apartment complexes and other developments in the Art Deco and Mediterranean Revival styles, although development during the 1920s and 30s was focused on the area vacated following the PPIE. During the mid-20th century, Lombard Street—with its direct access to the Golden Gate Bridge—was developed with a large number of motels catering to auto tourists. More recently, the Marina District suffered severe damage during the 1989 Loma Prieta Earthquake, as liquefaction of the land filled for the PPIE caused buildings to collapse and gas mains to burst. The damaged properties have since been renovated or rebuilt.

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
<p>Property is individually eligible for inclusion in a California Register under one or more of the following Criteria:</p> <p>Criterion 1 - Event: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Criterion 2 - Persons: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Criterion 3 - Architecture: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Criterion 4 - Info. Potential: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>Period of Significance: 1914-1933</p>	<p>Property is eligible for inclusion in a California Register Historic District/Context under one or more of the following Criteria:</p> <p>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</p> <p>Period of Significance: <input type="checkbox"/> Contributor <input type="checkbox"/> Non-Contributor</p>

Based on research conducted by Page & Turnbull and Preservation staff, the subject building appears to be individually eligible for listing on the California Register of Historical Resources under Criteria 1 (Events) and 3 (Architecture).

Criterion 1: Property 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 construction of 1776 Green Street in 1914 is associated with the peak period of early automobile retail and repair in San Francisco, between 1908 and 1929. This development was centered on Van Ness

Avenue, located just three blocks to the east, with independent garages established throughout the city. Completed the year prior to opening of the Panama-Pacific International Exhibition, the garage structure was among the early automobile-oriented buildings built contemporaneously with the exhibition, although it is not directly related to the PPIE. The garage provides a distinct example of an automobile-related building with association to the development of automobile-based businesses in San Francisco. The period of significance for this criterion is 1914, corresponding to the period between building's construction, to 1933, when the widening of the building's central garage bay was completed, associated with changes in automobile design and commercial use that were common to automobile garages of the period.

It is therefore determined that 1776 Green Street is eligible for listing in the California Register individually or as a contributor to a potential historic district under Criterion 1 (Events).

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

1776 Green Street was originally owned and developed by Sven J. Sterner and carpenter Charles M. Olson, both of whom are discussed under Criterion 3 (Architecture). Soon after the building's completion, it was purchased by N. A. and Sarah Dorn, a prominent lawyer and prior Superior Court judge in Monterey County during the 1890s and his wife. Dorn's legal and judicial achievements occurred well before his co-ownership of the building with his second wife.

The building was later owned and operated as an automotive garage by the Legnitto family between 1924 and 1987, although members of the Legnitto family worked at the garage as early as 1919. Members of the Legnitto family associated with the property include Luigi and Celestine Legnitto, who purchased the property in 1924, and their children who worked at the garage: Louis Legnitto, Jr., George Legnitto, Edward F. Legnitto, Albert Legnitto and grandchild Frank A. Legnitto. The garage was owned and operated by the family through 1987. The Legnitto family resided in the area between 1900 and the 1930s, operating a grocery store at 1858 Union Street and residing only two blocks from the subject property. While the Legnittos were a prominent local family for decades, they do not appear to have made significant contributions to local or national history through their ownership of the subject building. Overall, no persons or businesses that occupied or owned the building, including the Legnitto family, appear to be of local regional or national significance.

Therefore 1776 Green Street does not appear to be eligible for individual listing on the California Register under Criterion 2 (Persons).

Criterion 3: Property 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.

Constructed in 1914, 1776 Green Street provides an excellent example of a light-industrial automotive garage, specifically in the "station" typology as categorized by Mark Kessler in the *Early Garages of San Francisco*. The building is designed in the Classical Revival style and altered to provide a wider garage opening at the ground floor in 1933, reflecting common trends in garages of the period. The building was not designed by a master architect or builder-developer according to research on the careers of Sven J. Sterner and Charles M. Olson. Sterner and Olson do not appear to have been particularly influential or with the design of automotive buildings during the period.

Nevertheless, 1776 Green Street's design does embody the distinct characteristics of the "station" garage typology, which appeared in San Francisco during a period of extensive development of automobile-related buildings including garages and showrooms during the early twentieth century. Distinctive features of the building include: a primary façade featuring three arched openings centered beneath a pediment overall symmetrical composition, as well as the building's rectangular massing that occupies the entire development lot. The building is rendered in the Classical Revival style which is expressed through the building's symmetrical primary façade, classically-derived architectural features, including a gabled primary façade with flat-roofed side bays, arched wood-sash windows, and a wood cornice with modillions, concrete structural pilasters, and molded concrete capitals. Hence, the subject building appears to be individually eligible for its embodiment of distinct characteristics of the "station" type automobile garage and application of the Classical Revival style to that building typology. The period of significance for this criterion is 1914, representing the building's original date of construction.

Therefore, 1776 Green Street appears to be individually eligible for listing in the California Register under Criterion 3 (Architecture).

Criterion 4: Property 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. Furthermore, the subject property is not significant under Criterion 4, since this significance criteria typically applies to rare construction types when involving the built environment. The subject property is not an example of a rare construction type.

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 integrity from the period of significance noted in Step A:

Location:	<input checked="" type="checkbox"/> Retains	<input type="checkbox"/> Lacks	Setting:	<input checked="" type="checkbox"/> Retains	<input type="checkbox"/> Lacks
Association:	<input checked="" type="checkbox"/> Retains	<input type="checkbox"/> Lacks	Feeling:	<input checked="" type="checkbox"/> Retains	<input type="checkbox"/> Lacks
Design:	<input checked="" type="checkbox"/> Retains	<input type="checkbox"/> Lacks	Materials:	<input checked="" type="checkbox"/> Retains	<input type="checkbox"/> Lacks
Workmanship:	<input checked="" type="checkbox"/> Retains	<input type="checkbox"/> Lacks			

1776 Green Street a high degree of its integrity and continues to convey its individual significance.

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.

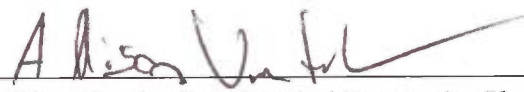
The character-defining features of the district include:

- Massing and scale of building;
- Wood truss system;
- Reinforced concrete construction;
- Smooth stucco exterior wall cladding;
- Large vehicular entrances;
- Wood-sash windows;
- Gabled parapet; and
- Classical Revival style decorative details, including:
 - Pilasters and molded arch;
 - Round and pointed arch window openings; and
 - Modillioned cornice.

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

PART I: SENIOR PRESERVATION PLANNER REVIEW

Signature: 
Allison Vanderslice, *Principal Preservation Planner*

Date: 12/10/2018



SAN FRANCISCO PLANNING DEPARTMENT

Historic Resource Evaluation Response

Date October 30, 2019
Case No.: 2018-011430ENV
Project Address: 1776 Green Street
Zoning: RH-2 (Residential - House, Two Family)
40-X Height and Bulk District
Block/Lot: 0544/006
Date of Review: October 30, 2019 (Part II)
Staff Contact: Jørgen G. Cleemann (Preservation Planner)
(415) 575-8763
jorgen.cleemann@sfgov.org

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Planning
Information:
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PART II: PROJECT EVALUATION

Proposed Project Demolition Alteration

Per Drawings Dated: 10/3/2019

Part 1 Summary

In a 12/5/2018 Historic Resource Evaluation Response (HRER), Part 1, associated with the current project, the Planning Department determined that the subject property at 1776 Green Street is eligible for individual listing in the California Register of Historical Resources (CRHR) under Criterion 1 for its association with the peak period of early automobile retail and repair in San Francisco, and under Criterion 3 as an excellent example of a light-industrial automotive garage representing the "station" typology identified by architectural historian Mark Kessler in *The Early Public Garages of San Francisco: an Architectural and Cultural Study, 1906-1929*. The building's period of significance is 1914-1933. Its only significant façade alteration occurred in 1933 when two pilasters were removed from the central arch to create a wider vehicular opening.

The subject building's character-defining features include the following:

- Massing and scale of building;
- Wood truss system;
- Reinforced concrete construction;
- Smooth Stucco exterior wall cladding;
- Large vehicular entrances;
- Wood sash windows;
- Gabled parapet; and
- Classical Revival style decorative details, including:
 - o Pilasters and molded arch;
 - o Round and pointed arch window openings; and
 - o Modillioned cornice.

Project Description

The proposal is to rehabilitate the subject building as a residential building containing five units. The proposal would retain the existing walls, remove the existing internal floor structure and roof, and construct a new internal structure. The new construction would include a rooftop addition that would rise approximately 14 feet over the level of the existing roof peak and be set back 20 feet from the front façade. The addition would also include a shared roof deck and 13-foot set back elevator penthouse.

Project Evaluation

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

Subject Property/Historic Resource:

- The project will not cause a significant adverse impact to the historic resource as proposed.
- The project will cause a significant adverse impact to the historic resource as proposed.

California Register-eligible Historic District or Context:

- The project will not cause a significant adverse impact to a California Register-eligible historic district or context as proposed.
- The project will cause a significant adverse impact to a California Register-eligible historic district or context as proposed.

Project Impacts

Based on project plans dated 10/3/2019, Preservation Staff has determined that the proposed project does not meet the Secretary of the Interior's Standards for Rehabilitation (the "Standards"). Under the California Environmental Quality Act (CEQA), a project that conforms to all of the Secretary of the Interior's Standards for Rehabilitation (the Standards) benefits from the presumption that it will not result in an impact to historic architectural resources (CEQA Guidelines 15064.5(b)(3)). If a project fails to meet the Standards, then it must be analyzed further to determine if the project will "materially impair" the significance of a historic resource. Material impairment occurs when a project "[d]emolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources" (CEQA Guidelines 15064.5(b)(2)(A)).

In this case, staff finds that the proposed project does not conform to the Secretary of the Interior's Standards for Rehabilitation. On further analysis, however, staff finds that the project would not result in a significant adverse impact to historic resources.

The project meets or does not meet each of the Standards as follows:

Standard 1. *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.*

The project proposes to rehabilitate the existing automotive garage as a residential building. For the most part, this change of use will not require significant changes to the

subject building's character-defining features, which are primarily on the front façade, and will in some ways enhance the building's ability to convey its significance through the restoration of specific façade features. However, the proposed change to residential use will require the complete removal of the interior wood truss system, which has been identified as a character-defining feature. The project also proposes a new internal floor structure and a setback rooftop addition. While the existing floor structure is not a character-defining feature, the new work will reconfigure the interior massing but will not substantially change the subject building's distinctive spaces or spatial relationships. Similarly, while the two story rooftop addition will be visible from certain vantage points and thus will have some effect on the building's spatial relationships, the 20-foot setback will ensure that the new construction is deferential to the old and the subject building retains its historic reading as a two-story industrial building sited between a larger apartment building to the east and a smaller residence to the west (see Standard 9, below). Therefore, while the project mainly does meet Standard 1, the removal of the wood truss system does not. Because this feature could not be incorporated into the design of the rehabilitated building, the project does not fully meet Standard 1.

Standard 2. *The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features that characterize a property shall be avoided.*

Most of the subject building's character-defining features will be retained. This applies to the building's massing and scale, concrete construction, smooth stucco cladding, large vehicular entrances, gabled parapet with molded cornice and eave returns, and Classical revival decorative details. Windows will be replaced in kind. Other primary façade features will be restored based on archival documentation.

Behind the primary façade, the proposal will remove the building's floor plates, roof, and interior wood truss system. Because the exterior walls will be retained, the roof will be reinstalled with a vertical addition, and the interior floor plates are not character-defining, most of this work conforms to Standard 2. However, the wood truss system has been identified as character-defining and its removal does not conform to Standard 2. Therefore, while the project mainly does meet Standard 2, the removal of the character-defining wood truss system does not, and thus the project does not fully meet Standard 2.

Standard 3. *Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.*

No conjectural features will be added to the subject building. The work on the primary façade—the reconstruction of the pilasters, the installation of recessed panels, the new glazing—will be based on historical architectural plans that show the building's appearance prior to the widening of the vehicular entry in 1933.

Standard 4. *Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.*

The subject building's only major alteration was the 1933 removal of the pilasters and widening of the vehicular entry. This alteration has not acquired significance in its own right; thus, the proposed reversal of this alteration and restoration of the original pilasters will not diminish the subject building's historic significance.

Standard 5. *Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.*

The project will remove the subject building's interior wood truss system, which has been identified as a character-defining feature that is typical for automotive garages of the early 20th century. All other character-defining features will remain. Therefore the proposal does not fully meet Standard 5.

Standard 6. *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*

The existing wood cornice will be retained. The stucco cladding will be replaced in kind. The wood windows on the second story will be replaced with new windows that will match the existing windows in design and materials, but with an additional row of lights at the bottom to accommodate a larger opening. Therefore the proposal meets Standard 6.

Standard 9. *New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.*

The proposed two-story rooftop addition will be set back twenty feet behind the primary façade of the existing building. This generous setback combined with the presence of the large neighboring building at 1700 Green Street will substantially reduce visibility when viewed from the east. Although the addition will be visible from directly across the street and from the west, the setback will reduce such visibility and will clearly indicate the subordination of the new construction to the old. To the extent that the new construction will be visible, it has been designed to be compatible with the historic façade. This compatibility is achieved through the division of the addition's façade into three distinct bays that will align with the division of bays in the historic building, the continuous vertical pilasters, wooden spandrel panels between floors, multi-light windows, and a simple profiled cornice that will complement the building's Renaissance Revival style.

In sum, the new addition will be differentiated from the old, compatible with the historic building's design and scale, and thus meets Standard 9.

Standard 10 *New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

If the new constructed were removed in the future, the building would lack its internal floor plates, roof, and character-defining wood truss system. Because floor plates and roof are integral to the property's status as a building and because the truss system has been identified as a character-defining feature, the absence of these features would diminish the subject building's integrity and compromise its form such that Standard 10 could not be said to have been met.

Because the project fails to meet all of the Standards, Preservation staff has undertaken additional analysis to determine if the project will "materially impair" the subject building's ability to convey its significance. In conducting this analysis, staff notes every instance of the project failing to meet a Standard stems mainly from the fact the project would remove the character-defining wood truss system, and to a lesser degree from the fact that it would replace the roof with a vertical addition and reconfigure the floor plates. Staff also notes that CEQA states that material impairment occurs when a project "[d]emolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources" (CEQA Guidelines 15064.5(b)(2)(A)). Therefore, the question becomes: Would the subject building retain its ability to convey its significance if these features were removed?

The significance of the subject building that justifies its eligibility for the California Register is that it is associated with the peak period of early automobile retail and repair in San Francisco, and that it is an excellent example of a light-industrial automotive garage representing the "station" typology. In both cases, this significance is conveyed almost entirely through the street-facing primary façade. To a lesser extent, the building's low, two-story massing plays a role in conveying its expression as an industrial building. The interior is open and utilitarian: aside from the wood truss system, the interior does not possess distinctive architectural features.

Although the removal of the wood truss system would result in the removal of one character-defining feature, it does not diminish it to the degree of material impairment. First, staff notes that the subject building's trusses are simple in design and lack some of the artistic qualities of more complex truss designs. Second, historically the wood truss only would have been seen by people who had dealings with the garage or happened to pass by and peer in while the garage doors were open as they are behind the front mezzanine level. Thus, the removal of this feature, in conjunction with the retention and restoration of the primary façade, would not have a significant impact on the way that the building historically existed in the public realm.


Similarly, the replacement of the roof and floor plates will not materially impair the building's ability to convey its significance. In making this determination, staff notes that the building will retain nearly all of its exterior walls. The proposed addition is relatively modest in scale and set back twenty feet behind the primary façade, the scale and massing of the existing building will not be affected. It will read as a two-story light-industrial building on which a subordinate addition has been constructed.

In sum, the proposed project will not materially impair the subject building's ability to convey its historic significance, and thus will not result in an impact to the individually eligible historic resource at 1776 Green Street.

Finally, staff notes that the proposed project will not have an impact on off-site historic resources. Although the property's rear lot line abuts the rear of the identified historic resource at 2754 Octavia Street, the proposed work would only read as generic urban background construction if viewed in conjunction with the visible street façade of that building, which has itself been altered to include a visible

addition. No other identified historic resources are located adjacent to the subject property and it is not located in a historic district. On the opposite side of Green Street from the subject property, there are a number of Italianate residences that have been identified as individually eligible historic resources. The proposed vertical addition on the subject property will not impact the urban setting of these resources. The Planning Department has determined that no impacts to offsite historic resources will occur as the result of construction-related vibrations caused by the proposed project.

PART II: PRINCIPAL PRESERVATION PLANNER REVIEW

Signature:  Date: 10/30/2019
Allison Vanderslice, *Principal Preservation Planner*

cc: Christopher May, Project Planner



Figure 1. 1776 Green Street. Screen Shot of 2016 Google Streetview.

Exhibit D:

Land Use Data



SAN FRANCISCO PLANNING DEPARTMENT

Land Use Information

PROJECT ADDRESS: 1776 GREEN ST
RECORD NO.: 2018-011430CUA

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

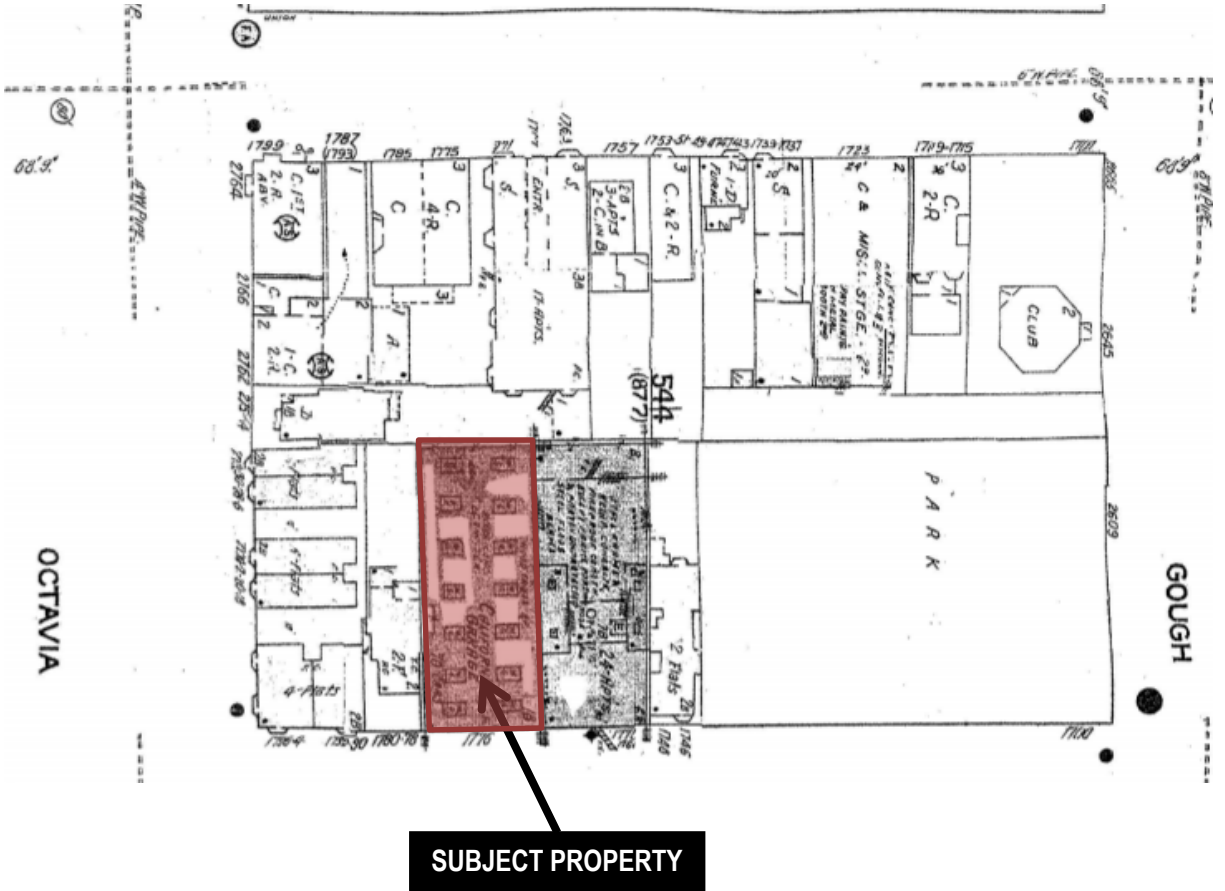
	EXISTING	PROPOSED	NET NEW
GROSS SQUARE FOOTAGE (GSF)			
Parking GSF	5516	4,980	-536
Residential GSF	0	22,138	+22,138
Retail/Commercial GSF	8,194	0	-8194
Office GSF	0	0	0
Industrial/PDR GSF <i>Production, Distribution, & Repair</i>	0	0	0
Medical GSF	0	0	0
Visitor GSF	0	0	0
CIE GSF	0	0	0
Usable Open Space	0	3,634	+3,634
Public Open Space	0	0	0
Other ()	0	0	0
TOTAL GSF	13710	30,752	+17,042
	EXISTING	NET NEW	TOTALS
PROJECT FEATURES (Units or Amounts)			
Dwelling Units - Affordable	0	0	0
Dwelling Units - Market Rate	0	5	5
Dwelling Units - Total	0	5	5
Hotel Rooms	0	0	0
Number of Buildings	1	1	0
Number of Stories	2 with basement	4 with basement	2
Parking Spaces	12	10	-2
Loading Spaces	0	0	0
Bicycle Spaces	0	5	5
Car Share Spaces	0	0	0
Other ()	NA	NA	NA

	EXISTING	PROPOSED	NET NEW
LAND USE - RESIDENTIAL			
Studio Units	0	0	0
One Bedroom Units	0	0	0
Two Bedroom Units	0	0	0
Three Bedroom (or +) Units	0	5	5
Group Housing - Rooms	0	0	0
Group Housing - Beds	0	0	0
SRO Units	0	0	0
Micro Units	0	0	0
Accessory Dwelling Units	0	0	0

Exhibit E:

Maps and Context Photos

Sanborn Map*



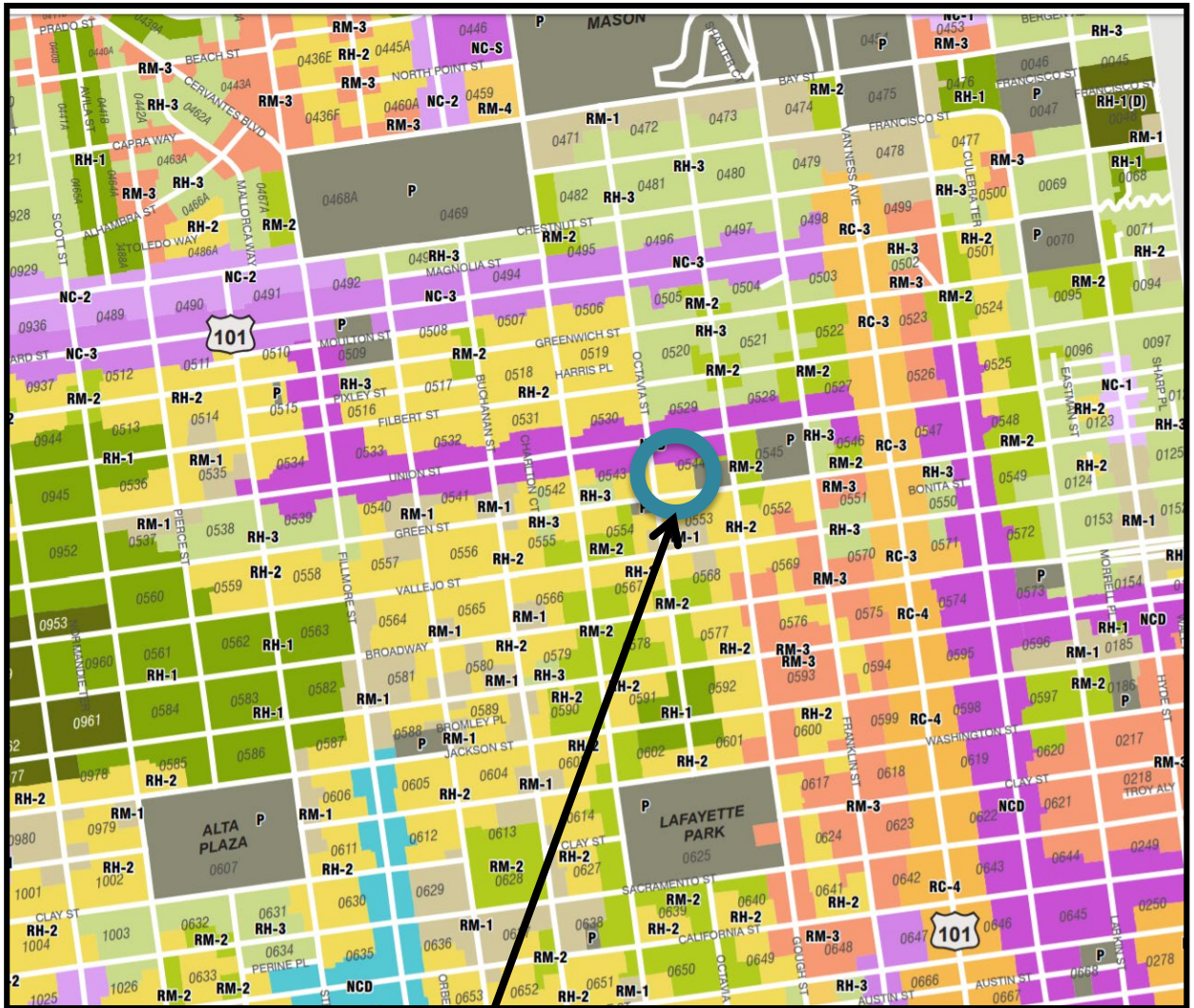
*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

SAN FRANCISCO
PLANNING DEPARTMENT



Conditional Use Hearing
Case Number 2018-011430CUA
1776 Green Street
Block 0544, Lot 006

Zoning Map



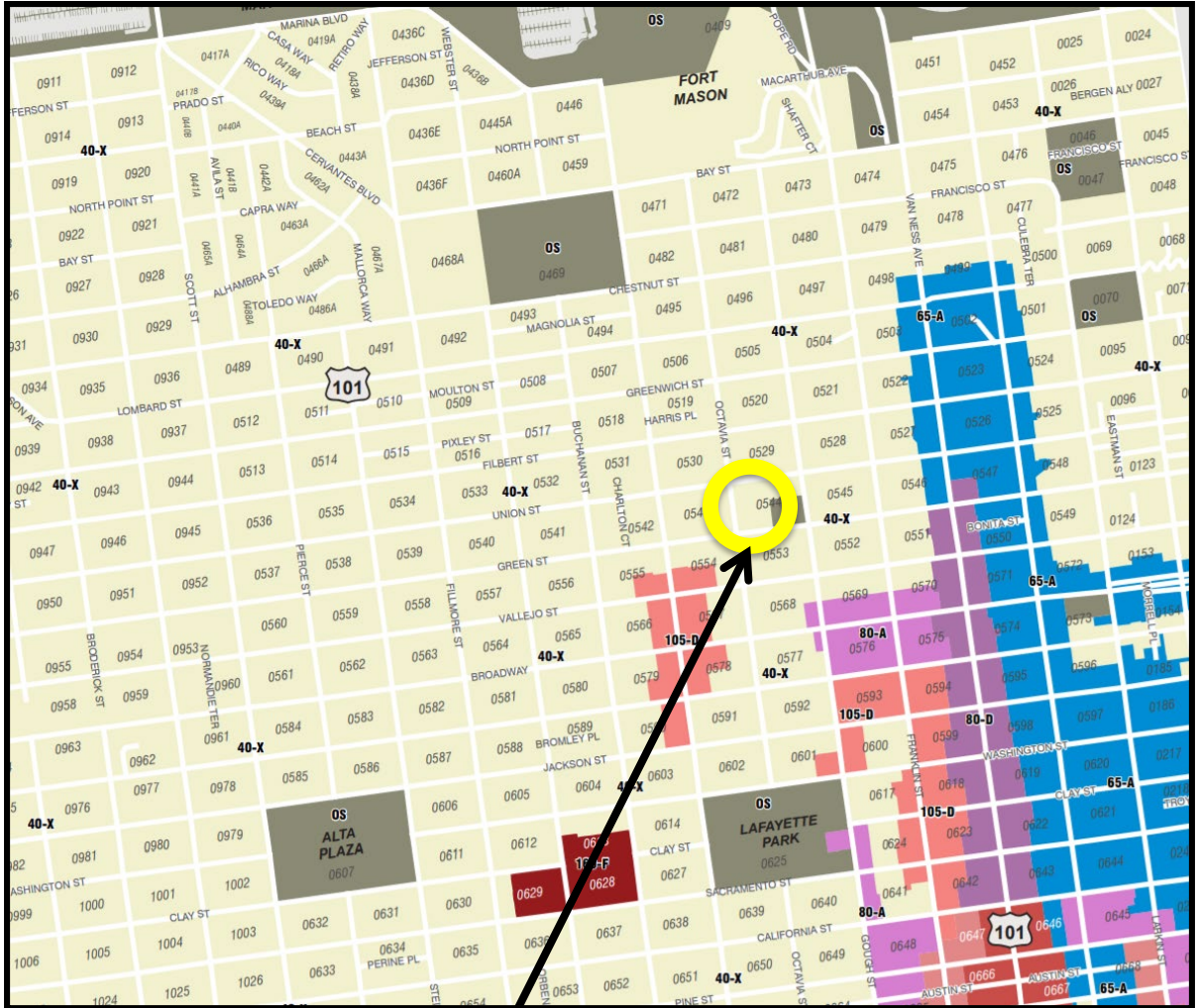
SUBJECT PROPERTY

SAN FRANCISCO
PLANNING DEPARTMENT



Conditional Use Hearing
Case Number 2018-011430CUA
1776 Green Street
Block 0544, Lot 006

Height & Bulk Map



SUBJECT PROPERTY

SAN FRANCISCO
PLANNING DEPARTMENT



Conditional Use Hearing
Case Number 2018-011430CUA
1776 Green Street
Block 0544, Lot 006

Aerial Photo

(looking north)



SUBJECT PROPERTY

SAN FRANCISCO
PLANNING DEPARTMENT



Conditional Use Hearing
Case Number 2018-011430CUA
1776 Green Street
Block 0544, Lot 006

Aerial Photo

(looking southeast)



SUBJECT PROPERTY

SAN FRANCISCO
PLANNING DEPARTMENT



Conditional Use Hearing
Case Number 2018-011430CUA
1776 Green Street
Block 0544, Lot 006

Site Photo

(looking north)



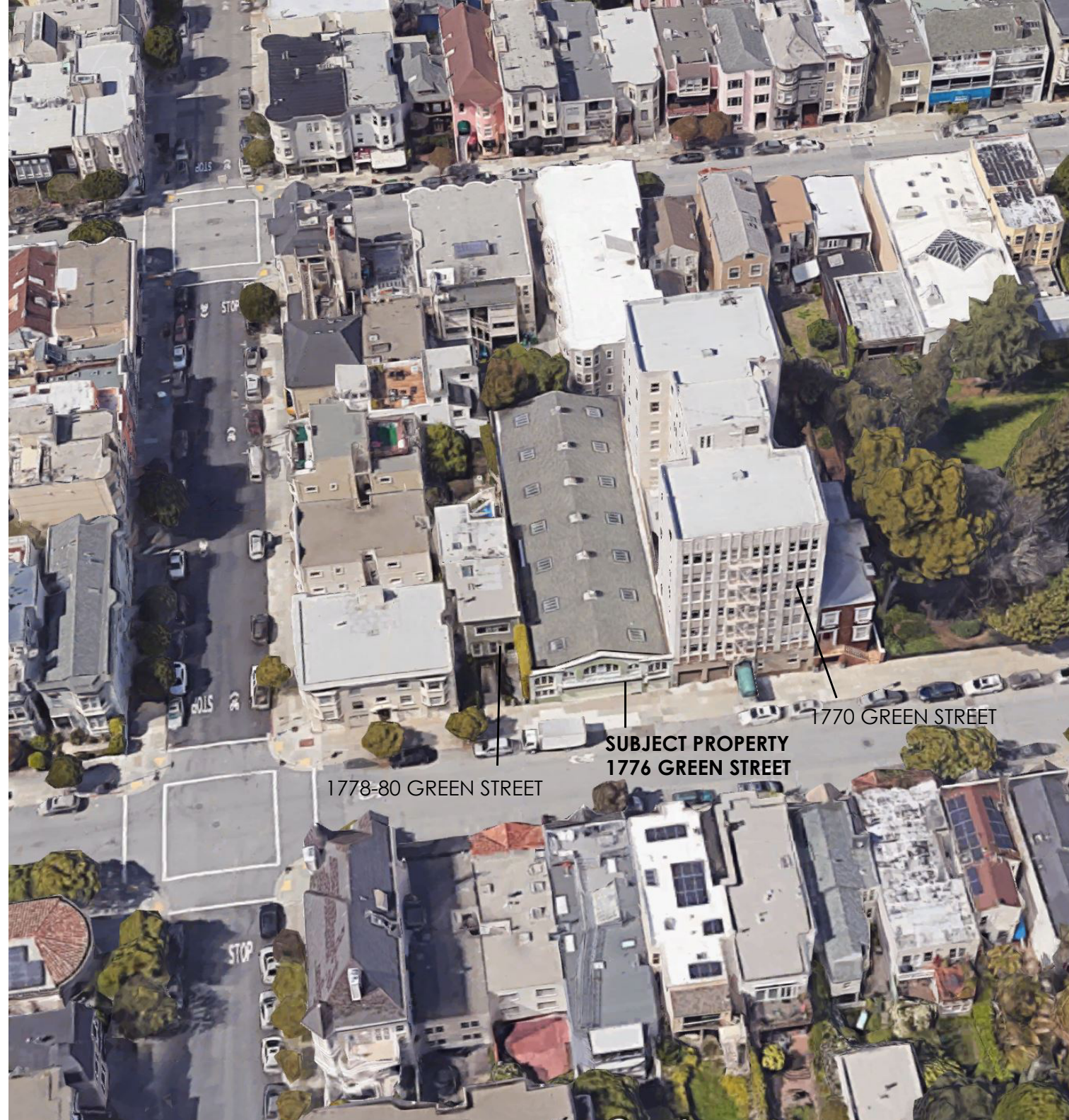
SAN FRANCISCO
PLANNING DEPARTMENT



Conditional Use Hearing
Case Number 2018-011430CUA
1776 Green Street
Block 0544, Lot 006

Exhibit F:

Project Sponsor Brief



The building at 1776 Green Street was built in 1914 as an auto garage. It was part of the Auto Row development centered on Van Ness Avenue in the early 20th Century. The front elevation, despite significant modifications, retains historic characteristics. Local Capital Group, a diversified San Francisco-based real estate firm, purchased the building in the Spring of 2018 with the intent to convert the building to residential use.

Local Capital Group and Sutro Architects partnered to sensitively design family-sized residential units compatible with the surrounding parcels. This block of Green Street includes a mix of 2-3 unit buildings, single family homes and a large apartment building, a park, and backs up to a commercial section of Union Street. The Sponsor and Architect propose to add 5 family-sized 3-bedroom residential units; the maximum number allowed on this parcel in RH-2 zoning. Each unit includes significant private outdoor space with setbacks from the property perimeter to preserve the privacy of adjacent residents. We intend to add an Accessory Dwelling Unit to the first floor to increase the unit count to 6 after the property is officially converted to residential use, or as soon as the new ADU legislation will allow. The shared roof deck will serve as required open space for the ADU.

To maintain the historic resource, we will preserve all four walls of the existing auto garage. The new windows, doors and openings in the existing front elevation will replace the existing large roll up metal door, and the 40' curb cut will be removed to provide 2 additional street parking spaces and improve the pedestrian experience on Green Street. The two-story residential addition is significantly set back from the historic front façade and complements its architectural integrity.

The project Sponsor has made significant efforts to engage the neighbors through a series of public and individual meetings. All adjacent neighbors and those across the street were invited to the initial preapplication meeting held at the Golden Gate Valley branch library on July 18, 2018. A follow up public meeting for all immediate neighbors on the block was held on February 6, 2019, also at the Golden Gate Valley branch library. In addition, over the past 14 months, the project team has held over 30 individual and small group meetings. The project team has 6 additional meetings scheduled for the weeks of October 28 and November 4.

The neighbors' initial concerns were voiced about the originally proposed first floor commercial space. As a result, the Sponsors revised the plans to remove the commercial space; as a result have proposed to add a 6th residential Accessory Dwelling Unit when the building is converted to residential use. Through discussions with neighbors, the RDAT, and Preservation Planner, the Sponsors removed stair penthouses from the roof and pulled the 2-story addition further back to respect the existing historic building. The Sponsors worked very closely for over a year with the neighbors at 1770 Green Street to revise plans along the eastern side of the addition to maintain privacy of the residents in that building; while light and air to each of the units is maintained via the large existing lightwell. The owner of 1770 Green was concerned about noise and light pollution from the addition, thus worked with the Sponsor to make modifications that preserve and maximize the integrity of those affected units. To that end, the Sponsor notched adjacent to (2) property line windows at 1770 Green Street and made various other modifications at the neighbors request. An executed Memorandum of Understanding exists between the Owners of 1776 and 1770 Green.

The project has received many written letters of support from immediate neighbors, neighbors on the 1700 block of Green Street and the immediate surrounding area. Several additional meetings have been scheduled in the next two weeks to review the final proposal with the neighbors and several additional written letters of support are anticipated.





