Memo to the Planning Commission

HEARING DATE: DECEMBER 5, 2019

CONTINUED FROM: NOVEMBER 7, 2019

Suite 400 San Francisco, CA 94103-2479

1650 Mission St.

Reception: **415.558.6378**

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Planning Information: **415.558.6377**

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

BACKGROUND

On September 6, 2018, the Project Sponsor filed Application No. 2018-011430CUA with the Planning 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 at 1776 Green Street. Block 0544 Lot 006.

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. After hearing and closing public comment, the Commission continued the item to December 5, 2019, to allow Planning staff an opportunity to conduct additional environmental review to address neighbors' concerns regarding the subject property being listed on the California Environmental Protection Agency's list of sites with potentially contaminated soils, also known as the "Cortese List".

During the subsequent environmental review, it was determined that the project site is listed on the State Water Resource Control Board's GeoTracker database of hazardous waste sites as a site with a previous leaking underground storage tank. Per CEQA Guidelines Section 15300.2(e), a categorical exemption shall not be used for a project on such a site. As such, the Planning Department rescinded the Class 1 and 3 categorical exemptions that were issued on October 30, 2019 and has issued a new CEQA determination that takes that status into account.

The San Francisco Department of Public Health (DPH) is overseeing the remediation of any soil or groundwater contamination at the project site in accordance with Article 22A of the San Francisco Health

Code. DPH will determine whether a site mitigation plan is required and, if so, would ensure that remediation is completed in a way that assures protection of public health and safety. Approval by DPH would be required prior to the issuance of a certificate of occupancy by the Department of Building Inspection (DBI).

CEQA State Guidelines Section 15061(b)(3) provides an exemption from environmental review where it can be seen with certainty that the proposed project would not have a significant effect on the environment (also known as the 'common sense exemption'). Due to the oversight provided by DPH, there is no possibility that the proposed project would have significant environmental impact related to hazardous materials. The proposed project also qualifies for a Class 32 in-fill development exemption (Section 15332). For these reasons, the proposed project is appropriately exempt from environmental review.

CURRENT PROPOSAL

No changes have been made to the proposal. However, Planning Department staff has revised the draft motion to reflect the aforementioned additional environmental review.

REQUIRED COMMISSION ACTION

In order to approve the project, as modified, the Commission must adopt the attached Draft Motion of Approval.

Attachments:

Draft Motion of Approval Revised Environmental Determination

Planning Commission Draft Motion

HEARING DATE: DECEMBER 5, 2019

CONTINUED FROM: NOVEMBER 7, 2019

Record No.: **2018-011430CUA**

Project Address: 1776 GREEN STREET

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40-X Height and Bulk District

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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").

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. After hearing and closing public comment, the Commission continued the item to December 5, 2019, to allow Planning staff an opportunity to conduct additional environmental review to address neighbors' concerns regarding the subject property being listed on the California Environmental Protection Agency's list of sites with potentially contaminated soils, also known as the "Cortese List".

During the CEQA review, it was determined that, due to the oversight provided by the Department of Public Health, there is no possibility that the proposed project would have significant environmental impacts. A such, the proposed project is exempt from the California Environmental Quality Act ("CEQA")

<u>under the common sense exemption (CEQA Guidelines 15061(b)(3))</u> as a Class <u>1 and 3 32</u> categorical exemption, as described in the determination contained in the Planning Department files for this Project.

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

SAN FRANCISCO
PLANNING DEPARTMENT

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 <u>four 16</u> letters in support of the Project and <u>two six</u> letters in opposition to the Project. The opposition relates primarily to the <u>excavation of potentially hazardous soil</u>, requested variances to intensify an existing nonconforming structure, <u>and</u> 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.

Draft Motion RECORD NO. 2018-011430CUA Hearing Date: December 5, 2019 1776 Green Street

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 purposed of RH-2 Zoning District in that the 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

Hearing Date: December 5, 2019

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:

Hearing Date: December 5, 2019

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 $28 - 19^{th}$ 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 <u>not</u> 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, <u>December</u> 5, 2019.

Jonas P. Ionin Commission Secretary
AYES:
NAYS:

Draft Motion RECORD NO. 2018-011430CUA Hearing Date: December 5, 2019 1776 Green Street

ABSENT:

ADOPTED: November 7, December 5, 2019

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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 December 5, 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 December 5, 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.

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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

www.sf-planning.org

- 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,

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

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

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.

www.sfplanning.org

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

Reception: **415.558.6378**

Fax:

415.558.6409

Planning Information: **415.558.6377**

RECORD NO. 2018-011430CUA 1776 Green Street

Executive Summary Hearing Date: November 7, 2019

- 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:
 - o Increase in the front setback of the two-story vertical addition from 15 feet to 20 feet;
 - o 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
2

Exhibit B: Plans and Renderings

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



COVER SHEET

A0.0



GREEN STREET RESIDENCES

1776 GREEN STREET, SAN FRANCISCO, CA 94123

BBREV	/IATIONS				
	and	HD.	head	SLD	
	anale	HDR.	header	S.M.D. S.P.D.	see landscape drawings see mechanical drawings
	at pound or number	HGR. H.M.	hanger hallow metal	S.P.D.	see plumbing drawings
	plus or minus	HORI7	horizontal	SPEC. SQ.	specification square
B.	plus or minus anchor bolt	HR. H.R.	horizontal hour handrail		stainless steel
.C.	air conditioning	H.R.	handrail beight	STA.	station stainless steel
.D.	area drain adjustable	HT. H.W.H.	height hot water heater	ST.STL. S.S.D.	stainless steel
LE.E.	above finish floor aggregate			STD.	see structural drawings standard
GGR.		I.D. IN.	Inside diameter inch	STL.	steel stone
JUM.	aluminum approximate	INSUL.	insulation interior	STN. STOR	storage
PPROX.	approximate architectural	INT. INTER	interior intermediate	STRUCT.	storage structural
IRCH.		INIER.	Internedicie	SUSP.	suspended
.B.	butcher block	JST.	joist	S.V. S.W.	sheet vinyl shear wall
D. ITUM.	board bituminous	JT.	joint	SYM	symmetrical
IDG		LAM.	laminate lavatory	SYS.	system
LK. LKG.	block blocking	LAV. LB.	lavatory		tread
LKG. M	beam	LT.FIXT	pound light fixture	T.O.C. TEL.	top of curb telephone
M. .O.	beam bottom of	LIN.	linear	TEMP.	tempered
.P. .R.	building paper brick	LN. LT.	line light	TER.	tempered terrazzo
.K. TWN.	between			T & G THK.	tongue & groove thick
		MACH.	machine		
AB.	centerline cabinet	MAINT. MAT.	maintenance	T.M.E. T.N.	to match existing toe nailed
EM.	cement	MAX.	material maximum	TOC	top of concrete
ER. HIM	ceramic chimney	MECH.	mechanical	T.O.P.	top of plate
1.1	control joint	MEMB. MTL.	membrane metal		top of plywood
LG.	control joint ceiling	MER.	manufacturer minimum	T.O.W. T.V.	top of plywood top of wall television
LOS.	caulking closet	MIN.	minimum	TYP.	typical
1 P	clear	MIR. MISC.	mirror miscellaneous	HBC	uniform building code
.M.U.	concrete masonry unit clean out	MISC. MSRY.	masonry	U.B.C. UNEXC.	unitorm building code unexcavated
		MTD. MUL.	mounted multion	UNF.	unfinished
CONC.	concrete condition		monon	U.O.N.	unless otherwise noted
OND.	condition	[N]	new	V.C.T.	vinyl compostion tile
ONSTR.	connection construction	N. N.C.	north not in contract	VEN.	veneer vertical
ONT		NO.OR#	number	VERT. VEST.	vestina de
OPR.	copper carpet	NOM. N.T.S.	nominal	V.I.F.	verify in field
TR.	center	N.I.S.	not to scale	VOL.	volume
.w.	cold water	Ο.	owner		west or washer
BL.	dryer double	O.A. OBS.	overa		with
EPT.	department detail	O.C.	obsure on center	W.C. WD.	water closet or wall covering wood
ET.	detail	O.C. O.D.	outside diameter	WD. W//D.	washer / dryer water heater
MA.		OFF. OPNG.	office	WH	water heater
ISP.	dimension dispenser	OPNG.	opening opposite	W/O W.P.	without work point
		•	- Solomon on	W.P.M.	
DR. D.S.P.	door dry standpipe	Ρ.	pole	WT.	weight water resistant
) W	dishwasher drawing	PAC	pacific	W.R.	
WG.	drawing drawer	PBWL	naner backed wire lath	W.W.M.	welded wire mesh
		PERIM. PG & E	perimeter pacific gas & electric company	W.W.F.	welded wire fabric
E1	east	P.I.P.	poured in place peured in place plate regineering drawings		
E) A. .J.	existing each	PL. P.LAM.	plate plastic laminate		
J.		PLAS. PLYWD.	plaster		
LEV. LEC.	elevation electrical	PLYWD.	plywood		
	emergency	PNL. PNT.	panel paint		
NCL .P.B.	emergency enclosure electrical panel board	PR.	pair		
0	electrical panel board equal	P.S.I	per square inch		
QUIP.	equipment	PT. P.T.	point pressure treated		
XST.	existing expansion exterior	PTD.	pressure treated painted		
XP. XT.	expansion exterior	Q.T.	quarry tile		
.A.	fire alarm	(R)	existing to be removed		
.A.U. .D.	forced air unit floor drain	R. R.A.	riser return air		
.D. .E.C.	fire extinguisher cabinet	RAD	radius reflected ceiling plan		
IN. IXT.	finish	R.C.P.			
L.	fixture floor	REC.	recessed reference		
LASH	flashina	REF.	reference		
LUOR. .O.C.	fluorescent face of concrete	REFL. REFR.	reflected refrigerator		
.O.C. .O.F.	face of concrete face of finish	REG.	register		
.O.M.	face of masonny	REINF.	register reinforced		
.O.PLY .O.S.	face of plywood face of studs	REMOV. REQ'D.	removable required		
P		RESIL.	resilient		
R. .R.P.	frame fiberglass reinforced panel	RET. REV.	retainina		
.R.P. T	fiberglass reinforced panel foot or feet	REV. RM.	revision,revised,reversed room		
URR.	furring	R.O.	rough opening redwood		
UT.	future	RWD. R.W.L.	redwood rain water leader		
÷.	gas outlet				
A.	gauge gauge	S.	south		
ALV.	gauge galvanized	S.A.D.	see architectural drawings solld core		
5.B.	grab bar	S.C. S.C.E.D.	solid core		
5.D.	garbage disposal	SCHED.	schedule		
SEN. S.F.L		S.D. SECT.	soap dispenser/dish		
SL.	general ground fault interrupter glass	SECT.	section separation		
NID.	around	SEP. SERV.	service		
i.O. iR.	gas outlet grade	SH. S.H.	shelf sprinkler head		
ism.	grade galvanized sheet metal	S.H. SHR.	sprinkler head shower sheet sheathing		
S.S.M. SYP.	gypsum				

PROJECT DIRECTORY					
OWNER:	1776 GREEN STREET LLC 1776 GREEN STREET SAN FRANCISCO, CA 94123	CONTACT: JOHN BICKFORD EMAIL: JBICKFORD@LOCALCAPGROUP.COM	CONTRACTOR:	TBD	CONTACT:
ARCHITECT:	SUTRO ARCHITECTS 1055 POST STREET SAN FRANCISCO, CA 94109	CONTACT: STEPHEN SUTRO TELEPHONE: 415,956,3445 EMAIL: SSUTRO@SUTROARCHITECTS.COM	STRUCTURAL ENGINEER:	TBD	CONTACT:
		CONTACT: GEORGIANNA KLEMAN TELEPHONE: 415,956,3445 EMAIL: GKLEMAN@SUTROARCHITECTS.COM	INTERIOR DESIGNER:	TBD	CONTACT:

SYMBOL LEG	END	PROJECT DATA	
ROOM NAME	STUDIO A — room name	SITE DATA PROJECT NAME: GREEN ST. MULTI-FAMILY RESID	FNCF
WALL TYPE		PROJECT TYPE: MUTLI-FAMILY ADDITION	
DOOR TYPE	③	PROJECT ADDRESS: 1776 GREEN ST., SAN FRANCISC	CO. CA. 94123
WINDOW TYPE	②	DESCRIPTION OF WORK: (5) (N) RESIGENTIAL UNITS WITH ADDITION	IN (E) STRUCTURE & IN A TWO-STORY VERTICAL
RCP ELEVATION	+9'-6'	BUILDING DATA	
FINISH FLOOR ELEVATION		APPLICABLE BUILDING CODES: 2016 California Building Code 2016 California Electrical Cod	e (CEC)
ELEVATION DATUM	EL. = +X-X' A.F.F. — elevation	2016 California Mechanical C 2016 California Plumbing cod 2016 California Fire Code (CR 2016 Green Building Code	e(CPC)
SECTION	view direction X/A.X.X sheet number drawing number	2016 California Energy Code 2016 San Francisco Bulding C 2016 San Francisco Bulchicol 2016 San Francisco Blechicol 2016 San Francisco Plumbing 2016 San Francisco Green Bul	Code Amendments all Code Amendments Code Amendments ding Code Amendments
DETAIL	drawing number	2016 San Francisco Housing C TYPE OF CONSTRUCTION: TYPE III-A	ode Amendments
	view direction	SPRINKLER PROTECTION: WILL BE SPRINKLERED	
ELEVATION	X/AXX L sheet number	OCCUPANCY TYPE / USE: EXISTING: COMMERCIAL	PROPOSED: R-2 / MULTI FAMILY RESIDENCE
	drawing number	ASSESSOR'S BLOCK/LOT: 0544, 006	
	drawing number elevation designation	ZONING DISTRICT: RH-2	
INTERIOR ELEVATION	sheet number	NO. OCCUPIED FLOORS: EXISTING: 2; PROPO	OSED: 4
	3	NO. OF STORIES: EXISTING: 2; PROPE	OSED: 4
COLUMN GRIDLINE	(99)	NO. OF BASEMENTS: EXISTING: 1: PROPE	DSED: 1
		NO. OF BEDROOMS/BATHS: EXISTING: 0/1; PROP	DSED: 15/16.5; (5) 3-BEDROOM MARKET RATE UNITS.
ADDENDUM	4~~~	NO. OF PARKING SPACES: A EXISTING: 12 CAR PROPE	DSED: 10 CAR. 5 BIKE
	ميي	BUILDING HT:	DSED: 40-0"
		GROSS FLOOR AREA:	OSED: 24.823 SF

RESIDENTIAL UNIT AREA	TOTAL SF	4
JNIT 101 (3 BED/3.5 BATH)		┦,
HABITABLE	3238▲	⊥∆ ا
DUTDOOR SPACE	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	↲.
STORAGE 102	A	J)A
HABITABLE	1017	J}A
		1
INIT 201 (3 BED/3.5 BATH	,	Ί.
HABITABLE	2920	_ △
DUTDOOR SPACE	219	_
JNIT 301 (3 BED/3 BATH)		4
HABİTABLE	2088	_ △
DUTDOOR SPACE	414	
JNIT 302 (3 BED/3.5 BATH)		_
OWER LEVEL HABITABLE	2114∆	
JPPER LEVEL HABITABLE	1057	_ △
DUTDOOR SPACE	512	
JNIT 401 (3 BED/3 BATH)		
HABITABLE	2914∕∆	
DUTDOOR SPACE	497	
OOF LEVEL		
SHARED ROOF TERRACE	1369 ⚠	7
OUTDOOR SPACE ROOF LEVEL	497	_

AREA CALCULATIONS					
LIVING AREA	EXISTING	(LOCATION)	PROPOSED	(LOCATION)	NET CHANGE
BASEMENT					
HABITABLE	N/A		0		0
NON HABITABLE	5516		7131		+1615
1st FLOOR					
HABITABLE	0		6061		+6061 🛕
NON HABITABLE	7123		0		-7123
2nd FLOOR					
HABITABLE	1071		6258		+5187 🛆
NON HABITABLE	0		0		+0
3rd FLOOR					
HABITABLE	0		4150		+4150 △
NON HABITABLE	0				+0
4th FLOOR					
HABITABLE	0		3518		+3518 🛆
NON HABITABLE	0		0		+0
TOTAL HABITABLE	1071		19987		18916 🛕
TOTAL NON HABITABLE	12639		7131		-5508

PROJECT USE TABLE			
USES	EXISTING	PROPOSED	
PARKING GSF	5073	4882⚠	\neg_{\triangle}
RESIDENTIAL GSF	0	12434	
RETAIL/COMMERICAL GSF	0 🛆	0	
OFFICE GSF	0	0	
Industrial PDR	0	0	
MEDICAL GSF	0	0	
VISITOR GSF	0	0	
CIE	0	0	
USBALE OPEN SPACE	0	3669▲	^^
PUBLIC OPEN SPACE	0	0	

			_	3111	_			_			
TAREA CALCUL	ATIONS				SITE PERMIT REVISION #3 - 10.03.2019	SITE PERMIT REVISION #2 - 08.14.2019	SITE PERMIT REVISION #1 - 02.13.2019	SITE PERMIT - 07.31.2018	PRE-APPLICATION MEETING - 07.15.2018		
	TOTAL SF	\neg		+			ш		Н		TECTURAL DRAWINGS COVER SHET / PROJECT INFO.
NTIAL UNIT AREA 01 (3 BED/3.5 BATH)	IOIALSF	_		П	2		ø			A0.1	GENERAL NOTES / PLOT PLAN
ABLE	2020 A	\dashv_{\triangle}		+	+				Н	A0.2	SITE PHOTOS NEIGHBORHOOD DIAGRAM PLAN
	3238▲			+	t	+		8	Н		NEIGHBORHOOD DIAGRAM PHOTOS
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GE 102	A	$\dashv \mathbb{Z}$		П	2	4				A0.6	PROPOSED 3D VIEWS-PHOTO SIMULATIONS
ABLE	1017	—J}^ <u>`</u>		\vdash					8	A1.0	EXISTING SITE PLAN PROPOSED SITE PLAN
01 (3 BED/3.5 BATH)		→		+	۳		ī				PROPOSED SITE FLAN PROPOSED ELEVATION RENDERS
	I	⊢,		\vdash	t	⇈					DEMOLITION CALCULATIONS
ABLE	2920	\dashv^{\triangle}			I						DEMOLITION CALCULATIONS
DOR SPACE	219	_		1	╀	╀				A1.4	DEMOLITION CALCULATIONS
01 (3 BED/3 BATH)				+	+	-				A2.0 A2.1	EXISTING/DEMO BASEMENT PLAN PROPOSED BASEMENT PLAN
ABLE	2088	⊣ △		H	$^{+}$	┲				A2.2	EXISTING/DEMO FIRST FLOOR PLAN
OOR SPACE	414	_			İ					A2.3	PROPOSED FIRST FLOOR PLAN
02 (3 BED/3.5 BATH)		_		\perp	L	┸				A2.4	
R LEVEL HABITABLE	2114			+	+					A2.5	PROPOSED SECOND FLOOR PLAN PROPOSED THIRD FLOOR PLAN
LEVEL HABITABLE	1057			H						A2.7	PROPOSED FHIRD FLOOR PLAN PROPOSED FOURTH FLOOR PLAN
OOR SPACE	512			\vdash	Ť	+-				A2.8	EXISTING/DEMO ROOF PLAN
01 (3 BED/3 BATH)					1					A2.9	PROPOSED ROOF PLAN
ABLE	2914/			\perp	T					A3.1	EXISTING/DEMO WEST EXTERIOR ELEVATION
OOR SPACE	497			+	+	■				A3.2	PROPOSED WEST EXTERIOR ELEVATION
LEVEL		\neg \triangle		+	+					A3.3 A3.4	EXISTING/DEMO SOUTH EXTERIOR ELEVATION PROPOSED SOUTH EXTERIOR ELEVATION
D ROOF TERRACE	1369 ⚠			\vdash	t	Т	П		8	A3.5	
					12					A3.6	PROPOSED NORTH EXTERIOR ELEVATION
	Δ			\perp	\perp	1				A3.7	EXISTING/DEMO EAST EXTERIOR ELEVATION
				+	+					A3.8 A3.9	PROPOSED EAST EXTERIOR ELEVATION EXISTING/DEMO LIGHTWELL EXTERIOR ELEVATIONS
				+	+						PROPOSED LIGHTWELL A & B EXTERIOR ELEVATIONS
				\vdash	t		Ī				PROPOSED LIGHTWELL C & D EXTERIOR ELEVATIONS
										A4.0	EXISTING/DEMO TRANSVERSE SECTION
				\perp	╀	8				A4.1	PROPOSED TRANSVERSE SECTION
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ECT USE TABLE			7	+	+	╀	Н				
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NG GSF	5073	4882⚠	W I	+	t	+	Н		Н		
INTIAL GSF	0	12434	7 I I		I						
/COMMERICAL GSF	0 🛆	0	111	\perp	+	╄	Ц		Ц		
E GSF	0	0	111	+	+	+	Н	_	Н		
TRIAL PDR	0	0	-	+	+	+	Н		Н		
CAL GSF	0	0	111		İ	İ	Н		П		
R GSF	0	0	 		I	\Box					
	0	0	111	+	+	+	Н	L	Н		
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E OPEN SPACE		3669▲	Π	+	+	+	Н	H	Н		
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SHEET INDEX

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; $\underline{DO\ NOT\ SCALE\ DRAWINGS}$ FOR THE PURPOSE OF DETERMINING A DIMENSION DURING CONSTRUCTION.

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 THE 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

5. CONSTRUCTION BRACING & SHORING: THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL BRACING AND SHORING REQUIRED DURING CONSTRUCTION UNTIL ALL CONSTRUCTION IS COMPLETE.

7. TREES LOCATED CLOSE TO THE CONSTRUCTION SITE SHALL BE PROTECTED FROM INADVERTANT 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 UITRA-LOW FLUSH TOILETS WITH A MAXIMUM TANK SIZE OR FLUSH CAPACITY OF 1.6 GALLONS, ALL SHOWER HEADS SHALL HAVE A MAXRMUM 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 EQUIPED WITH A HOT WATER RECIRCULATING SYSTEM.

9. SHOWERS AND TUB SHALL USE INDIVIDUAL CONTROL VALVES OF THE PRESSURE BALANCE OR THE THERMOSTATIC MIXING

10. GLAZING USED IN DOORS AND PANELS OF SHOWER AND TUB ENCLOSURES SHALL BE FULLY TEMPERED GLASS, LAMINATED SAFETY GLASS OR APPORVED 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

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: PROPOSED BUILDING OF SUBJECT PROPERTY (E) PROPERTY TO BE REMOVED





SUTRO

GREEN STREET

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GENERAL NOTES / VICINITY MAP / PLOT PLAN

FRONT OF SUBJECT PROPERTY



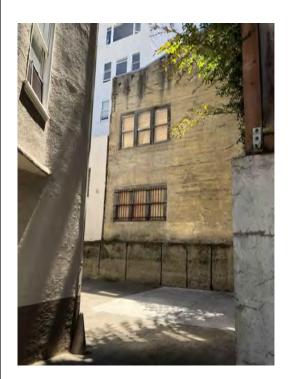




2 FRONT BUILDING FACADE & ROOF

3 PARKING ENTRANCE AT FRONT FACADE

REAR OF SUBJECT PROPERTY



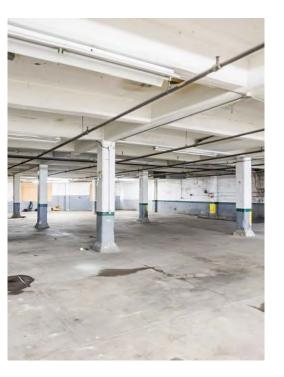
4 REAR BUILDING FACADE



5 REAR FACADE BLOCKED BY ADJ. BLDG.



6 INTERIOR OF BUILDING AT FIRST FLOOR



6 INTERIOR OF BUILDING AT BASEMENT



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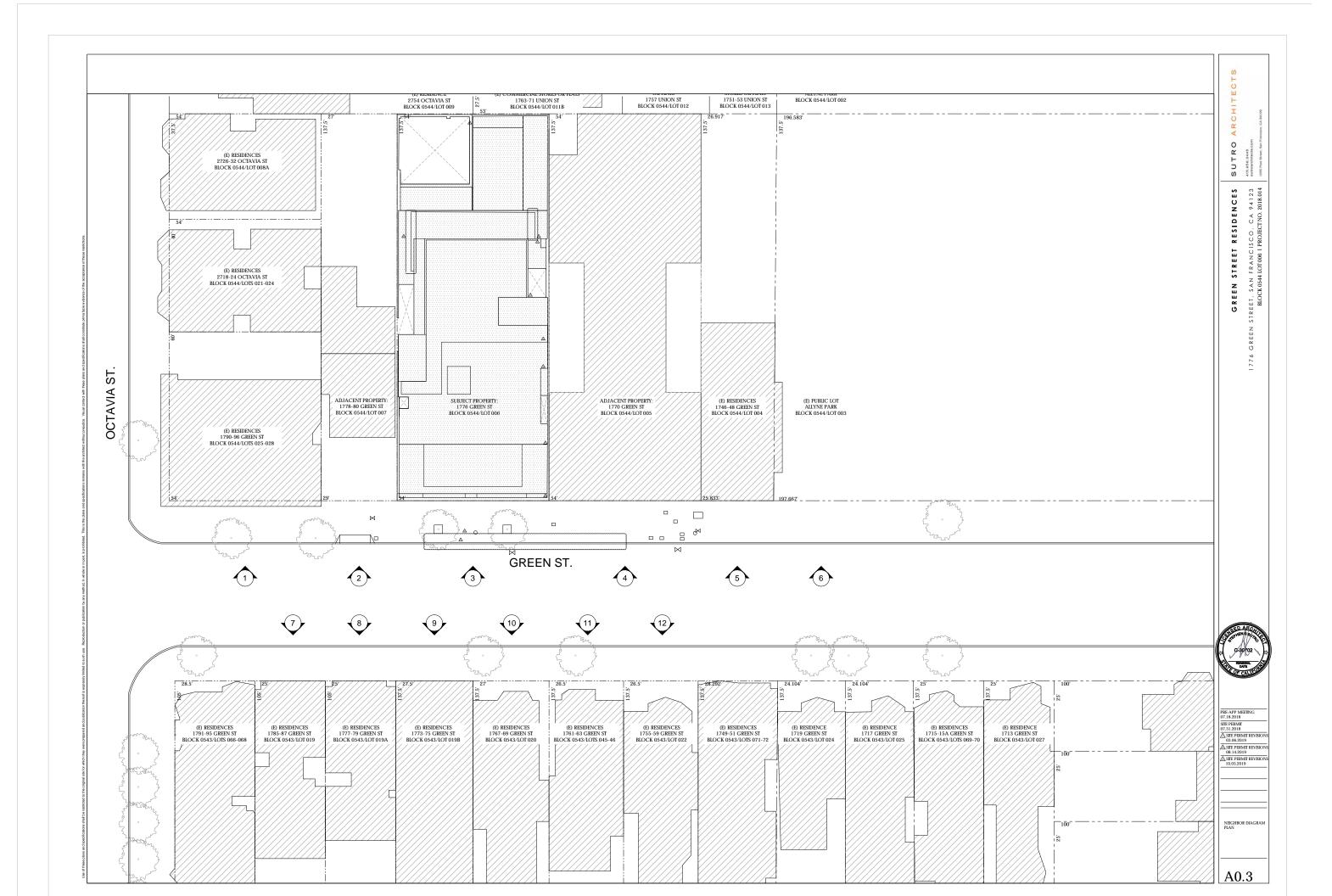
415.956.3445 sutroarchitects.com

GREEN STREET RESIDENCES S

REET, SAN FRANCISCO, CA 94123

BLOCK 0544 LOT 006 1 PROJECT NO. 2018.014

1899



BUILDINGS ON THE SAME SIDE OF THE STREET AS SUBJECT BULIDING







2 1778-1780 GREEN ST.



3 1776 GREEN ST.
SUBJECT PROPERTY



4 1770 GREEN ST.

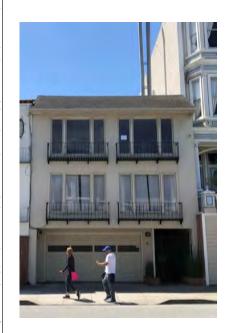


(5) 1746-1748 GREEN ST.



6 ALLYNE PARK

BUILDINGS ON THE FACING SIDE OF THE STREET



7 1785-1787 GREEN ST.



8 1777-1779 GREEN ST.



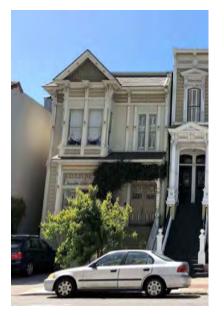
9 1773-1775 GREEN ST.



10 1767-1769 GREEN ST.



(11) 1761-1763 GREEN ST.



(12) 1755-1759 GREEN ST.



GREEN STREET RESIDENCES

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DIAGRAM PHO

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ADJACENT PROPERTY PROJECT AGLACINI PROPERTY: 1770 GREEN ST BLOCK 0544/107 008 (F) MISIOENCES
1744-45 GREEN ST
BLOCK 0844/LDT 503 SITE VIEW 02 VIEW 03 VIEW 01 SITE MAP OF 3D VIEWS

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



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



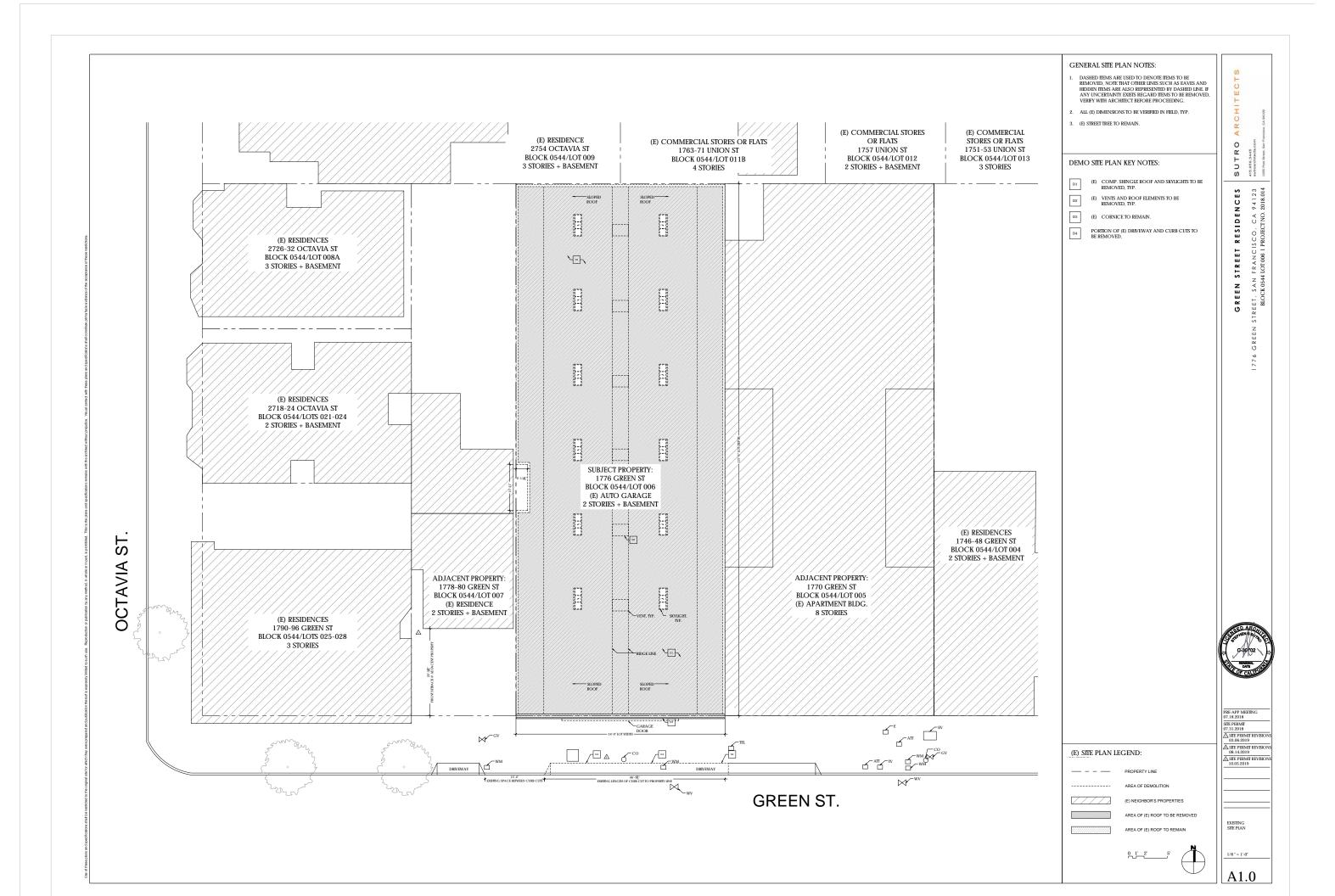
EXISTING VIEW 03 - VIEW FROM +/- 150 FEET SOUTHEAST OF SUBJECT PROPERTY

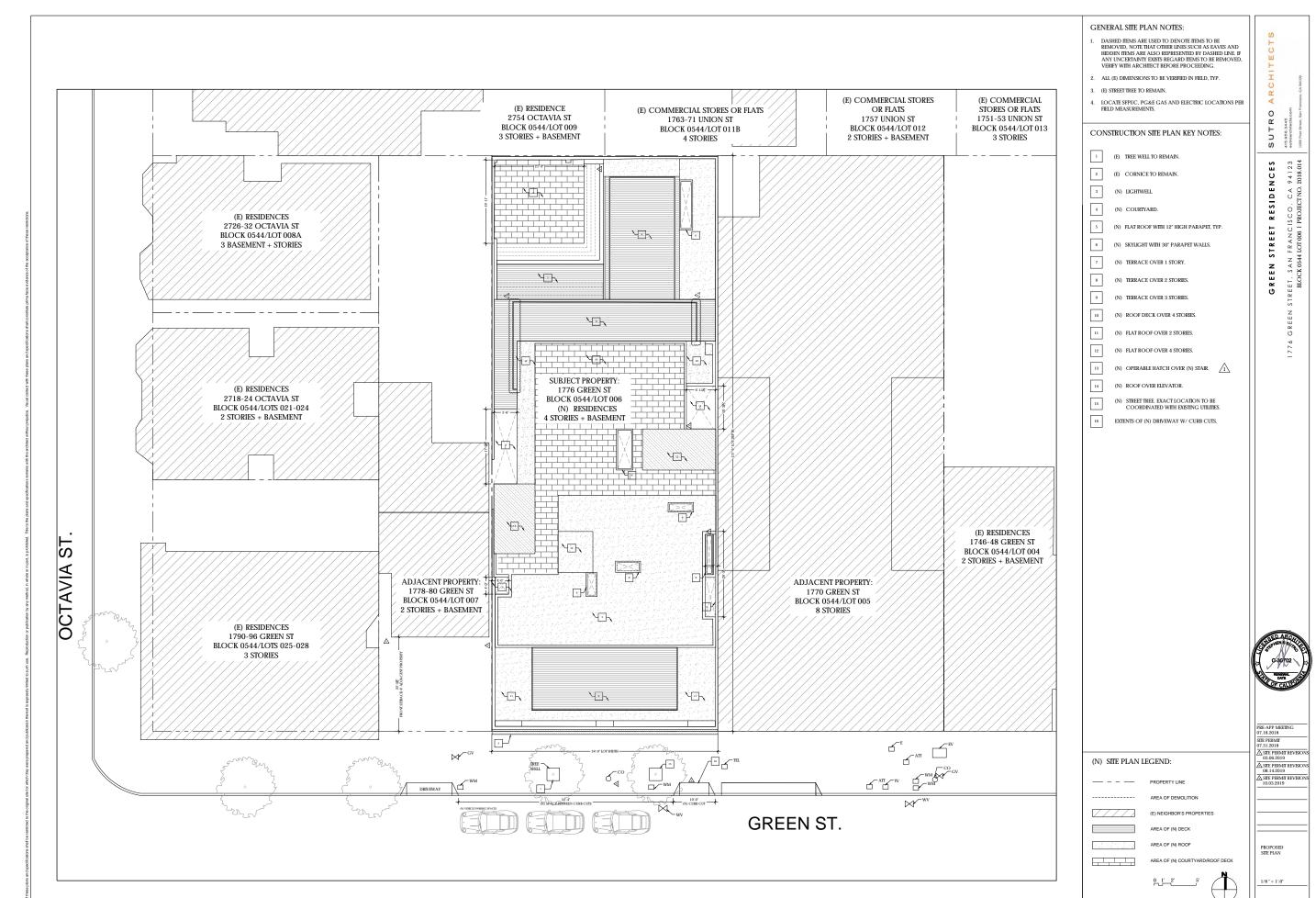


EXISTING 3D RENDERINGS/ PHOTO COMPOSITES

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

1776 GREEN

PROPOSED SOUTH ELEVATION RENDERING
N.T.S.



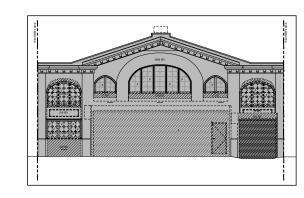
PROPOSED NORTH ELEVATION RENDERING
N.T.S.

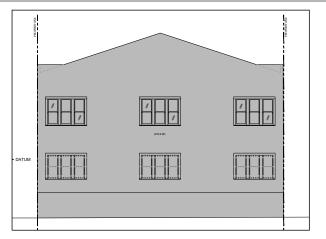


PROPOSED ELEVATION RENDERS

A1.2 ^

PROPOSED WEST ELEVATION RENDERING
N.T.S.





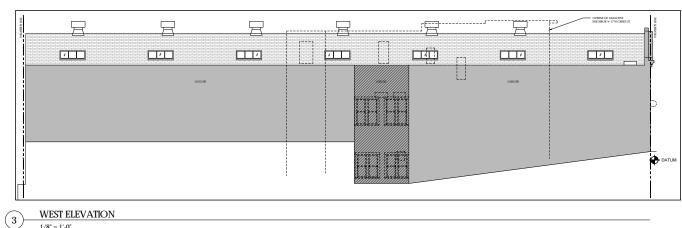
SOUTH ELEVATION

1/8" = 1'-0"

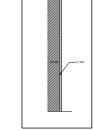
1/8" = 1'-0"

NORTH ELEVATION

1/8" = 1'-0"



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



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

L____J R 114 111 DATUM

(6)EAST ELEVATION

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 PLAITS
UNLESS THE CITY DETERMINES THAT SUCH BERMOVAL IS THE ONLY FRASBLE MEANS TO MEET THE STANDARDS FOR SESSMIC LOAD
AND FORCES OF HIE LATEST ADOPED VESSION OF HEA SAN PRANCES OR BUILDING CODE AND THE STATE HISTORICAL BUILDING
CODE. (SEE SHEET AL 3 FOR DIAGRAM OF INTERNAL STRUCTURAL FRAMEWORK & FLOOR PLAIT 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	VERTICAL ELEMENTS	(E) AREA	REMOVED	RETAINED	% REMOVED	
(F) 1	SOUTH FACADE (FRONT)	860	94	766	10.9%	<25%

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

Ι.							
		VERTICAL ELEMENTS	(E) AREA	REMOVED	RETAINED	% REMOVED	
		1. SOUTH FACADE - FRONT	860	94	766	10.9%	
	1005 (F) 2	2. NORTH FACADE - REAR	1954	0	1954	0%	1
	(1) 2	3. WEST FACADE - SIDE	2726	310	2416	11.4%	1
		4. LIGHTWELL SOUTH - SIDE	76	65	11	86%	
		5. LIGHTWELL NORTH - SIDE	76	65	11	86%	
		6. EAST FACADE - SIDE	3237	0	3237	0%	1
		AREA TOTAL	8929	534	8395	6.0%	<509

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

						_
	VERTICAL ELEMENTS	(E) AREA	REMOVED	RETAINED	% REMOVED	
	1. SOUTH FACADE - FRONT	860	94	766	10.9%	1
1005 (F) 3	2. NORTH FACADE - REAR	1954	0	1954	0%	7
(1)5	3. WEST FACADE - SIDE	2726	310	2416	11.4%	1
	4. LIGHTWELL SOUTH - SIDE	76	65	11	86%	1
	5. LIGHTWELL NORTH - SIDE	76	65	11	86%	1
	6. EAST FACADE - SIDE	3237	0	3237	0%	1
	AREA TOTAL	8929	534	8395	6.0%	٦,



SUTRO

STREET, SAN FRANCISCO, CA 94123 BLOCK 0544 LOT 008 I PROJECTNO. 2018.014 GREEN STREET RESIDENCES

1776 GREEN

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1/8 " = 1'-0"

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SUTRO

GREEN STREET RESIDENCES

GREEN

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 LISS THAN 59% OF SIM OF ALL EXTEROR FRONTAGES. (B1)
PROPOSED SCHEME PROPOSES REMOVAL OF LISS THAN 55% OF LINEAL FOUNDATION MEASUREMENTS. (B2)
PROPOSED SCHEME RETAINS OVER 59% OF ALL VERTOR. LEBEMENTS. (C2)
PROPOSED SCHEME RETAINS OVER 59% OF ALL PROPOSED SCHEME RETAINS OVER 59% OF ALL HORIZONTAL ELEMENTS. (C2)

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

DEMOLITION AREA - GENERAL NOTES

- (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 AITERATION OF A RESIDENTIAL BILLIDING THAT PROPOSES THE REMOVAL OF MORE THAN 50% OF THE SUM OF THE FRONT FACADE AND BEAR FACADE, AND (B2) AISO 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 BARBERS BETWEEN THE INTERIOR AND EXTERIOR OF THE BUILDING, OR THAT PROVIDE STRUCTURAL SUPPORT TO OTHER ELEMETOF 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%	
(B1)	NORTH FACADE (REAR)	1954	0	1954	0%]
	AREA TOTAL	2818	94	2720	3.3%	<50

	VERTICAL ELEMENTS	(E) AREA	REMOVED	RETAINED	% REMOVED	
	1. SOUTH FACADE - FRONT	860	94	766	10.9%	
(01)	2. NORTH FACADE - REAR	1954	0	1954	0%	
(C1)	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
	(C1)	1. SOUTH FACADE - FRONT 2. NORTH FACADE - REAR 3. WEST FACADE - SIDE 4. LIGHTWELL SOUTH - SIDE 6. EAST FACADE - SIDE	1. SOUTH FACADE - FRONT 860 2. NORTH FACADE - REAR 1954 3. WEST FACADE - SIDE 2728 4. LICHTWELL SOUTH - SIDE 76 5. LICHTWELL NORTH - SIDE 76 6. EAST FACADE - SIDE 3237	1. SOUTH FACADE - FRONT 880 94 2. NORTH FACADE - REAR 1954 0 3. WEST FACADE - SIDE 2728 310 4. LIGHTWELL SOUTH - SIDE 76 65 5. LIGHTWELL NORTH - SIDE 76 65 6. EAST FACADE - SIDE 3237 0	1. SOUTH FACADE - FRONT 860 94 766 2. NORTH FACADE - REAR 1954 0 1954 3. WEST FACADE - SIDE 2726 310 2416 4. LIGHTWELL SOUTH - SIDE 76 65 11 5. LIGHTWELL NORTH - SIDE 76 65 11 6. EAST FACADE - SIDE 3237 0 3237	1. SOUTH FACADE - FRONT 860 94 766 10.9%



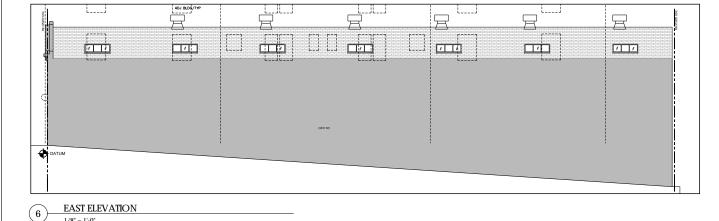
LIGHTWELL NORTH ELEV.

1/8" = 1'-0"

(5)-

(3) TOTAL DEMOLITION OF SUM OF EXTERIOR WALLS

	VERTICAL ELEMENTS	(E) AREA	REMOVED	RETAINED	% REMOVE
	1. SOUTH FACADE - FRONT	860	94	766	10.9%
(C1)	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%



LIGHTWELL SOUTH ELEV.

4

1/8" = 1'-0"

NORTH ELEVATION

1/8" = 1'-0"

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SOUTH ELEVATION

WEST ELEVATION

1/8" = 1'-0"

1/8" = 1'-0"

3

1/8" = 1'-0"

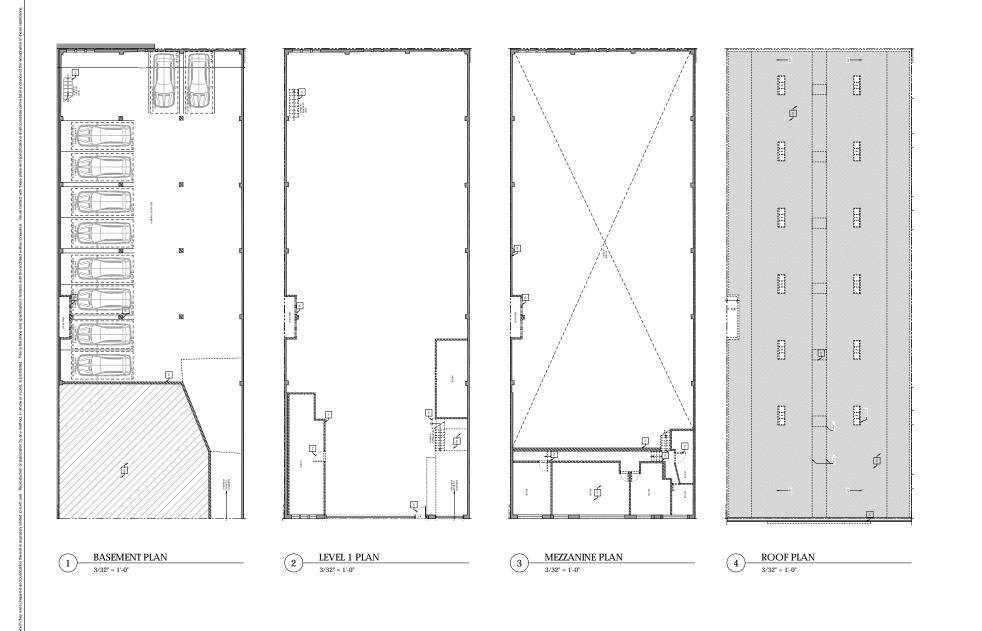
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DEMOLITION AREA - GENERAL NOTES

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 PLAITS
UNLESS THE CITY DETERMINES THAT SUCH BERMOVAL IS THE ONLY FRASBLE MEANS TO MEET THE STANDARDS FOR SESSMIC LOAD
AND FORCES OF HIE LATEST ADOPED VESSION OF HEA SAN PRANCES OR BUILDING CODE AND THE STATE HISTORICAL BUILDING
CODE. (SEE SHEET AL 3 FOR DIAGRAM OF INTERNAL STRUCTURAL FRAMEWORK & FLOOR PLAIT 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 REMAIN

EXISTING INTERIOR STRUCTURAL FRAMEWORK TO BE REMOVED

(4) TOTAL DEMOLITION OF INTERNAL STRUCTURAL FRAMEWORK

ĺ		LEVEL	(E) STRUCTURAL WALLS LENGTH (IN)	WALL LENGTH REMOVED (IN)	WALL LENGTH RETAINED (IN)	% REMOVED	
		LEVEL 1	0	0	0	0%]
1005 (F) 4		MEZZANINE	0	0	0	0%	1
	(1) 4	LINEAL TOTAL	0	0	0	0%] <

NO INTERNAL STRUCTURAL FRAMEWORK

(4) TOTAL DEMOLITION OF FLOOR PLATES

		LEVEL	(E) AREA	REMOVED	RETAINED	% REMOVED	
		BASEMENT	N/A	N/A	N/A	N/A	
	1005	LEVEL 1	5102	5102	0	100%	
(F) 4	(F) 4	MEZZANINE	1071	1071	0	4.0%	
		ROOF	7237	7173	64	100%	
		AREA TOTAL	13410	13346	64	99.5%	<75

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



SUTRO

GREEN STREET RESIDENCES STREET, SAN FRANCISCO, CA 94123 RIOCK 0544 LOT 006 I PROJECTNO, 2018.014

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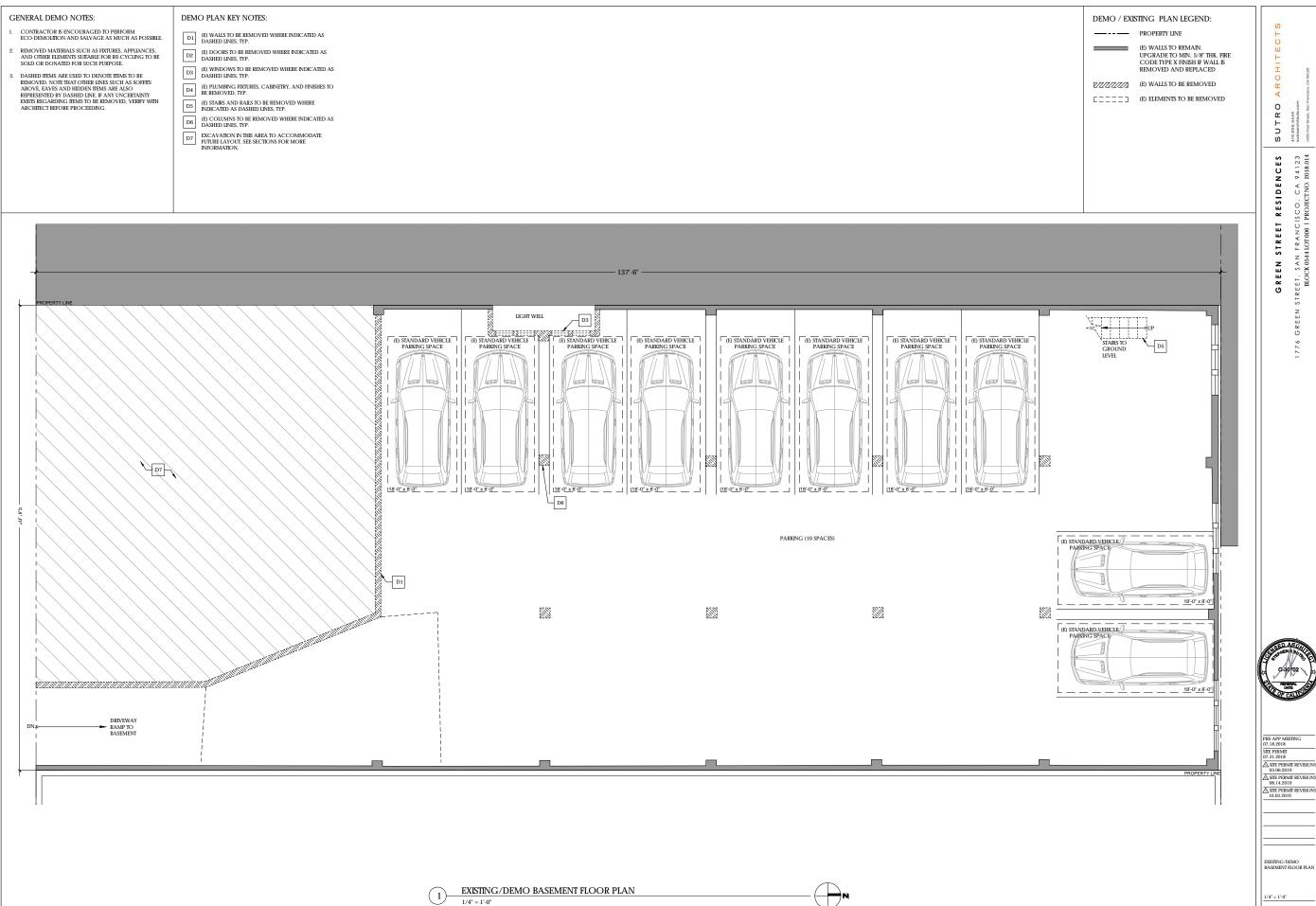
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10.03.2019

DEMOLITION

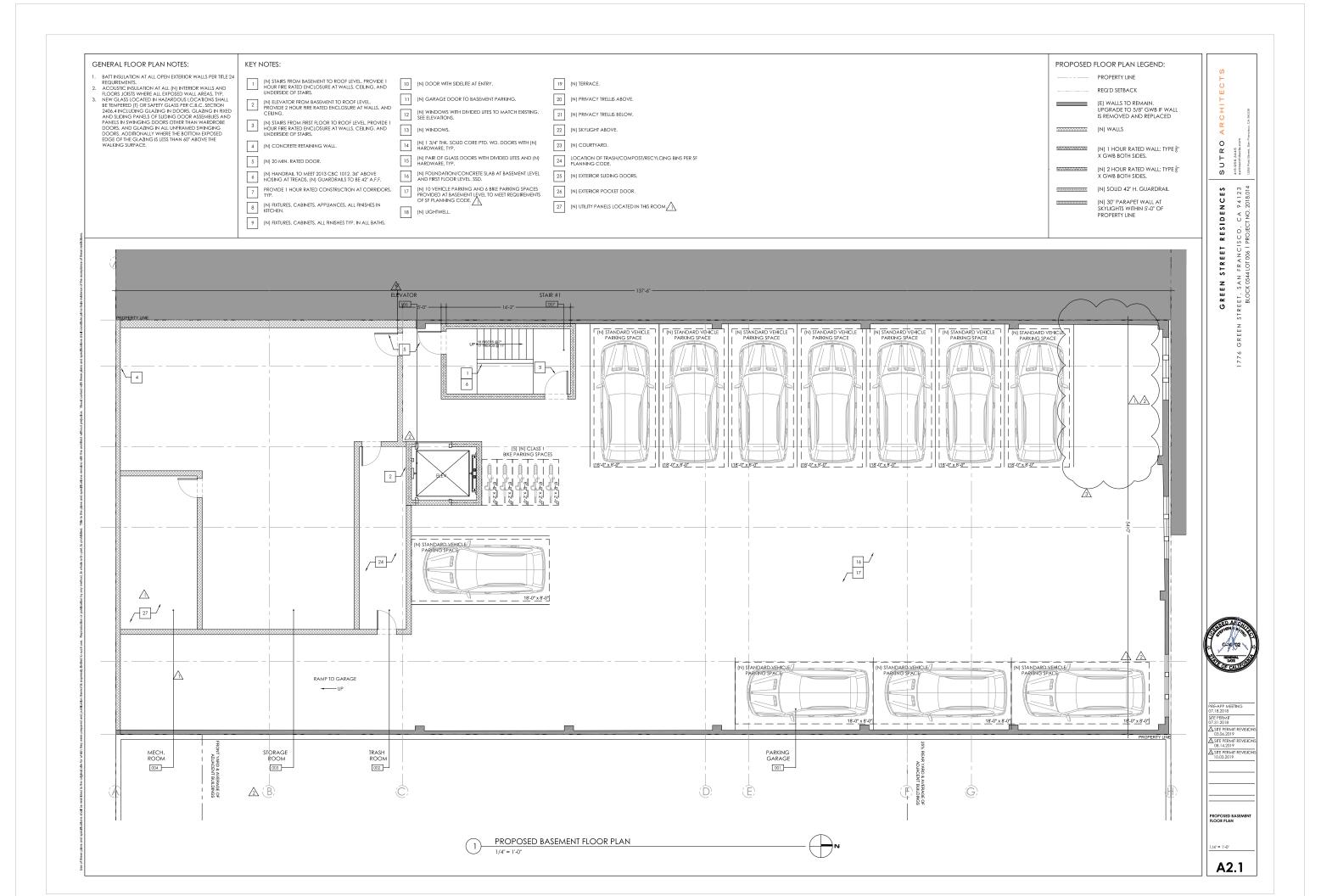
3/32 " = 1'-0"

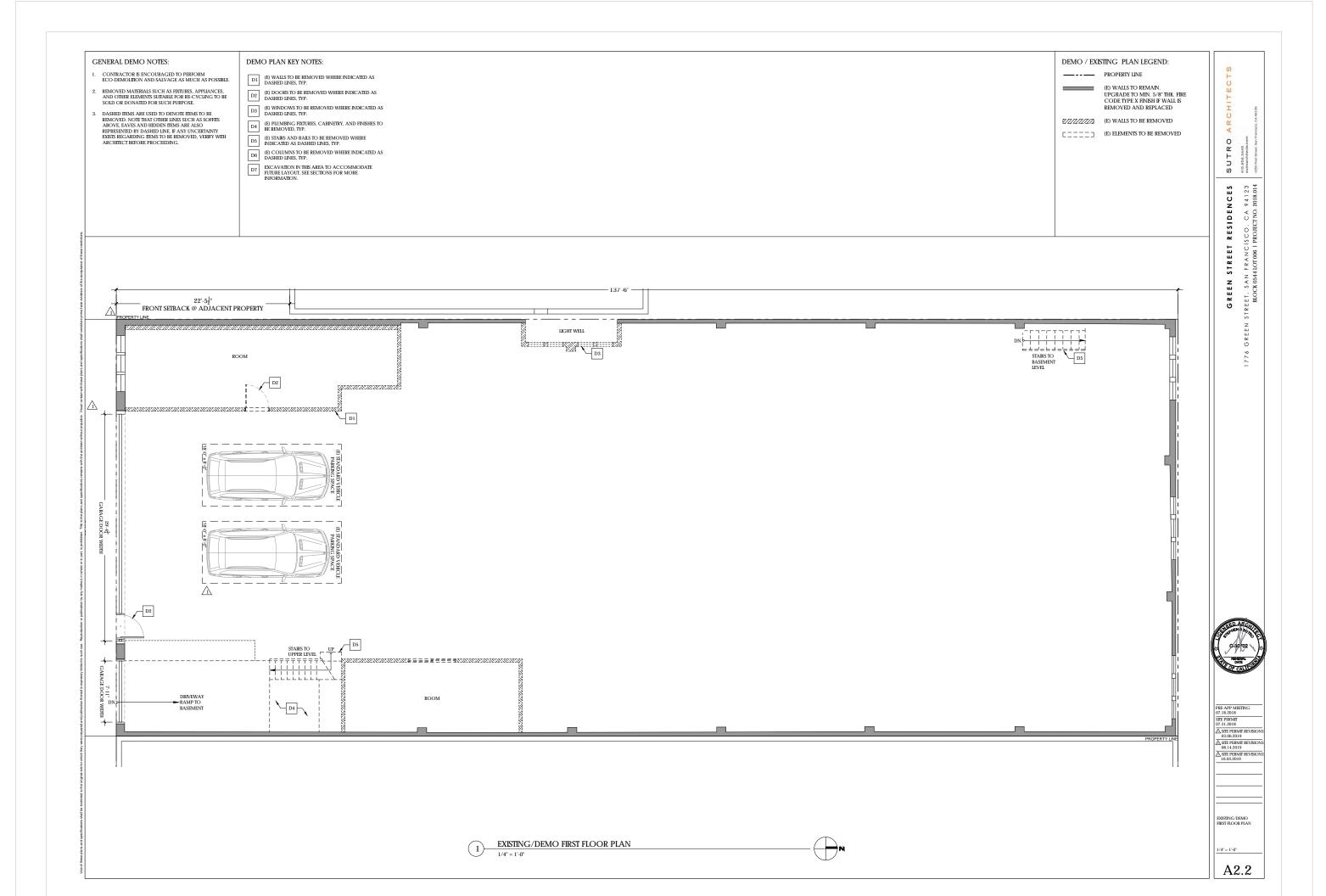
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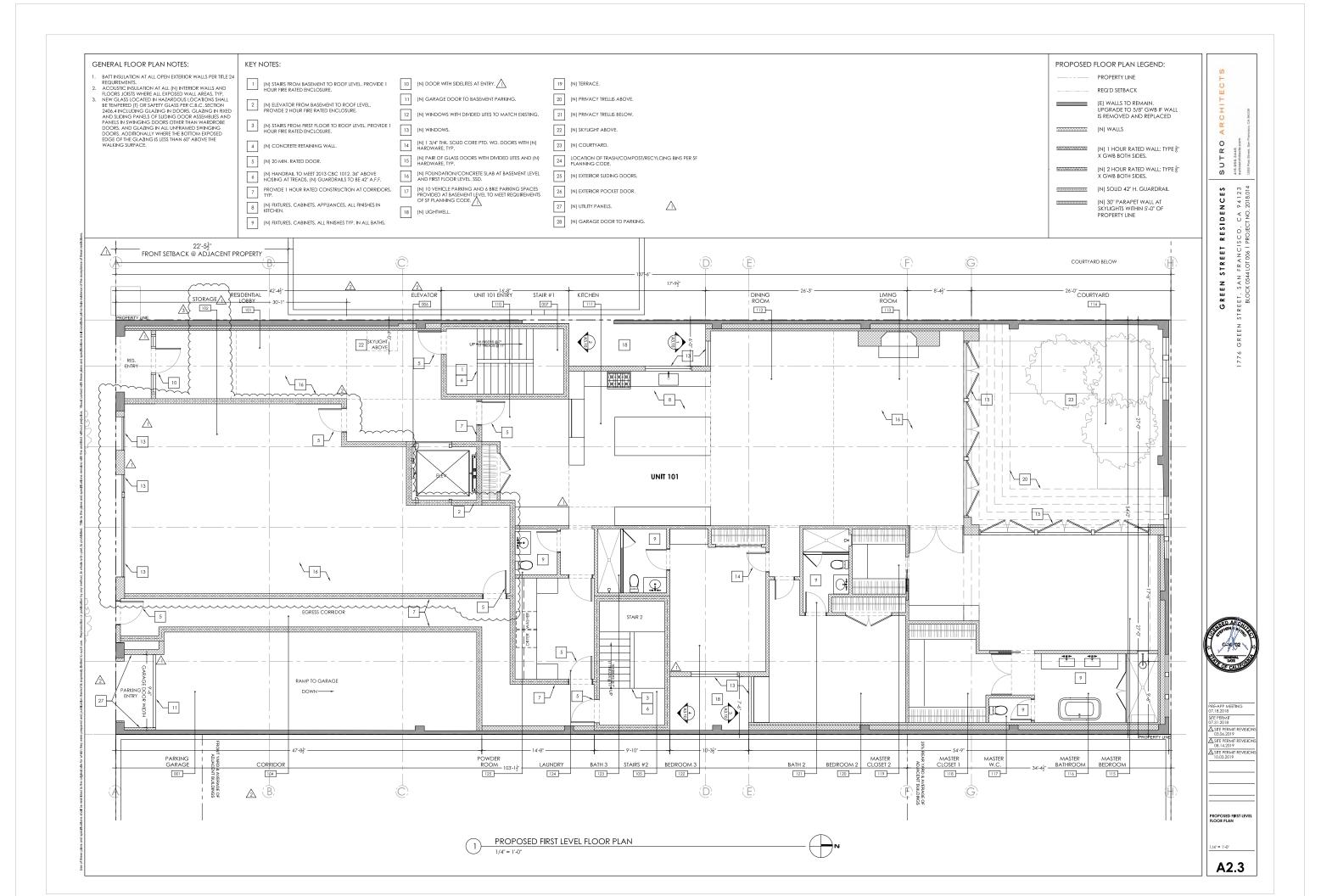


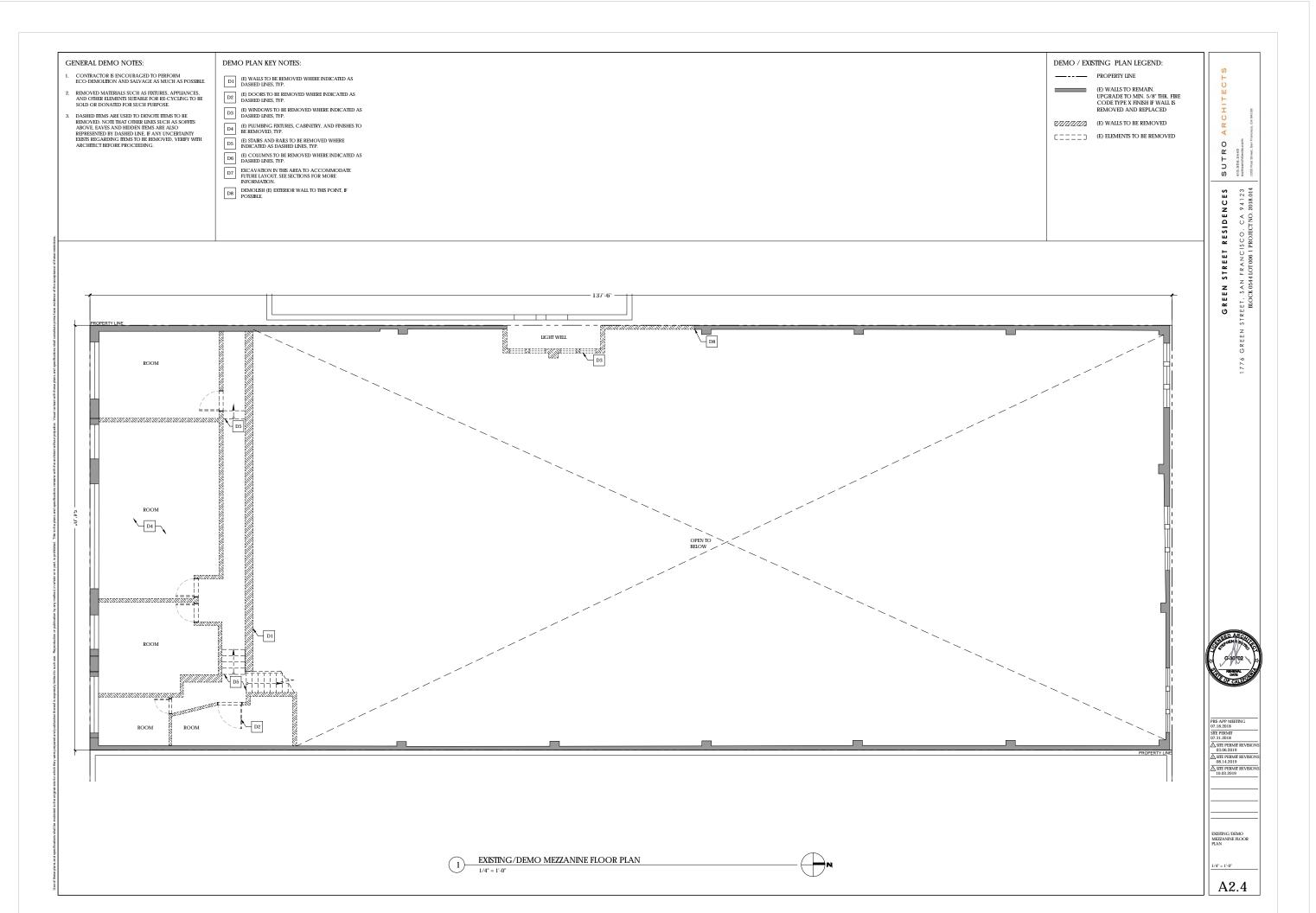
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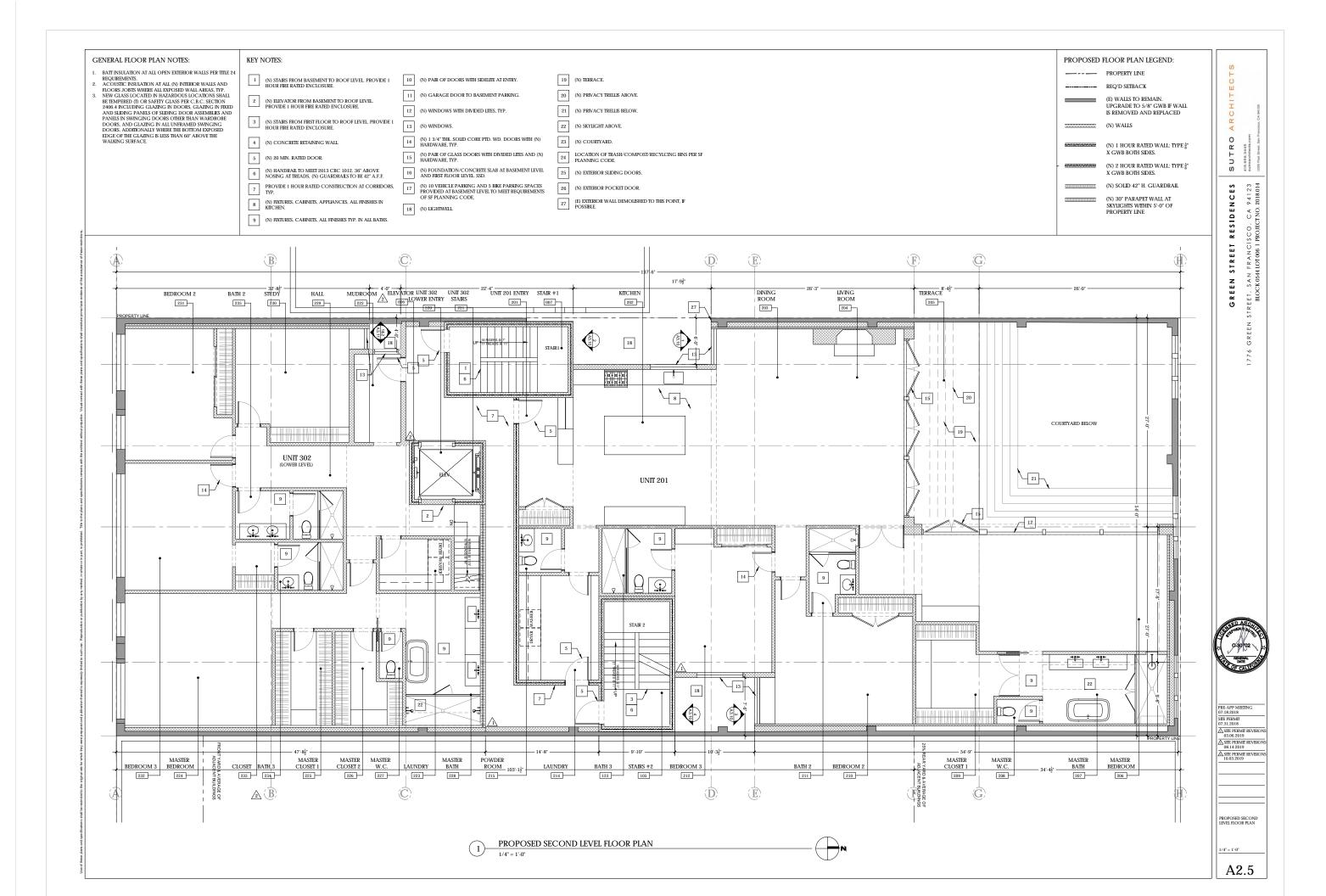
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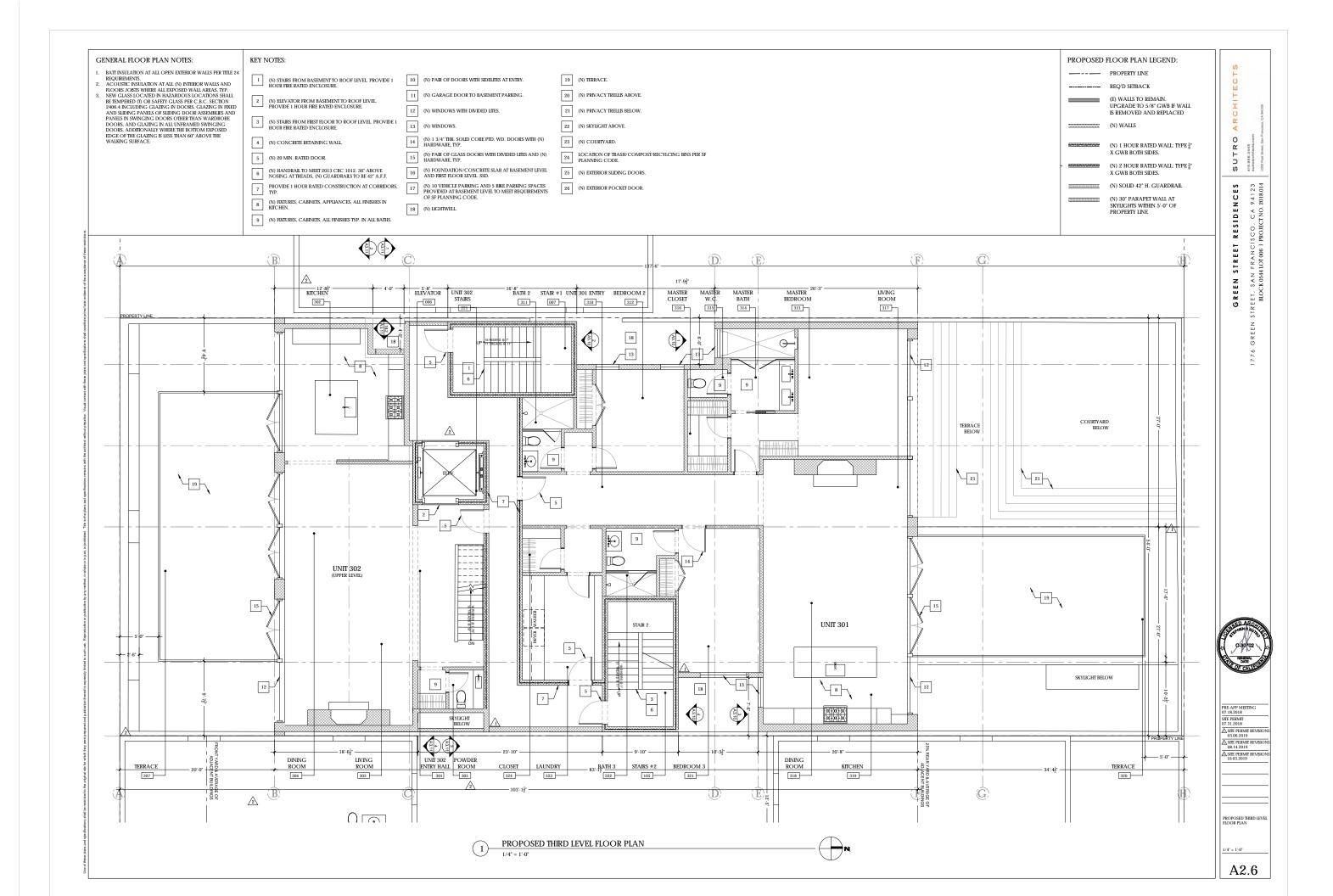


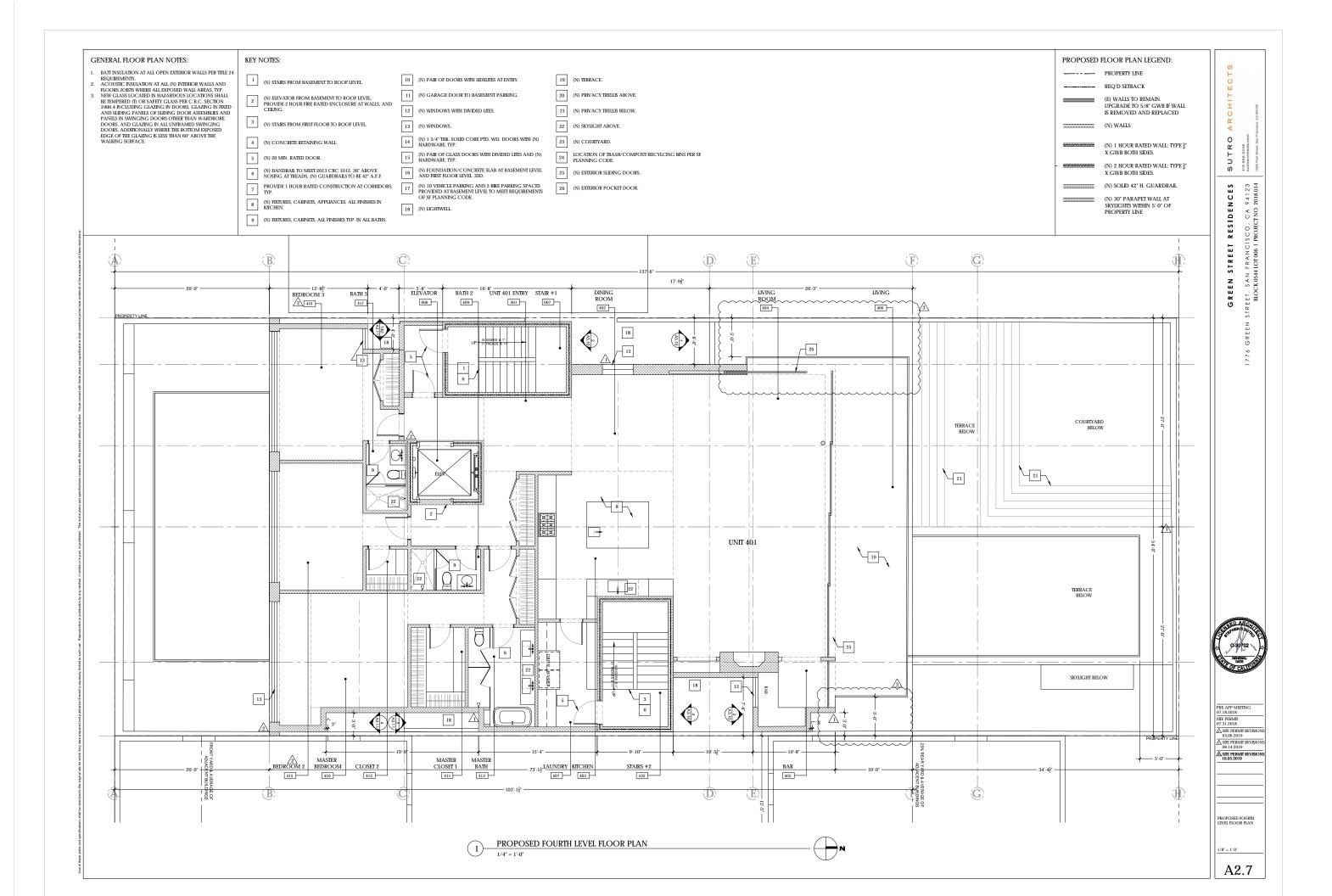


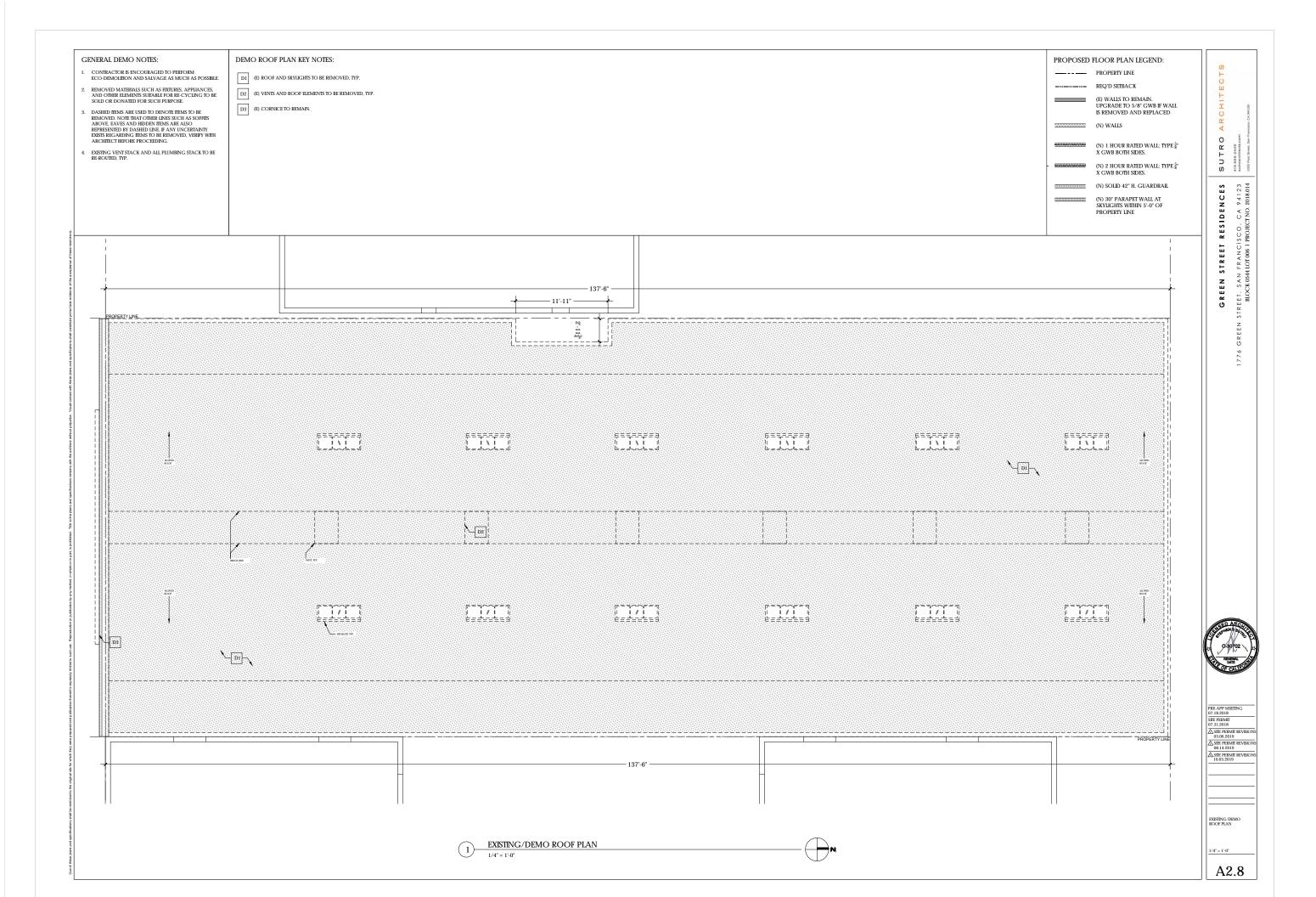


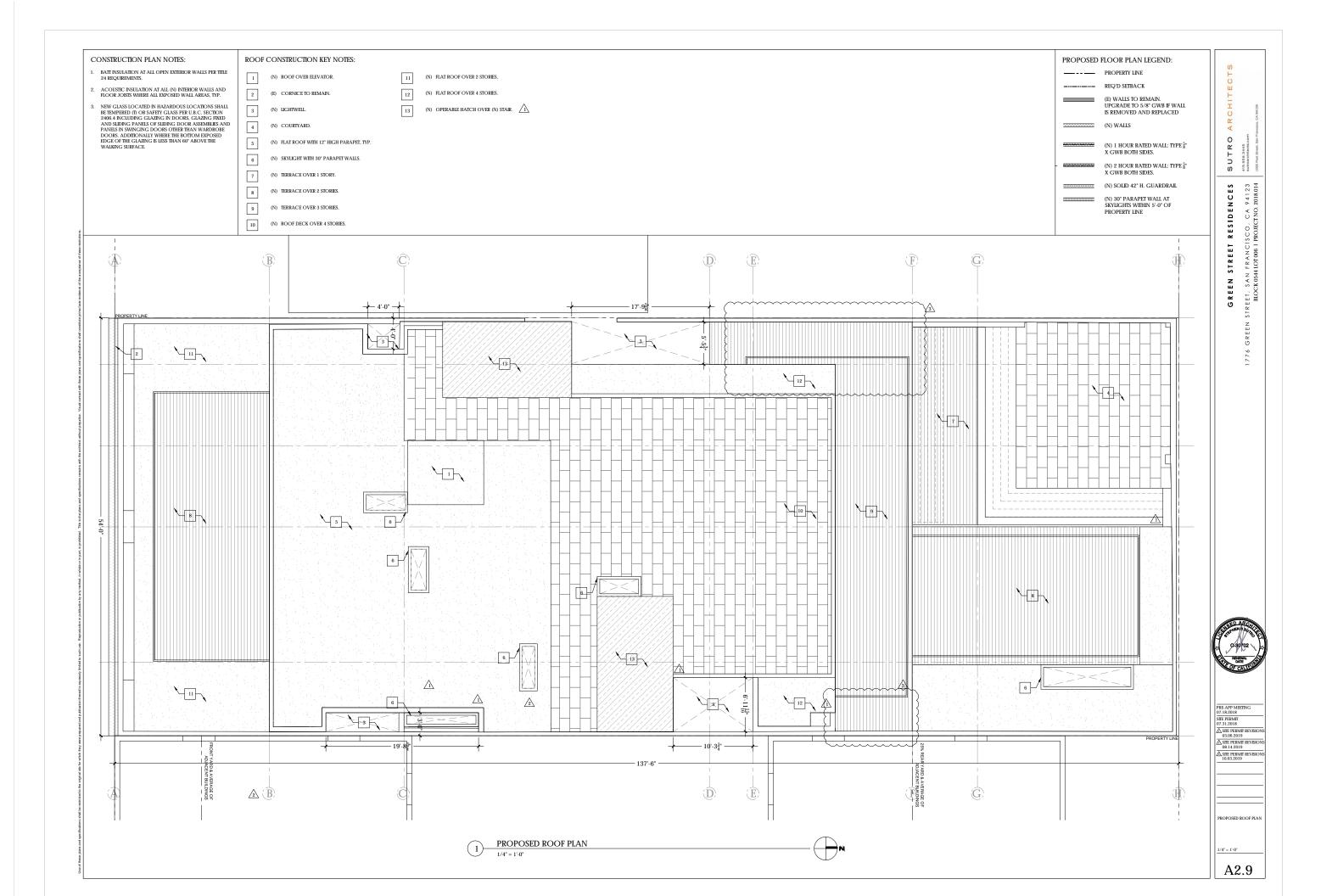


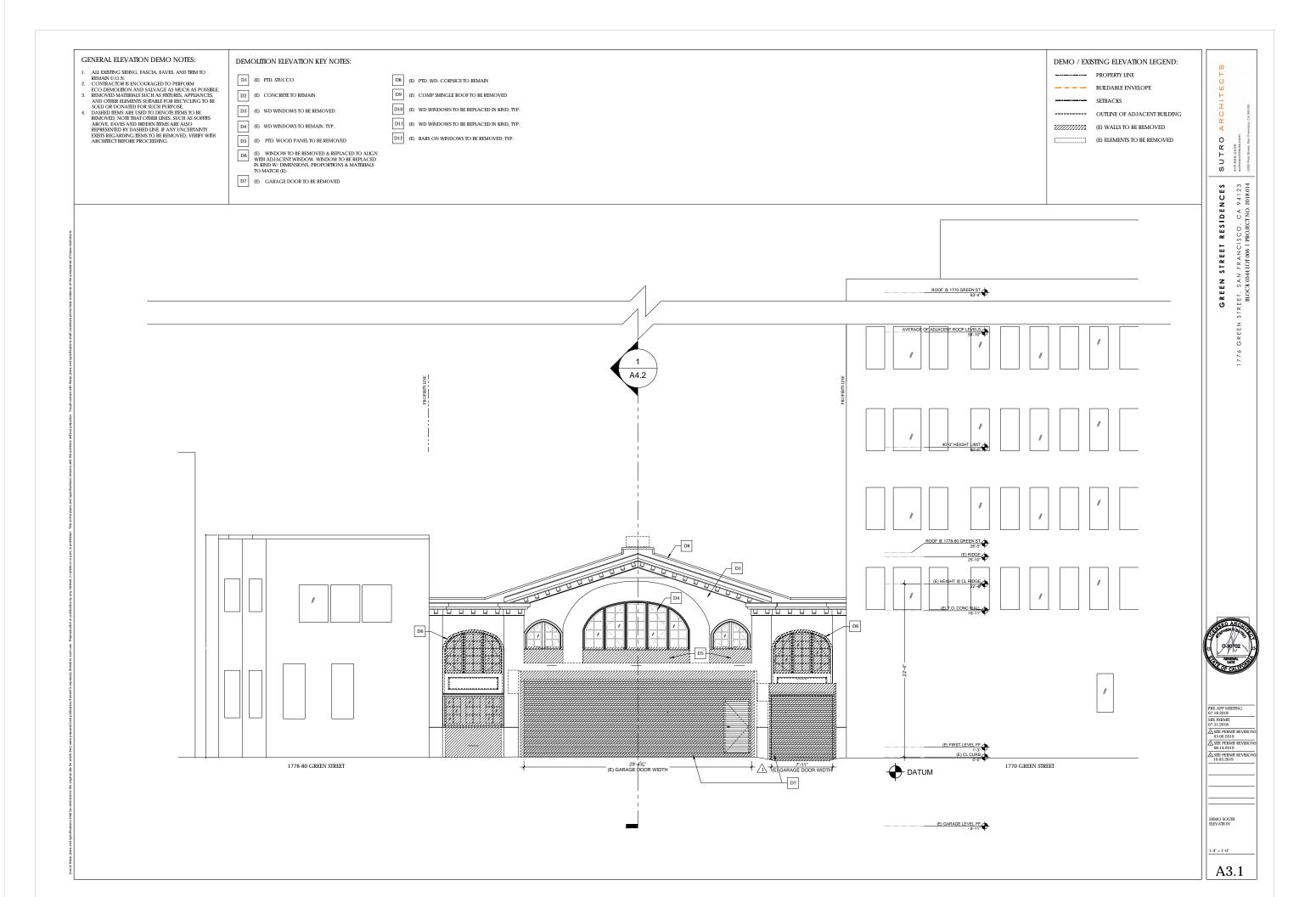


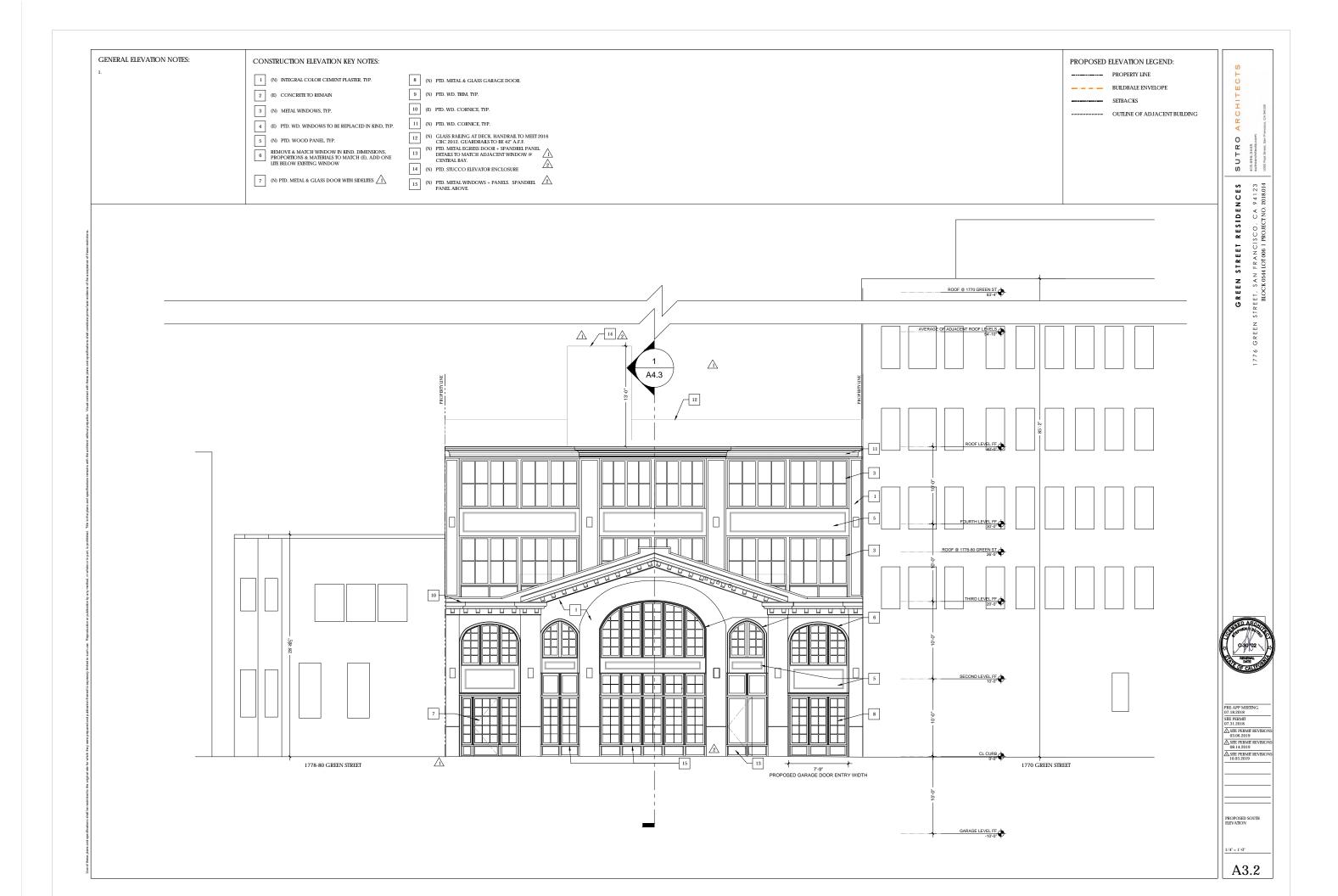


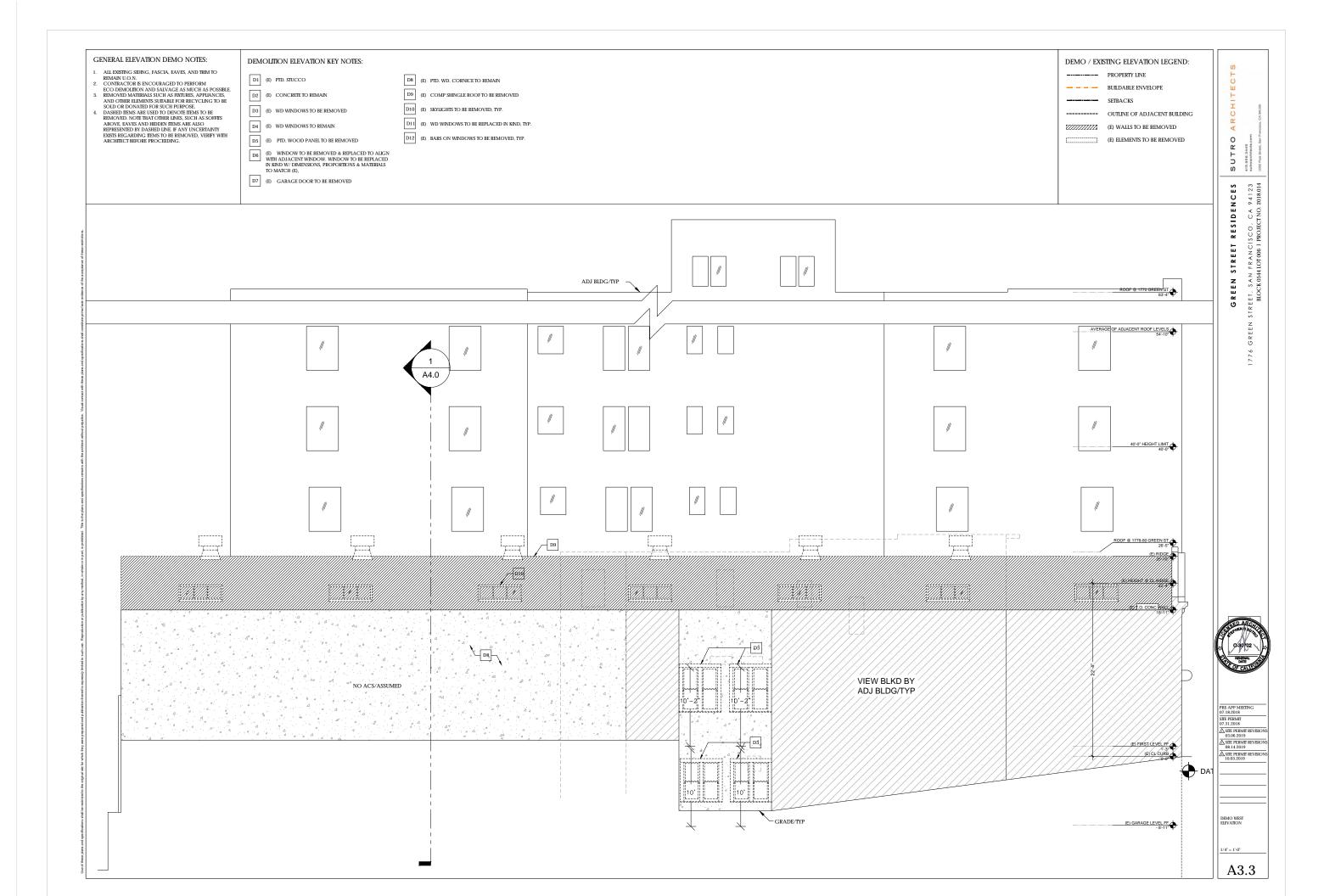


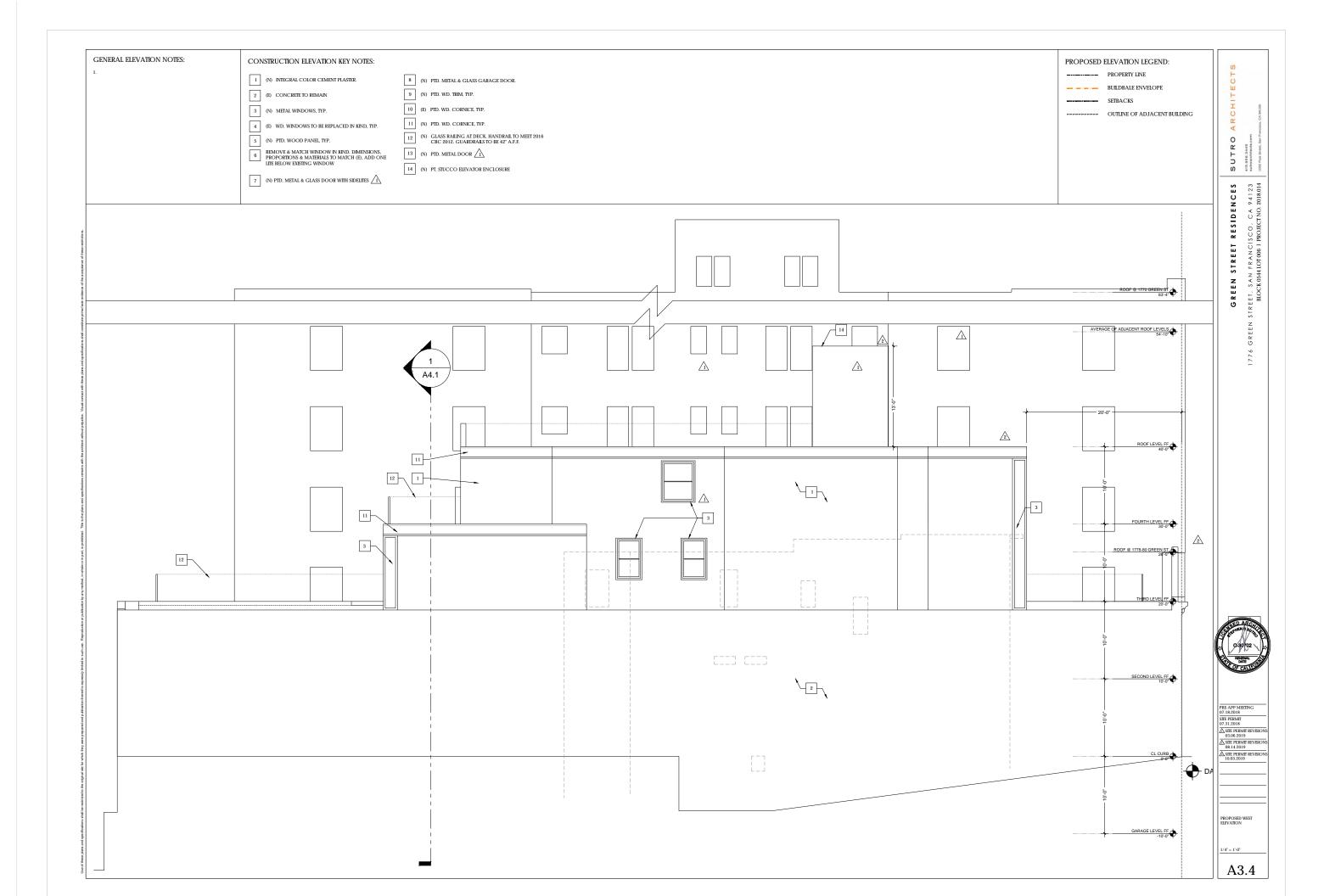


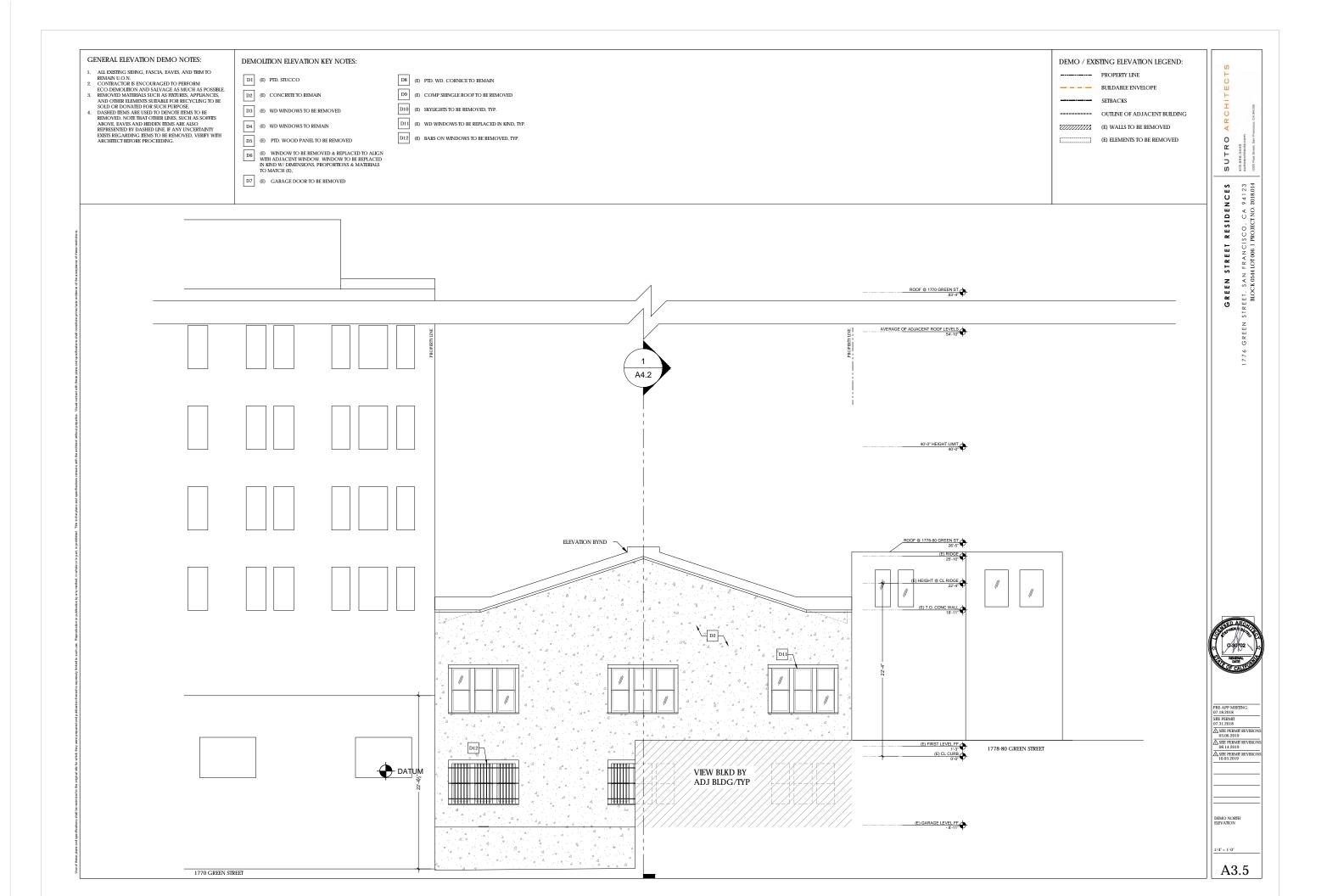


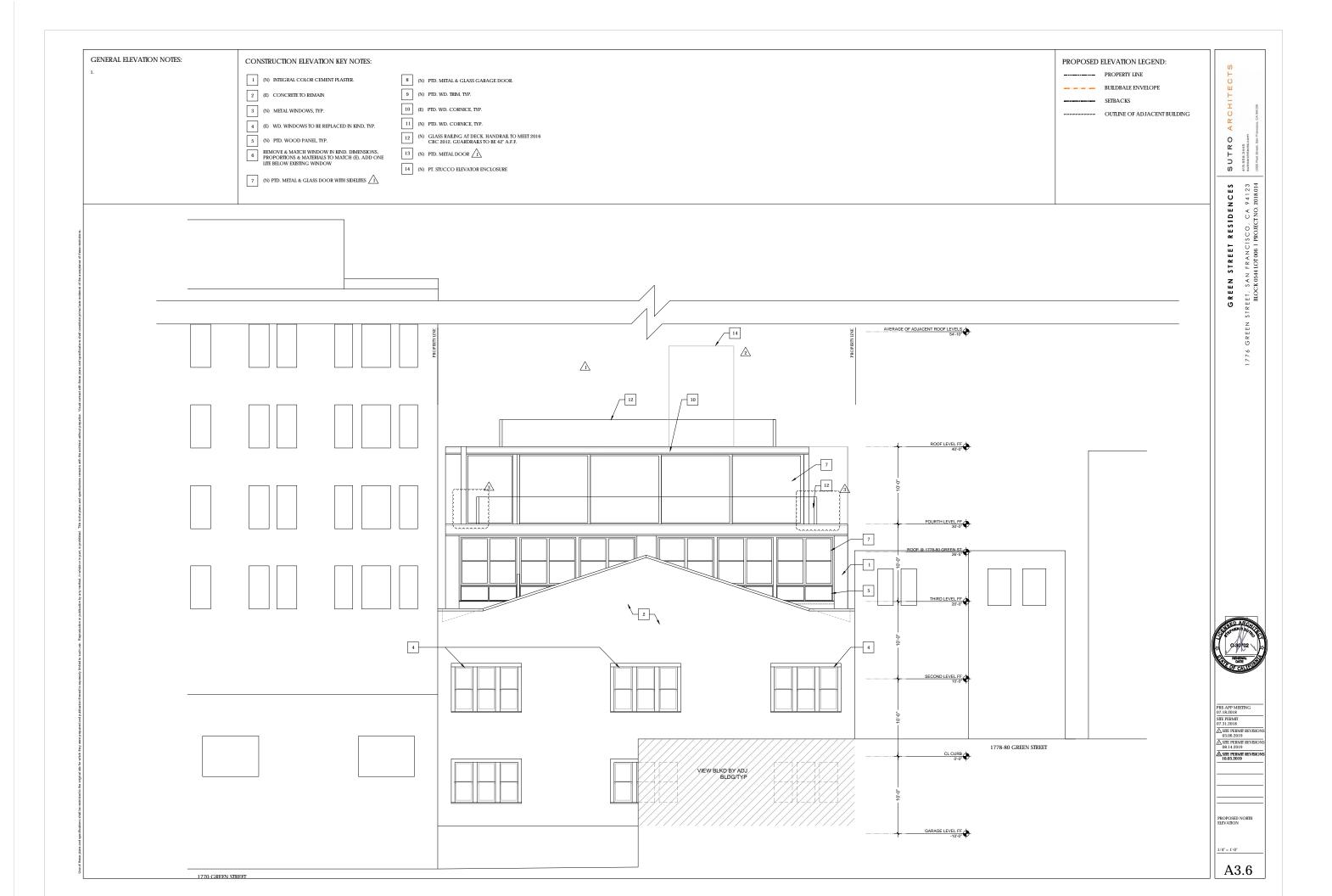


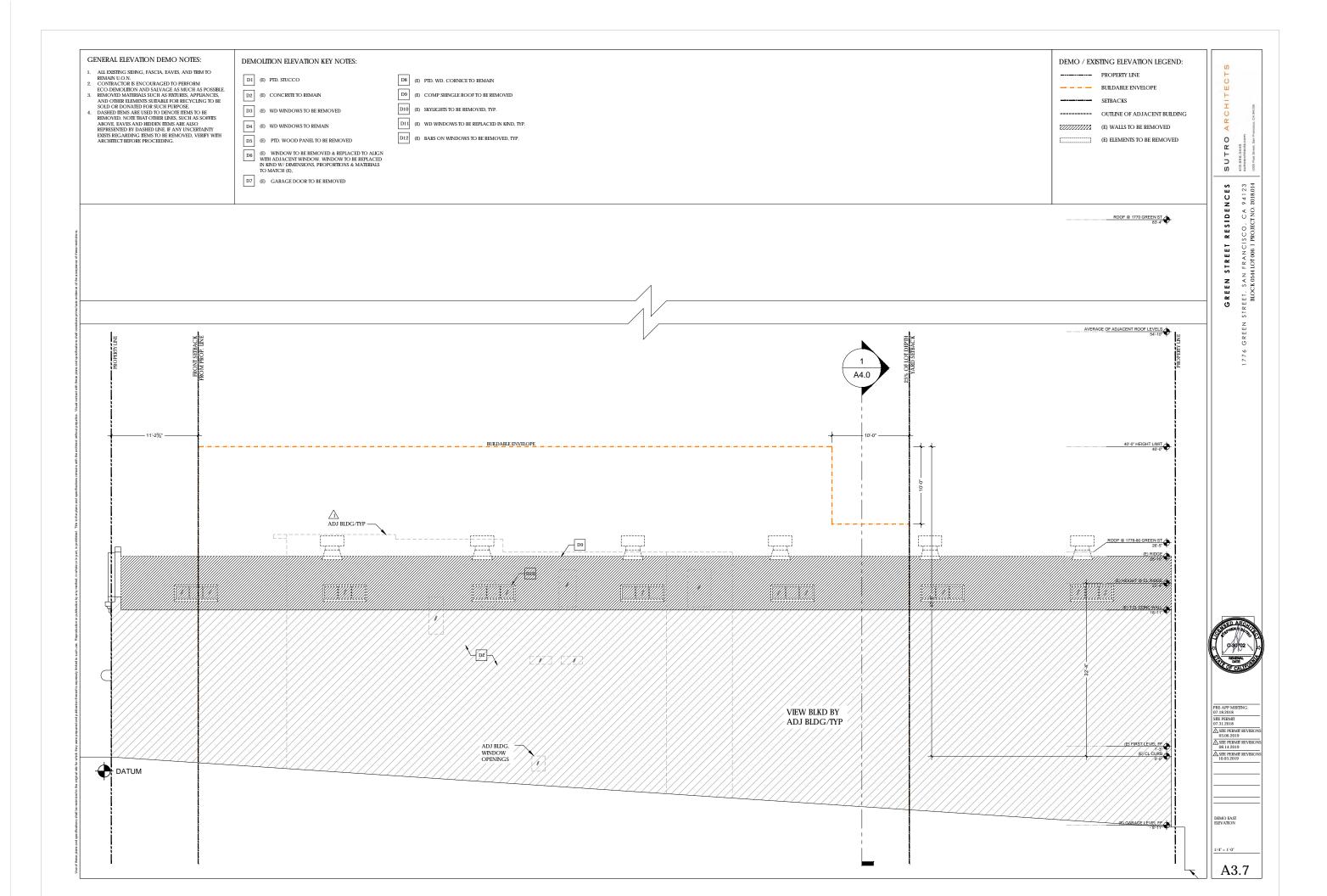


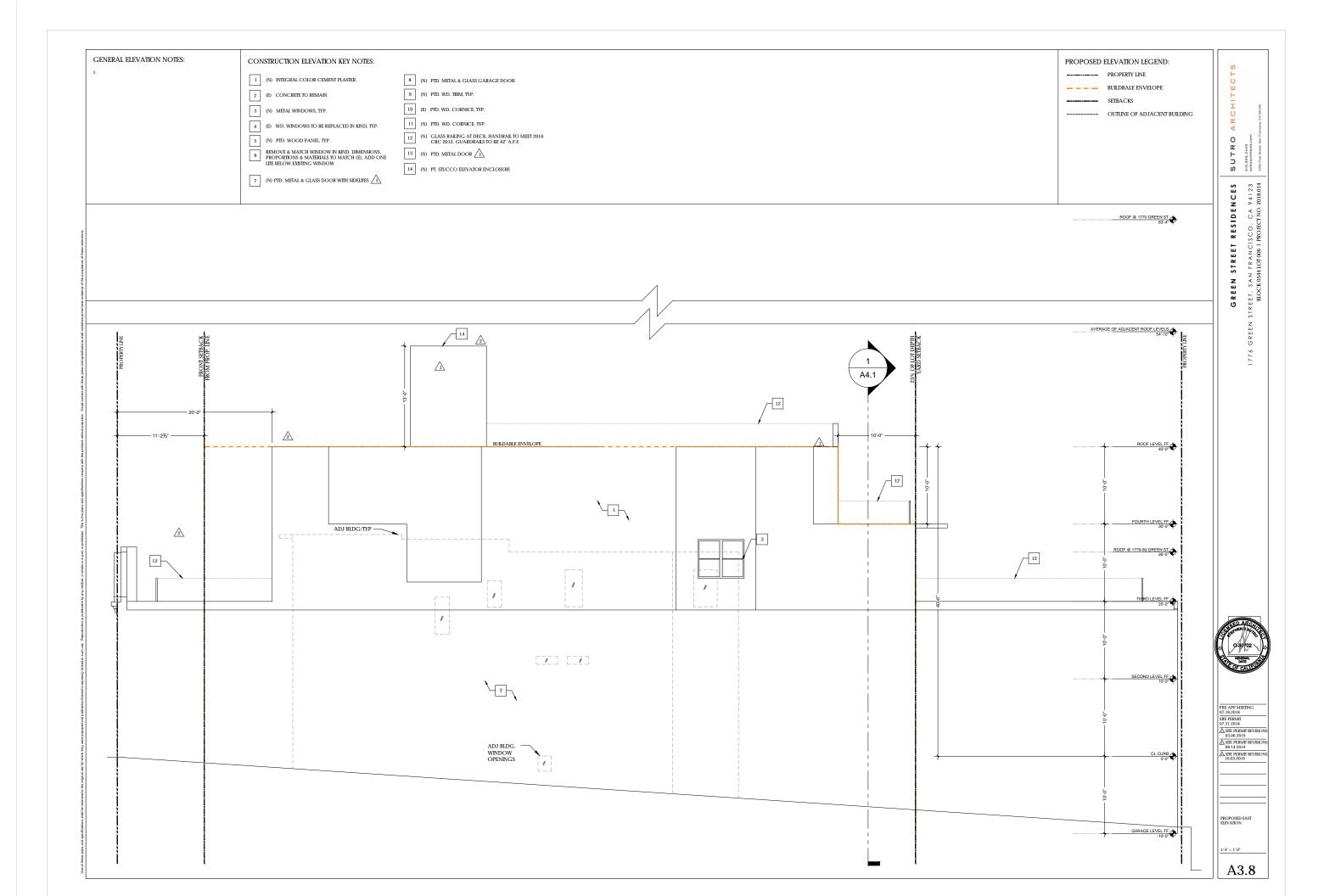


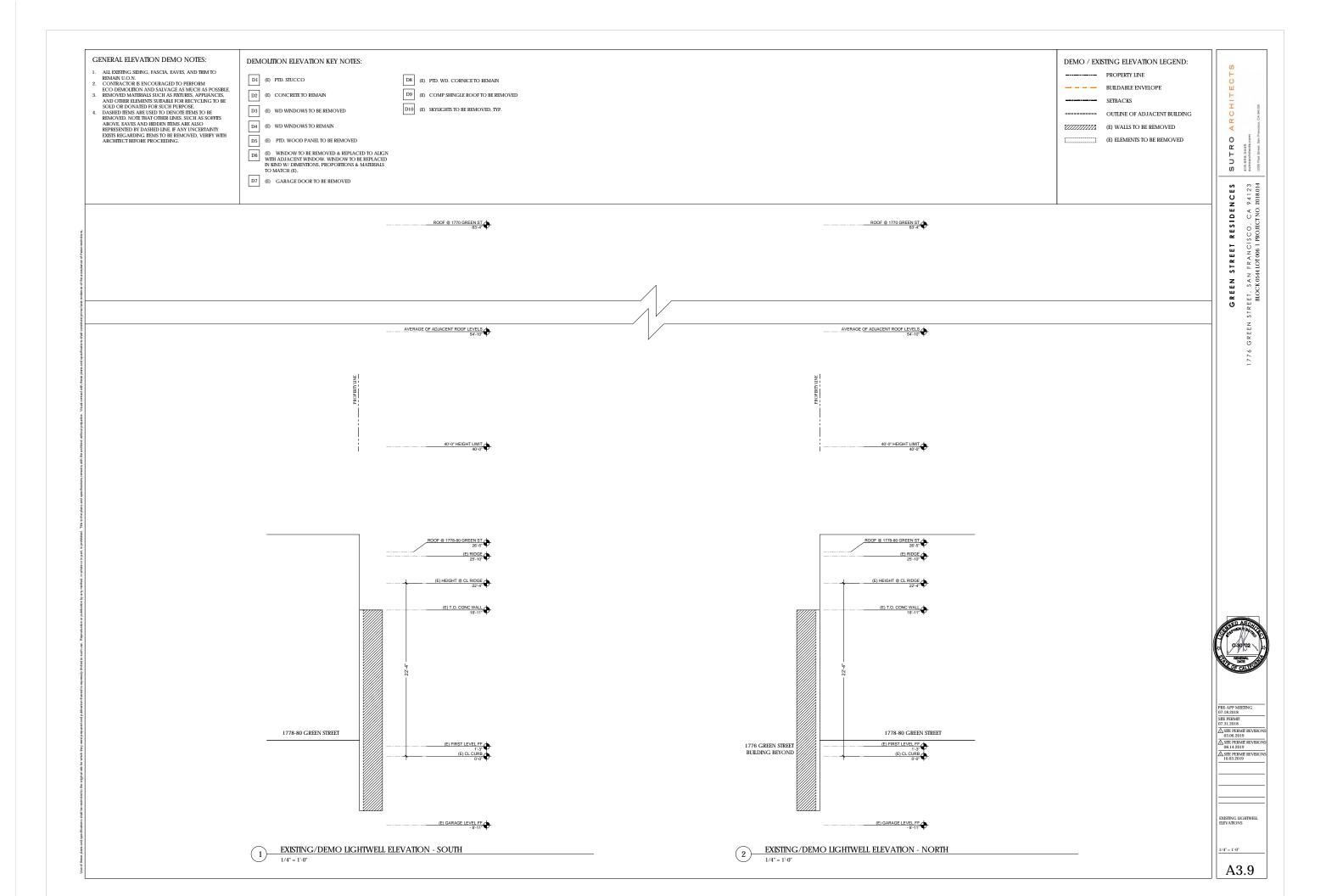


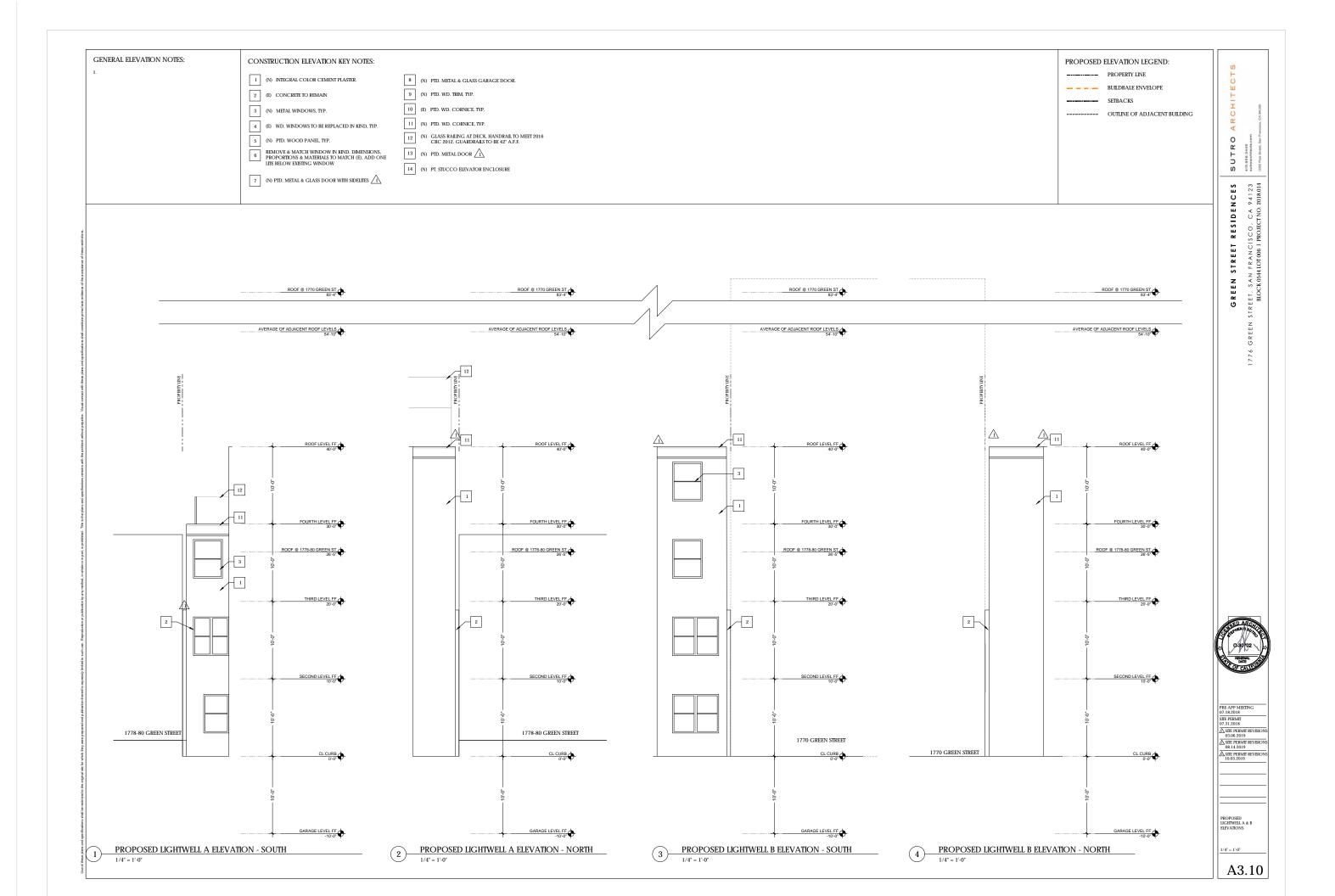


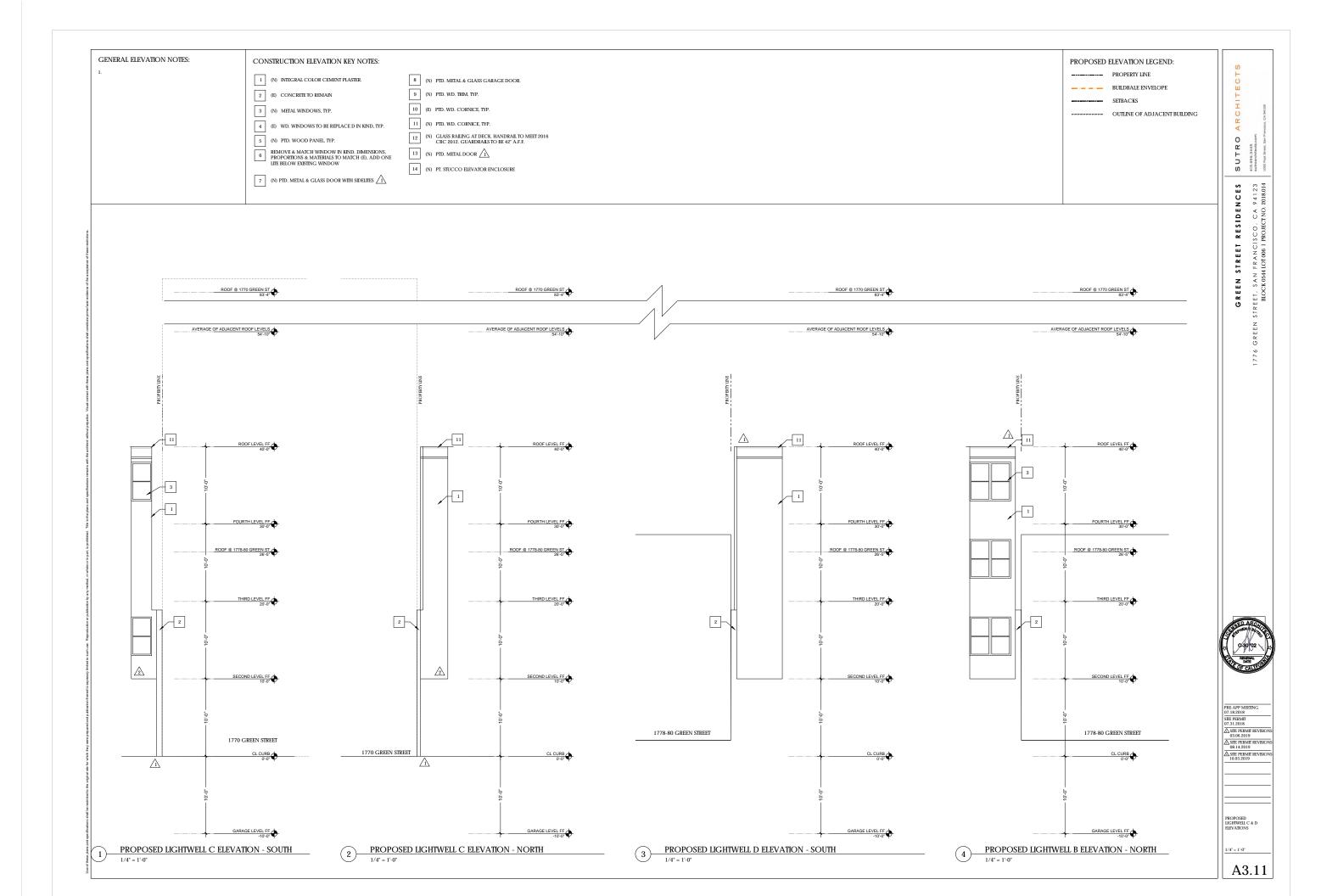


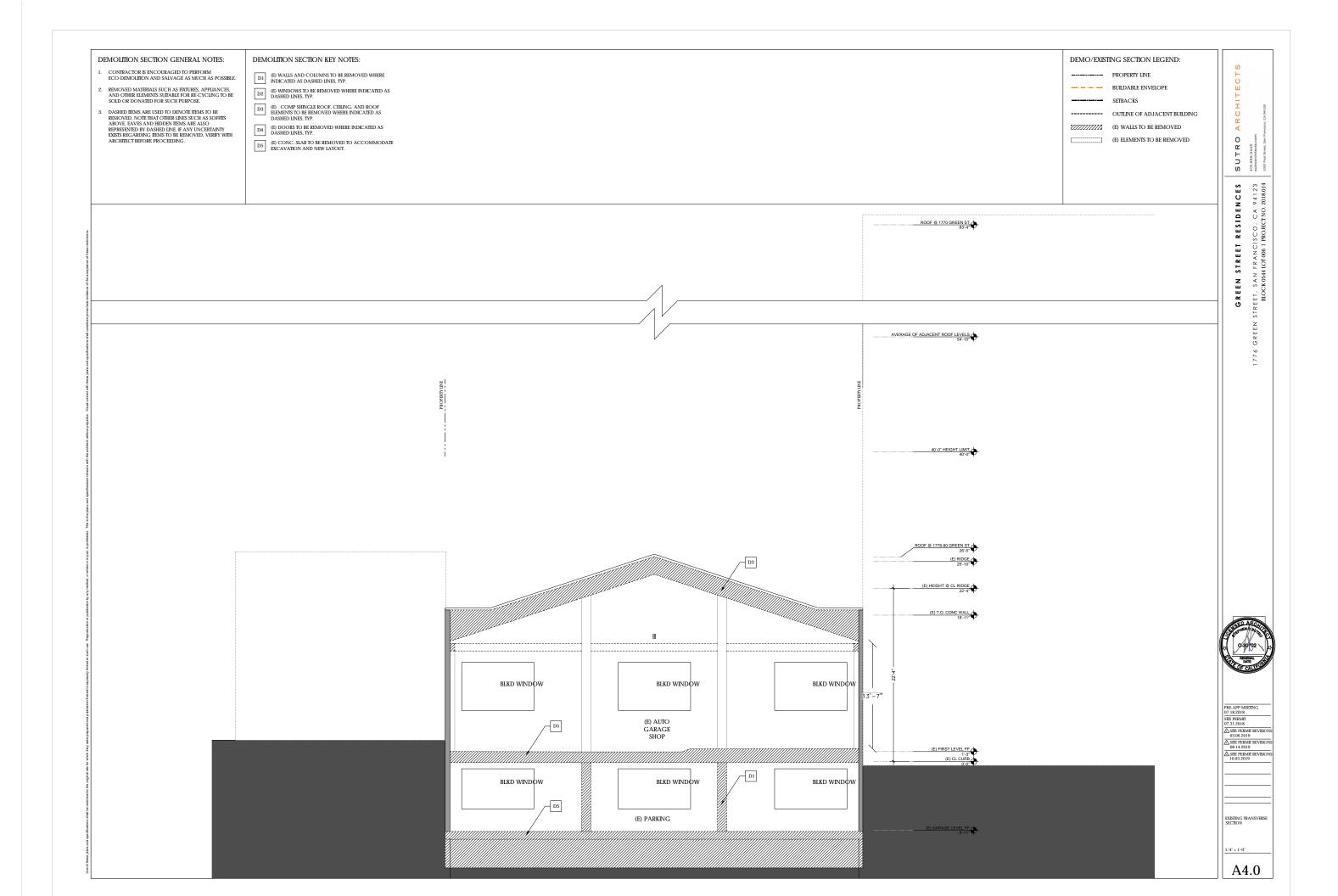


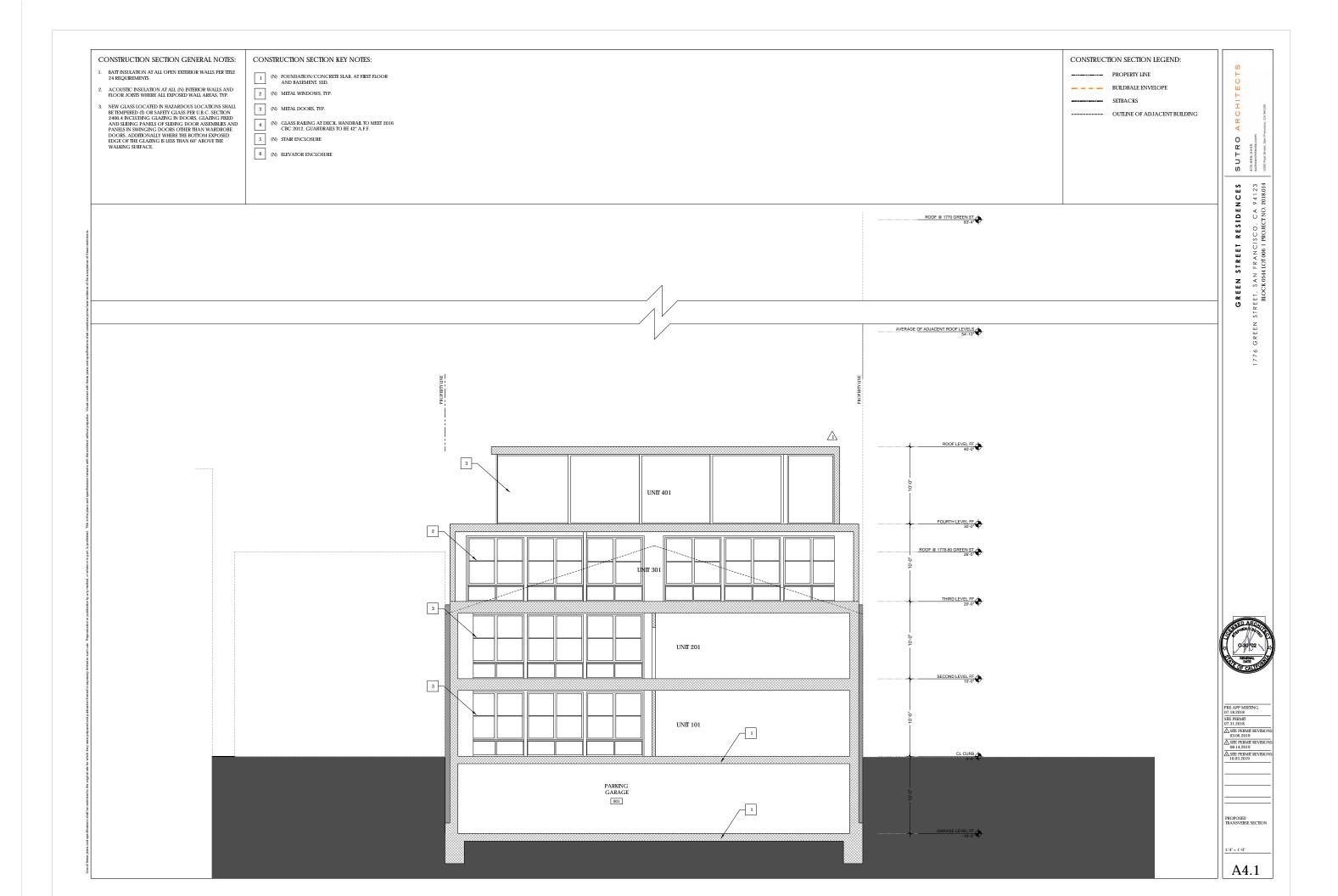


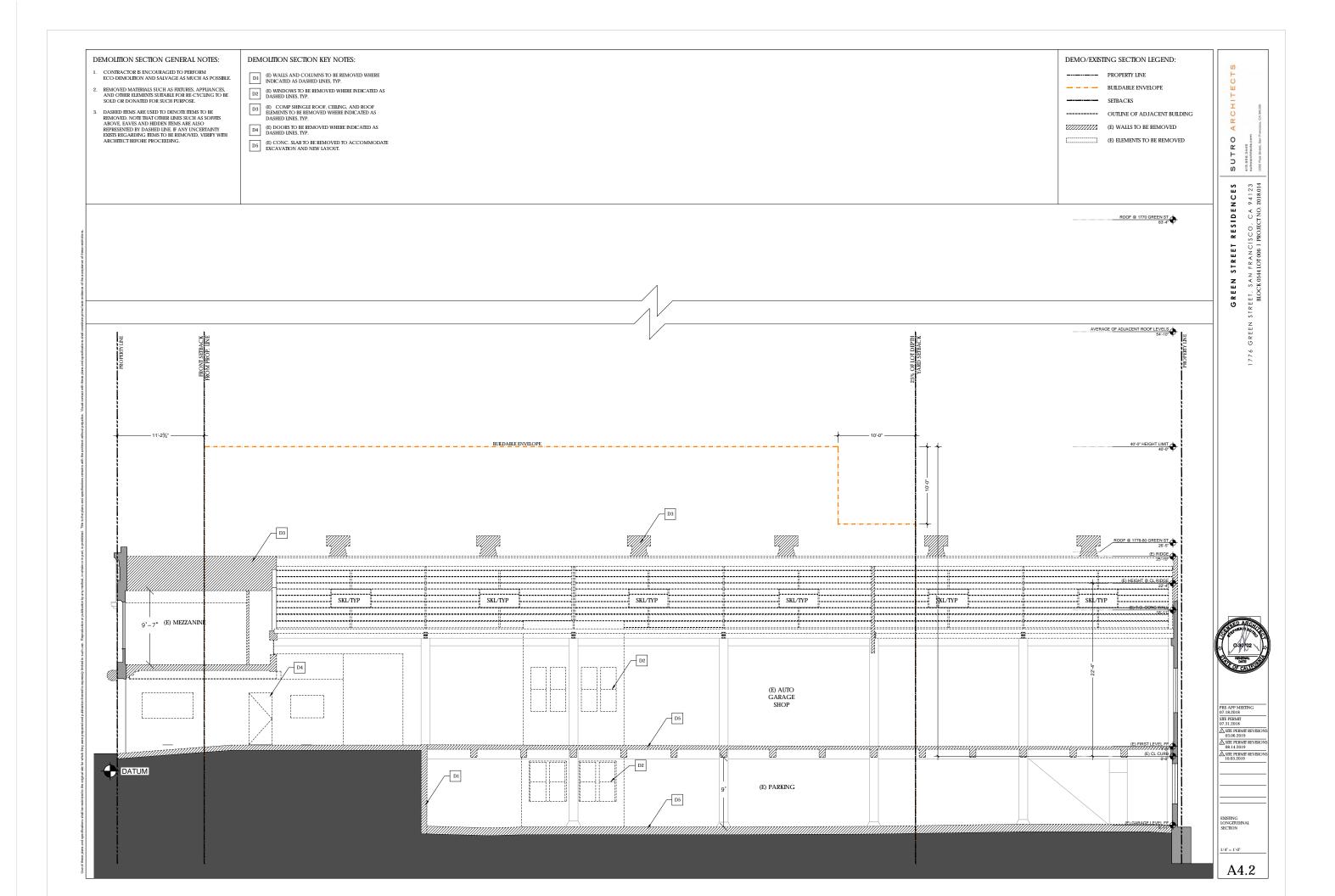












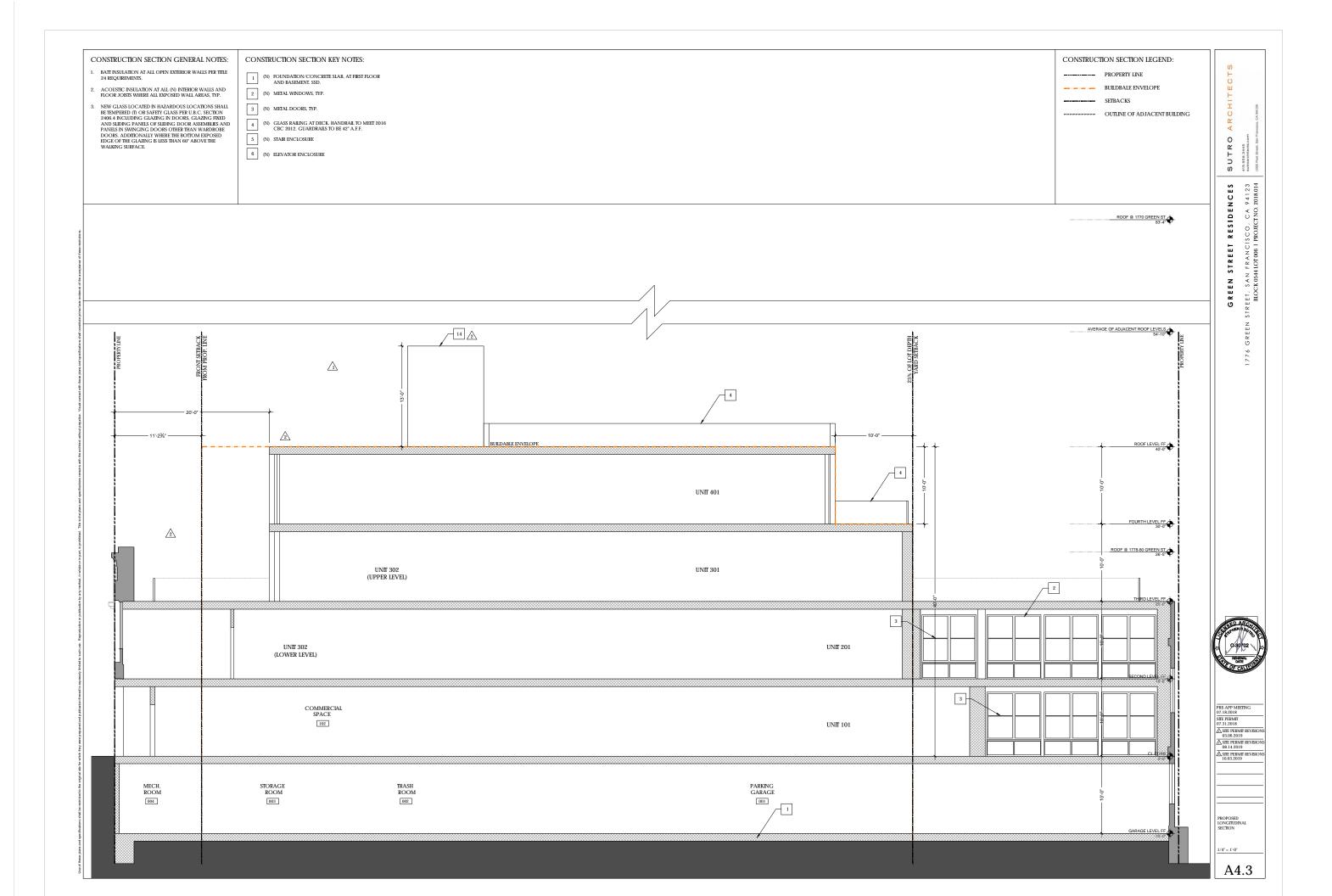


Exhibit C: Environmental Determination

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

CEQA Categorical Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION					
Project Address			Block/Lot(s)		
1776 GREEN ST			0544006		
Case	No.		Permit No.		
2018-	011430ENV		201808016167		
_	dition/	Demolition (requires HRE for	New		
Alt	eration	Category B Building)	Construction		
Proje	ct description for	Planning Department approval.			
The project site is located on the north side of Green Street between Octavia and Gough streets in the Marina neighborhood. The project site is occupied by a 27-foot-tall, two-story over basement, industrial building that is approximately 13,710 gross square feet in size with 12 below-grade parking spaces. The existing automobile repair garage building was constructed in circa 1914 and is currently vacant (formerly occupied by "Green Street Auto Body"). The project sponsor proposes a two-story vertical addition and a change of use to convert the existing automotive garage to a new residential development with five residential units. The project would add approximately 13,408 gross square feet to the existing building. The project includes 1,369 square feet of common open space in the form of a roof deck, and 2,265 square feet of private open space via balconies and terraces. The project includes alterations to the front façade, including the restoration of two pilasters that were removed from the central arch to allow for a wider garage opening during a 1933 alteration. With the proposed improvements, the building would be 40 feet tall (53 feet tall with elevator penthouse) and 27,118 gross square feet in size with 10 below-grade parking spaces and five class 1 bicycle parking spaces. In addition, the project includes the FULL PROJECT DESCRIPTION ATTACHED					
STEP 1: EXEMPTION CLASS					
The project has been determined to be categorically exempt under the California Environmental Quality Act (CEQA).					
	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.				
	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.				

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: (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. (b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services. FOR ENVIRONMENTAL PLANNING USE ONLY Class CEQA Guidelines Section 15061(b)(3) - Common Sense Exemption

STEP 2: CEQA IMPACTS

TO BE COMPLETED BY PROJECT PLANNER

Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential? if 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). □ 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? 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 requried (refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area) □ 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. □ 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 > Fopography) If box is checked, a geotechnical report is required and Environmental Planning must issue the exempti		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)	
(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). 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? 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) 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. 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. 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. Comments and Planner Signature (optional): Don Lewis		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	
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PLEASE SEE ATTACHED	Comments and Planner Signature (optional): Don Lewis		
	PLEASE SEE ATTACHED		

STEP 3: PROPERTY STATUS - HISTORIC RESOURCE

TO BE COMPLETED BY PROJECT PLANNER			
PROP	ERTY IS ONE OF THE FOLLOWING: (refer to Property Information Map)		
	Category A: Known Historical Resource. GO TO STEP 5.		
	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.		
	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.		
	P 4: PROPOSED WORK CHECKLIST E COMPLETED BY PROJECT PLANNER		
Check	all that apply to the project.		
	1. Change of use and new construction. Tenant improvements not included.		
	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.		
	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.		
	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.		
	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.		
	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.		
	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .		
	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.		
	Project is not listed. GO TO STEP 5.		
	Project does not conform to the scopes of work. GO TO STEP 5.		
	Project involves four or more work descriptions. GO TO STEP 5.		
	Project involves less than four work descriptions. GO TO STEP 6.		
STEP 5: CEQA IMPACTS - ADVANCED HISTORICAL REVIEW TO BE COMPLETED BY PROJECT PLANNER			
Checl	k all that apply to the project.		
	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.		
	2. Interior alterations to publicly accessible spaces.		
	3. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.		
	4. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.		
	5. Raising the building in a manner that does not remove, alter, or obscure character-defining features.		

6. Restoration based upon documented evidence of a building's historic condition, such as historic

photographs, plans, physical evidence, or similar buildings.

	7. Addition(s), including mechanical equipment that are minimally visible from a public right-of-way and meet the Secretary of the Interior's Standards for Rehabilitation.					
	8. Other work consistent with the Secretary of the Interior Stand Properties (specify or add comments):	ards for the Treatment of Historic				
	9. Other work that would not materially impair a historic district (s					
	(Requires approval by Senior Preservation Planner/Preservation Coordinator)					
	Senior Preservation					
Ш	Reclassify to Category A	Reclassify to Category C				
	a. Per HRER or PTR dated	(attach HRER or PTR)				
	b. Other (specify):					
	Note: If ANY box in STEP 5 above is checked, a Prese	vation Planner MUST sign below.				
	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 11/25/19 HRER for a full evaluation of potential impacts to historic resources.						
Preser	vation Planner Signature: Jorgen Cleemann					
STEP 6: CATEGORICAL EXEMPTION DETERMINATION TO BE COMPLETED BY PROJECT PLANNER						
	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:	Signature:				
	Planning Commission Hearing	Don Lewis				
	If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.	11/27/2019				
	Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter					

In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be

Please note that other approval actions may be required for the project. Please contact the assigned planner for these approvals.

中文詢問請電: 415.575.9010

31of the Administrative Code.

filed within 30 days of the project receiving the approval action.

Full Project Description

The project site is located on the north side of Green Street between Octavia and Gough streets in the Marina neighborhood. The project site is occupied by a 27-foot-tall, two-story over basement, industrial building that is approximately 13,710 gross square feet in size with 12 below-grade parking spaces. The existing automobile repair garage building was constructed in circa 1914 and is currently vacant (formerly occupied by "Green Street Auto Body").

The project sponsor proposes a two-story vertical addition and a change of use to convert the existing automotive garage to a new residential development with five residential units. The project would add approximately 13,408 gross square feet to the existing building. The project includes 1,369 square feet of common open space in the form of a roof deck, and 2,265 square feet of private open space via balconies and terraces. The project includes alterations to the front facade, including the restoration of two pilasters that were removed from the central arch to allow for a wider garage opening during a 1933 alteration. With the proposed improvements, the building would be 40 feet tall (53 feet tall with elevator penthouse) and 27,118 gross square feet in size with 10 below-grade parking spaces and five class 1 bicycle parking spaces. In addition, the project includes the expansion of the existing basement by 1,615 square feet (from 5,516 square feet to 7,131 square feet). Project construction would require up to approximately 15 feet of excavation below ground surface, resulting in approximately 1,400 cubic yards of soil disturbance. Conventional hand-excavated end-bearing piers would be used for the proposed underpinning system. Heavy equipment would not be used within 10 horizontal feet from adjacent shallow foundations and basement walls; jumping jack or hand-operated vibratory plate compactors would be used for compacting fill within this zone. The project site is listed as an active leaking underground storage tank cleanup site on the Hazardous Waste and Substances Sites List (also known as the "Cortese List").

CEQA Impacts

Archeological Resources: The department's archeologist conducted preliminary archeological review on October 30, 2019 and determined that no CEQA-significant archeological resources are expected within project-affected soils.

Hazardous Materials: The project site is listed as an active leaking underground storage tank cleanup site on the Hazardous Waste and Substances Sites List (also known as the "Cortese List"). The proposed project is therefore subject to the Maher Ordinance (Article 22A of the San Francisco Health Code), which is administered by the San Francisco Department of Public Health (DPH). The Maher Program addresses development on sites with potentially hazardous soil or groundwater in order to protect public health and safety. The project sponsor enrolled in the Maher Program on July 31, 2018. DPH is overseeing the remediation of any soil or groundwater contamination at the project site in accordance with all applicable regulation. DPH will determine if a site mitigation plan is required and, if so, would ensure that remediation is completed in a way that assures protection of public health and safety. Approval by DPH would be required prior to issuance of a certificate of occupancy by the building department.

Traffic: The department's transportation staff reviewed the proposed project and determined that additional transportation review is not required.

Noise: The project would use typical construction equipment that would be regulated by Article 29 of the Police Code (section 2907, Construction Equipment). No impact pile driving or nighttime construction is required. Construction vibration would not be anticipated to affect adjacent buildings. The proposed project would not generate sufficient vehicle trips to noticeably increase ambient noise levels, and the project's fixed noise sources, such as heating, ventilation, and air conditioning systems, would be subject to noise limits in Article 29 of the Police Code (section 2909, Noise Limits).

Air Quality: The proposed project's construction would be subject to the Dust Control Ordinance (Article 22B of the Health Code). The proposed land uses are below the Bay Area Air Quality Management District's construction and operational screening levels for requiring further quantitative criteria air pollutant analysis. The project site is not located within an air pollutant exposure zone.

Water Quality: The project's construction activities are required to comply with the Construction Site Runoff Ordinance (Public Works Code, article 2.4, section 146). The project would be required to implement best management practices to prevent construction site runoff. Stormwater and wastewater discharged from the project site during operations would flow to the City's combined sewer system and be treated to the standards in the City's National Pollution Discharge Elimination System permit.

Natural Habitat: The project site is entirely covered by the existing two-story industrial building and is located within a developed urban area. The project site has no significant riparian corridors, estuaries, marshes, wetlands, or any other potential wildlife habitat that might contain endangered, rare or threatened species. Thus, the project site has no value as habitat for rare, threatened, or endangered species.

Public Notice: A "Notification of Project Receiving Environmental Review" was mailed on November 12, 2019 to adjacent occupants and owners of buildings within 300 feet of the project site and the Marina neighborhood group list. Six members of the public responded to this notice and expressed concerns related to shadow, noise, known contamination at the project site, and the department's prior use of a categorical exemption. Concerns and issues raised by the public in response to this notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis.

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

SAN FRANCISCO

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	s Dated	Previous Approval Action	New Approval Action		
		Planning Commission Hearing			
Modified Project Description:					
		CONSTITUTES SUBSTANTIAL MODIF	ICATION		
Com	Compared to the approved project, would the modified project:				
	Result in expansion of the building envelope, as defined in the Planning Code;				
	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;				
	Result in demolition as defined	d under Planning Code Section 317 or 1900	05(f)?		
	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 I	east one of the above boxes is	checked, further environmental review i	s required.		
DET	ERMINATION OF NO SUBSTA	NTIAL MODIFICATION			
	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

November 25, 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:

November 25, 2019 (Part II)

Staff Contact:

Jørgen G. Cleemann (Preservation Planner)

(415) 575-8763

jorgen.cleemann@sfgov.org

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

Reception:

415.558.6378

Fav.

415.558.6409

Planning Information: 415.558.6377

PART II: PROJECT EVALUATION

Proposed Project

Demolition

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;
 - Round and pointed arch window openings; and
 - Modillioned cornice.

Historic Resource Evaluation Response November 25, 2019

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	e resource as proposed.
The project will cause a significant adverse impact to the historic res	ource as proposed.
California Register-eligible Historic District or Context:	
The project will not cause a significant adverse impact to a California district and a californi	ornia Register-eligible historic
district or context as proposed.	
The project will cause a significant adverse impact to a California Re	egister-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 a number of original façade features, including the original vehicular opening and configuration of openings, which are documented on historical elevation drawings (Figure 2). 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. Several other primary façade features, including the original vehicular entry and configuration of openings, will be restored based on archival documentation (see historical elevation, Figure 2).

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 restorative 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.

Historic Resource Evaluation Response November 25, 2019

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 primary façade features, 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:

Allison Vanderslice, Principal Preservation Planner

CC:

Christopher May, Project Planner



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

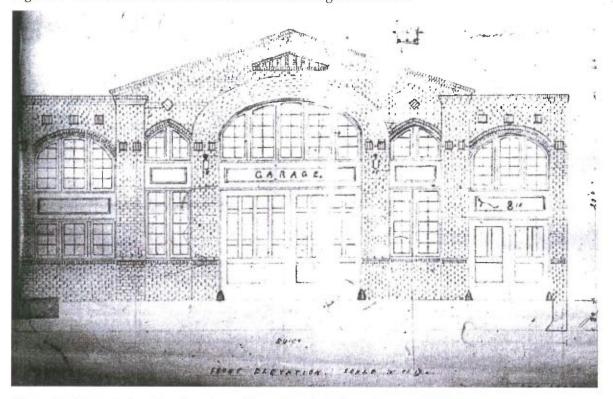


Figure 2. Original elevation drawing of the subject building. Source: SF DBI.

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:

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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 Allyne 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	
Property is individually eligible for inclusion in a	Property is eligible for inclusion in a California	
California Register under one or more of the	Register Historic District/Context under one or	
following Criteria:	more of the following Criteria:	
Criterion 1 - Event: Yes No Criterion 2 - Persons: Yes No Criterion 3 - Architecture: Yes No Criterion 4 - Info. Potential: Yes No	Criterion 1 - Event: ☐ Yes ☒ No Criterion 2 - Persons: ☐ Yes ☒ No Criterion 3 - Architecture: ☐ Yes ☒ No Criterion 4 - Info. Potential: ☐ Yes ☒ No	
Period of Significance: 1914-1933	Period of Significance: Contributor Non-Contributor	

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

Historic Resource Evaluation Response December 5, 2018

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 judg 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:		Lacks	Setting:	Retains	Lacks
Association:	X Retains	Lacks	Feeling:	Retains	Lacks
Design:	Retains	Lacks	Materials:	Retains	Lacks
Workmanship	Retains	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.

Historic Resource Evaluation Response December 5, 2018

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:
 - o Pilasters and molded arch;
 - o Round and pointed arch window openings; and
 - o Modillioned cornice.

CEQA Historic Resource Determination

X 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



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

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PART II: PROJECT EVALUATION

Proposed Project

Demolition

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:
 - Pilasters and molded arch;
 - Round and pointed arch window openings; and
 - Modillioned cornice.

Historic Resource Evaluation Response October 30, 2019

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/H	istoric 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 o	ontext as proposed.
	will cause a significant adverse impact to a California Register-eligible historic district
or context a	s 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

Historic Resource Evaluation Response October 30, 2019

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:

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

Land Use Information

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

	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 Production, Distribution, & Repair	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	

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Reception: **415.558.6378**

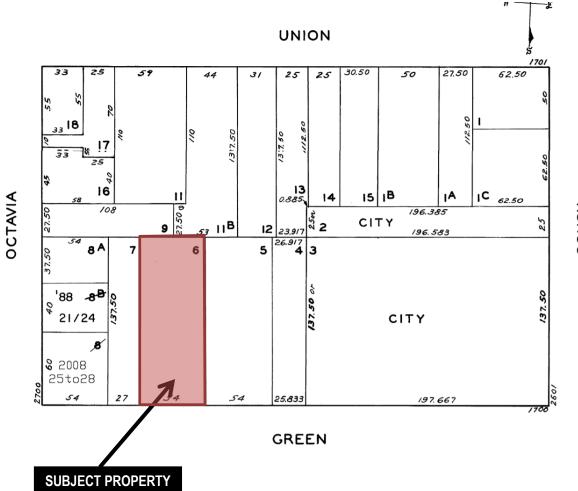
415.558.6409

Planning Information: **415.558.6377**

	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

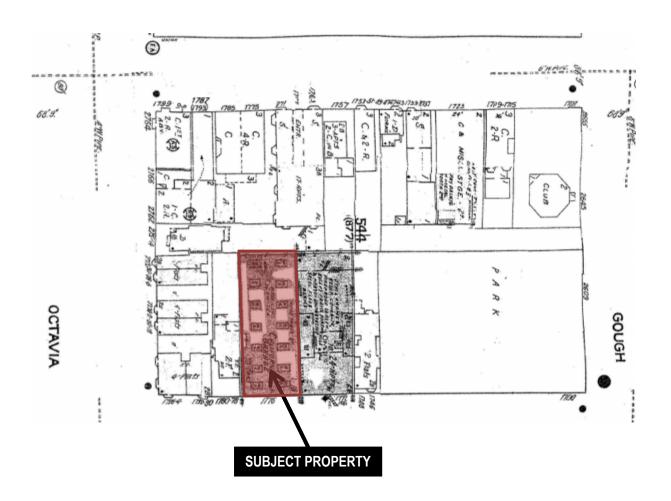
Block Book Map







Sanborn Map*

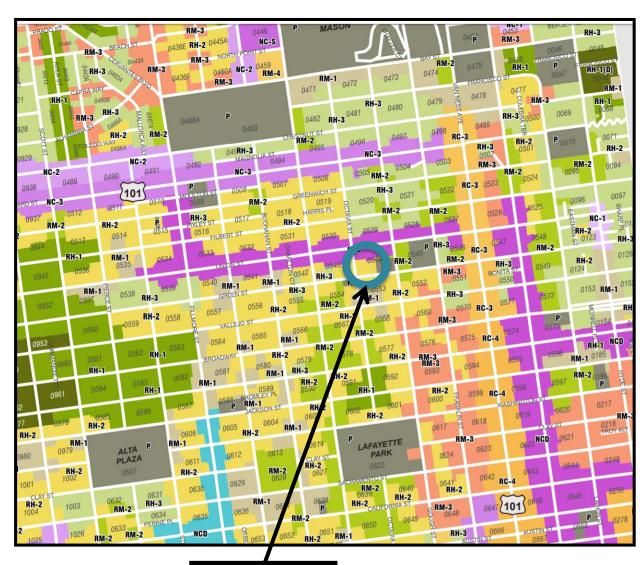


^{*}The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.





Zoning Map

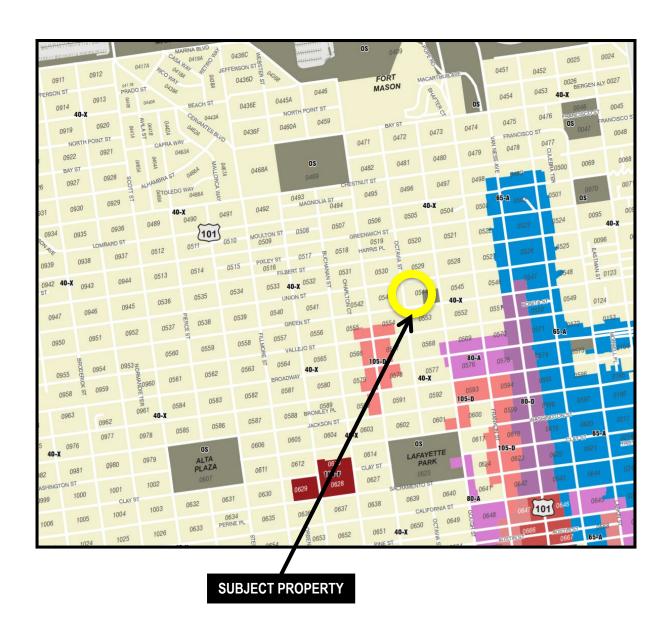


SUBJECT PROPERTY





Height & Bulk Map

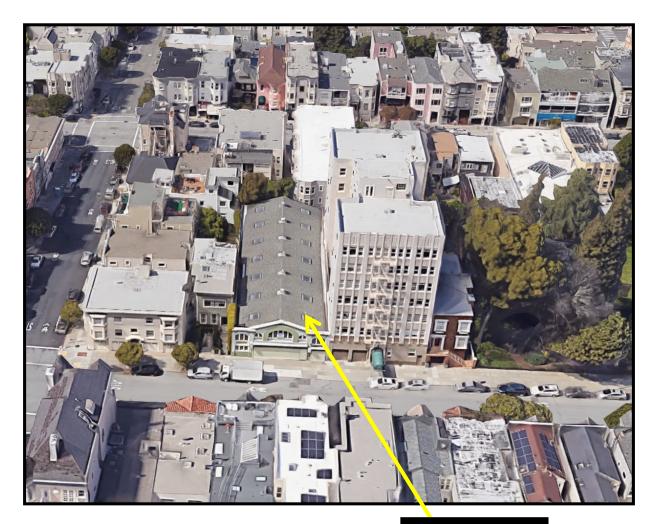






Aerial Photo

(looking north)



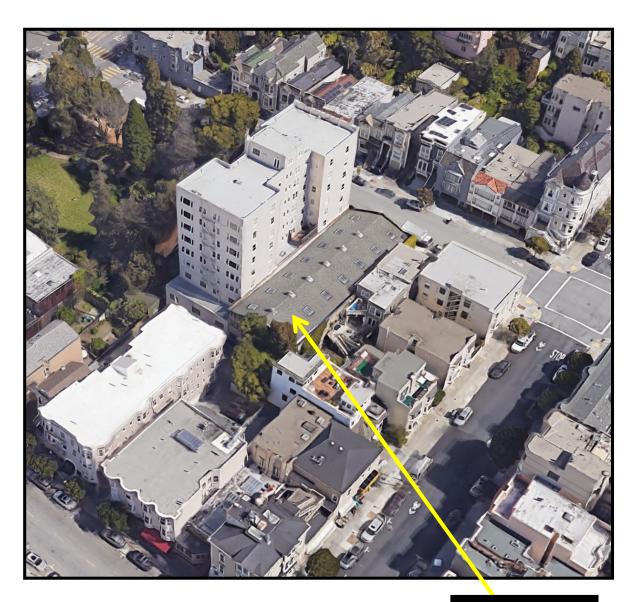
SUBJECT PROPERTY





Aerial Photo

(looking southeast)



SUBJECT PROPERTY





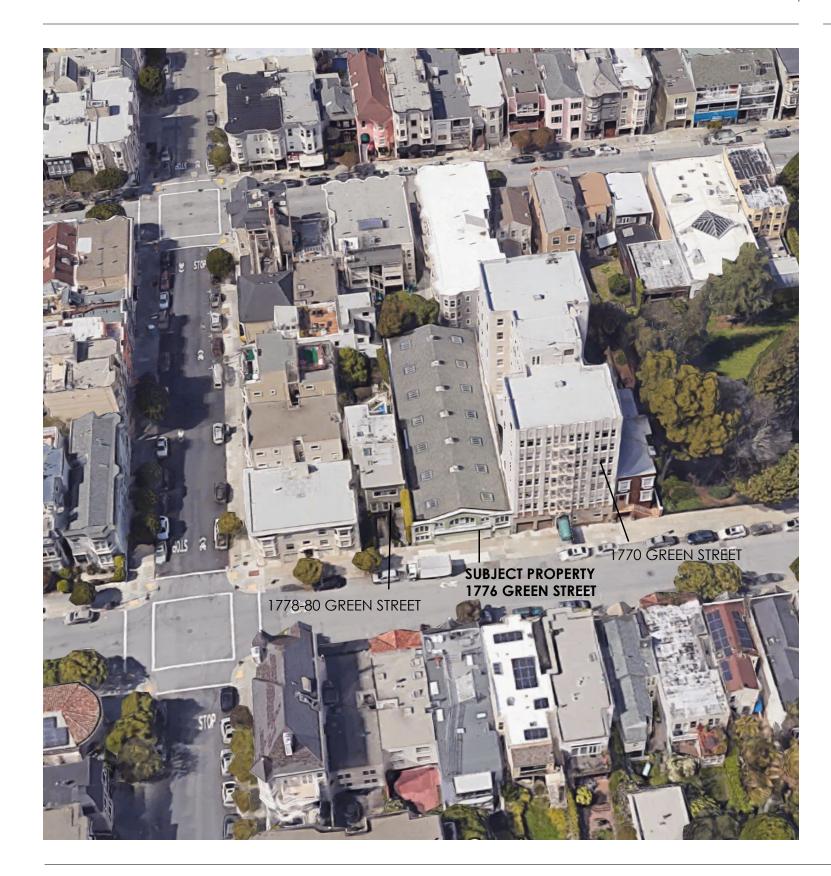
Site Photo

(looking north)





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.









