



EXECUTIVE SUMMARY CONDITIONAL USE

HEARING DATE: FEBRUARY 18, 2021

Continued From: February 27, 2020

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 – (628) 652-7359

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Recommendation: Approval with Conditions

Project Description

The Project includes the construction of a two-story vertical addition measuring approximately 13,408 square feet and a change of use from an automobile repair garage to a residential building (approximately 13,710 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 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.
 - o **Support/Opposition:** The Department has received one letter in opposition to the project in advance of the February 18, 2021 hearing. The opposition relates primarily to the requested front setback and rear yard variances, as well as the perceived affordability of the proposed dwelling units.
 - o 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;
 - o Replacement of 963 square feet of ground floor commercial space with shared storage space for the residential units.
- **Project Updates:** Since the initial public hearing on November 7, 2019, the Project Sponsor has updated the Project as follows:
 - O <u>Common roof deck:</u> The Project Sponsor has eliminated a common roof deck measuring approximately 1,369 square feet. Each of the five proposed dwelling units have adequate private usable open space on privately-accessed decks and terraces. Accordingly, the elevator penthouse no longer provides access to the rooftop, and instead is now an overrun approximately nine feet shorter. Additionally, one of the two stairwells providing access to the roof has been eliminated.
- 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. Currently, Planning
 Code Section 207 only 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

On October 30, 2019, the Planning Department issued Class 1 and 3 categorical exemptions for the project. On November 7, 2019, the Commission continued the item to December 5, 2019, again to February 27, 2020, and again indefinitely, in order to allow Environmental Planning staff an opportunity to conduct additional environmental review to address neighbors' concerns regarding the subject property being listed on the California Environmental



Executive Summary Hearing Date: February 18, 2021

Protection Agency's list of sites with potentially contaminated soils, also known as the "Cortese List". Shortly thereafter, the CEQA determination was appealed, but the appeal was subsequently withdrawn.

During the additional environmental review, Environmental Planning staff 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'). During CEQA review, it was determined that it can be seen with certainty that there is no possibility of a significant effect on the environment. The proposed project is therefore exempt from CEQA under the common sense exemption (CEQA Guidelines 15061(b)(3)).

Basis for Recommendation

The Department finds that the Project is, on balance, consistent with the Objectives and Policies of the General Plan. 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 with family-sized units, each with its own private usable open space. The addition to the building is designed to be sensitive and subordinate to the historic building below, and will be of a height and density appropriate to the scale of the nearby properties on Green Street. The Department also 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





PLANNING COMMISSION DRAFT MOTION

HEARING DATE: FEBRUARY 18, 2021

CONTINUED FROM: FEBRUARY 27, 2020

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

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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, and again to February 27, 2020, and again indefinitely, 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 California Environmental Quality Act (CEQA) review, it was determined that it can be seen with certainty that there is no possibility of a significant effect on the environment. The proposed project is therefore exempt from CEQA under the common sense exemption (CEQA Guidelines 15061(b)(3)).

The Planning Department Commission Secretary is the custodian of records; the File for Record No. 2018-011430CUA is located at 49 South Van Ness Avenue, Suite 1400, 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 measuring approximately 13,408 square feet and a change of use from an automobile repair garage to a residential building (approximately 13,710 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 2,265 square feet of private open space via balconies and terraces. The Project also includes alterations to the front façade including the restoration of two pilasters that were removed from the central arch to allow a wider garage opening during a 1933 alteration.
- 3. Site Description and Present Use. The Project site is located on the north side of Green Street, between Octavia and Gough Streets within the Marina neighborhood and bordering the Pacific Heights neighborhood. The subject property is approximately 7,425 square feet in size with 54 feet of frontage on Green Street. The Project site slopes downward from the front to the rear and is occupied by a one-story-plus-mezzanine industrial building covering the entire lot. The existing automobile repair garage building (formerly d.b.a. Green Street Auto Body) was constructed circa 1914 in the Classical Revival style and is currently vacant.
- 4. Surrounding Properties and Neighborhood. The surrounding neighborhood is primarily within the RH-2 Zoning District. The neighborhood context is primarily residential in character with a mix of two-to-three-story multi-unit buildings. Immediately adjacent to the subject property, and to the west, is a two-story, two-unit residential building. Immediately adjacent to the subject property, and to the east, is a seven-story apartment building containing 26 units. Immediately to the rear and to the north of the subject property is the Union Street Neighborhood Commercial District, which is characterized primarily by two-to-three-story buildings with residential uses located above ground floor commercial uses.
- **5. Public Outreach and Comments.** The Department has received one letter in opposition to the project in advance of the February 18, 2021 hearing. The opposition relates primarily to the requested front setback and rear yard variances, as well as the perceived affordability of the proposed dwelling units.
- **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. Use. Planning Code Section 209.1 permits residential uses at a maximum 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.
 - B. 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.

C. 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.

D. 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. As such, the Project exceeds the minimum amount of usable open space required by the Planning Code.

E. 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.



F. 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.

G. 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.

The Project proposes 10 off-street parking spaces in the below-grade basement level. While this would exceed the maximum permitted by two spaces, 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 and shall be regulated as set forth in Planning Code Section 188. Planning Code Section 188 states that a noncomplying structure may 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, at any level of the structure, between existing conditions on the lot and the required standards for new construction. The existing building contains ten off-street parking spaces in the below-grade basement level and two off-street parking spaces on the ground floor, all of which are considered noncomplying features. As such, the Project, which proposes to retain 10 of the 12 existing noncomplying off-street parking spaces, complies with the requirements of the Planning Code.

H. 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; one for each unit.

I. 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.

J. 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.

- 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 Neighborhood Commercial District.

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

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

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 1

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

Policy 1.1

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

Policy 1.10

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

OBJECTIVE 4

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

Policy 4.1

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

OBJECTIVE 11

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



Policy 11.1

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

Policy 11.2

Ensure implementation of accepted design standards in project approvals.

Policy 11.3

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

Policy 11.4

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

Policy 11.6

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

OBJECTIVE 12

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

Policy 12.2

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

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 1

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

Policy 1.3

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

Policy 1.7

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

TRANSPORTATION ELEMENT

Objectives and Policies



OBJECTIVE 2:

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

Policy 2.1:

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

OBJECTIVE 11:

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

Policy 11.3:

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

OBJECTIVE 28:

PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

Policy 28.1:

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

Policy 28.3:

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

OBJECTIVE 34:

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

Policy 34.1:

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

Policy 34.3:

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



Policy 34.5:

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

The Project will revitalize a vacant building, previously occupied by a nonconforming automobile repair garage use, by converting it to a multi-unit residential building. The Project will provide five three-bedroom units which would be suitable for families with children, each with its own private usable open space. The vertical addition to the building is designed to be sensitive and subordinate to the historic building below, will be architecturally cohesive with the surrounding neighborhood and will be of a height and density appropriate to the scale of the nearby properties on Green Street. The proposed residential building would provide five weather-protected bicycle parking spaces for its residents to encourage bicycling, and is located within walking distance to several public transit lines, including the 28 – 19th Ave, 30-X – Marina Express, 41 – Union, 45 – Union/Stockton, 47 – Van Ness, 49 – Van Ness/Mission and 76-X – Marin Headlands Express MUNI bus routes. On balance, the Project is consistent with the Objectives and Policies of the General Plan.

- **9. Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project complies with said policies in that:
 - A. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.
 - While the subject property has previously been used as a neighborhood-serving automobile repair garage, it was a nonconforming use that is no longer in operation. The Project does not propose any neighborhood-serving retail uses.
 - B. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.
 - The Project will provide five new dwelling units, thus resulting in an overall increase in the neighborhood housing stock. The existing historic building will be retained, and its façade restored, thereby preserving neighborhood character and cultural and economic diversity.
 - C. That the City's supply of affordable housing be preserved and enhanced,
 - The Project does not propose affordable housing.
 - D. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.
 - The Project site is well served by nearby public transportation options. The Project is within walking distance of the 28 19th Ave, 30-X Marina Express, 41 Union, 45 Union/Stockton, 47 Van Ness, 49 Van Ness/Mission and 76-X Marin Headlands Express MUNI bus routes. The Project also



provides off-street parking and sufficient bicycle parking for residents and their quests.

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 not 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 January 20, 2021, 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 February 18, 2021.

AYES:
NAYS:
ABSENT:
RECUSE:
ADOPTED: February 18, 2021



Jonas P. Ionin

Commission Secretary

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 January 20, 2021, 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 February 18, 2021 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 February 18, 2021 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. XXXXX shall be reproduced on the Index Sheet of construction plans submitted with the site or building permit application for the Project. The Index Sheet of the construction plans shall reference to the Conditional Use authorization and any subsequent amendments or modifications.

Severability

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

Changes and Modifications

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



CONDITIONS OF APPROVAL, COMPLIANCE, MONITORING, AND REPORTING

Performance

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

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, 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 628.652.7463, 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 628.652.7463, 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 628.652.7463, 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 628.652.7463, 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 628.652.7359, 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 628.652.7359, www.sfplanning.org

8. Rooftop Mechanical Equipment. Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the building permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.

For information about compliance, contact the Case Planner, Planning Department at 628.652.7359, www.sfplanning.org

Parking and Traffic

9. 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 628.652.7463, www.sfplanning.org

9. Parking Maximum. Pursuant to Planning Code Section 151 or 151.1, the Project shall provide no more than ten (10) off-street parking spaces.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

10. Managing Traffic During Construction. The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction



contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

Provisions

11. 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 628.652.7359, www.sfplanning.org

Monitoring - After Entitlement

12. 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 628.652.7463, www.sfplanning.org

13. 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 628.652.7463, www.sfplanning.org



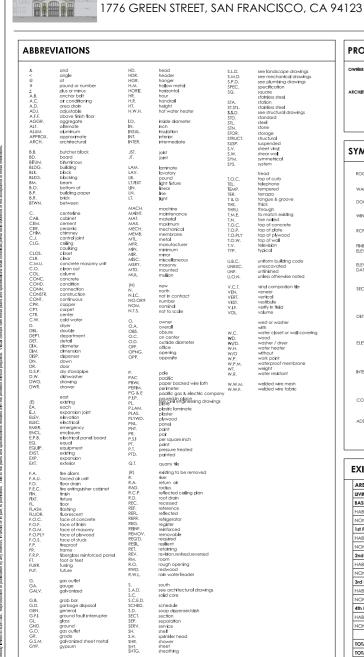
Exhibit B: Plans and Renderings

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

PRE-APP MEETING
07.18.2018
SIE PERMIT
07.31.2018
A SIE PERMIT REVISION
03.05.2019
A SIE PERMIT REVISION
08.14.2019
A SIE PERMIT REVISION
10.03.2019

COVER SHEET

GREEN STREET RESIDENCES



PROJECT DIRECTORY 1776 GREEN STREET LLC 1776 GREEN STREET SAN FRANCISCO, CA 94123 CONTACT: JOHN BICKFORD EMAIL: JBICKFORD@LOCALCAPGROUP.COM. ▲ ECTS.COM INTERIOR DESIGNER:

SYMBOL LEGI	END
ROOM NAME	STUDIO Aroom name [117]
WALL TYPE	
DOOR TYPE	ூ
WINDOW TYPE	③
RCP ELEVATION	49.5
FINISH FLOOR ELEVATION	(iii)
ELEVATION DATUM	EL = +X-X: A.F.F. — elevation
SECTION	View direction X/AXX L sheet number drawing number
DETAIL	drawing number
ELEVATION	view direction X/AXX sheet number drawing number
INTERIOR ELEVATION	drowing number elevation designation sheet number
COLUMN GRIDLINE	99)———
ADDENDUM	4

PROJECT DATA	PROJECT DATA							
SITE DATA								
	GREEN ST. MULTI-FAMILY RESIDENCE							
	MUTU-FAMILY ADDITION							
PROJECT ADDRESS:	1776 GREEN ST., SAN FRANCISCO, CA, 94123							
DESCRIPTION OF WORK:	(S) (N) RESIGENTIAL UNITS WITHIN (E) STRUCTURE & IN A TWO-STORY VERTICAL ADDITION							
BUILDING DATA								
APPLICABLE BUILDING CODES:	2016 Calfornia Bulding Code (CBC) 2016 Calfornia Mechanical Code (CBC) 2016 Calfornia Mechanical Code (CBC) 2016 Calfornia Mechanical Code (CMC 2016 Calfornia Mechanical Code (CPC) 2016 Calfornia File Code Amendments 2016 Son Financia Deletical Code Amendments 2016 Son Financia Deletical Code Amendments 2016 Son Financia Orbination Code Amendments 2016 Son Financia Code Middle (CDC) 2016 Son Financia Code Code Amendments 2016 Son Financia Code Code Middle (CDC) 2016 Son Financia Code Code Middle (CDC) 2016 Son Financia Code Code Middle (CDC) 2016 Son Financia Code Code (CDC) 2017 Son Financia Code (CDC) 2018 Son Financia CDC (CDC) 2018 S							
TYPE OF CONSTRUCTION:	TYPE III-A							
SPRINKLER PROTECTION:	WILL BE SPRINKLERED							
OCCUPANCY TYPE / USE:	EXISTING: COMMERCIAL PROPOSED: R-2 / MULTI FAMILY RESIDENCE							
ASSESSOR'S BLOCK/LOT:	0544, 006							
ZONING DISTRICT:	RH-2							
NO. OCCUPIED FLOORS:	EXISTING: 2; PROPOSED: 4							
NO. OF STORIES:	EXISTING: 2: PROPOSED: 4							
NO. OF BASEMENTS:	EXISTING: 1; PROPOSED: 1							
NO. OF BEDROOMS/BATHS:	EXISTING: 0/1: PROPOSED: 15/16.5; (5) 3-BEDROOM MARKET RATE UNITS.							
NO. OF PARKING SPACES:								
BUILDING HT:	EXISTING: 12 CAR PROPOSED: 10 CAR, 5 BIKE							
GROSS FLOOR AREA:	EXISTING: 26'-5"; PROPOSED: 40'-0"							
	EXISTING: 13,710 SF: PROPOSED: 24,823 SF							

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JPPER LEVEL HABITABLE 1057 DUIDOOR SPACE 512 JUNIT 401 (3 BED/3 BATH) 2944 HABITABLE 2944	UPPER LEVEL HABITABLE 1057 OUIDOOR SPACE 512 UNIT 401 (3 8E0/3 BATH) HABITABLE 2944 \(\triangle \) OUIDOOR SPACE 497 ROOF LEVEL	UPPER LEVEL HABITABLE 1057 OUIDOOR SPACE 512 MINI 401 (3 8ED/3 8AH) HABITABLE 2944) OUIDOOR SPACE 497 RÖÖFLEVEL Δ	UPPER LEVEL HABITABLE 1057 OUIDOOR SPACE 512 UNIT 401 (3 8E6/3 BATH)	UNIT 302 (3 BED/3.5 BATH)	
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UNIT 401 (3 BED/3 BATH) ABITABLE 2944 △	UNIT 401 (3 BED/3 BATH) HABITABLE OUIDOOR SPACE ROOF LEVEL	UNIT 401 (3 SED/3 BATH) HABITABLE 2944 \(\) OUIDOOR SPACE 497 OOP LEVEL	UNIT 401 (3 BED/3 BAIH) HABITABLE 2944 OUIDOOR SPACE 497 ROOP LEVEL	UPPER LEVEL HABITABLE	1057
HABITABLE 2944 ▲	HABITABLE 2944 △ OUTDOOR SPACE 497 ROOF LEVEL	HABITABLE (2944) A OUIDOOR SPACE 497 ROOF LEVEL A	HABITABLE (2944) OUIDOOR SPACE 497 ROOP LEVEL	OUTDOOR SPACE	512
	OUTDOOR SPACE 497 ROOF LEVEL	OUIDOOR SPACE 497 ROOF LEVEL	OUIDOOR SPACE 497 ROOF LEVEL	UNIT 401 (3 BED/3 BATH)	$\overline{\sim}$
DUTDOOR SPACE 497	RÓOF LEVÉL	RÓOF LEVEL	RÓOF LEVÉL .	HABITABLE	2944)
		Δ .		OUTDOOR SPACE	497
		~~~~~~~~ <u>~</u> ~	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		

AREA CALCULATIONS						
LIVING AREA	EXISTING	(LOCATION)	PROPOSED	(LOCATION)	NET CHANGE	$\neg$
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	

USES	EXISTING	PROPOSED
		I KOI OSED
PARKING GSF	5073	4882
RESIDENTIAL GSF	0	( 15378 )
RETAIL/COMMERICAL GSF	0 🛆	\\
OFFICE GSF	0	0
INDUSTRIAL PDR	0	0
MEDICAL GSF	0	0
VISITOR GSF	0	0
CIE	0	· ~
USBALE OPEN SPACE	0	( 2265 } △
PUBLIC OPEN SPACE	0	<b>₽</b>

SITE PERMIT REVISION #4 - 01.20.2021	SITE PERMIT REVISION #3 - 10.03.2019	SITE PERMIT REVISION #2 - 08.14.2019	SITE PERMIT REVISION #1 - 02.13.2019	31.2018	RE-APPLICATION MEETING - 07.15.2018	
SITE PERMIT REVI	SITE PERMIT REVI	SITE PERMIT REV	SITE PERMIT REVI	SITE PERMIT - 07.31.2018	PRE-APPLICATIO	ARCHTECTURAL DRAWINGS
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•				8	Н	A0.1 GENERAL NOTES / PLOT PLAN A0.2 SITE PHOTOS
		Н		8	Н	A0.3 NEIGHBORHOOD DIAGRAM PLAN
8	Ē	П	F	8	П	A0.4 NEIGHBORHOOD DIAGRAM PHOTOS
			8			A0.5 EXISTING 3D VIEWS-PHOTO SIMULATIONS 🛆
8		Н	8	_		A0.6 PROPOSED 3D VIEWS-PHOTO SIMULATIONS A1.0 EXISTING SITE PLAN
		Н				
	F				Ħ	A1.2 PROPOSED ELEVATION RENDERS
						A1.3A DEMOLITION CALCULATIONS
Н	Ш	Ш	L	8	Н	A1.3B DEMOLITION CALCULATIONS
Н	Н	Н	Н	8		A1.4 DEMOLITION CALCULATIONS A2.0 EXISTING/DEMO BASEMENT PLAN
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8	Ш		8	8		A2.3 PROPOSED FIRST FLOOR PLAN
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						A2.7 PROPOSED FOURTH FLOOR PLAN
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8			8	8	8	
	Н		8			A3.2 PROPOSED WEST EXTERIOR ELEVATION
П				8		A3.3 EXISTING/DEMO SOUTH EXTERIOR ELEVATION
				8		A3.4 PROPOSED SOUTH EXTERIOR ELEVATION
				8		A3.5 EXISTING/DEMO NORTH EXTERIOR ELEVATION  A3.6 PROPOSED NORTH EXTERIOR ELEVATION
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8			8	8		
Н			L		Н	A3.9 EXISTING/DEMO LIGHTWELL EXTERIOR ELEVATIONS
Н	Н		8	8	Н	A3.10 PROPOSED LIGHTWELL A & B EXTERIOR ELEVATIONS  A3.11 PROPOSED LIGHTWELL C & D EXTERIOR ELEVATIONS
Н	Н	-	┍	=		A4.0 EXISTING/DEMO TRANSVERSE SECTION
			8	8		A4.1 PROPOSED TRANSVERSE SECTION
				8	8	A4.2 EXISTING/DEMO LONGITUDINAL SECTION
8	Н		H	8	8	A4.3 PROPOSED LONGITUDINAL SECTION
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SHEET INDEX

	SAN FRANCISCO, CA 94109	EMAIL: SSUTR	D@SUTROARCHITEC
		TELEPHONE: 4	EORGIANNA KLEMA 115,956,3445 MAN®SUTROARCHIT
SYMBOL	LEGEND		
ROOM NAME	STUDIO A — room	name number	
WALL TYPE			
DOOR TYPE	<b>(59)</b>		
WINDOW TYPE	<b>⊙</b>		
RCP ELEVATIO	+9'-6"		
FINISH FLOOR ELEVATION	<b>©</b>		
ELEVATION DATUM	EL. = +X-X" A.F.F.	datum loca elevation	fion
SECTION	X/AX		er
DETAIL		drawing number sheet number	
ELEVATION	X/AXX sheet drawl	number ng number	
INTERIOR ELEV	ATION 4 XXX 2 ek	awing number evation designatio eet number	n
COLUMN GR	DLINE 99	_	
ADDENDUM	4		
EXISTING	G AND PROPOS	ED AREA	CALCULA
AREA CALC	CULATIONS		
LIVING AREA		EXISTING	(LOCATION)

PROPOSED	
	ES
4882	RKING GSF
( 15378 )	SIDENTIAL GSF
~ <u>~</u>	TAIL/COMMERICAL GSF
0	FICE GSF
0	DUSTRIAL PDR
0	EDICAL GSF
0	STOR GSF
<i>₹</i> ~	E
(2265 } △	BALE OPEN SPACE
<b>6</b> ✓ <b>2</b>	BLIC OPEN SPACE
2265 A	E BALE OPEN SPACE

RESIDENCES

GREEN

SITE PERMIT REVISION
03.06.2019

SITE PERMIT REVISION
08.14.2019

GENERAL NOTES VICINITY MAP / PLOT PLAN

A0.1

#### GREEN STREET RESIDENCES

1776 GREEN STREET, SAN FRANCISCO, CA 94123

#### **GENERAL NOTES - CONSTRUCTION**

I. VERIFY ALL EXISTING DIMENSIONS & CONDITIONS AT THE SITE & NOTIFY ARCHITECT OF ANY VARIATIONS OR CONFLICTING OR MISSING DIMENSIONS OR DATA PROTEIN TO BIDDING OR COMMENCING WORK, USE WRITTEN DIMENSIONS ONLY; 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 (MEC) AS ADOPTED AND AMENDED BY THE STATE OF CALIFORNIA TILE 24, CALIFORNIA ELECTRICAL ECODE, CALIFORNIA CODE OF REGULATIONS & OTHER APPLICABLE CODES & ORDINANCES OF THE LOCAL JURISDICTION.

4. SAFETY: THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR SAFETY ON THE JOB SITE AND ADHERE TO ALL FEDERAL, STATE LOCAL AND O.S.H.A. SAFETY REGULATIONS.

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

5. DO NOT STORE CONSTRUCTION MATERIALS OR OPERATE CONSTRUCTION EQUIPMENT IN SUCH A MANNER THAT DESIGN LIVE (DADS OF THE STRUCTURES ARE EXCEEDED. DO NOT STORE CONSTRUCTION MATERIALS ON OVERHANGING FRAMING.

7. Trees LOCATED CLOSE TO THE CONSTRUCTION SITE SHALL BE PROTECTED FROM 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 DRY UNFO OF THE RETAINED TREES.

8. ALL TOLETS SHALL BE UITRALOW FLUSH TOLETS WITH A MAXIMUM TANK SIZE OR FLUSH CAPACITY OF 1.6 GALLONS, ALL SHOWER HEADS SHALL HAVE A MAXIMUM FLOW CAPACITY OF 2.5 GALLONS PER MINUTE, AND ALL HOT WATER FAUCETS THAT HAVE MORET HAN TEN FEET OF PIPE SETWERS THE FAUCET AND THE HOT WATER HEATER SERVING SUCH FAUCET SHALL BE EQUIPED WITH A HOT WATER RECIRCULATING SYSTEM.

2. SHOWERS AND TUB SHALL USE INDIVIDUAL CONTROL VALVES OF THE PRESSURE BALANCE OR THE THERMOSTATIC MIXING VALVE TYPE. (CPC 420).

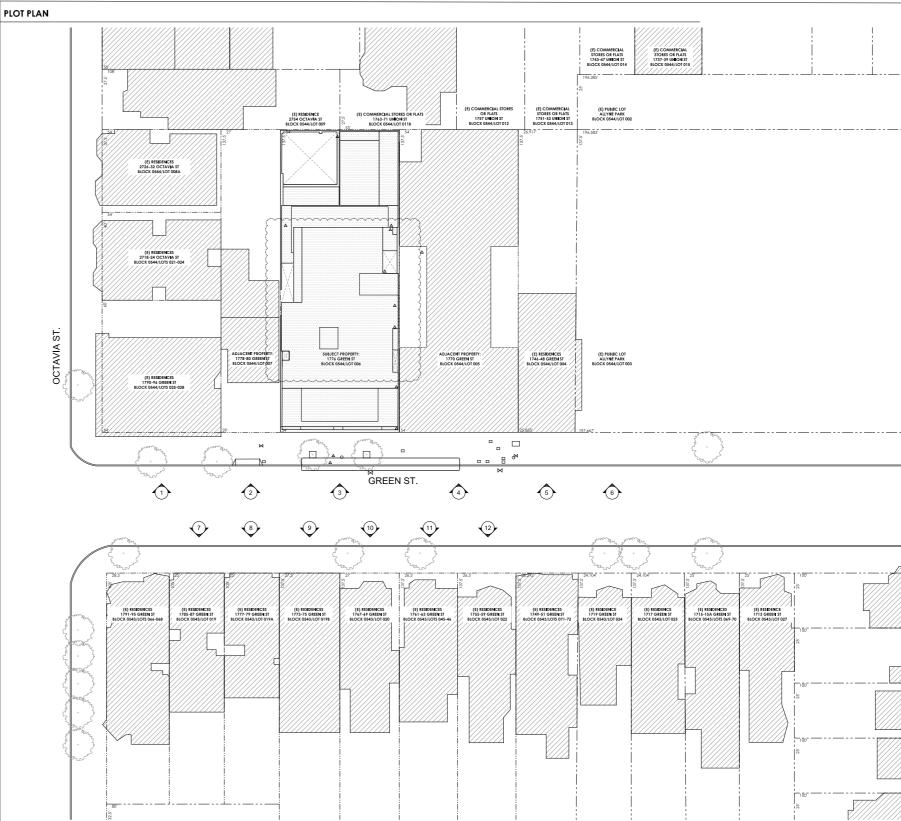
10. GLAZING USED IN DOORS AND PANELS OF SHOWER AND TUB ENCLOSURES SHALL BE FULLY TEMPERED GLASS, LAMINATED SAFETY GLASS OR APPORVED PLASTIC OF A SHATTER-RESISTANT TYPE. (UBC 5406 (D) 5)

1. 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, CALFORNIA ELECTRICAL CODE CALIFORNIA CODE OF REQUIATIONS.

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











1 FRONT BUILDING FACADE

2 FRONT BUILDING FACADE & ROOF

3 PARKING ENTRANCE AT FRONT FACADE

#### REAR OF SUBJECT PROPERTY



4 REAR BUILDING FACADE



(5) REAR FACADE BLOCKED BY ADJ. BLDG.



6 INTERIOR OF BUILDING AT FIRST FLOOR

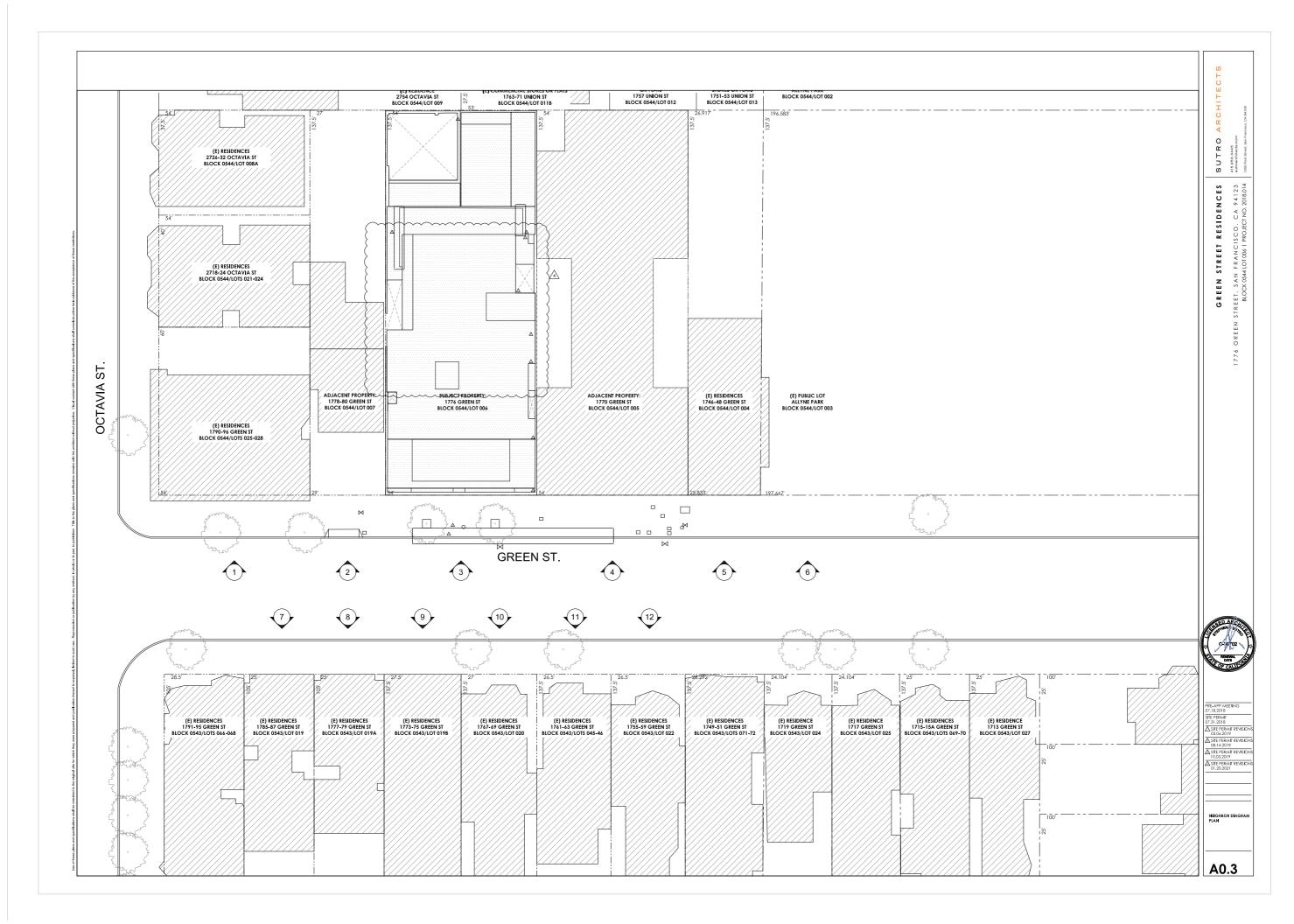


6 INTERIOR OF BUILDING AT BASEMENT



PRE-APP MEETING
07.18.2018
SITE PERMIT
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ASITE PERMIT REVISION
03.06.2019
ASITE PERMIT REVISION
08.14.2019

SITE PHOTOS



#### 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





(8) 1777-1779 GREEN ST.



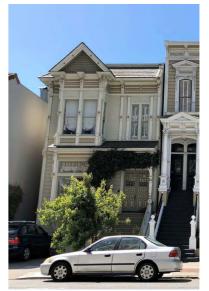
9 1773-1775 GREEN ST.



(10) 1767-1769 GREEN ST.



11) 1761-1763 GREEN ST.



12) 1755-1759 GREEN ST.



GREEN STREET RESIDENCES
REET, SAN FRANCISCO, CA 94123
BLOCK 0544 LOT006 I PROJECTNO. 2018014

PRE-APP MEETING
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\$ SITE PERMIT REVISION
08.14.2019

\$ SITE PERMIT REVISION
10.03.2019

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GREEN STREET RESIDENCES
N STREET, SAN FRANCISCO, CA 94123
BLOCK 0541 LOTO06 1 PROJECTNO, 2018.014

PROJECT ADJACENT PROPERTY, 1770-GREEN ST BLOCK BRAGNOT DOS (E) RESIDENCES 1770-N GREEN ST BLOCK 0644/LOTS 005-028 SITE ° 0 VIEW 02 VIEW 01 (II) RESIDENCES 1747-49 GREEN ST BLOCK 8643/LOT 020 (R) RESIDENCES 1785-39 GREEN S7 BLOCK 6642/101 822 (9) MISDENICES (3) MISDENICES (3) MISDENICES (3) MISDENICES (3775-79 GREEN ST 1775-75 GREEN ST NOCK SHADOT 6198 NOCK SHADOT 6199 SITE MAP OF 3D VIEWS

(I) MISIOINCES 1744-46 GRIEN ST BLOCK OSMA, LOT BOM

(II) PUBLIC LOT ALLYNE PARK BLOCK 0544/LOT 803

VIEW 03



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



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

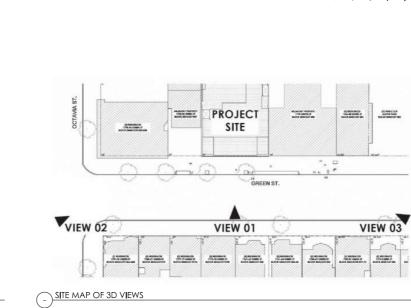


3 EXISTING VIEW 03 - VIEW FROM +/- 150 FEET SOUTHEAST OF SUBJECT PROPERTY



A0.5 △

GREEN STREET RESIDENCES STREET, SAN FRANCISCO, CA 94123 BLOCK 0544 LOT 006 | PROJECT NO, 2018,014



PROJECT

SITE

VIEW 01

ACLACION PROPERIO 1778 GARRIN D 600CH SERVICITION

SUBSECTS STATES AND COMMON TO

VIEW 03

m 1

VIEW 01 - DIRECTLY ACROSS THE STREET FROM SUBJECT PROPERTY



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

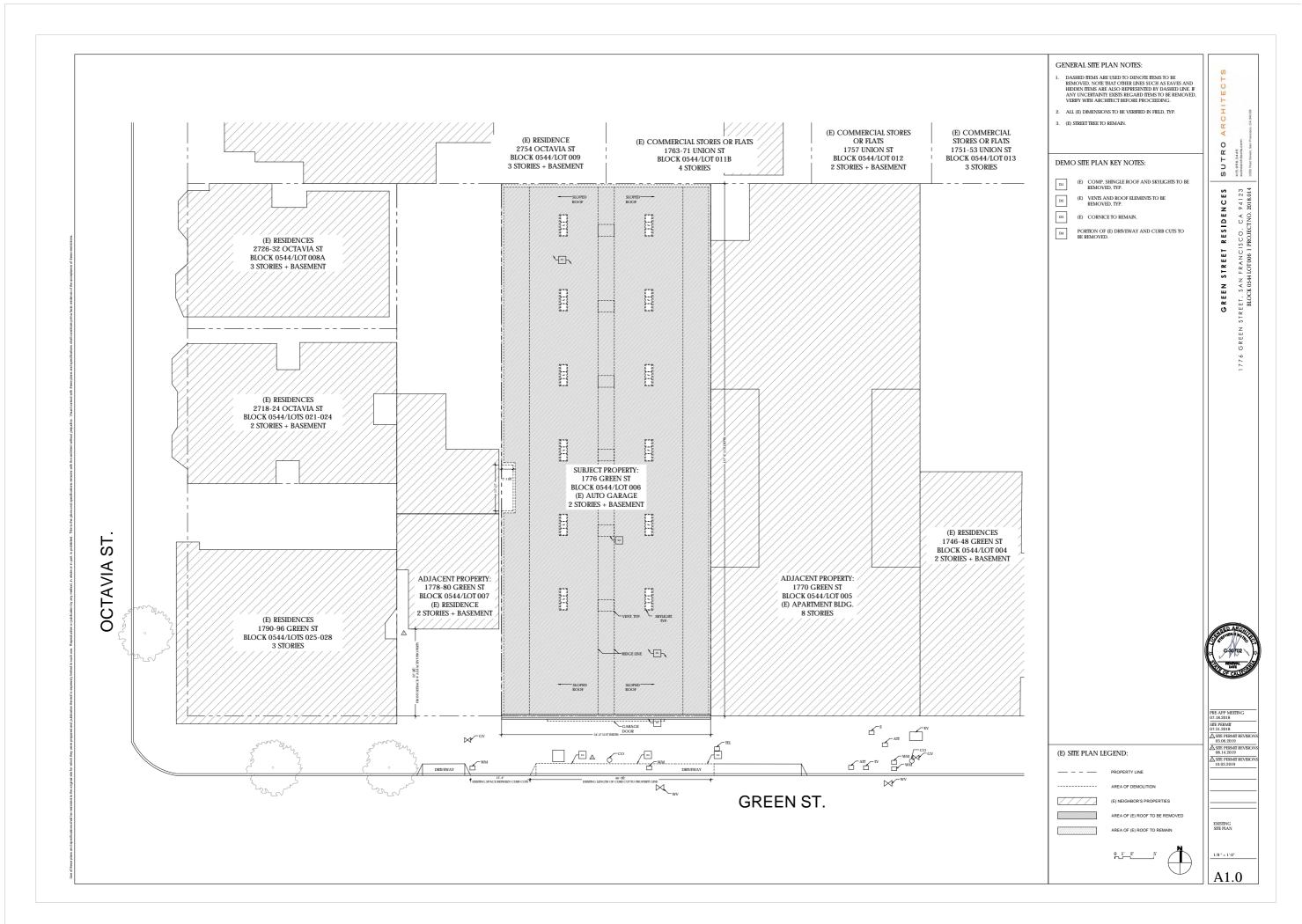


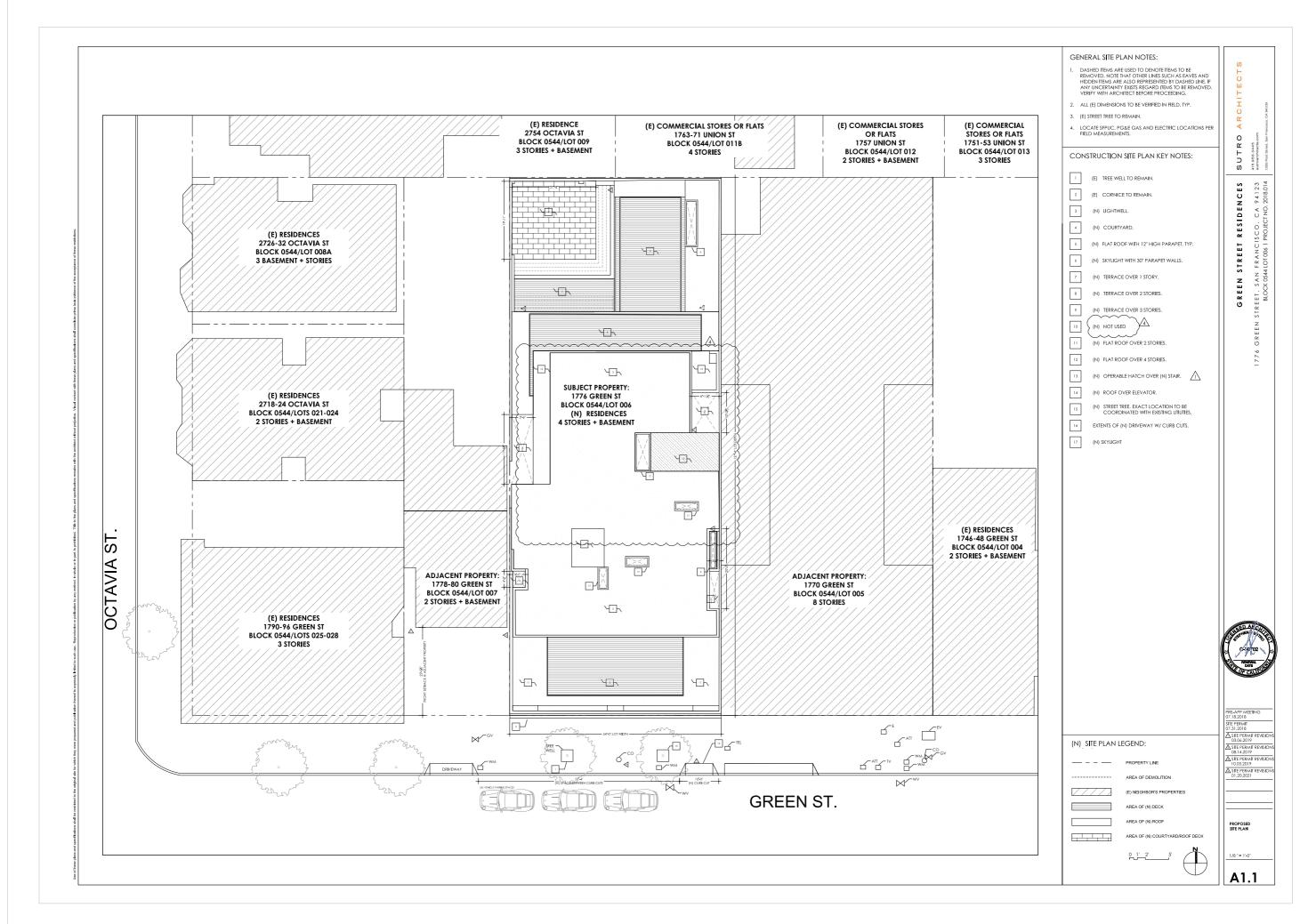
VIEW 03 - VIEW FROM +/- 150 FEET SOUTHEAST OF SUBJECT PROPERTY



PROPOSED 3D RENIDERINGS/ PHOTO COMPOSITES

A0.6 🛆









Standard Sta

SUTRO 415.950.3448

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

PRE-APP MEETING
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06.14.2019

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10.03.2019

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10.03.2019

A SIE PERMIT REVISIONS
10.03.2019

PROPOSED ELEVATION REND

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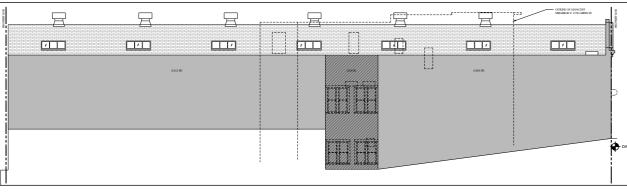


SOUTH ELEVATION

1/8" = 1'-0"

NORTH ELEVATION

1/8" = 1'-0"



3 WEST ELEVATION

1/8" = 1'-0"

1/8" = 1'-0"

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

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

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EAST ELEVATION 6 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; OF

(4) REMOVAL OF MORE THAN 75 FERCENT OF THE BUILDING'S EXSTING INTERNAL STRUCTURAL FRAMEWORK OR FLOOR PLAITS
UNLESS THE CITY DETERMINES THAT SUCH REMOVAL IS THE ONLY FRASBIE MEANS TO MEET THE STANDARDS FOR SESMIC LOAD
AND FORCES OF THE LATEST ADOPTED VERSION OF THE SAN FRANCESCO BUILDING CODE AND THE STATE HISTORICAL BUILDING
CODE. (SEE SHEET ALS FOR DIAGRAM OF INTERNAL STRUCTURAL FRAMEWORK & FLOOR FLAIT 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%

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

	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%
	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%

(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%
1005 (F) 3	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%

SUTRO

94123

GREEN STREET RESIDENCES
REET, SAN FRANCISCO, CA 94123
BLOCK 0544 LOT006 I PROJECTNO. 2018014

STREET, SAN FRANCI BLOCK 0544 LOT006 I

GREEN

PRE-APP MEETING
07.18.2018
SITE PERMIT
07.31.2018

\$ SITE PERMIT REVISIONS
03.06.2019

\$ SITE PERMIT REVISIONS
08.14.2019

\$ SITE PERMIT REVISIONS
10.03.2019

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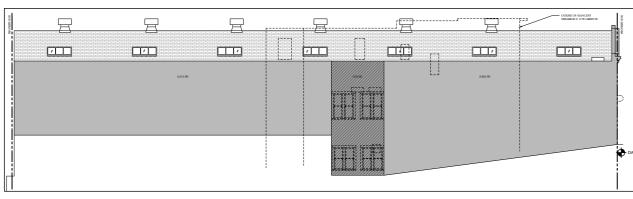


SOUTH ELEVATION (1)

1/8" = 1'-0"

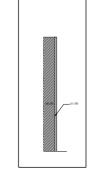
NORTH ELEVATION

1/8" = 1'-0"



4

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



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

3 WEST ELEVATION

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

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

DEMOLITION AREA - KEY

DEMOLITION AREA - GENERAL NOTES

"RESIDENTIAL DEMOLITION" SHALL MEAN ANY OF THE FOLLOWING:

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	
	SOUTH FACADE (FRONT)	860	94	766	10.9%	]
(B1	NORTH FACADE (REAR)	1954	0	1954	0%	]
	AREA TOTAL	2818	94	2720	3.3%	]<

PER SF PLANNING CODE SECTION 317(B) THRESHOLD BELOW, PROPOSED SCHEME DOES NOT EXCEED THE THRESHOLD IN ANY CATEGORY OF RESIDENTIAL DEMOLITION, PLEASE SEE CALCULATIONS PROVIDED. PROPOSED SCHEME PROPOSES REMOVAL OF LESS THAN 50% OF SUM OF ALL EXTREMOR PRONTAGES (B1)
PROPOSED SCHEME PROPOSES REMOVAL OF LESS THAN 65% OF LINEAL FOUNDATION MEASUREMENTS (B2)
PROPOSED SCHEME EXANS OVER 50% OF ALL VERTICAL ELEMENTS (C1)
PROPOSED SCHEME EXTANS OVER 50% OF ALL MOZICAL ELEMENTS (C1)

ROPOSED SCHEME EXTRANS OVER 50% OF ALL MOZICAL ELEMENTS (C2)

(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

(81) A MAJOR ALTERATION OF A RESIDENTIAL BUILDING THAT PROPOSES THE REMOVAL OF MORE THAN 50% OF THE SUM OF THE FRONT FACADE AND REAR FACADE. AND
(82) ALSO PROPOSES THE REMOVAL OF MORE THAN 65% OF THE SUM OF ALL EXTERIOR WALLS, MEASURED IN LINEAL FEET AT THE FOUNDATION LEVEL, OR (C1) A MALOR AITERATION 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.

"VERIC'AL ENVELOPE ELEMENTS" SHALL MEAN ALL ABOVE GRADE EXTERIOR WALLS THAT PROVIDE WEATHER AND THERMAL BARBERS SETWEDN THE INTERIOR AND EXTERIOR OF THE BUILDING, OR THAT PROVIDE STRUCTURAL SUPPORT TO OTHER ELEMENT OF THE BUILDING ENVELOPE.

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

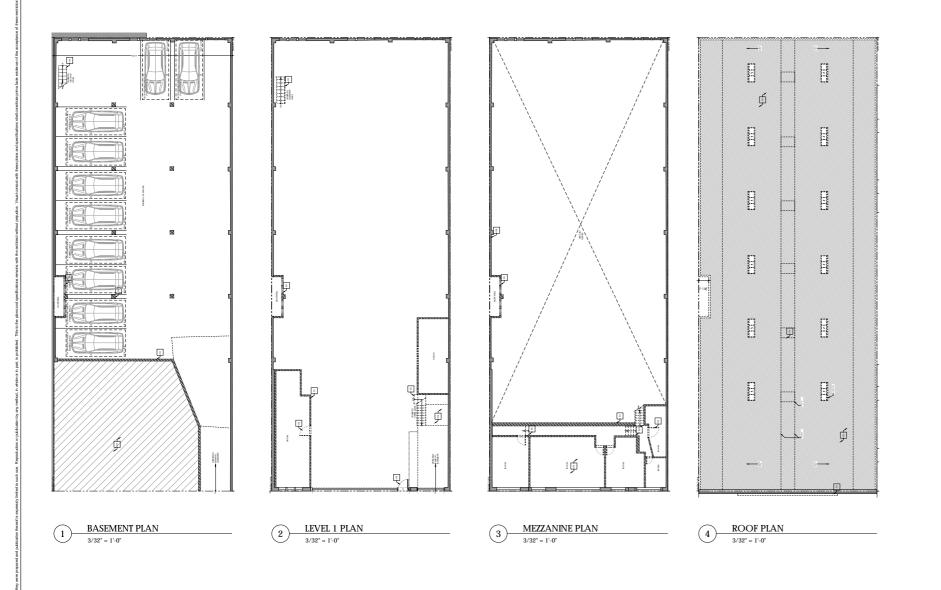
(3) TOTAL DEMOLITION OF SUM OF EXTERIOR WALLS

(C1)	VERTICAL ELEMENTS	(E) AREA	REMOVED	RETAINED	% REMOVED
	1. SOUTH FACADE - FRONT	860	94	766	10.9%
(C1)	2. NORTH FACADE - REAR	1954	0	1954	0%
(CI)	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%



PRE-APP MEETING
07.18.2018
SITE PERMIT
07.31.2018
ASTIF PERMIT REVISIONS
03.08.2019
ASTIF PERMIT REVISIONS
08.14.2019
ASTIF PERMIT REVISIONS
10.03.2019

A1.3B



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.

(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) BEMOVAL OF MOBE THAN 75 PERCENT OF THE BUILDING'S EXSTING INTERNAL STRUCTURAL FRAMEWORK OR FLOOR PLAITS UNISS THE CITY DETERMINES THAT SUCH BEMOVAL IS THE ONLY FRASBLE MEANS TO MEET THE STANDARDS FOR SESMIC LOAD AND FORCES OF THE LATEST ADOPTED VERSION OF THE SAN FRANCESCO BUILDING CODE AND THE STATE HISTORICAL BUILDING CODE. SEE SIEDE ALS FOR DIAGRAM OF INTERNAL STRUCTURAL FRAMEWORK & FLOOR PLAIT DEMOUTION)

DEMOLITION AREA - KEY

EXISTING HORIZONTAL AREA TO REMAIN

EXISTING HORIZONTAL AREA TO BE REMOVED

EXISTING INTERIOR STRUCTURAL FRAMEWORK TO REMAIN

EXISTING INTERIOR STRUCTURAL FRAMEWORK TO BE REMOVED

(4) TOTAL DEMOLITION OF INTERNAL STRUCTURAL FRAMEWORK

	IEVEL	(E) STRUCTURAL WALLS LENGTH (IN)	WAIL LENGTH REMOVED (IN)	WALL LENGTH RETAINED (IN)	% REMOVED	
	LEVEL 1	0	0	0	0%	
1005 (F) 4	MEZZANINE	0	0	0	0%	
	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	1
1005	LEVEL 1	5102	5102	0	100%	
(F) 4	MEZZANINE	1071	1071	0	100%	
	ROOF	7237	7173	0	100%	
:	AREA TOTAL	13410	13410	0	100%	> 7

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

SUTRO 415,956,3445 sutroarchitects.com

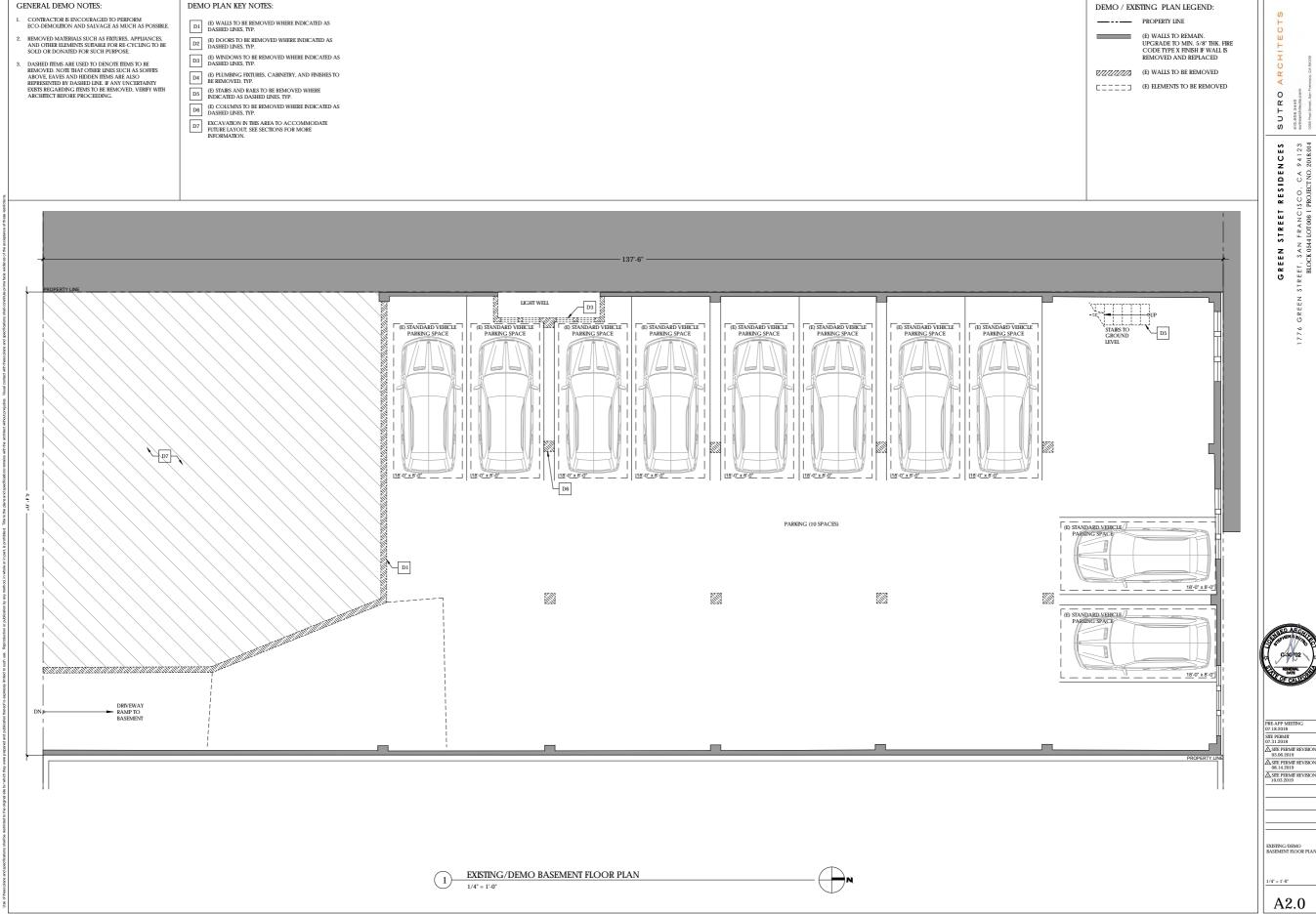
T RESIDENCES 94123

GREEN

GREEN STREET STREET, SAN FRANCI BLOCK 0544 LOT006 I

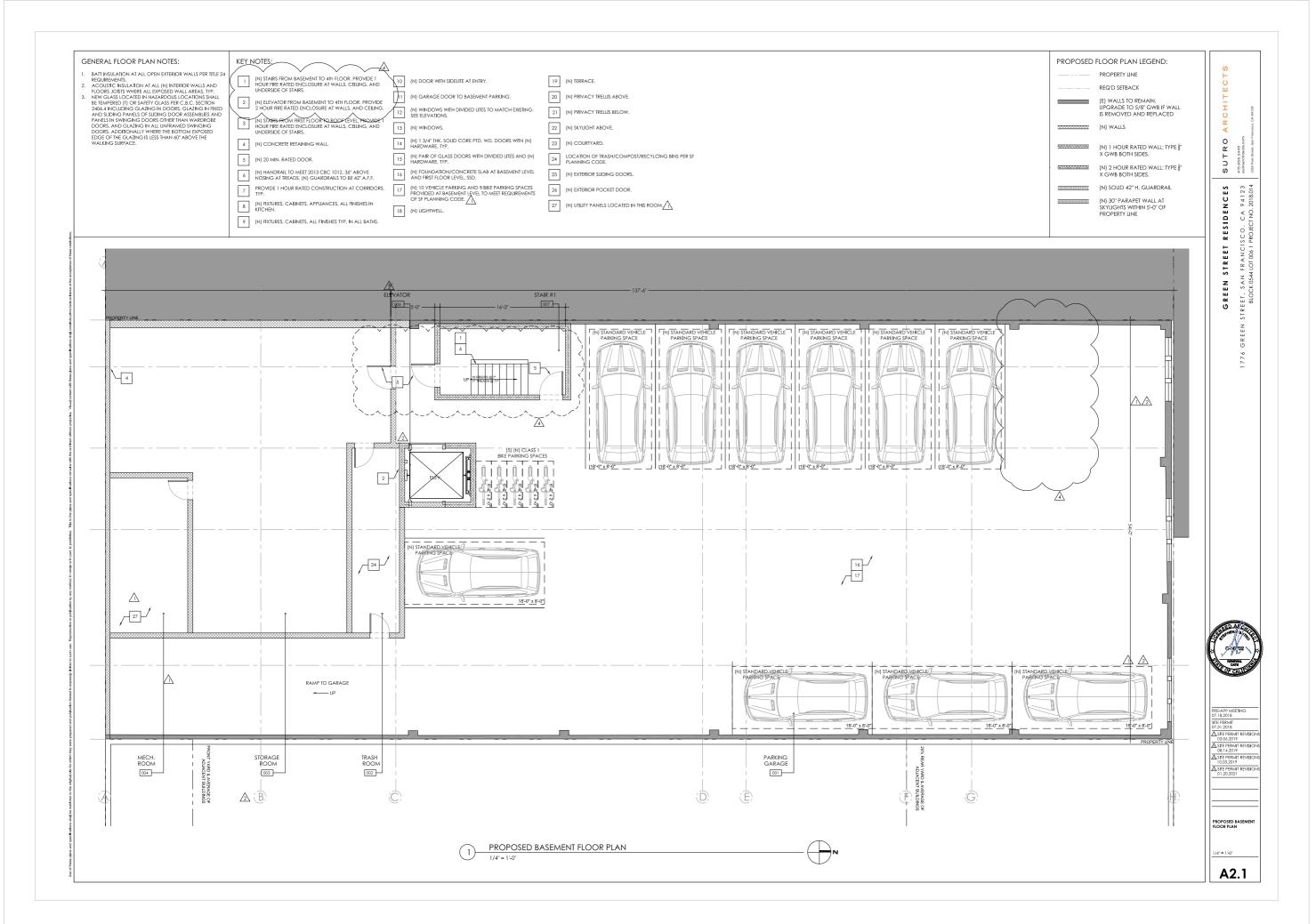
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07.18.2018
SITE PERMIT
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ASTIF PERMIT REVISIONS
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10.03.2019

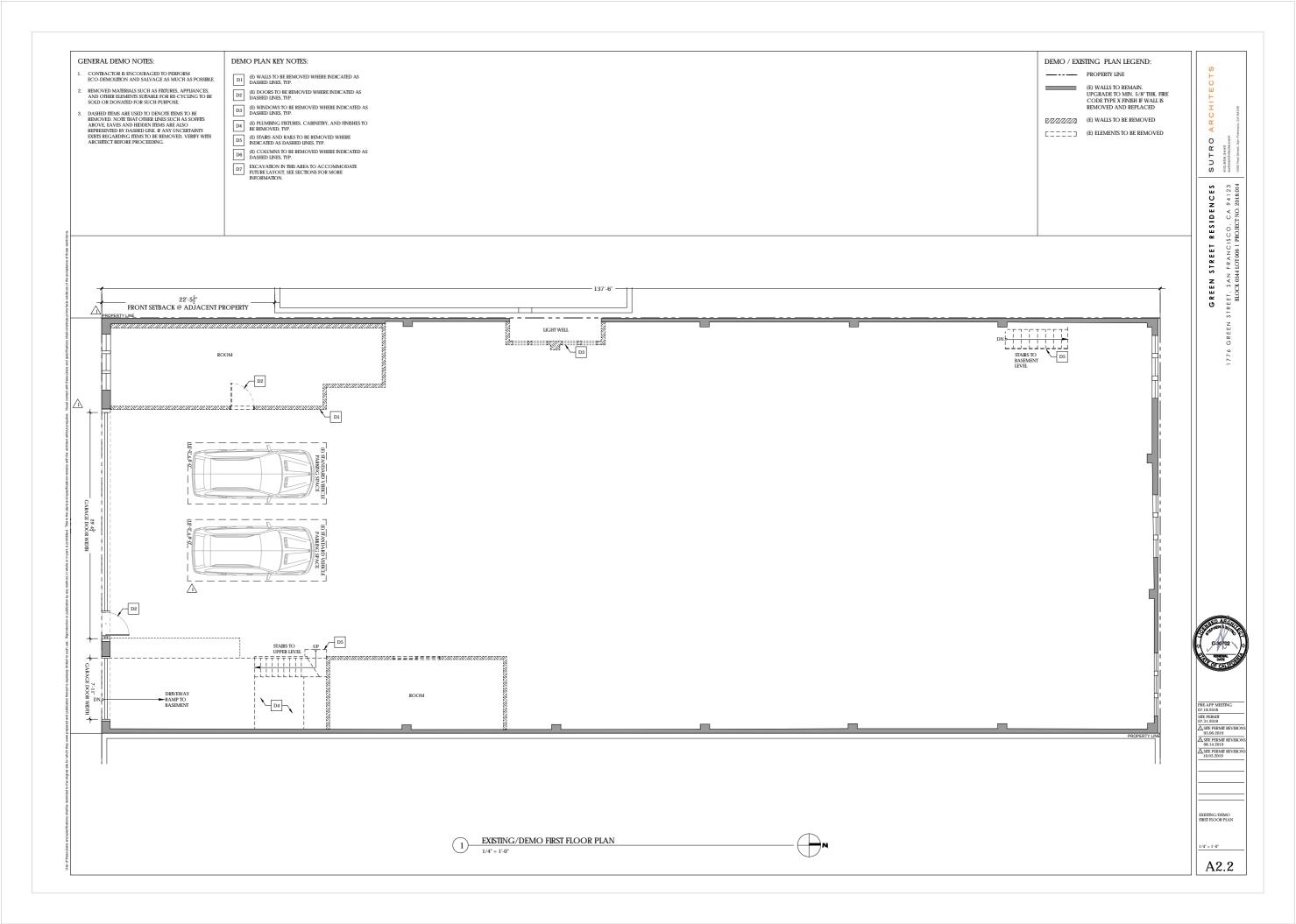
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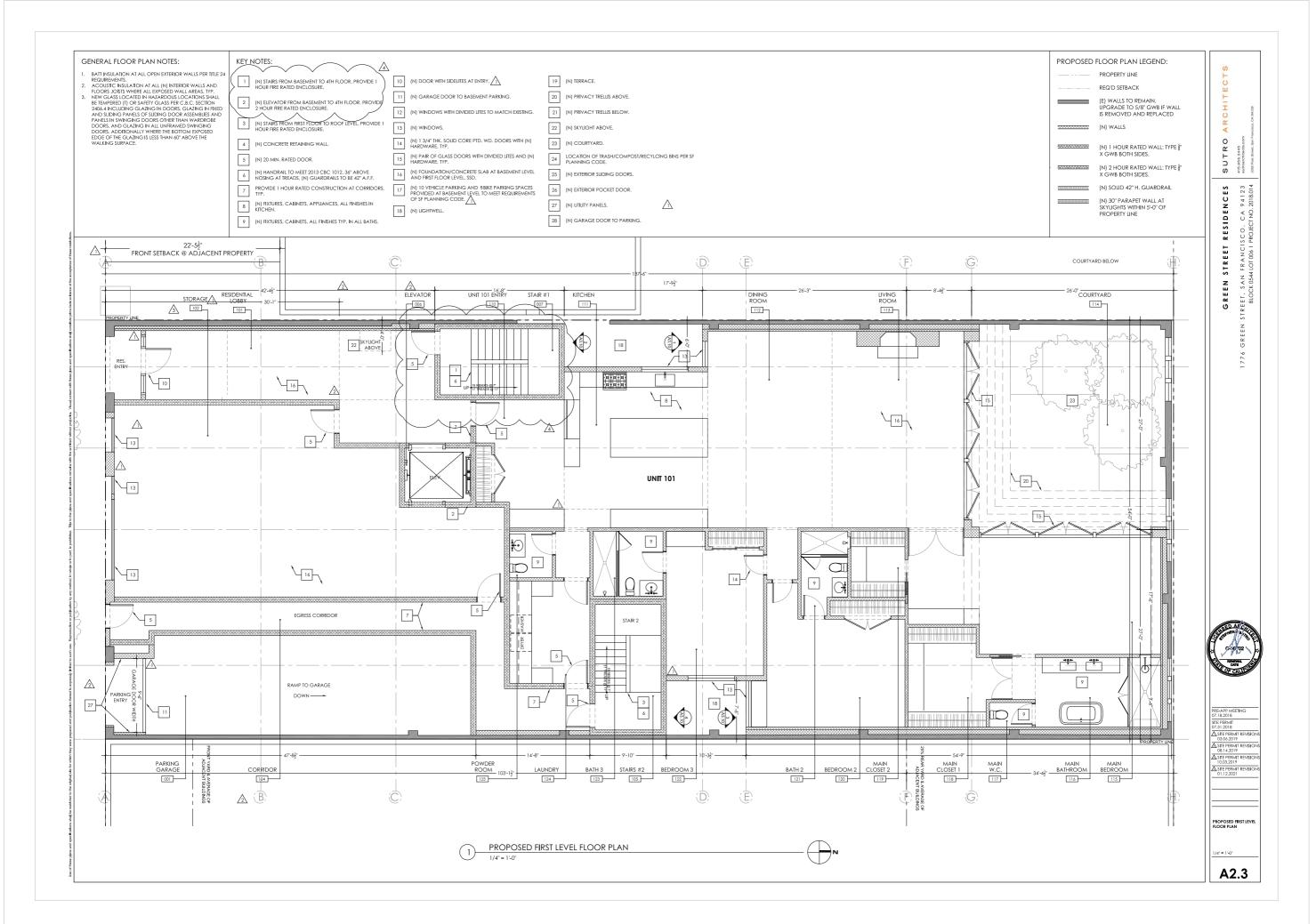


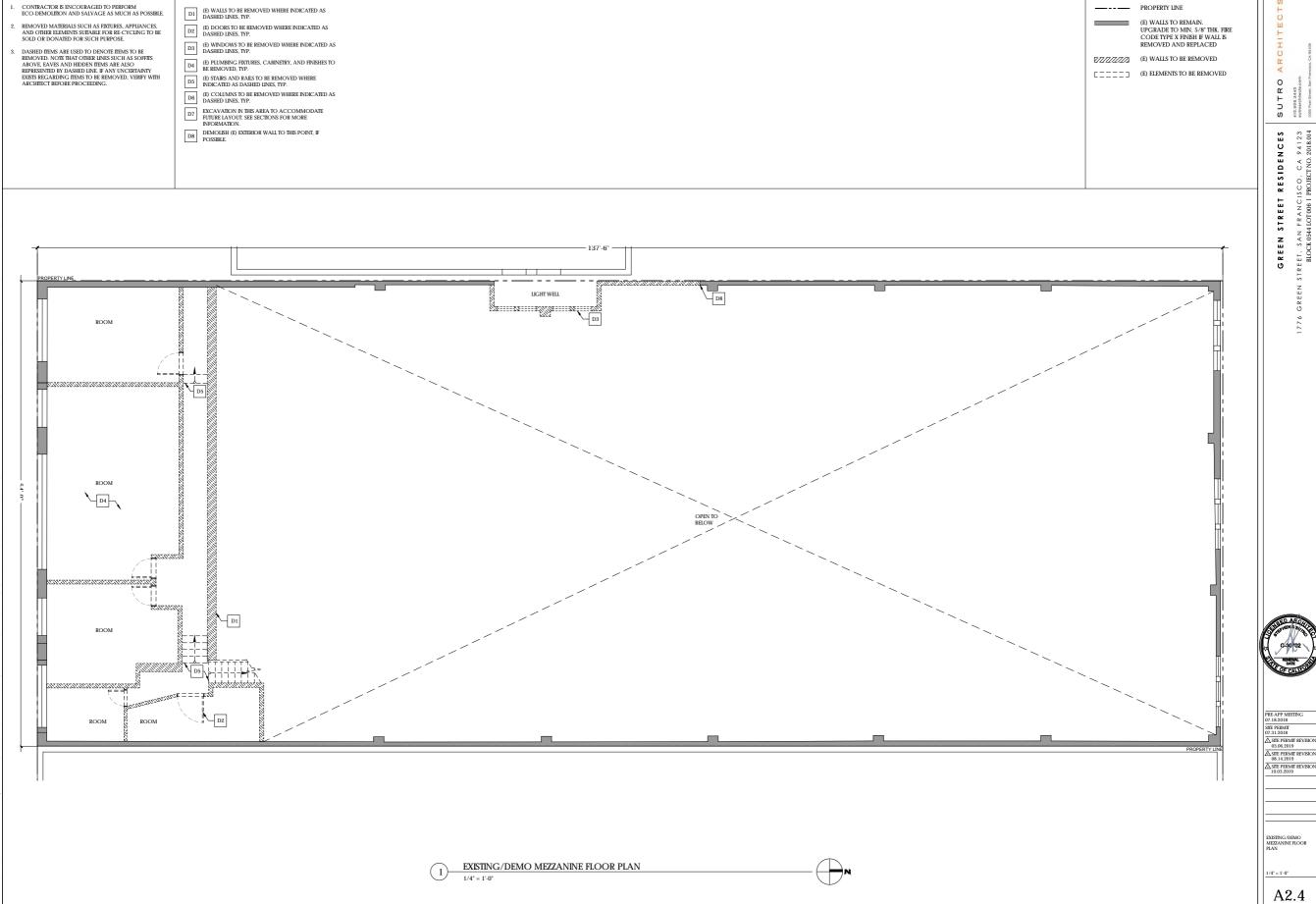
GREEN STREET RESIDENCES
RREET, SAN FRANCISCO, CA 94123
BLOCK 6544L07006 | PROJECTNO. 2018 014

A2.0









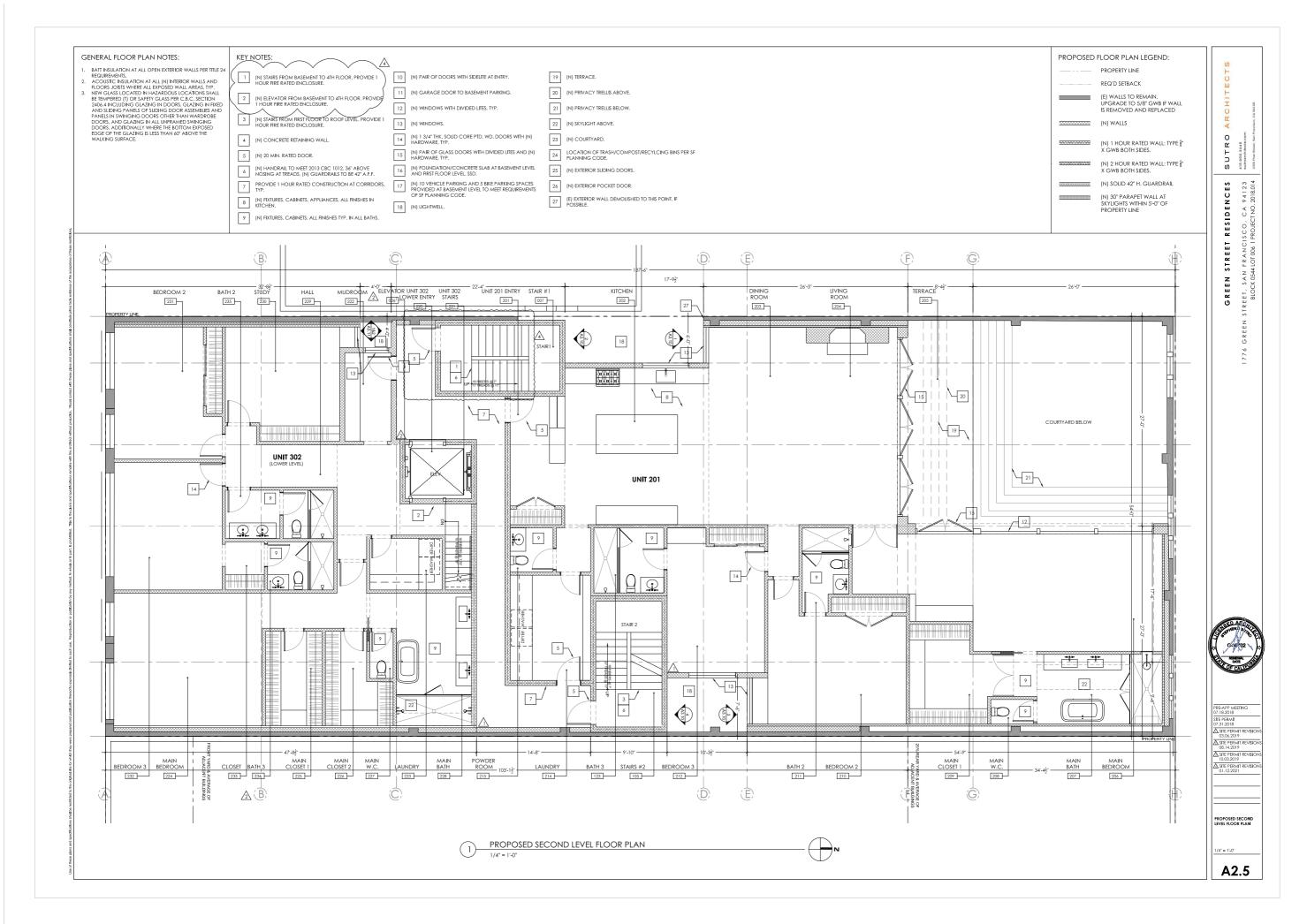
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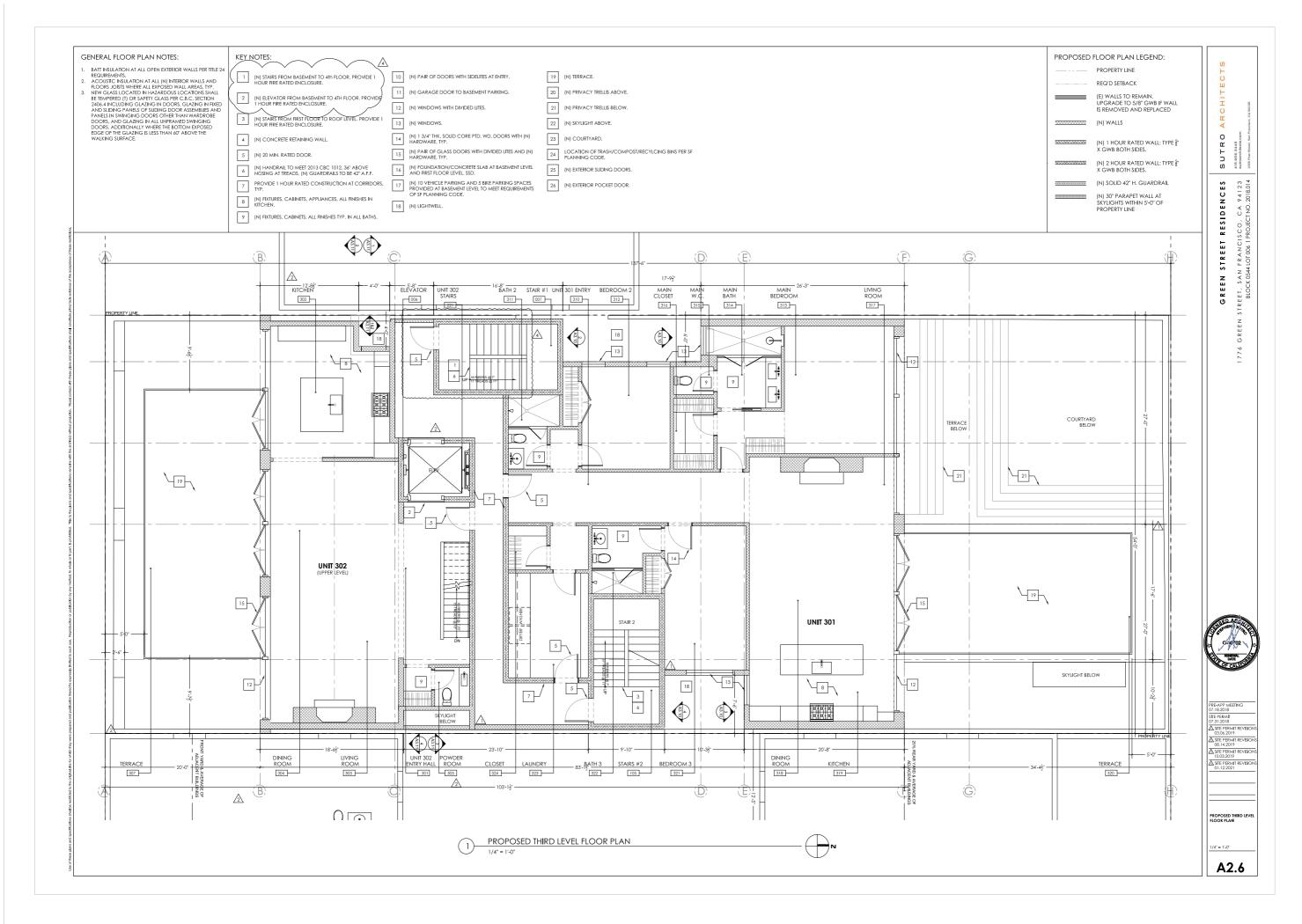
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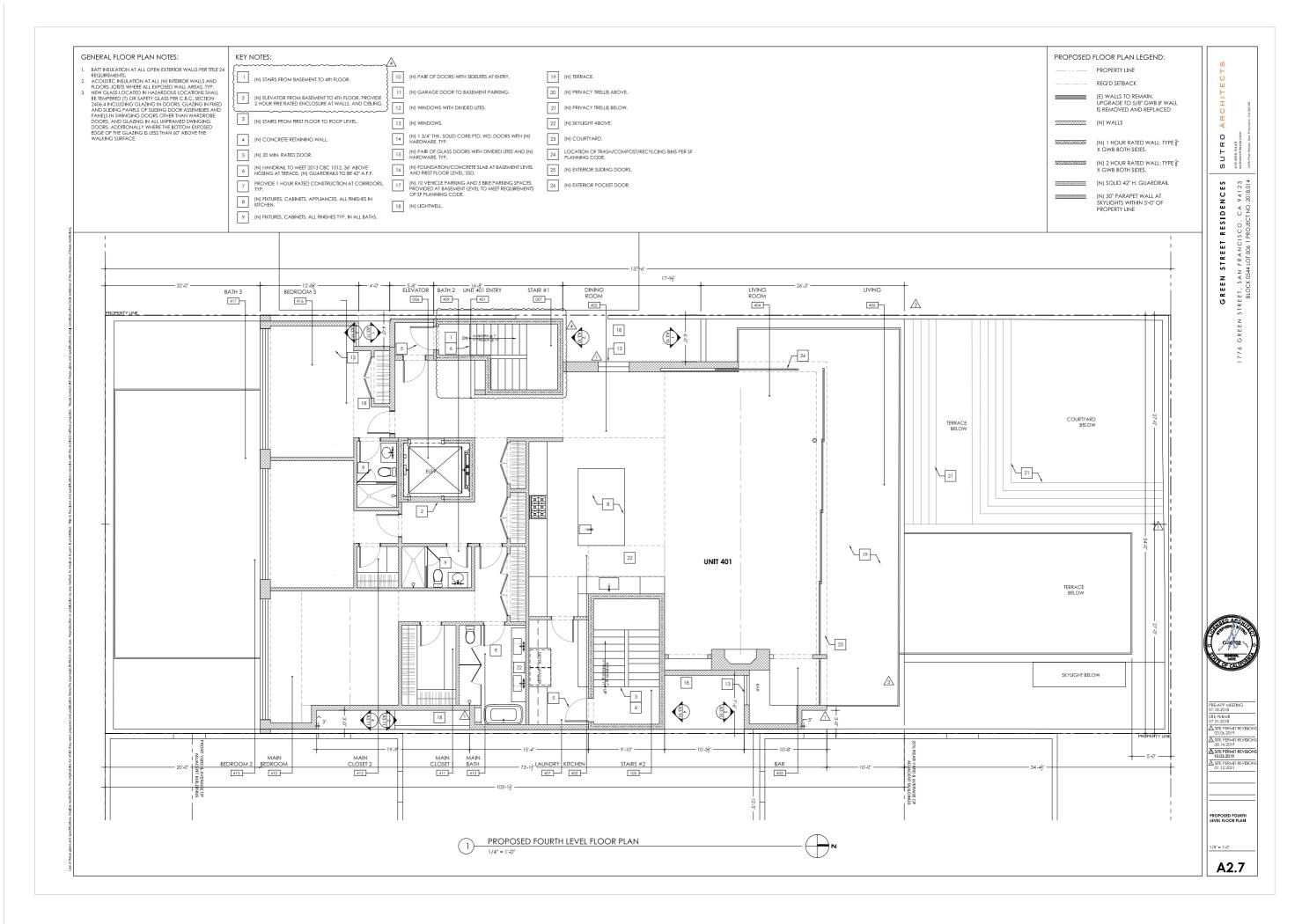
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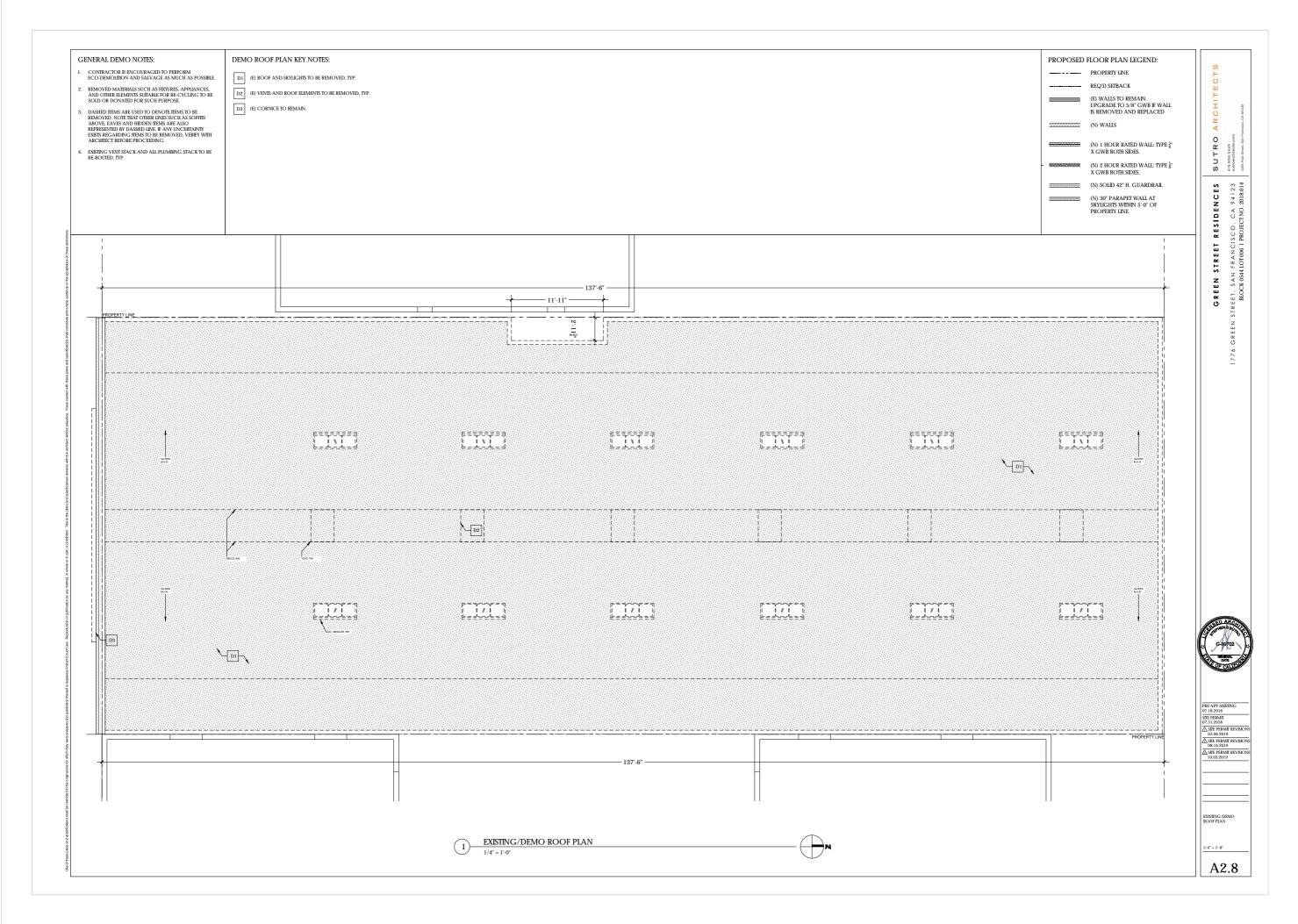
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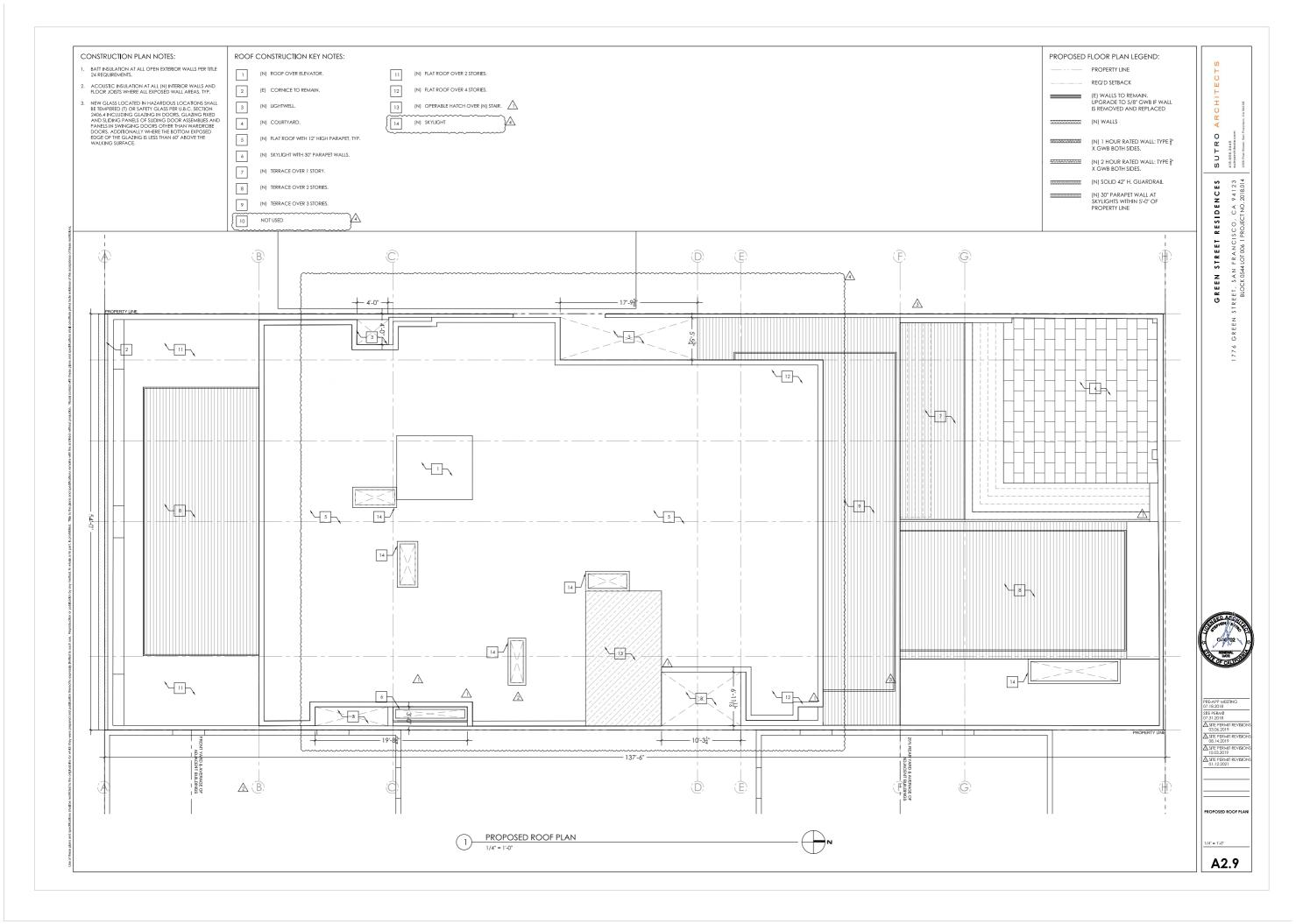
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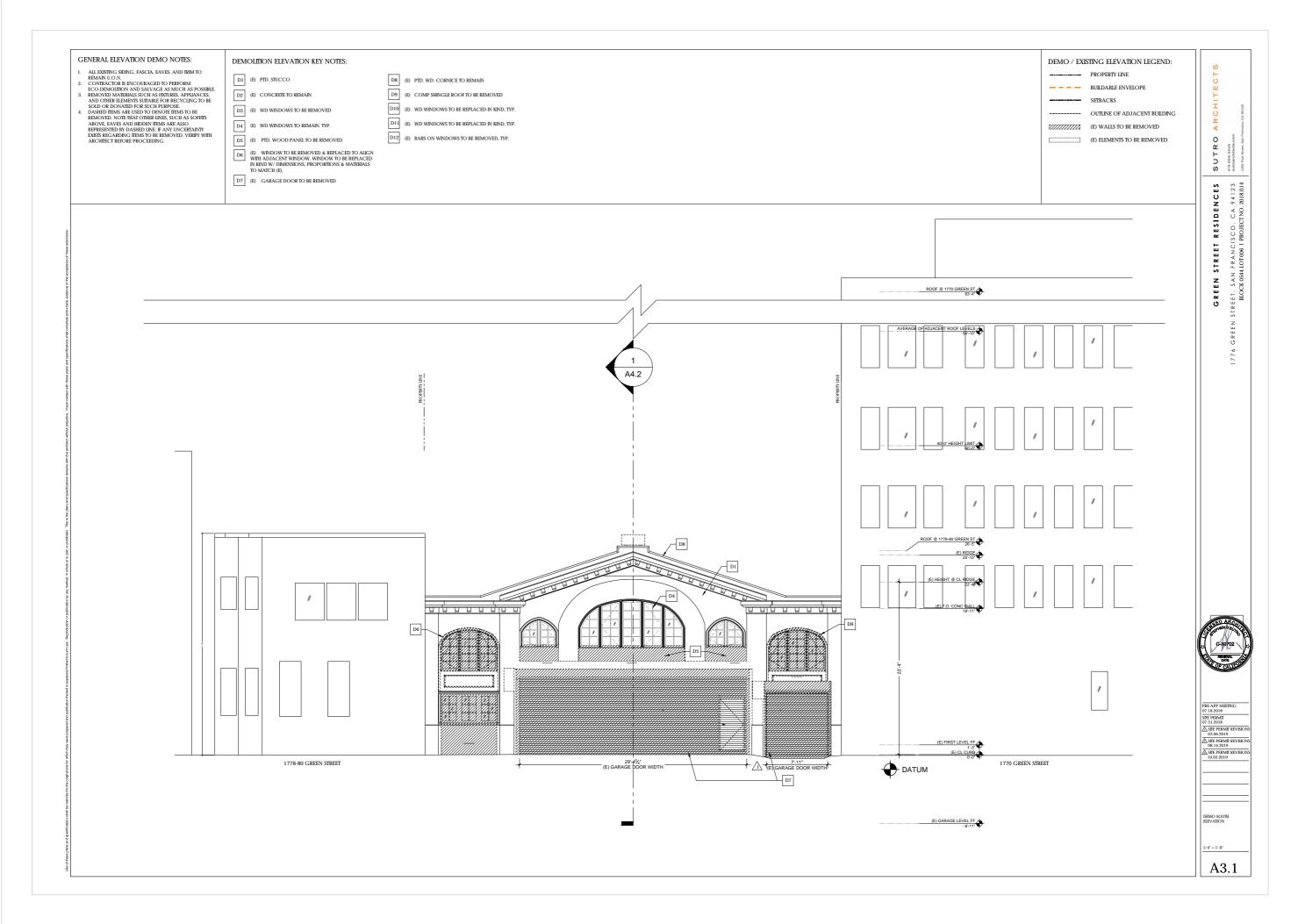


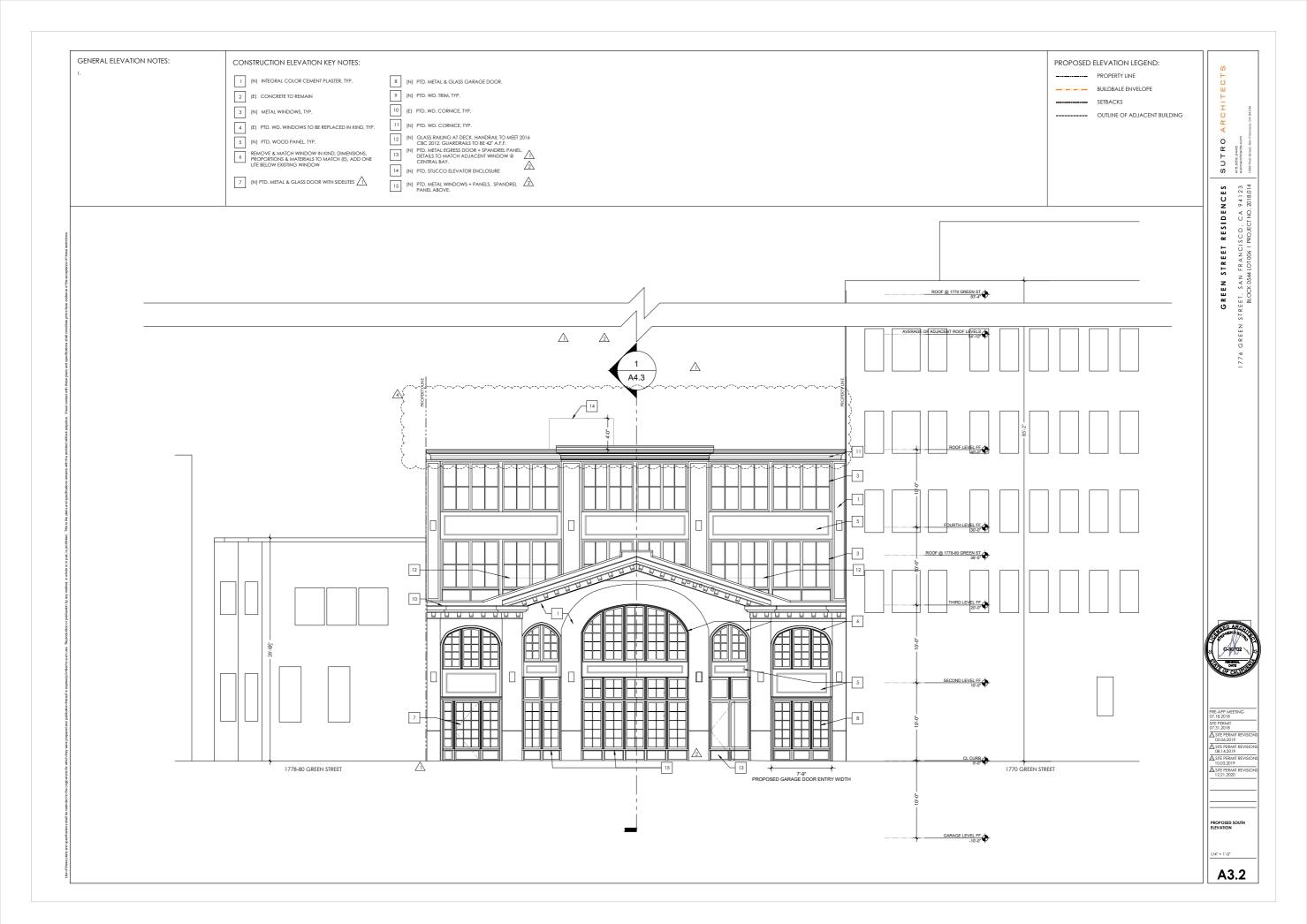


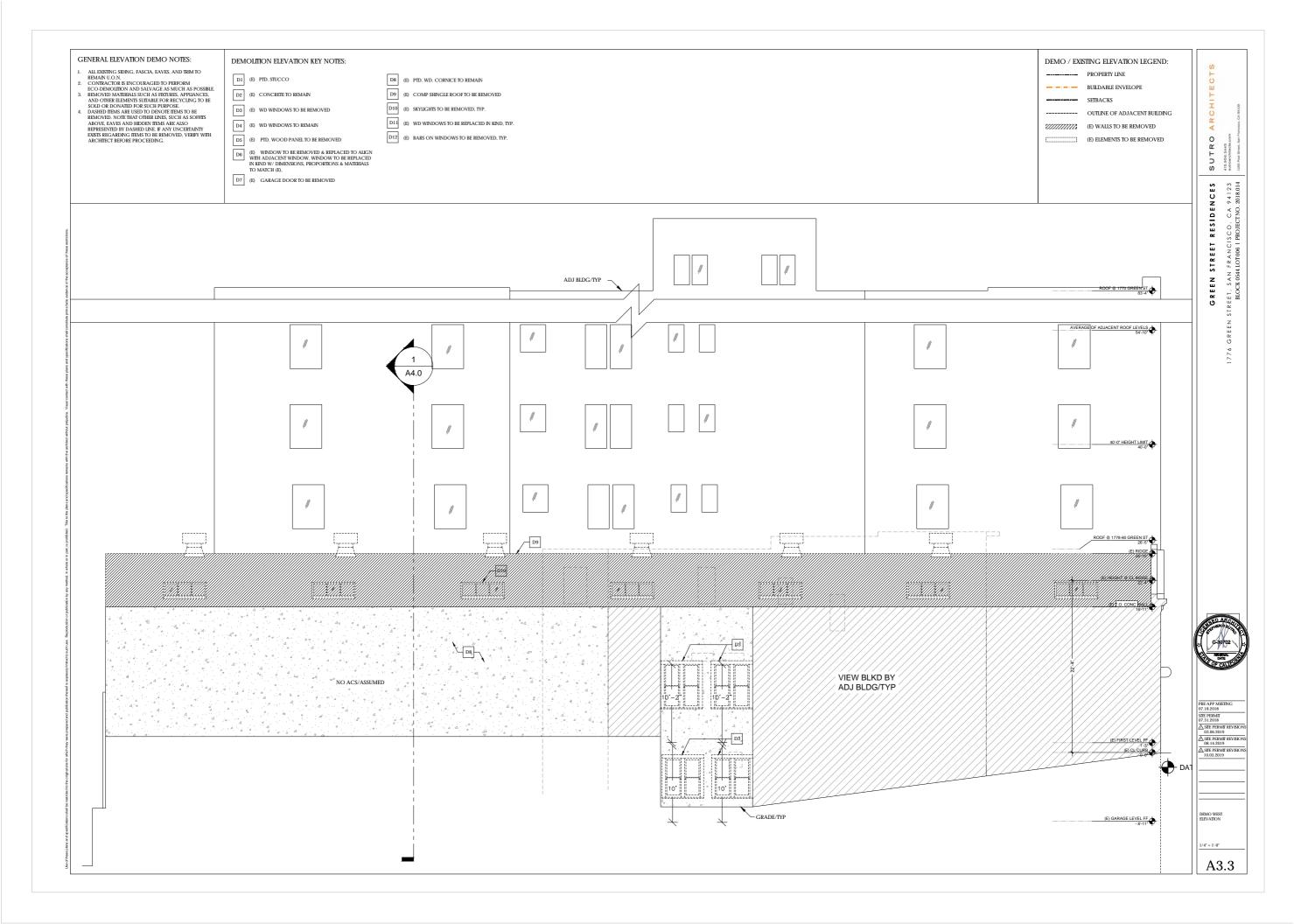


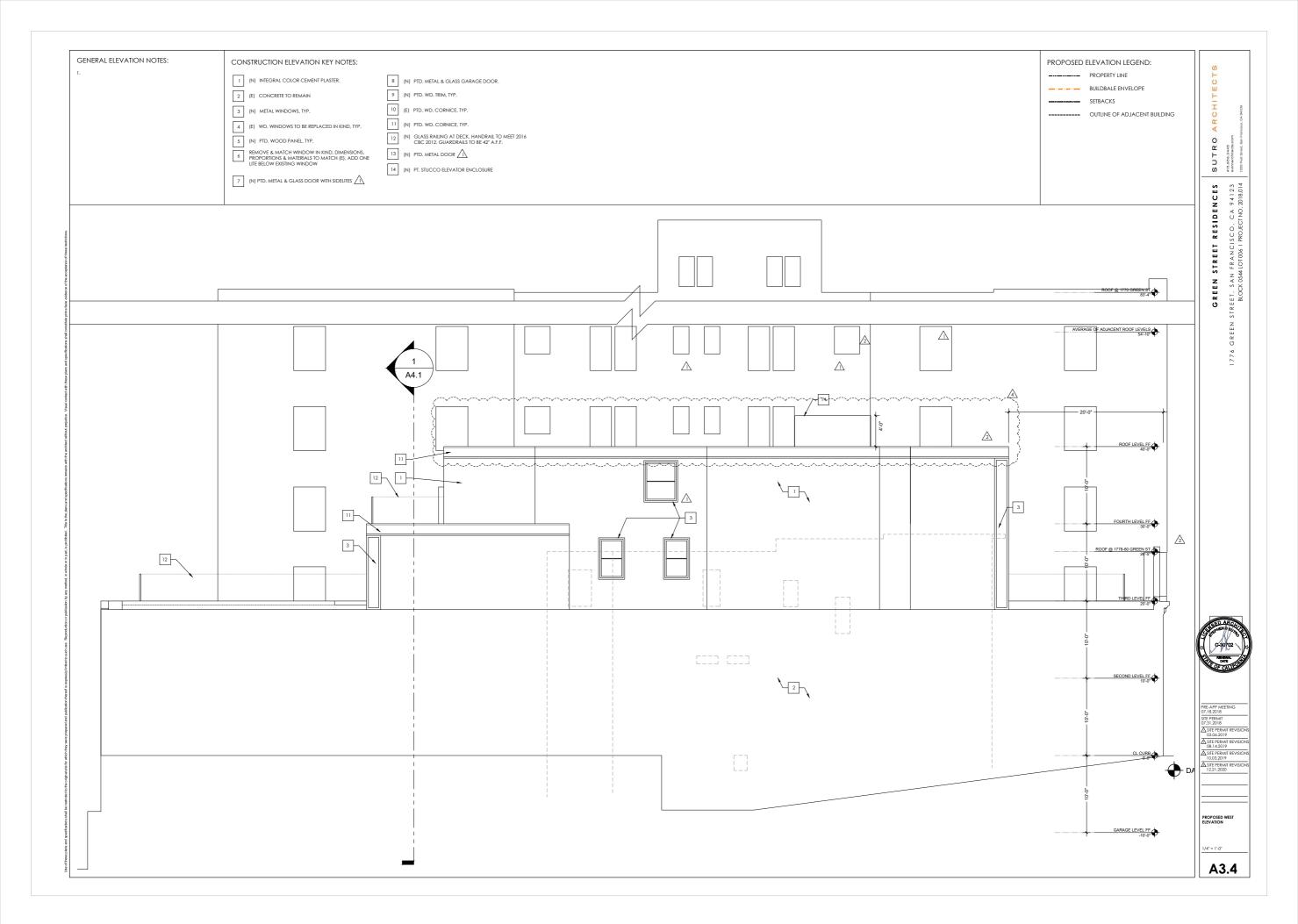


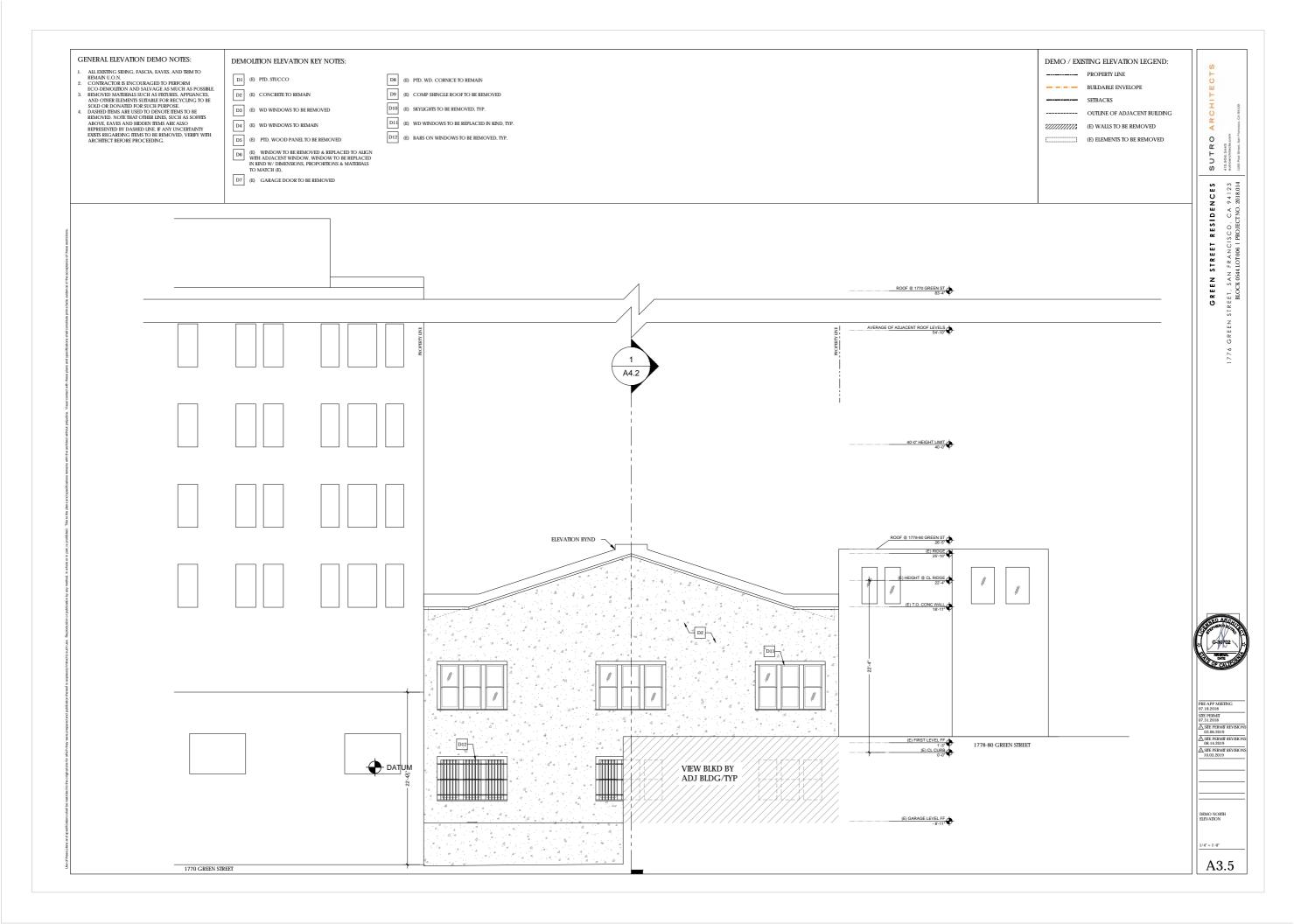


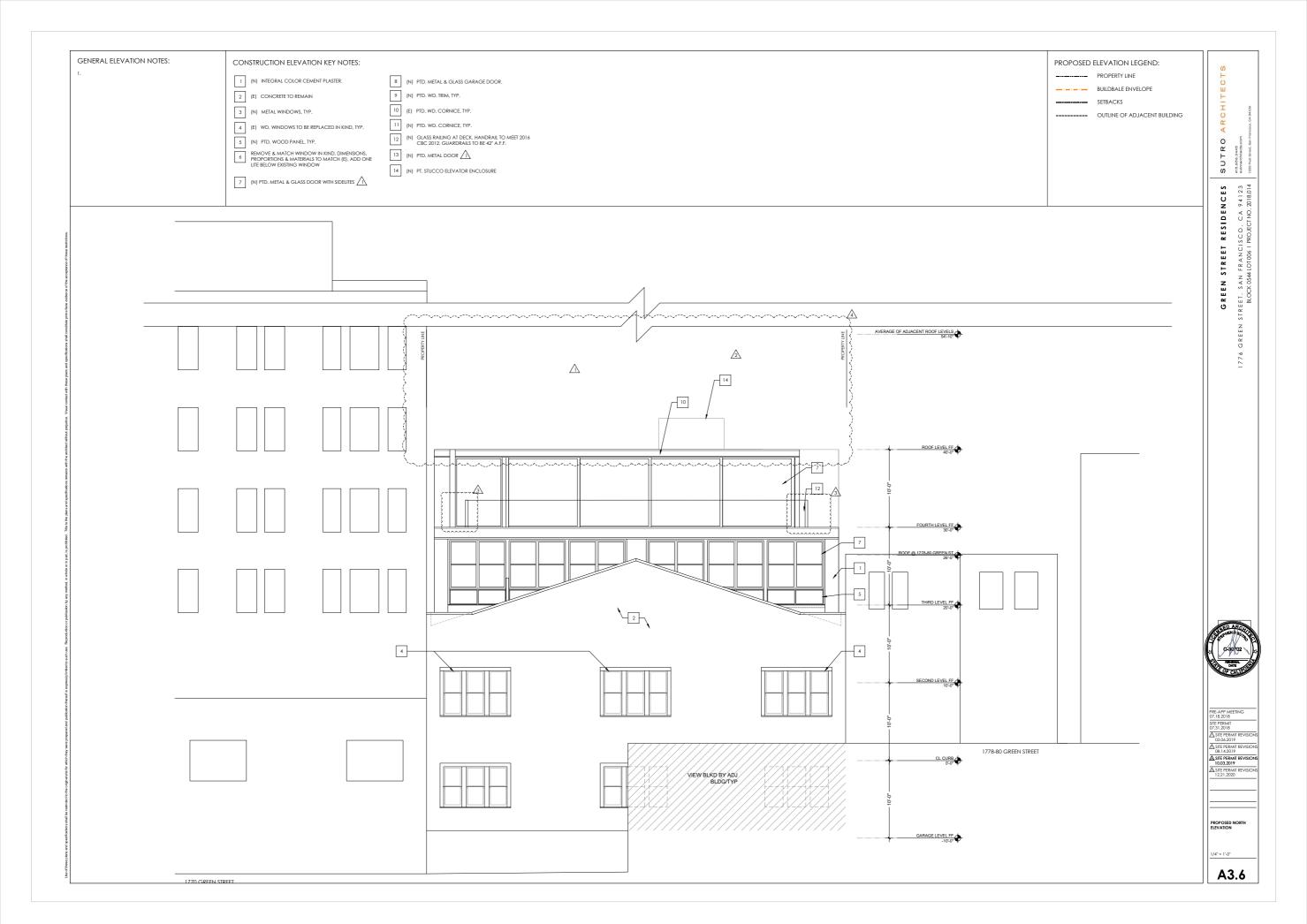


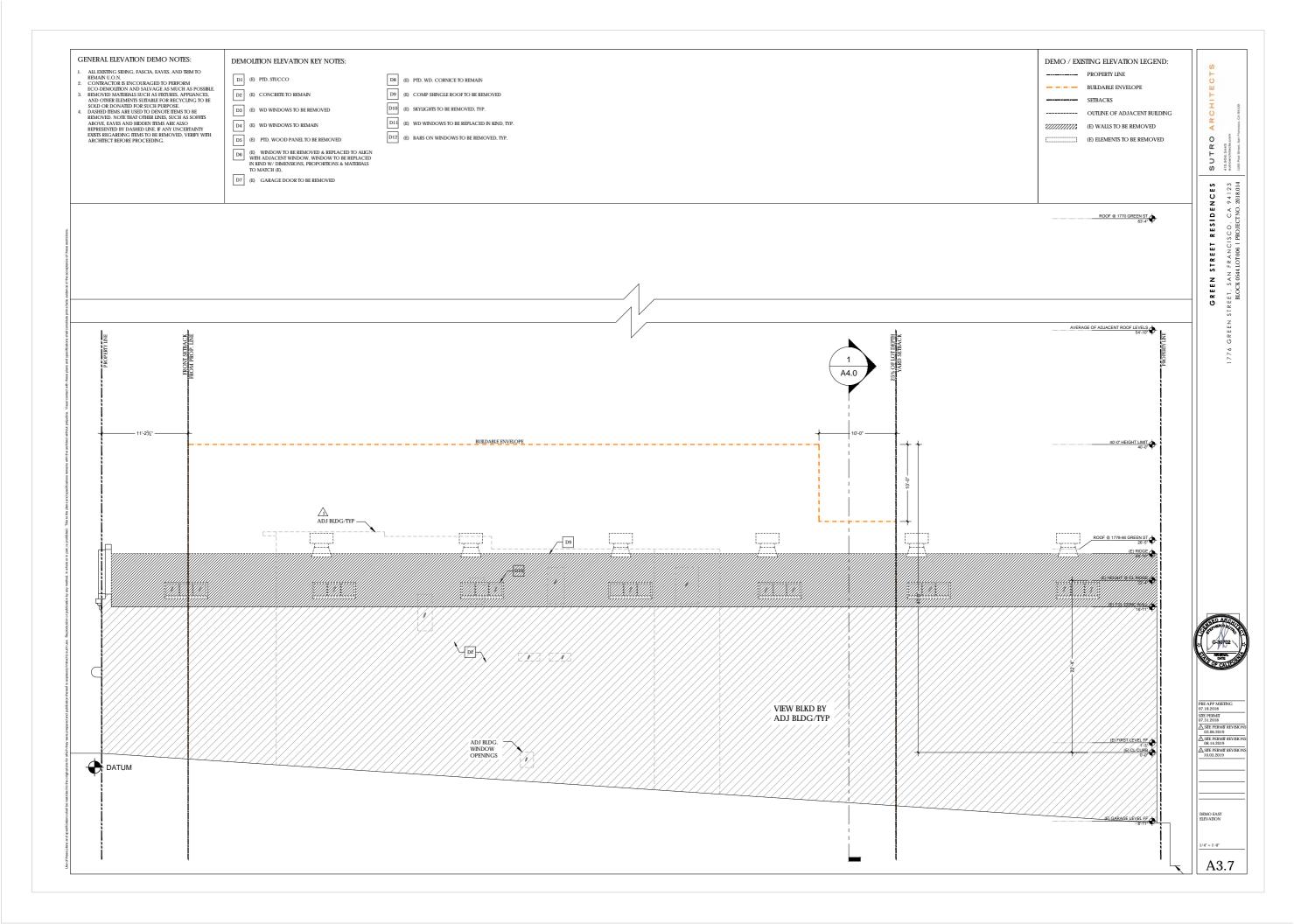


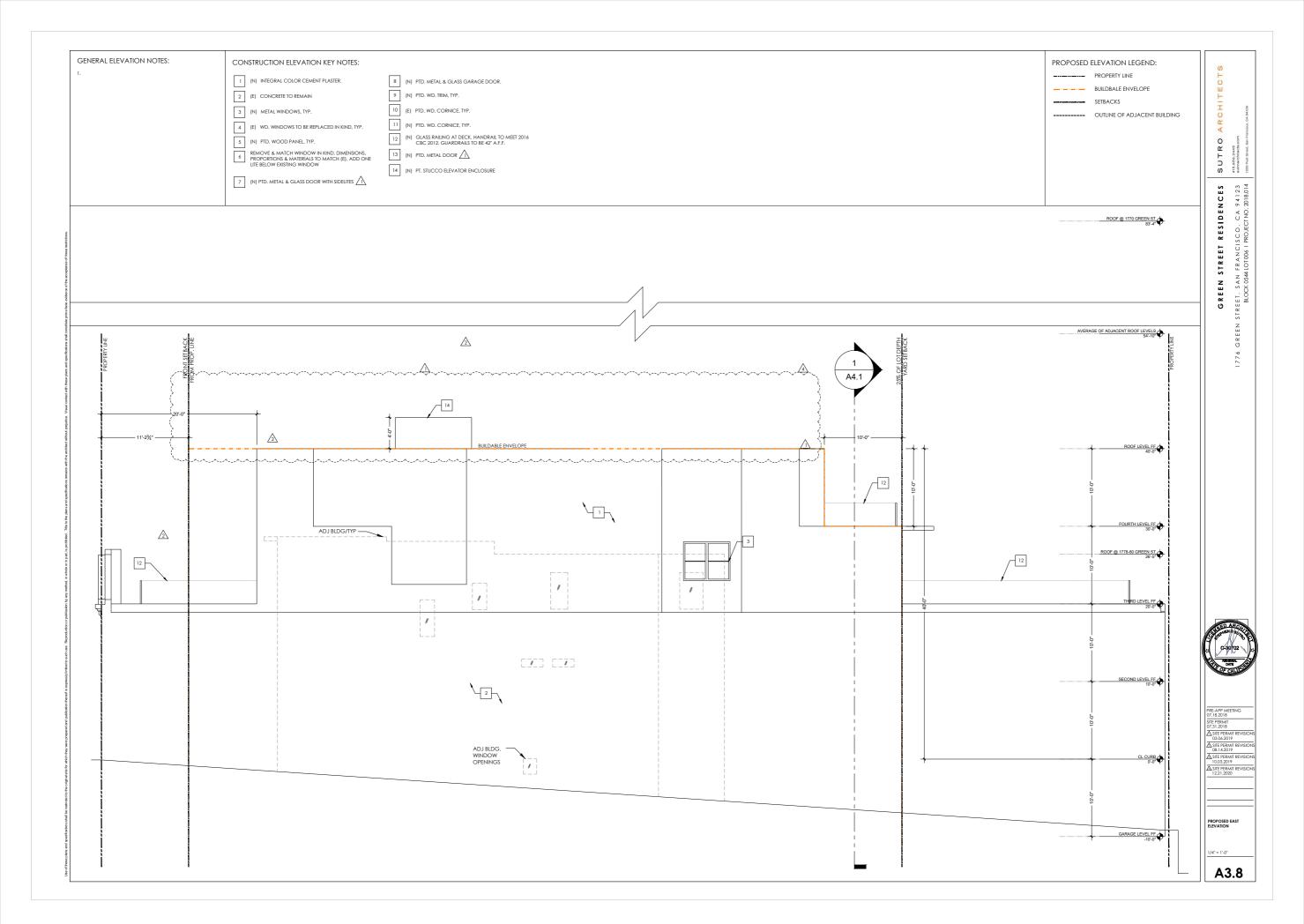


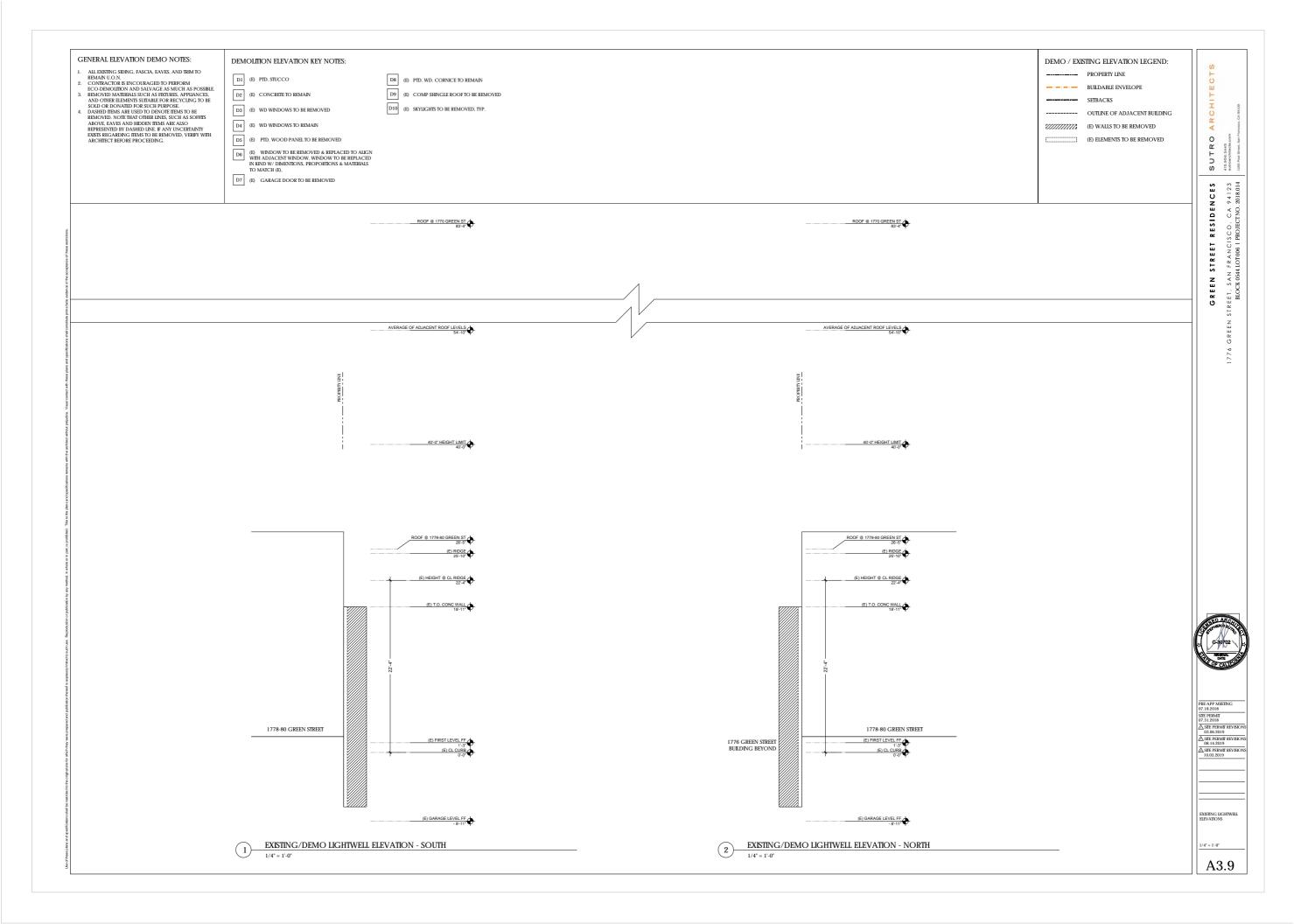


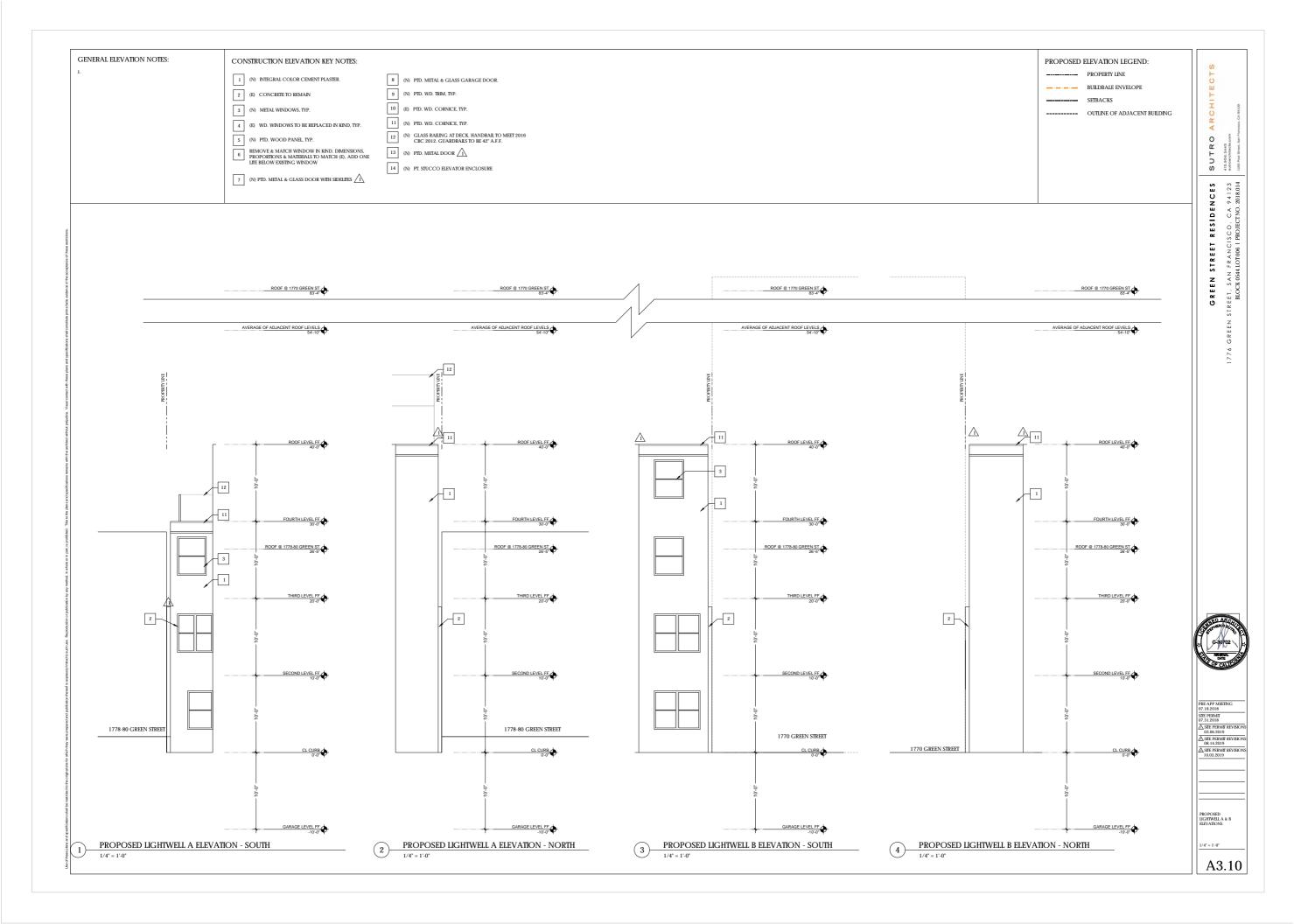


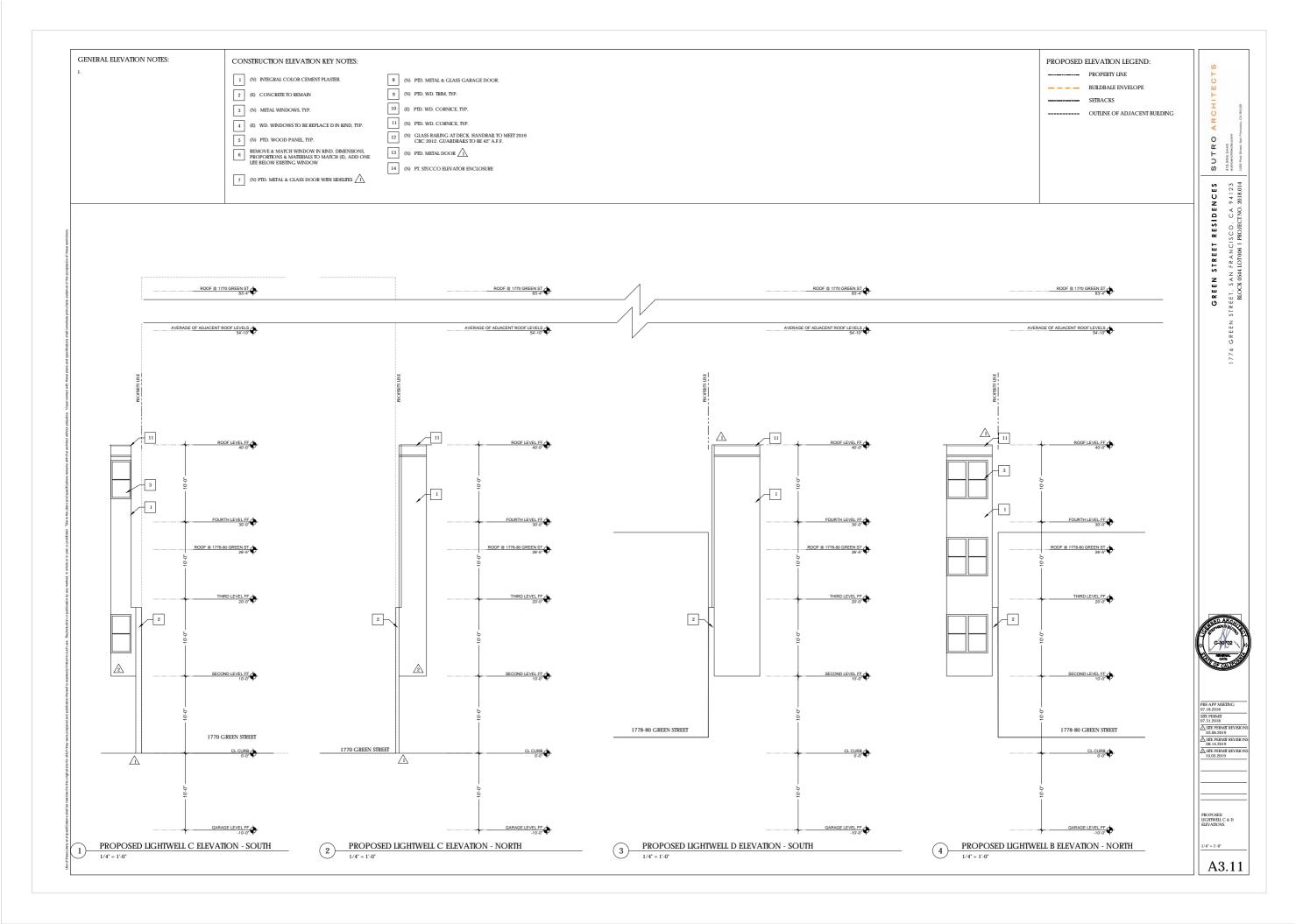


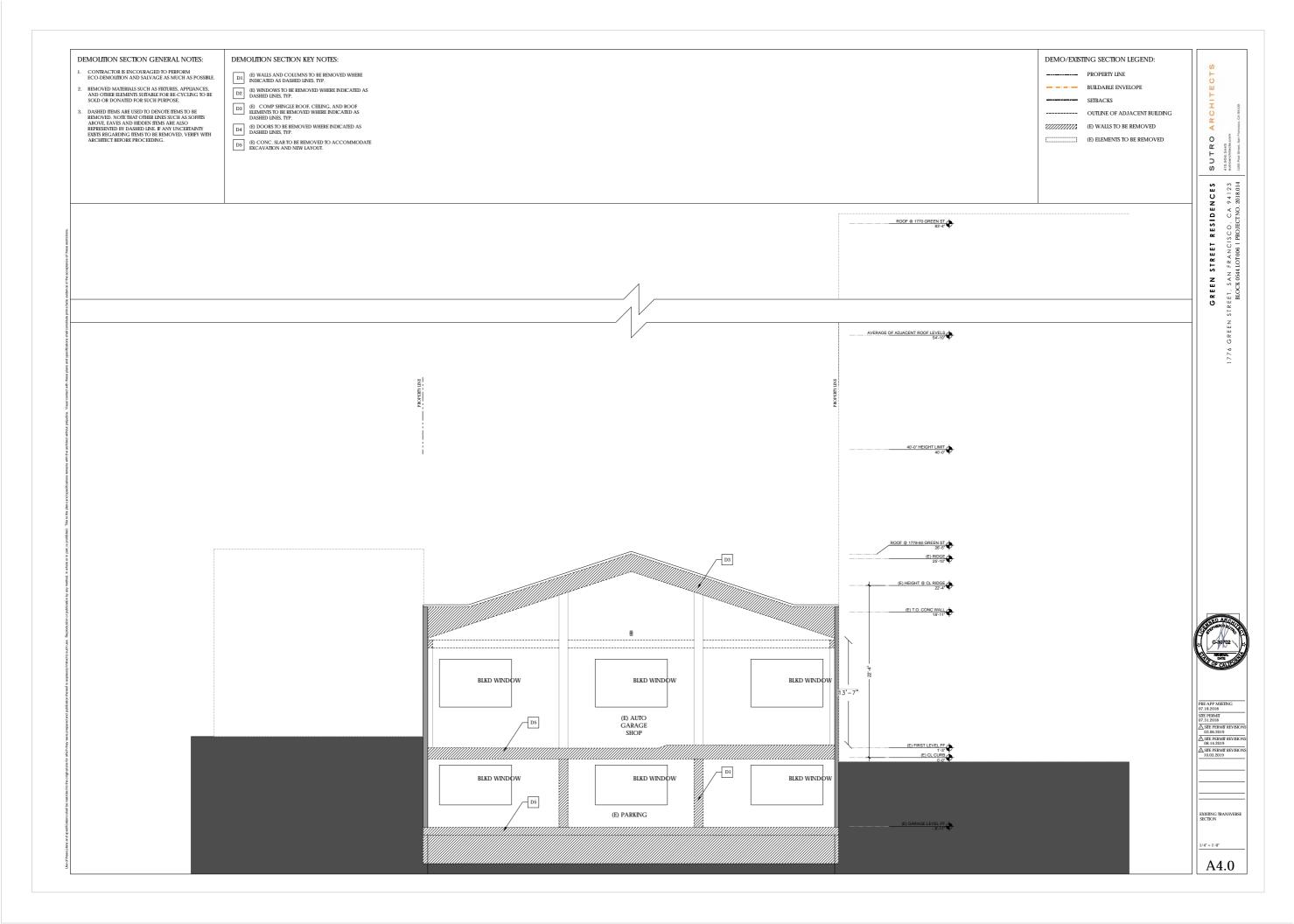


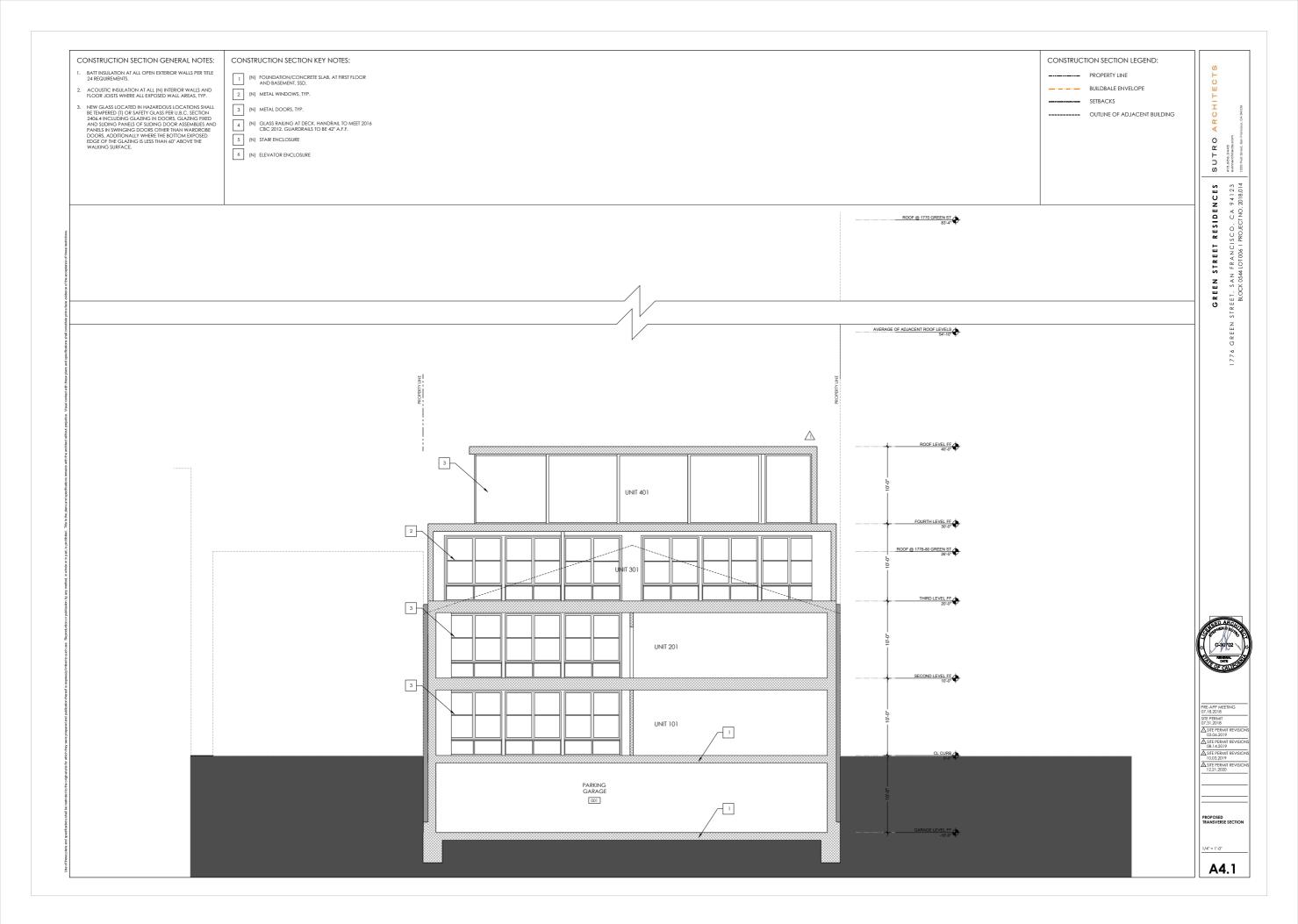


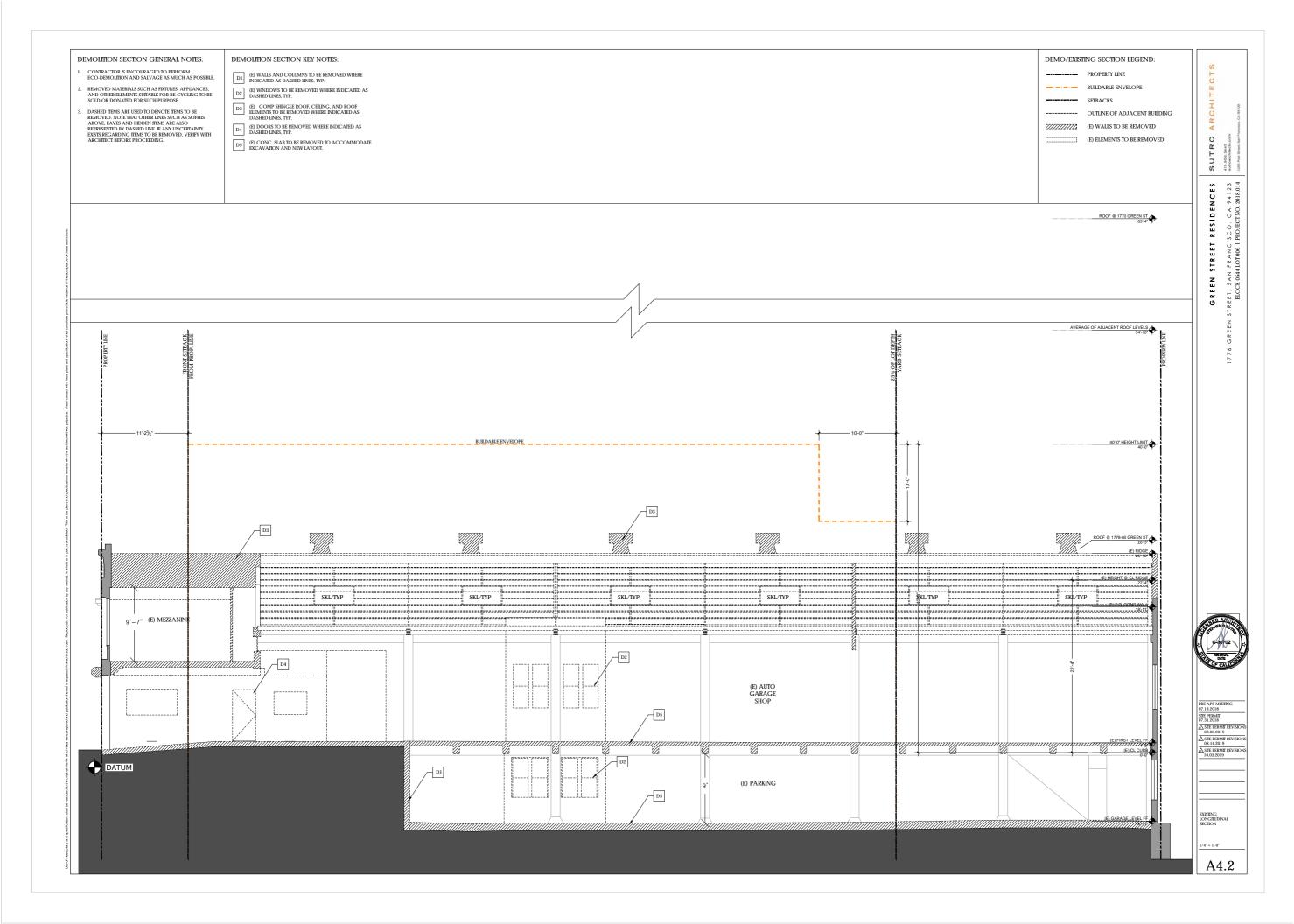


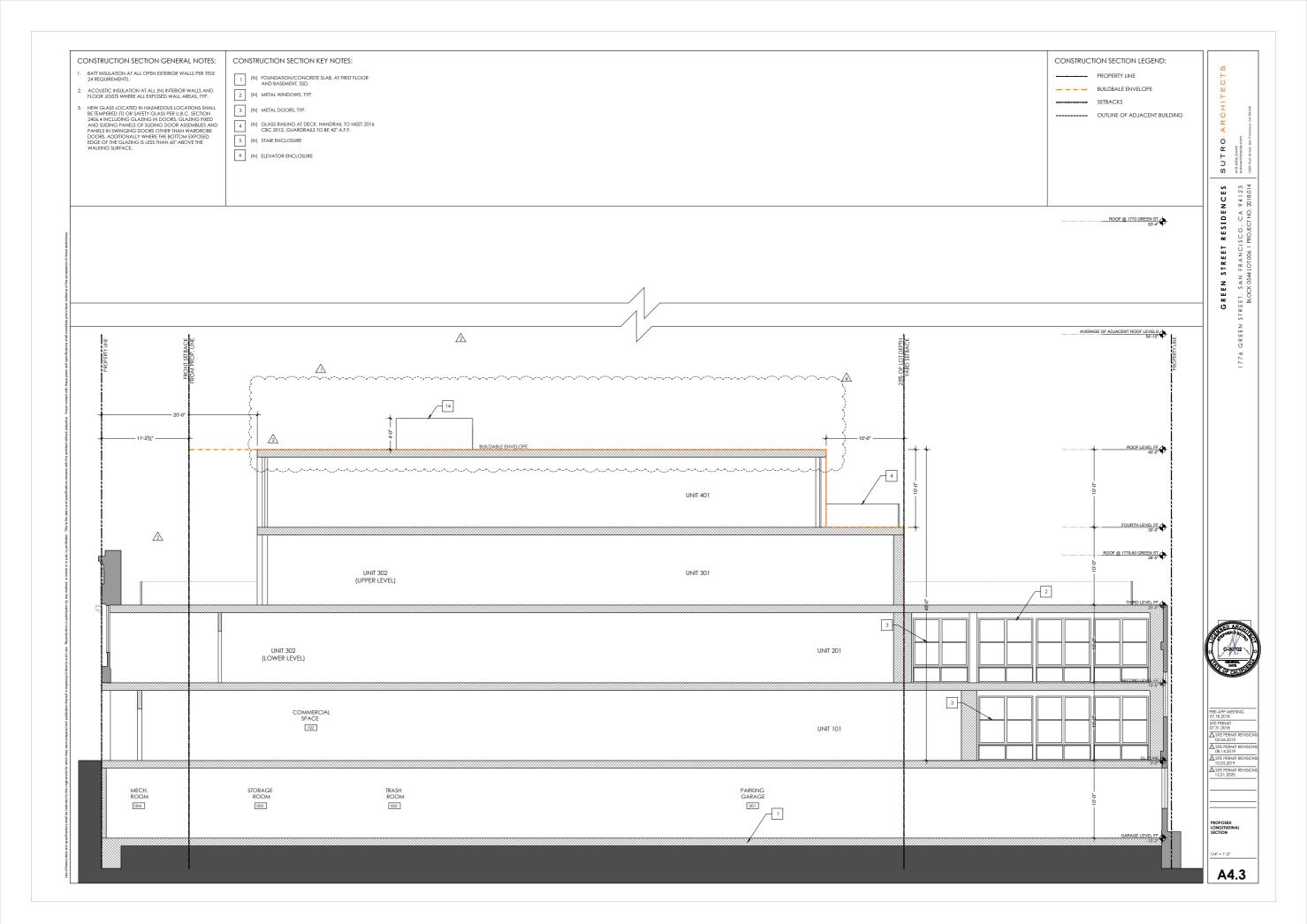












# **Exhibit C:**

# **Environmental Determination**

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



49 South Van Ness Avenue, Suite 1400 San Francisco, CA 94103 628.652.7600 www.sfplanning.org

### **CEQA Exemption Determination**

### PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address			Block/Lot(s)	
1776 GREEN ST			0544006	
Case No.			Permit No.	
2018-011430ENV			201808016167	
Ad	ldition/	Demolition (requires HRE for	New	
Alt	teration	Category B Building)	Construction	
Project 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 vehicle 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 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 (44 feet tall with elevator overrun) 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  FULL PROJECT DESCRIPTION ATTACHED				
STEP 1: EXEMPTION TYPE  The project has been determined to be 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.			
	10,000 sq. ft. and (a) The project is policies as well as (b) The proposed substantially surful (c) The project significant (d) Approval of the water quality. (e) The site can	I Development. New Construction of seven or mod meets the conditions described below: seconsistent with the applicable general plan designs with applicable zoning designation and regulated development occurs within city limits on a project rounded by urban uses. ite has no value as habitat for endangered rare or the project would not result in any significant effect be adequately served by all required utilities and particularly served by all required utilities and particularly served by all required utilities.	nation and all applicable general plan ons. et site of no more than 5 acres threatened species. s relating to traffic, noise, air quality, or	
	Other			
		Exemption (CEQA Guidelines section 15061(b)	· · · ·	

ONMENTAL SCREENING ASSESSMENT

STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT		
TO BE COMPLETED BY PROJECT PLANNER		

	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. use of diesel construction equipment, backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to The Environmental Information tab on the San Francisco Property Information Map)		
	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?  Note that a categorical exemption shall not be issued for a project located on the Cortese List if box is checked, note below whether the applicant has enrolled in or received a waiver from the San Francisco Department of Public Health (DPH) Maher program, or if Environmental Planning staff has determined that hazardous material effects would be less than significant. (refer to The Environmental Information tab on the San Francisco Property Information Map)		
	<b>Transportation:</b> 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, archeology review is required.		
	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 The Environmental Information tab on the San Francisco Property Information Map) If box is checked, Environmental Planning must issue the exemption.		
	Average Slope of Parcel = or > 25%, or site is in Edgehill Slope Protection Area or Northwest Mt.  Sutro Slope Protection Area: Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, or (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area? (refer to The Environmental Planning tab on the San Francisco Property Information Map) If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.		
	Seismic Hazard: Landslide or Liquefaction Hazard Zone:  Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area, or (4) grading performed at a site in the landslide hazard zone? (refer to The Environmental tab on the San Francisco Property Information Map) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.		
Com	Comments and Planner Signature (optional):		
See attached additional information.			

#### STEP 3: PROPERTY STATUS - HISTORIC RESOURCE

то в	E 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.
STF	P 4: PROPOSED WORK CHECKLIST
	E COMPLETED BY PROJECT PLANNER
Check	all that apply to the project.
	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. <b>Window replacement</b> that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
	4. <b>Garage work.</b> 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. <b>Deck, terrace construction, or fences</b> not visible from any immediately adjacent public right-of-way.
	6. <b>Mechanical equipment installation</b> that is not visible from any immediately adjacent public right-of-way.
	7. <b>Dormer installation</b> that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
	8. <b>Addition(s)</b> 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. <b>GO TO STEP 5.</b>
	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.
	EP 5: ADVANCED HISTORICAL REVIEW BE COMPLETED BY PRESERVATION PLANNER
Chec	k all that apply to the project.
	1. Reclassification of property status. (Attach HRER Part I)
	☐ Reclassify to Category A ☐ Reclassify to Category C
	a. Per HRER (No further historic review)
	b. Other (specify):
	2. Project involves a <b>known historical resource (CEQA Category A)</b> as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
	3. Interior alterations to publicly accessible spaces that do not remove, alter, or obscure character defining features.
	4. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.

5. **Façade/storefront alterations** that do not remove, alter, or obscure character-defining features.

	6. Raising the building in a manner that does not remove, alter, or obscure character-defining features.			
	7. <b>Restoration</b> based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.			
	8. Work consistent with the Secretary of the Interior Standards for (Analysis required):	the Treatment of Historic Properties		
	9. Work compatible with a historic district (Analysis required):			
	10. Work that would not materially impair a historic resource (Attach HRER Part II).			
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.				
	Project can proceed with exemption review. The project has been reviewed by the Preservation Planner and can proceed with exemption review. GO TO STEP 6.			
Comments (optional): PLEASE SEE ATTACHED				
Preser	rvation Planner Signature: Allison Vanderslice			
STEP 6: EXEMPTION DETERMINATION TO BE COMPLETED BY PROJECT PLANNER				
	Common Sense Exemption: No further environmental review is required. The project is exempt under CEQA. It can be seen with certainty that there is no possibility of a significant effect on the environment.			
	Project Approval Action:	Signature:		
	Planning Commission Hearing	Jeanie Poling		
		02/02/2021		
	Once signed or stamped and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31of the Administrative Code.			

In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination to the Board of Supervisors can only be filed within 30 days of the project receiving the approval action.

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

#### **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 vehicle 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 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 (44 feet tall with elevator overrun) 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 involve approximately 1,400 cubic yards of soil disturbance, ranging from a depth of 1 to 2 feet below ground surface at the north end of the property to 15 feet below ground surface at the south end of the property.

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 requires conditional use authorization approval by the Planning Commission 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.

#### **Step 5: Advanced Historical Review Comments**

See 11/25/19 HRER Part II for a full evaluation of potential impacts to historic resources. Preservation staff has reviewed the revised plans dated 1/20/21 and determined that there are no project changes that would result in a revision to the findings in the HRER Part II.

#### STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

#### TO BE COMPLETED BY PROJECT PLANNER

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

#### **MODIFIED PROJECT DESCRIPTION**

Modi	Modified Project Description:			
DE	TERMINATION IF PROJECT (	CONSTITUTES SUBSTANTIAL MODIFICATION		
Com	pared to the approved project, w	ould 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 under Planning Code Section 317 or 19005(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	If at least one of the above boxes is checked, further environmental review is required.			
DET	ERMINATION OF NO SUBSTAI	NTIAL MODIFICATION		
	The proposed modification wo	uld not result in any of the above changes.		
	If this box is checked, the proposed modifications are 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	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 to the Environmental Review Officer within 10 days of posting of this determination.			
Plan	ner Name:	Date:		



#### 1776 Green St (2018-011430ENV) - Additional Information

**Project history.** On September 6, 2018, the Planning Department accepted a project application for the proposed project. The department issued a categorical exemption for the project on October 30, 2019 (subsequently rescinded) and a categorical exemption/common sense exemption for the project on November 27, 2019 (subsequently rescinded). Project review was put on hold due to public concerns related to unfinished remediation of hazardous materials contamination from the removal in 2016 of four underground storage tanks associated with the project site.

On February 6, 2020, an appeal of the categorical exemption/common sense exemption was filed with the Board of Supervisors. The appeal was determined to be unripe for review because the project approval had not yet occurred.

On February 20, 2020, the project sponsor submitted a project application to the planning department for a separate, independent project involving the San Francisco Department of Public Health's (SFDPH's) investigation and remediation of subsurface contaminants associated with leaks from underground storage tanks previously located beneath the sidewalk in front of 1776 Green Street and removed in 2016 ("the LOP case," Planning Record No. 2020-002484ENV).¹

On June 16, 2020, the planning department issued a common sense exemption for the LOP case, which was appealed to the Board of Supervisors. On December 15, 2020, the appeal of the LOP case was withdrawn and the Board affirmed the planning department's determination that the LOP case has independent utility from the proposed development project at 1776 Green Street and is exempt from further environmental review.²

**Hazardous materials**. The project site is listed as an active leaking underground storage tank cleanup site on the Hazardous Waste and Substances Sites List (pursuant to section 65962.5 of the state government code, also known as the "Cortese List"), and thus is ineligible for categorical exemption per CEQA section 21084(d). The proposed project is also subject to the Maher Program (Article 22A of the San Francisco Health Code). Under the Maher Program, cases are assessed based on applicable regulatory standards issued by the State of California and/or the U.S. Environmental Protection Agency. In addition, the Maher Program addresses health risks to residential occupants, if such uses are proposed on a particular site, based on long-term exposure.

The project sponsor enrolled in the Maher Program on July 31, 2018, and on August 8, 2019, SFDPH approved a Phase II subsurface investigation plan and requested a Phase II site characterization report. The Department of Building Inspection shall not issue a certificate of occupancy until SFDPH has confirmed that any hazardous substances on the site have been removed or remediated to State standards for the intended use. Based on the performance standards required by the State to ensure that no adverse impacts with respect to public health and safety would occur, it can be clearly demonstrated that the project, with oversight for remediation by SFDPH in compliance with the

¹ The LOP case (SFDPH-LOP Site #12076 Investigation/Remediation) is currently under review by SFDPH. On December 1, 2020, SFDPH issued a letter citing that that additional work is required to obtain case closure under the Low-Threat Closure Policy.

² Board of Supervisors File No. 200908, Motion No. M20-202 https://sfbos.org/sites/default/files/m20-0202.pdf.

Maher Program, has no potential to have significant environmental effects with respect to hazardous substances on the site.

**Archeology.** Planning staff archeologists conducted preliminary archeological review and determined that no significant archeological resources are expected within project-affected soils.

**Public notice.** Notification of a 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 noise from the proposed project's roof deck, hazardous materials contamination, and the department's prior issuance of a categorical exemption. A roof deck that was initially proposed has been removed from the project. The other public concerns are addressed above.

## **Historic Resource Evaluation Response**

Date

December 5, 2018

Case No .:

2018-011430ENV

Project Address:

1776 Green Street

Zoning:

RH-2 (Residential - House, Two Family)

40-X Height and Bulk District

Block/Lot:

0544/006

Date of Review:

December 5, 2018 (Part I)

Staff Contact:

Alexandra Kirby (Preservation Planner)

(415) 575-9133

alexandra.kirby@sfgov.org

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

Reception:

415.558.6378

Fax:

415.558.6409

Planning Information: 415.558.6377

#### PART I: HISTORIC RESOURCE EVALUATION

#### **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 1 - Event: Yes No		
Criterion 2 - Persons: Yes No	Criterion 2 - Persons:		
Criterion 3 - Architecture: X Yes No	Criterion 3 - Architecture: ☐ Yes ☒ No		
Criterion 4 - Info. Potential:	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:	<b>Retains</b>	Lacks	Feeling:	Retains	Lacks
Design:	Retains	Lacks	Materials:	<b>Retains</b>	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**

Historical Resource Present	
☐ Individually-eligible Resource	
Contributor to an eligible Historic District	
Non-contributor to an eligible Historic District	
No Historical Resource Present	
PART I: SENIOR PRESERVATION PLANNER REVIEW	
Signature: Allison Vanderslice, Principal Preservation Planner	Date: 12/10/2018



# SAN FRANCISCO PLANNING DEPARTMENT

## **Historic Resource Evaluation Response**

Date

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)

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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 <u>will not</u> cause a significant adverse impact to the l	historic resource as proposed.
The project will cause a significant adverse impact to the history	oric resource as proposed.
California Register-eligible Historic District or Context:	
The project will not cause a significant adverse impact to a	California Register-eligible historic
district or context as proposed.	
☐ The project <u>will</u> cause a significant adverse impact to a Califo	rnia Register-eligible historic district
or context as proposed.	

#### **Project Impacts**

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

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

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

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

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

subject building's character-defining features, which are primarily on the front façade, and will in some ways enhance the building's ability to convey its significance through the restoration of 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.

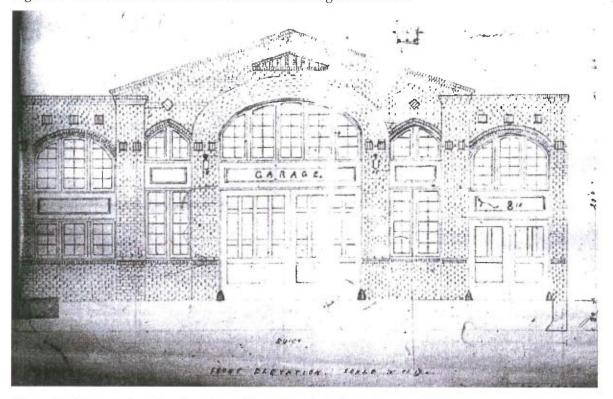


Figure 2. Original elevation drawing of the subject building. Source: SF DBI.

# 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	5,516	7,131	+1,615		
Residential GSF	0	19,987	+19,987		
Retail/Commercial GSF	8,194	0	-8,194		
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	2,265	+2,265		
Public Open Space	0	0	0		
Other ( )	0	0	0		
TOTAL GSF	13,710	29,383	+15,673		
	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		

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

Reception:

415.558.6378

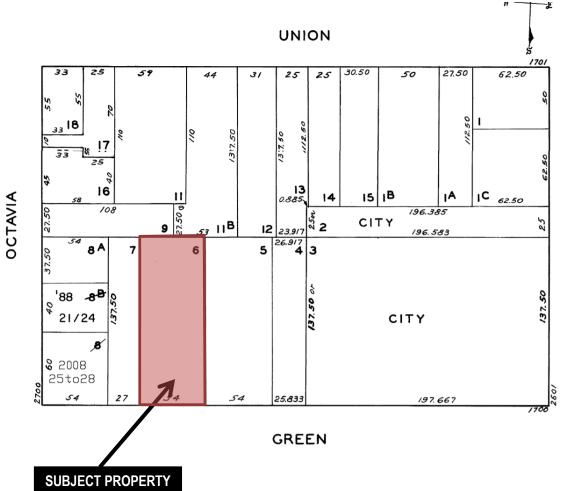
Fax: **415.558.6409** 

Planning Information: **415.558.6377** 

	EXISTING	PROPOSED	NET NEW		
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

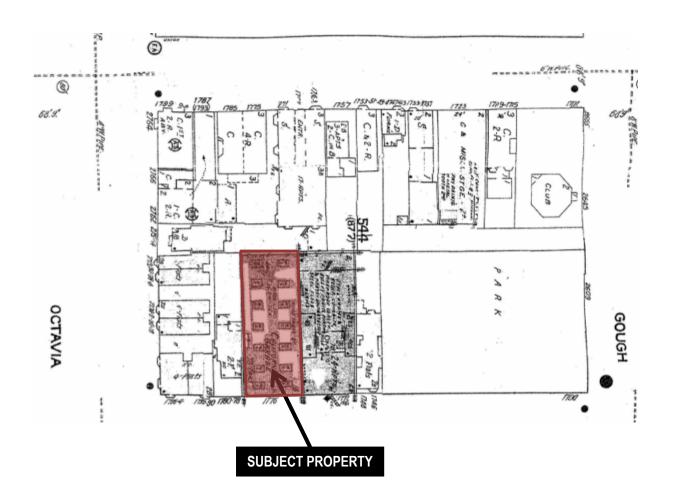
## **Block Book Map**







# Sanborn Map*

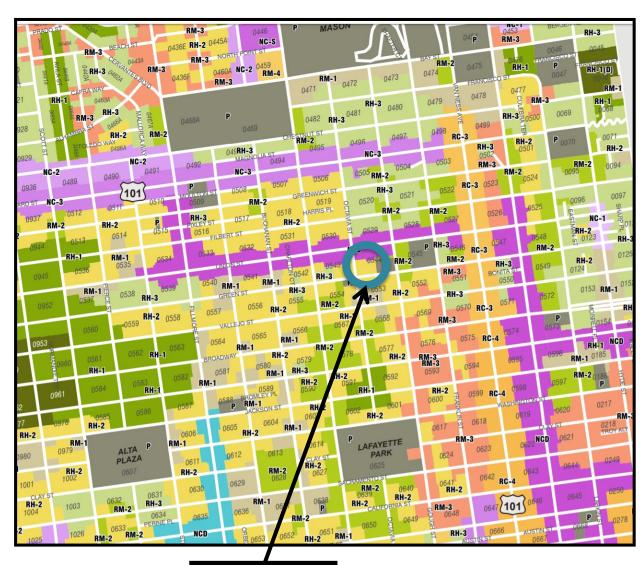


^{*}The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.





# **Zoning Map**

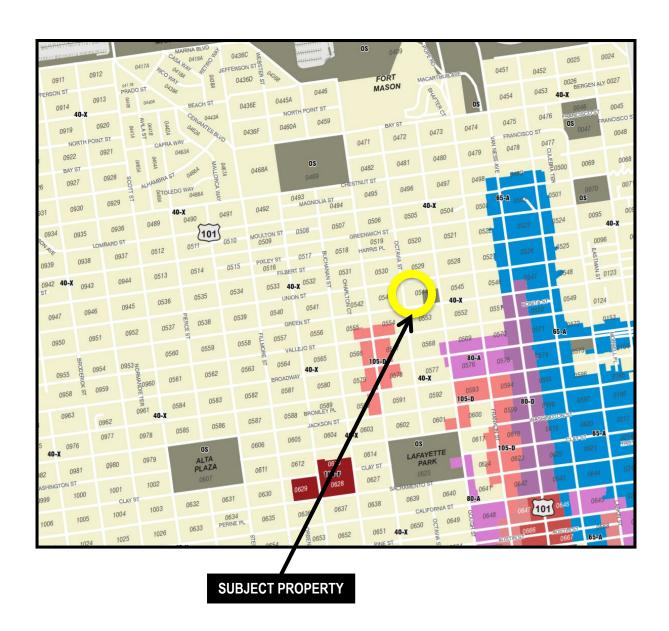


**SUBJECT PROPERTY** 





## **Height & Bulk Map**

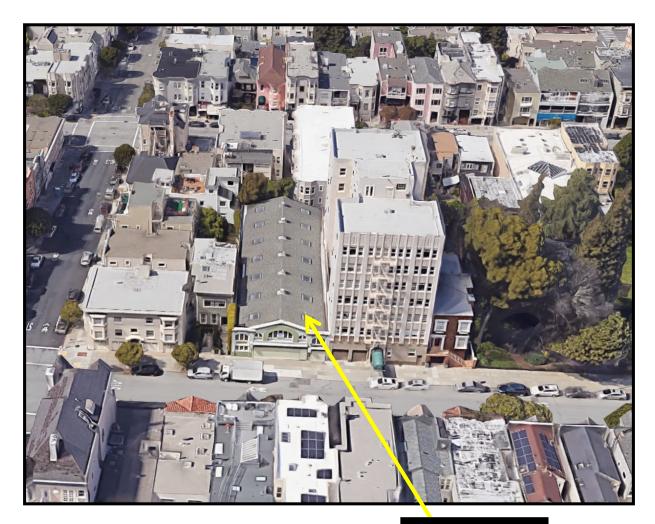






## **Aerial Photo**

(looking north)



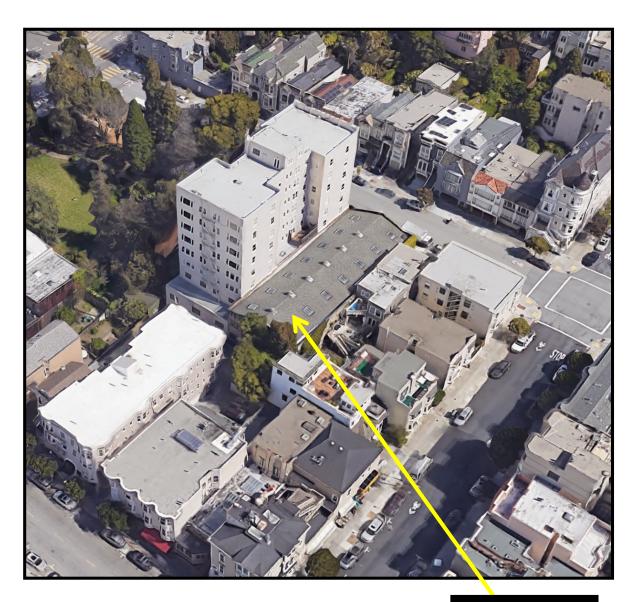
**SUBJECT PROPERTY** 





## **Aerial Photo**

(looking southeast)



SUBJECT PROPERTY





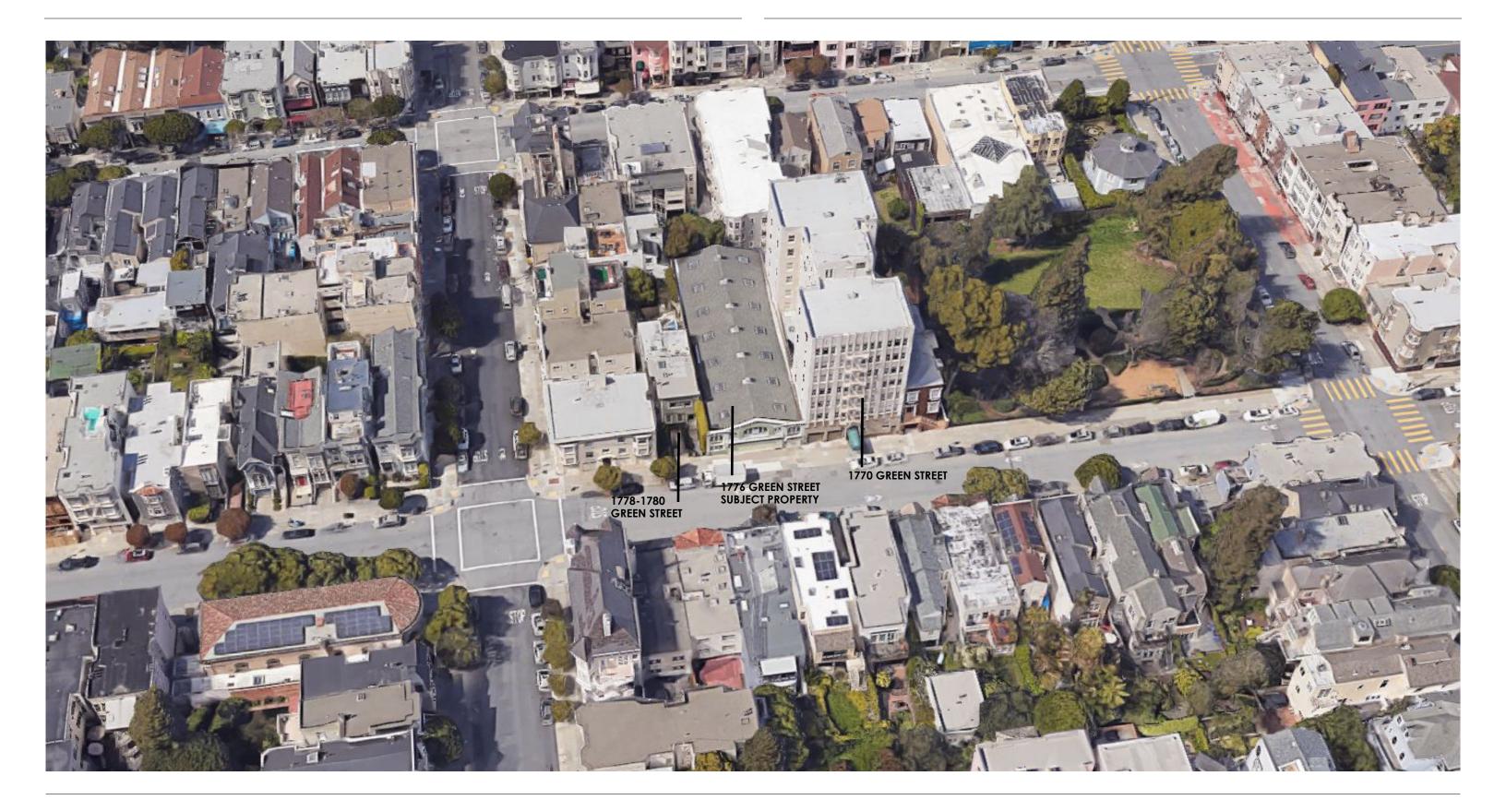
## **Site Photo**

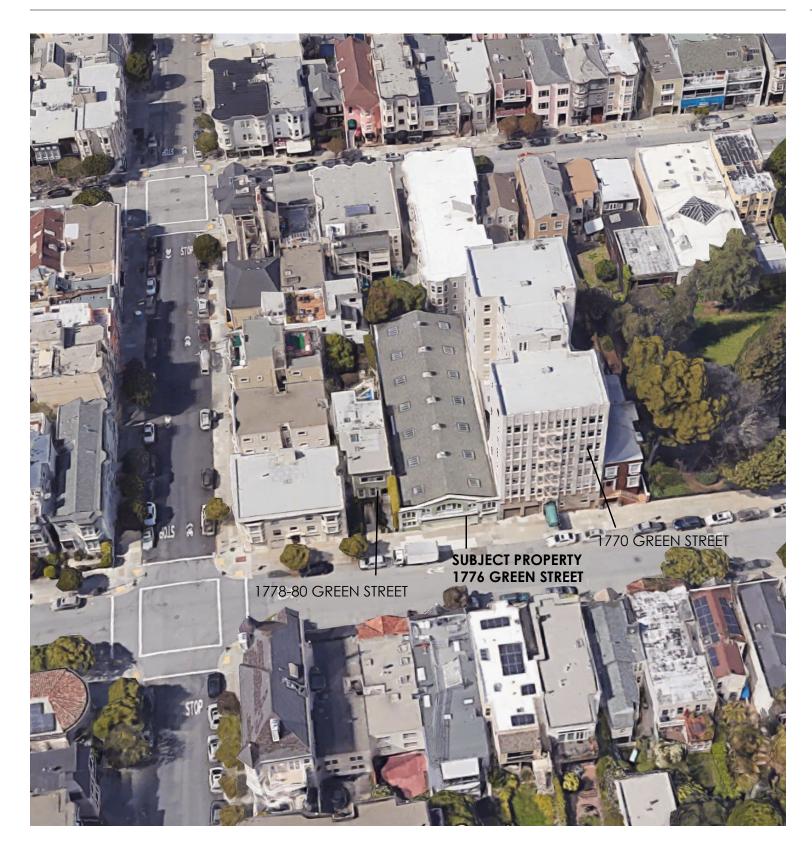
(looking north)





# 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, per zoning code and surrounding residential uses.

Local Capital Group and Sutro Architects partnered to sensitively design family-sized residential units compatible with the surrounding parcels while maintaining the historical integrity of the existing building. This block of Green Street includes a mix of 2-3 unit buildings, single family homes, a large apartment building adjacent, a park, and backs up to a commercial section of Union Street. The Sponsor and Architect propose to add 5 family-sized 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.

To maintain the historic resource, we will preserve all four walls of the existing auto garage. The new windows, doors and openings in the front elevation will replace the existing large roll up metal door. 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. After the last public meeting in 2019, there were 36 individual and small group meetings hosted that year. A few neighbors formed a group, named "THoR" who settled all grievances with the sponsorship team in late 2020. An appeal to the Board of Supervisors over environmental concerns was removed after Supervisor Stefani mediated a settlement between the two parties.

Since the project was last in front of the Commission in late 2019, the common roof deck was removed and the elevator penthouse was significantly lowered. This change was part of the settlement agreement with THoR. Sponsors also 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; 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. In addition to the Settlement Agreement with THoR, 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. Our proposal to replace the existing commercial use with residential has been very well received.







