



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: August 2, 2017

TO: Architectural Review Committee of the Historic Preservation Commission

FROM: Jørgen G. Cleemann, Preservation Planner, (415) 575-8763
Jeanie Poling, Environmental Planner, (415) 575-9072

REVIEWED BY: Tina Tam, Senior Preservation Planner, (415) 558-6325

RE: **Review and Comment for 500 Turk Street
Preservation Alternatives for Draft EIR
Case No. 2016.010340ENV**

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The Planning Department ("Department") and the Project Sponsor ("Sponsor") are requesting review and comment before the Architectural Review Committee (ARC) regarding the proposed Preservation Alternatives for the project at 500 Turk Street ("the Project").

On March 18, 2015, the Historic Preservation Commission adopted Resolution No. 0746 (attached) to clarify expectations for the evaluation of significant impacts to historical resource and the preparation of preservation alternatives in Environmental Impact Reports. Although the resolution does not specify ARC review of proposed preservation alternatives, the HPC, in their discussions during preparation of the resolution, expressed a desire to provide feedback earlier in the environmental review process – prior to publication of the Draft EIR – particularly for large projects. In response to the resolution, the subject Project is being brought to the ARC for feedback as the Department and Project Sponsor develop preservation alternatives to address the anticipated significant impact to the individual historical resource at 500 Turk Street.

The Planning Department is in the process of preparing an Initial Study and focused Environmental Impact Report (EIR) to evaluate the related physical environmental effects of the proposed project. It is anticipated that the EIR will be a focused EIR to address the environmental topic of historic architectural resources. The proposed Preservation Alternatives are being brought to the ARC for comment prior to review by the HPC of the Draft EIR. The Draft EIR is estimated to be brought to the HPC in the fall of 2017.

BUILDINGS AND PROPERTY DESCRIPTION

500 Turk Street is a one- to two-story, stucco-clad, reinforced concrete auto repair and tire shop located on a square (137.5'x137.5') lot at the northwest corner of the intersection of Turk and Larkin Streets in San Francisco's Tenderloin neighborhood. The subject building has an L-

shaped plan with an open parking/vehicle maneuvering area at the street corner between its two wings; the subject property also encompasses a rectangular open area, apparently used for parking, to the north of the subject building. The subject property is located within the North of Market Residential Special Use District and an 80-T Height and Bulk District.

Designed by architect Henry A. Minton and structural engineer L. H. Nishkian, the subject building was constructed in 1935. It comprises a central, two-story section with a short and wide one-story wing extending to the south and a longer, narrower one-story wing extending to the east. The building's minimalist Art Deco styling consists of bays divided by faceted pilasters that carry a frieze that features abstracted dentils on the street-facing facades and on the wings. At corners or other locations where there is a change in building scale, the faceted pilasters are taller and taper to points. Most of the building is painted brown except for the frieze area, which serves as a sign location and has been painted white. All sections of the building have flat roofs enclosed by parapets. Fenestration, ornamentation, and building openings are limited to the street-facing or parking area-facing south and east facades. The utilitarian north and east facades have no openings or fenestration.

The central two-story section is divided into two bays: an angled bay facing the intersection with an open vehicular entry at the base and a single window at the second story, and, flush with the east façade of the south wing, a bay with a glazed storefront at the base and a pair of windows in the second story.

The one-story south wing consists of three bays each on its south, Turk Street-facing elevation and its east, parking area-facing elevation. On Turk Street, there is a central entry with hollow metal doors, a profiled transom bar, and a glazed transom. This entry is flanked on either side by storefronts. The basic storefront configuration found in the Turk Street bays extends around the corner onto the three bays found on the east, parking area-facing elevation of the one-story south wing. In the signband area in the fascia above the storefronts, the business name has been spelled out with dimensional letter signage. Beneath the letters a smaller sign reads "Since 1912."

On the other side of the central two-story section, the one-story east wing features five bays on its south, parking area-facing elevation. The westernmost three are entirely open vehicular bays with roll-down metal gates. The easternmost two bays have been infilled with solid materials and include two recessed doors with two-light transoms. Dimensional letter signage ("Tire & Auto Service," "Goodyear") has been affixed to the signband area in the fascia above these five bays. The east, Larkin Street-facing façade of the east wing contains two bays that may have once contained storefronts, but have been infilled with opaque materials. "Kahn & Keville" is spelled out in dimensional letters in the signband area above these bays.

Two diamond-shaped illuminated "Goodyear" signs are installed on the roof at the ends of the building's two wings. There is also a marquee sign supported by two posts located in the parking lot, near the street corner, that features a rotating assortment of aphorisms and quotations.

The immediate context for 500 Turk Street is defined by its location at the juncture of several different overlapping districts and neighborhoods: the Van Ness automotive district, the Tenderloin, and the Civic Center. Due to the building's current and historical use and location, its relationship with the automotive district—centered on Van Ness Avenue, two blocks to the

west—may be the most relevant contextual factor.

Additional description of the existing building and context may be found in the attached Historic Resource Evaluation, Part II, prepared by Left Coast Architectural History, and in the attached Historic Resource Evaluation Response (“HRER”) prepared by the Planning Department.

CEQA HISTORICAL RESOURCE(S) EVALUATION

The subject property is considered a Known Historic Resource, having been evaluated in the adopted Van Ness Auto Row Support Structures Survey and given a California Historic Resource Status Code of 3CS (appears eligible for the California Register of Historic Resources as an individual property through survey evaluation). In connection with the current project, the property was evaluated recently by the Planning Department in the attached HRER, which concurs with the findings of the Survey.

Both the survey and the HRER find that the subject property is individually significant under Criteria 1 (events) and 3 (architecture). Under Criterion 1, the property is significant for its association with the development of a collection of businesses on and around Van Ness Avenue that catered to the automobile industry. Within this context, it is specifically significant for the longevity of its use as a tire and battery shop. Under Criterion 3, the property is significant for its then innovative design that made a decisive break from the form that urban industrial buildings had previously taken, and instead responded thoughtfully to the specific needs of the business it was meant to house. Specifically, the design’s L-shaped plan segregates functions among the building’s two wings and central node, and also creates an open paved area that facilitates the movement and maneuvering of vehicles.

Additional information regarding the building’s historical significance and eligibility determination may be found in the attached Historic Resource Evaluation, Part II, prepared by Left Coast Architectural History, and in the attached Historic Resource Evaluation Response (“HRER”) prepared by the Planning Department.

INTEGRITY

The Department has found that the subject building retains sufficient integrity to convey its significance as an Art Deco-style automobile servicing building with a distinctive L-shaped plan with an open paved area that facilitates vehicular movement.

CHARACTER-DEFINING FEATURES

Character-defining features of 500 Turk Street building are listed below:

- Plan shape; two perpendicular wings that meet at the northwest corner
- Open vehicle maneuvering area at the southeast corner
- Height; one-story wings, with a second story at the northwest juncture
- Storefront infill on the street facades and east façade of the south wing; vehicular bays on the south façade of the east wing
- Art Deco styling, including faceted piers and vertical hash marks in the fascia
- Steel sash windows
- Signage, including two diamond-shaped Goodyear signs mounted on the roof, and one marquee sign at the corner featuring rotating content

PROJECT DESCRIPTION

The proposed project at 500 Turk Street is to demolish the existing building and replace it with an 8-story, 79-foot-tall, 100% affordable housing development with 108 dwelling units, including family-sized units, neighborhood-serving retail uses on the ground floor, and common residential amenity spaces. Of the new building's 105,802 sf interior area, residential uses will account for 81,869 sf, residential support and common areas for 3,564 sf, and commercial/retail uses for 2,597 sf. All square footage numbers are approximate. The proposed new building will incorporate outdoor common space for residents of the project at the northwest corner of the project site, a location chosen to maximize privacy and exposure to sunlight.

For additional information about the proposed project, please see the attached project plans.

PROJECT IMPACTS

Because it will result in the complete demolition of the existing building, which has been determined individually eligible for listing in the CRHR, the project will result in a significant impact to an identified historic resource.

PRESERVATION ALTERNATIVES

As the proposed project is anticipated to result in a significant impact on a historical resource due to demolition, the focused EIR will consider alternatives to the project. Alternatives considered under CEQA do not need to meet all project objectives; however, they should fully preserve the features of the resource that convey its significance while still meeting most of the basic objectives of the project. The project objectives are attached, along with a letter from the Sponsor.

Department staff and the project team have identified the following preservation alternatives: No Project Alternative, Full Preservation Alternative, and Partial Preservation Alternative. The Full and Partial Preservation Alternatives are depicted in the attached plan and massing studies.

No Project Alternative

The no project alternative would not include new construction or any demolition. The building at 500 Turk Street would remain; it is currently still occupied by Kahn & Keville. This no project alternative would not result in the loss of historic resources.

The No Project Alternative does not meet the objectives of the project.

Full Preservation Alternative

The full preservation alternative would retain the existing building in its entirety, along with its character-defining open lot at the southeast corner, and would also include a new 7-story building in the open lot to the north of the existing building. In order to remain within the zoning district's 80-foot height limit while still aligning with the floor plates of the historic building, the new building would rise 7 stories under the full preservation alternative, as opposed to the 8 stories proposed in the project. A one-story setback rooftop addition would be built over the historic building's existing one-story south wing. On Larkin Street, the new building would be set back from the lot line in order to emphasize the historic building's east façade. Retail (4,079 sf) and residential common areas (3,500 sf) would be located on the

ground floor of the combined historic and new building. The 32 residential units (26,355 sf) would be located on the upper floors. All square footage numbers are approximate. The open vehicle area at the southeast corner of the lot, which is currently used as a surface parking lot, would be preserved and used as a communal outdoor space for residents of the project, which, according to the project sponsor, would need to be fenced off from the street for security and privacy reasons.

Under the full preservation alternative, all of the historic building's character-defining features, with the exception of one of the Goodyear signs, would be retained, including: its distinctive plan shape, the open vehicle maneuvering area at the southeast corner (although no longer paved or used for vehicle maneuvering), the 1- to 2-story height, the historic storefront infill, the Art-Deco ornamentation, some of the steel sash windows, and the distinctive signage on the roof and the marquee at the corner. (The setback rooftop addition over the south wing will necessitate the removal of one of the Goodyear signs, but the other Goodyear sign and the marquee at the corner will remain, thereby maintaining the overall integrity of the signage.) Although the garage doors on the vehicular bays would be replaced with new infill, the configuration of the bays would not change and their reading as former vehicular openings would be retained. Additional repair and restoration work would be performed as needed, including the likely replacement of some of the steel sash windows with compatible new windows that comply with current energy performance requirements. All work would be in conformance with the Secretary of the Interior's Standards for Rehabilitation.

The Full Preservation Alternative meets or partially meets some of the objectives of the project.

Partial Preservation Alternative

The partial preservation alternative would retain portions of the existing building and also include a new 7-story addition in the open lot to the north. In order to remain within the zoning district's 80-foot height limit while still aligning with the floor plates of the historic building, the new building would rise 7 stories under the partial preservation alternative, as opposed to the 8 stories proposed in the project. The new building would fill the open lot to the north of the existing building and would partially extend over the existing historic building, essentially creating 5- to 6-story rooftop additions. The façade of the new building would be set back on Larkin Street in order to emphasize the historic building. The ground floor of the combined historic and new building would house retail (2,850 sf) and residential support and common areas (3,500 sf); the upper floors would house 56 residential units (34,020 sf). All square footage numbers are approximate.

For informational purposes, for the partial preservation alternative, planning staff asked the project sponsor to consider the insertion of a short standalone building in the open lot in the southeast corner for the purpose of housing the retail, residential support, and/or residential amenity areas. Although building within the open lot would remove a character-defining feature and would therefore not be appropriate under a full preservation alternative, staff reasoned that such an approach might still succeed in partially preserving the historic resource if the separation between the historic building and the standalone building were sufficient to allow a perceptive viewer to understand that the lot had historically been an open vehicle maneuvering area. After assessing what could realistically be built in this space, however, the project sponsor found that inserting a standalone building would create only two additional residential units, and would result in a host of significant problems related to security,

operations, additional construction costs, negative impacts to the quality of the common space for residents of the project, reduced potential for internal community building, and the undue emphasis it would inevitably place on retail use, which is inconsistent with the sponsor's mission of providing affordable housing. Therefore the project sponsor finds that the creation of the standalone building in the open southeast lot would not be workable under any alternative; staff concurs with this finding.

Under the partial preservation alternative, many of the historic building's character-defining features would be retained, including: its distinctive plan shape, the open vehicle maneuvering area at the southeast corner (although no longer paved or used for vehicle maneuvering), the historic storefront infill, the Art-Deco ornamentation, some of the steel sash windows, and the distinctive signage on the roof and the marquee at the corner. (The setback rooftop addition over the south wing would necessitate the removal of one of the Goodyear signs, but the other Goodyear sign and the marquee at the corner would remain, thereby maintaining the overall integrity of the signage.) Significantly, the historic building's character defining 1- to 2-story height would not be preserved as the addition would rise from the historic building's roof with only minimal setbacks. Additional repair and restoration work would be performed as needed, including the likely replacement of some of the steel sash windows with compatible new windows that comply with current energy standards. All work would be in conformance with the Secretary of the Interior's Standards.

The Partial Preservation Alternative meets or partially meets some of the objectives of the project.

REQUESTED ACTION

Specifically, the Department seeks comments on the adequacy of the proposed Preservation Alternatives.

ATTACHMENTS

- HPC Resolution No. 0746
- DPR 523A form for the subject property from the Van Ness Auto Row Support Structures Survey.
- Historic Resource Evaluation – Part 2, prepared by Left Coast Architectural History (dated June 20, 2017)
- Historic Resource Evaluation Response (dated June 5, 2017), prepared by the San Francisco Planning Department
- Sponsor letter (dated July 26, 2017)
- 500 Turk Street Project Objectives (dated May 19, 2017)
- Comparison of Preservation Alternatives Table and Graphics Package, prepared by David Baker Architects



SAN FRANCISCO PLANNING DEPARTMENT

Historic Preservation Commission Resolution No. 0746

HEARING DATE: MARCH 18, 2015

ADOPTION OF A POLICY STATEMENT TO CLARIFY HISTORIC PRESERVATION COMMISSION EXPECTATIONS FOR THE DEVELOPMENT AND EVALUATION OF PRESERVATION ALTERNATIVES IN ENVIRONMENTAL IMPACT REPORTS FOR THE PURPOSES OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

WHEREAS, the loss of historical resources through demolition or adverse impacts from alteration should be avoided whenever possible and historic preservation should be used as a key strategy in achieving the City's environmental sustainability goals through the restoration, rehabilitation, and adaptive reuse of historic buildings; and

WHEREAS, an environmental impact report (EIR) is required under the California Environmental Quality Act (CEQA) when proposed projects would cause a significant impact to historical resources that cannot feasibly be mitigated to a less-than-significant level; and

WHEREAS, an EIR is integral to providing the public and decision-makers with an in-depth review of a project's environmental impacts, feasible mitigation measures, and alternatives that would reduce or eliminate those impacts; and

WHEREAS, the requirement of CEQA to consider alternatives to projects that would entail significant impacts to historical resources, either through demolition or other alterations, is an opportunity for analysis and consideration of the potential feasibility of accomplishing a project while reducing significant environmental impacts to historic resources; and

WHEREAS, the EIR process is an opportunity for members of the public to participate in the development and consideration of alternatives to demolition and project proposals that would result in significant impacts to historical resources; and

WHEREAS, CEQA requires that an EIR describe a range of reasonable alternatives to the project that would feasibly attain most of the basic objectives of the project; would avoid or substantially lessen any of the significant effects of the project; and evaluate the comparative merits of the alternatives; and

WHEREAS, when an EIR studies a potentially feasible alternative to demolition of an historical resource, the lead agency and the public have the opportunity to discuss and consider changes or alternatives to the project that would reduce or eliminate its impact to historical resources; and

WHEREAS, the Historic Preservation Commission (HPC) supports the Planning Department's efforts to provide a robust consideration of preservation alternatives in EIRs to satisfy the requirements of CEQA; and

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WHEREAS, the Planning Department, acting as the CEQA lead agency for projects in the City and County of San Francisco, distributes draft EIRs for public review generally for a period of 45 days; and

WHEREAS, the Planning Commission conducts public hearings on draft EIRs during the public review period to solicit public comment on the adequacy and accuracy of information presented in the draft EIRs; and

WHEREAS, the HPC has the authority to review and provide comments to the Planning Department on draft EIRs for projects that may result in a significant impact on historical resources; and

WHEREAS, the HPC conducts public hearings on such draft EIRs during the public review period for the purpose of formulating the HPC's written comments, if any, to be submitted to the Planning Department for response in Responses to Comments documents;

WHEREAS, the Planning Department prepares Responses to Comments documents in order to respond in writing to comments on environmental issues provided orally and in writing during the draft EIR public review period; and

Now therefore be it RESOLVED that the Commission hereby ADOPTS the following policy to clarify its expectations for the evaluation of significant impacts to historical resources under CEQA in EIRs under its purview as identified in Section 4.135 of the City Charter:

1. **Preservation Alternatives.** If a proposed project would result in a significant impact on historical resources due to demolition or alteration of an historical resource, the EIR should consider an alternative to the proposed project. Alternatives considered under CEQA do not need to meet all project objectives; however, they should fully preserve the features of the resource that convey its historic significance while still meeting most of the basic objectives of the project.

The analysis of historical resources impacts in the EIR should clearly distinguish between impacts to individually significant resources (which should be reviewed for their impact to the resource itself) and impacts to contributory resources within a historic district (which should be reviewed for their impacts to the historic district as a whole).

2. **Partial Preservation Alternatives.** The HPC recognizes that preservation options for some project sites and programs may be limited. For this reason, it may be appropriate for the EIR to include analysis of a Partial Preservation Alternative that would preserve as many features of the resource that convey its historic significance as possible while taking into account the potential feasibility of the proposed alternative and the project objectives.

In many cases, retention of a historic facade alone may not eliminate or sufficiently reduce a significant impact for CEQA purposes. Therefore, facade retention alone generally is not an appropriate Partial Preservation Alternative. However, depending on the particular project, and in combination with other proposed features, retaining a facade facing the public right-of-way and incorporating setbacks to allow for an understanding of the overall height and massing of the historic resource may be a useful

feature of a Partial Preservation Alternative on a case-by-case basis as part of the preparation of the Draft EIR.

3. **Labeling of Alternatives.** An alternative should be labeled a “Preservation Alternative” only if it would avoid a significant impact to the historical resource. An alternative that would result in a reduced, but still significant, impact to the historical resource is more appropriately labeled a “Partial Preservation Alternative.”
4. **Graphic Materials and Analysis Included in the EIR.** The detailed description of all preservation alternatives should include graphic representations sufficient to illustrate adequately the features of the alternative(s), especially design elements that would avoid or lessen the significant impact to the historical resource. The graphic representations may include legible plans, elevations, sections determined sufficient to adequately depict the scope of the alternatives, and renderings.
5. **Written Analysis Included in the EIR.** The EIR should include a detailed explanation of how the preservation alternative(s) were formulated, as well as other preservation alternatives that were considered but rejected.
6. **Distribution of Documents to the HPC.** The HPC requests that the Planning Department distribute draft EIRs for projects that would result in a significant impact to historical resources to the HPC at the start of the public review period. In addition, the HPC requests that the Planning Department distribute background studies pertaining to the EIR’s evaluation of historical resources, such as historic resources evaluations, historic resource evaluation responses, and preservation alternatives memoranda, to the HPC at the same time as the draft EIR distribution.
7. **Presentation before the HPC.** During the HPC’s hearing to formulate written comments, if any, on the draft EIR, the HPC requests a presentation highlighting information contained within the draft EIR regarding the analysis of historical resources. Planning Department staff should lead the presentation and ensure that it outlines the following information:
 - a. The eligibility and integrity of those resources identified and under study within the EIR;
 - b. A summary of the potential impacts to the historical resources identified in the EIR; and,
 - c. An explanation of the formulation of the preservation alternative(s) and the potential feasibility of the proposed alternative(s) relative to the project objectives.

Should the HPC identify the need for substantial clarification, elaboration, or correction of information contained within the draft EIR, the HPC will provide comments in writing to the Planning Department for response in the Responses to Comments document; the Planning Department generally will not respond at the HPC hearing.

The HPC will remind the public of the Planning Commission hearing dates and public review periods for draft EIRs brought before the HPC and will clarify public comments at HPC hearings will not be considered as official comments on draft EIRs, nor will they be responded to in Responses to Comments documents.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on March 18, 2015.

Jonas P. Ionin
Commission Secretary

AYES: K. Hasz, A. Wolfram, A. Hyland, J. Pearlman, D. Matsuda, R. Johns

NAYS:

ABSENT: E. Jonck

ADOPTED: March 18, 2015

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

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*Resource Name or #: (Assigned by recorder) 500 Turk Street

P1. Historic name of building (if any): Kahn and Keville tires and batteries shop

P2. Location: *a: County San Francisco ☐ Not for Publication ☒ Unrestricted
*b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ ¼ of _____ ¼ of Sec _____; _____ B.M.
c. Address 500 Turk Street City San Francisco Zip 94102
d. UTM: Zone _____; _____ mE/ _____ mN *e. Assessor's parcel #: Block 741, lot 2

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This reinforced concrete automobile shop building occupies a fifty-vara lot (137'-6" square) at the northwest corner of Turk and Larkin streets. The building is L-shaped, with a west wing fronting on Turk Street and an east wing fronting on Larkin. The two wings meet at the northwest corner of the lot, leaving an open area in front (facing the corner of Turk and Larkin) that is used for vehicular access and parking. The building is one story in height, except for the corner section where the two wings; it is two stories in height. The building is faced in a coating of stucco. Windows – all in the west wing and the corner section – have steel frames or sash and appear to be original. Those in the west wing are divided by transom bars and mullions, while those in the two story section are divided into smaller lights by mullions and muntins.

(See Continuation Sheet, page 2.)

*P3b Resource Attributes: HP8 – industrial building

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other



P5b. Description of Photo:

(View, date, accession #)

Perspective view looking SW

June 2009

*P6. Date Constructed/Age and

Source: ☒ Historic

☐ Prehistoric ☐ Both

1935: building permit

*P7. Owner and Address:

KAHN IRVING H TR ELKUS

CHAR

500 TURK ST

SAN FRANCISCO CA 94102

*P8. Recorded by: (Name,

affiliation, and address)

William Kostura

P. O. Box 60211

Palo Alto, CA 94306

*P9. Date Recorded:

October 2009

*P10. Survey Type: (Describe)

intensive

P11. Report Citation*: (Cite

survey report.) William Kostura.

Van Ness Auto Row Support

Structures. San Francisco Department of City Planning, 2010.

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List)

Page 2 of 7
Recorded by William Kostura

Resource Identifier: 500 Turk Street
*Date October 2009 ☒ Continuation ☐ Update

Description (continued):

The east wing is divided into five bays, three of which are devoted to automobile service. Bays in all three parts of the building – the two wings and the corner section – are defined by piers with slanted sides; those piers located at the corners of the wings rise into the frieze area and taper to a point. These piers give the building its faintly Art Deco style. Other decoration is limited to short vertical hatching impressed into the stucco at the base of each frieze.

Most signage is applied to the frieze of the building. In addition, two large, diamond-shaped Goodyear tire signs are mounted on the roof near the end of each wing. Finally, a billboard-type sign is mounted on steel poles at the southeast corner of the parking lot. It has changeable lettering that has spelled out inspirational messages for at least the past thirty years.



Detail of the east wing

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Recorded by William Kostura

Resource Identifier: 500 Turk Street
*Date October 2009 ☒ Continuation ☐ Update



Detail of the west wing

BUILDING, STRUCTURE, AND OBJECT RECORD

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*NRHP Status Code 3CS

*Resource Name or # (Assigned by recorder) 500 Turk Street

B1. Historic Name: Kahn and Keville tires and batteries shop

B2. Common Name: Kahn and Keville tires and batteries shop

B3. Original Use: tires and batteries shop B4. Present Use: tires and batteries shop

*B5. Architectural Style: Classical Revival

*B6. Construction History: (Construction date, alterations, and date of alterations)

Built in 1935.

*B7. Moved? ☒ No ☐ Yes ☐ Unknown

Date: _____ Original Location: _____

*B8. Related Features:

none

B9a. Architect: Henry A. Minton Structural engineer: L. H. Nishkian b. Builder: unknown

*B10. Significance: Theme automobile industry Area San Francisco

Period of Significance 1935-1964 Property Type tire and battery shop Applicable Criteria 1, 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

History

This building was constructed in 1935 for owner Mrs. F. H. Rolandi to designs by architect Henry A. Minton and structural engineer L. H. Nishkian. The architect, Minton, was active in San Francisco from the 1910s-1940s. He is noted for the many churches and schools he designed for the Roman Catholic Church and for his numerous banks for the Bank of Italy and Bank of America. Some of these buildings are extremely fine and are notable landmarks. Nishkian was one of San Francisco's two most prominent structural engineers during the 1920s-1940s (the other being H. J. Brunnier). Both Nishkian and Minton had worked for San Francisco's Department of Public Works under M. M. O'Shaughnessy during the 1910s, and each worked on at least one major structure in the Hetch Hetchy system. They may have collaborated on Hetch Hetchy or other city work early in their careers. 500 Turk, however, is the only building that they are definitely known to have collaborated on.

(See Continuation Sheet, page 5.)

B11. Additional Resource Attributes: (List attributes and codes) _____

***B12. References:**

Building permit #11435 (April 9, 1935)

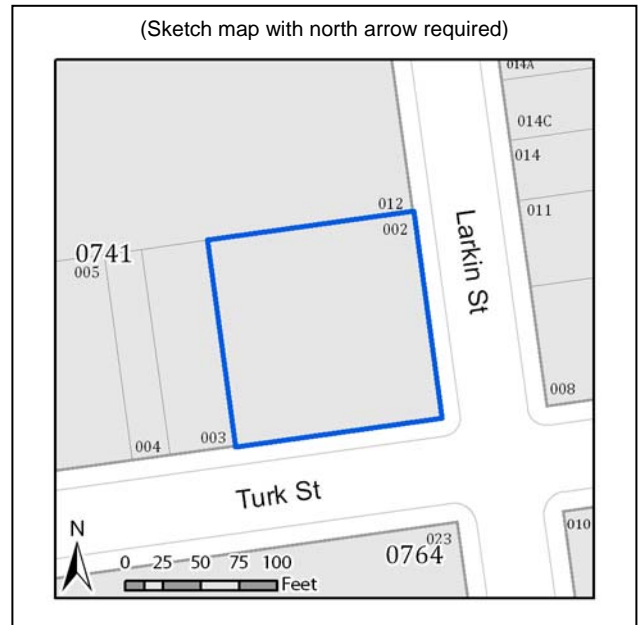
Crocker-Langley and Polk's city directory, and PT&T reverse directory listings for occupants of this building, 1914-1964
1948 Sanborn insurance map ("gas and oil")

B13. Remarks:

*B14. Evaluator: William Kostura

Date of Evaluation: October 2009

(This space reserved for official comments.)



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Recorded by William Kostura

Resource Identifier: 500 Turk Street
*Date October 2009 ☒ Continuation ☐ Update

History (continued)

The first and only occupant of this building has been Kahn and Keville, dealers in tires, auto batteries, and appliances from 1935 to the present. Harry H. Kahn arrived in San Francisco in 1914 and opened a vulcanizing shop at 409 Larkin Street. Only one year later he formed a partnership with Hugh J. Keville at 489 Golden Gate Avenue, where they ran an auto tires and batteries shop. (That building has been demolished.) During 1918-1925 they had a small storefront at 982 Post Street (extant), and during 1925-1935 they were at 1600 Bush Street (also extant). In 1935 they made their final move, from that storefront into the subject building, 500 Turk Street, where they installed as well as sold these products. Newspaper display ads and city directory listings reveal that they sold Goodyear tires from at least 1917 to the 1960s, and no doubt afterward as well.

The 1936 city directory lists the products sold by Kahn and Keville at 500 Turk: Goodyear tires; Hobbs batteries; radios by General Electric, RCA Victor, Atwater-Kent, and Philco; Hotpoint ice machines; and General Electric washing machines. From 1939 through 1949 they sold Goodyear tires, Hobbs batteries, radios by Zenith, Philco, and RCA, plus ice and washing machines by GE. Their line-up remained similar through 1964, when they sold Goodyear tires, batteries, and products by RCA, Zenith, and GE, as well as performing brake service and wheel alignment. Through all these years Goodyear tires was always listed first in their city directory listings, and batteries were listed second. Harry Kahn was a partner through 1951, and in 1953 the partners included Hugh Keville plus two other persons.

This is one of about twelve surviving buildings in the study area that had some importance as tire shops. Nine of these buildings had such history dating back to the 1910s, two back to the 1920s, and two (including the subject building) back to the 1930s. Of these twelve, nine had a history as a tire shop for ten or more years. Those nine include:

- 1412-1420 Van Ness (ten years: 1913-1923; Firestone tires; good integrity)
- 1233-1237 Van Ness (ten years: 1914-1924; good integrity)
- 1430-1480 Van Ness (ten years: 1915-1924, 1927; fair integrity)
- 1650 Pine (ten years: 1917-1927; integrity is good)
- 1660 Pine Street (about 17 years: 1917-1933; high integrity)
- 1441 Bush Street (about 30 years: 1922-1951; good integrity)
- 1501-1519 Mission (1928 to the present)
- 1601 Mission (1931 through at least 1964; Firestone tires; altered)
- 500 Turk Street (1935 to the present; Goodyear tires; high integrity)

Of these nine, only two buildings are known to have sold a major tire brand for most of their history. 1601 Mission Street sold Firestone tires, and 500 Turk, as mentioned, sold Goodyear. Of these two, 500 Turk has much better integrity.

As one can see, the earlier buildings listed above had briefer longevity of use as tire shops, and the later ones had greater longevity in such use.

500 Turk is also one of three buildings in the study area that have some importance as automobile battery shops and have high integrity. The other two are 1540 Bush, which held a battery shop from 1916-1926, and 1660 Pine, which held a battery shop from 1917-1927.

Page 6 of 7
Recorded by William Kostura

Resource Identifier: 500 Turk Street
*Date October 2009 ☒ Continuation ☐ Update

Integrity

No important alterations appear to have been made to the exterior of this building. It has integrity of location, design, materials, workmanship, setting, feeling, and association.

Evaluation

This is one of more than 115 buildings along the Van Ness Avenue corridor that have a history as automobile support structures, and that are being evaluated for possible historic significance according to the criteria of the California Register of Historical Resources. With a few exceptions, these buildings were auto showrooms, public garages, auto repair shops, auto parts and supplies stores, and auto painting shops. The time period that is being studied is from the initial years of the automobile industry in San Francisco through 1964. Among the factors that have been considered when evaluating a building are its date of construction, its longevity of auto-related use, the importance of its occupants in local auto industry history, integrity, and architectural quality. These factors, and how they apply to evaluations of buildings, are discussed in a cover report, *Van Ness Auto Row Support Structures, 1908-1964*.

Completed in 1935, this is a moderately late example of an automobile tire and battery shop. With 29 years of such use in its history (to 1964), it has good to excellent longevity in this use. Although this building was not one of the earlier examples of a building that had such uses, it had these uses for longer than almost any other building, and has extremely high integrity. It is also clear that Kahn and Keville were major tire dealers in San Francisco, specializing in Goodyear practically from their founding. For these reasons, 500 Turk appears to be eligible for the California Register of Historical Resources under Criterion 1, at the local level, for its use as an automobile tires and batteries shop. The Period of Significance under this criterion is 1935-1964, the years the building had this use (through 1964).

Harry H. Kahn and Hugh J. Keville had substantial longevity as tire and battery dealers. They were small-scale dealers until they moved to this building in 1935, and then had one of the larger tire and battery shops in the city. On balance, they do not seem very significant in the general automobile-related history of San Francisco. More research, however, could change this assessment. For now, this building does not appear to be eligible for the California Register under Criterion 2.

Under Criterion 3, 500 Turk is most important for its plan. It represents a departure from the plan of automobile repair shops of the 1900s-1920s. These earlier auto repair shops conformed to the plan of other light industrial building of those decades, typically filling the entirety of their rectangular lots and requiring customers to drive their autos into the building for servicing. The building at 500 Turk Street, by contrast, fills only a portion of its lot, leaving considerable outdoors space for maneuvering of automobiles and parking. The building itself is divided into wings, one of which was devoted to product sales and the other of which holds vehicle bays for servicing. Offices, it appears, were located at the junction of these two wings. In the design of this building, then, the architect and his client jettisoned the traditional model of an urban industrial building and chose instead to take into account the special needs of an auto servicing business, i.e. one that required outdoor maneuvering space and indoors service bays that were separated from product sales. The Art Deco detailing on this building, though minimalist, gives the building sufficient flair to distinguish it from a purely functional building of this type. For these reasons, this building appears to be eligible for the California Register under Criterion 3. The Period of Significance under this criterion is 1935, the year of construction.

CONTINUATION SHEET

Page 7 of 7

Resource Identifier: 500 Turk Street

Recorded by William Kostura

*Date October 2009

☒ Continuation ☐ Update

Character defining features

The character defining features of this building are its height and plan, with wings that meet at the northwest corner of the lot and open space in front; the stucco surface of the building, including the vertical hatch marks in the frieze; the steel sash windows; and the Art Deco piers at the corners of the wings.

A permit history search would have to be done to ascertain whether the two diamond-shaped Goodyear signs are old enough to count as contributing features. If they date to 1964 or earlier, they should be considered character-defining features. The importance of the billboard-type sign is also uncertain; it should probably not be considered to be character-defining.

500 Turk Street

Historic Resource Evaluation

Part 2 – Alternatives Analysis

Prepared for:
Tenderloin Neighborhood Development Corporation

6 December 2016 [Revised 20 June 2017]

L E F T C O A S T A R C H I T E C T U R A L H I S T O R Y



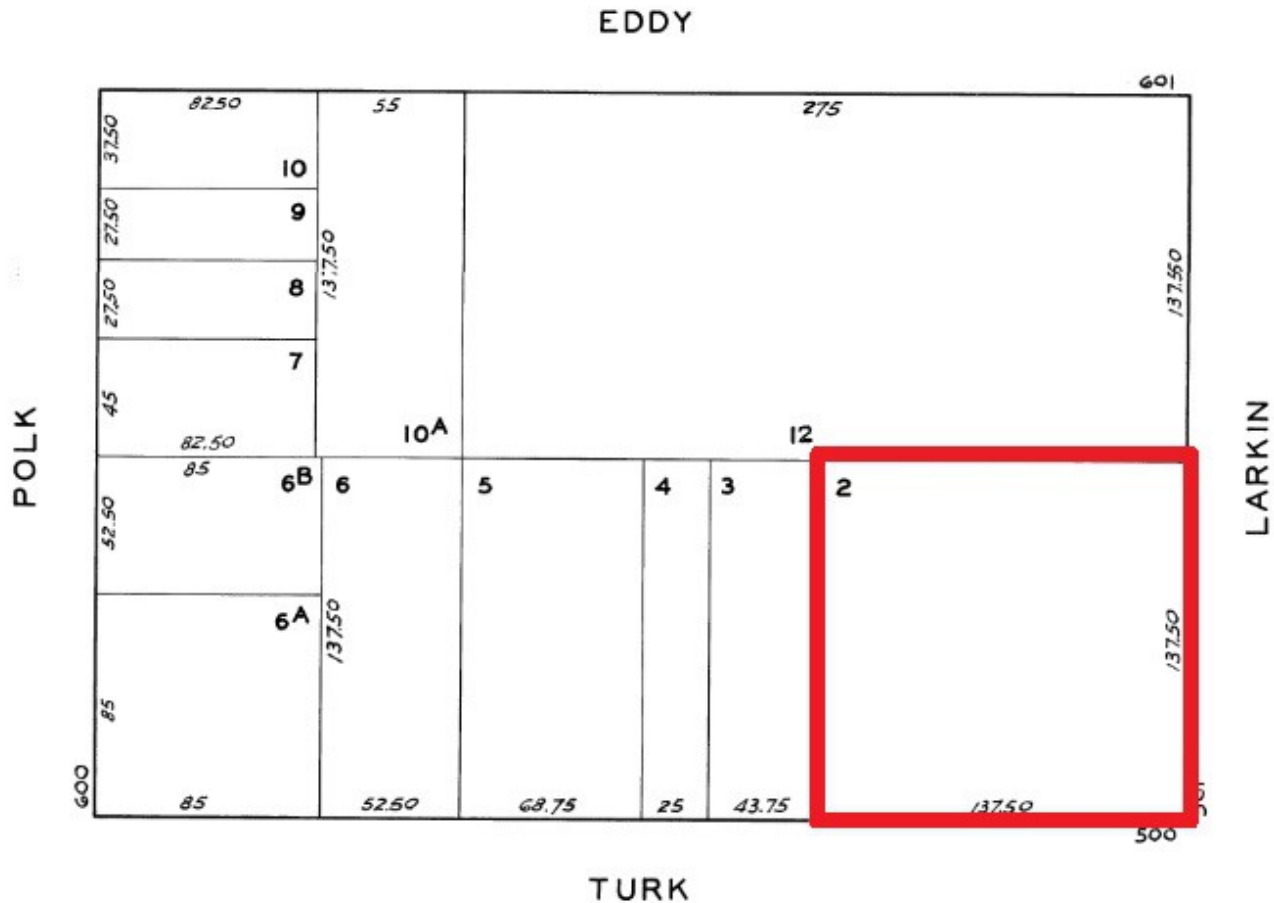
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INTRODUCTION

This historic resource Evaluation – Part 2 (Alternatives) was prepared by Caitlin Harvey, architectural historian qualified under the Secretary of the Interior's Standards for Architectural History, for the Tenderloin Neighborhood Development Corporation. It pertains to the light-industrial property addressed 500 Turk Street (APN: 0741/002) located in the Downtown/Civic Center neighborhood of San Francisco.



*San Francisco Assessor's Office Block Map, block 0741. Subject property (lot 002) outlined.
(San Francisco Planning Department, altered by author)*

This report constitutes a Historic Resource Evaluation – Part 2, with a focus on project alternatives, as the property was previously determined individually eligible for inclusion in the California Register of Historical Resources (CRHR) and is therefore considered to be a historic resource for the purposes of the California Environmental Quality Act (CEQA).¹ This analysis is required because the proposed project involves demolition of the existing building on the site, which constitutes a “substantial adverse change” to a historic resource according to CEQA.

¹ Kostura, William. Department of Parks & Recreation 523 Forms A and B: 500 Turk Street (2009).

SIGNIFICANCE SUMMARY

San Francisco Planning Department historic resource Status

The property at 500 Turk Street is considered a Category A.1 historic resource by the San Francisco Planning Department. This means that the property is “listed on or formally determined to be eligible for the California Register.”

Van Ness Auto Row Support Structures Survey

The basis of the property's Category A.1 status is the determination that it is individually eligible for listing in the California Register. This determination was made via recordation and evaluation performed as part of the “Van Ness Auto Row Support Structures” survey.²

The “Van Ness Auto Row Support Structures” survey identifies the property as the Kahn & Keville tire and battery shop, built in 1935. It concluded that the property is individually eligible for listing under California Register significance criteria 1 (events) and 3 (architecture). Its significance under criterion 1 is related to the property's long and only use as a tire and battery shop supporting the automobile commerce of Van Ness Auto Row. Its significance under criterion 3 relates to the building's unusual L-shaped plan that specifically served automobile movement and parking as well as departmentalized business functions, and its noteworthy Art Deco styling.³

The survey documentation states that the subject property possesses integrity in all seven aspects of location, design, materials, workmanship, setting, feeling, and association. It identifies the property's character defining features as:

- Height; one story wings, with a second story loft at their northwest juncture
- Plan shape; two perpendicular wings that meet at the northwest corner
- Stucco cladding, including decorative vertical hatch marks adorning the frieze
- Steel sash windows
- Art Deco style piers

BACKGROUND RESEARCH

At the request of the San Francisco Planning Department, background research was performed (23 May 2017) to gather information pertaining to the existing rooftop signage at 500 Turk Street and to the extent of damage and repairs that occurred after a fire in 1959. Building permit records were the main archival source consulted; however, the San Francisco Public Library photo collection, California Digital Newspaper Collection, and other online searches were also undertaken. Discussion of research findings follows:

Signage

Building permit research was undertaken in an attempt to identify the installation date of the two existing “Goodyear Tires” signs on the roof of the subject building. The signs are currently located at the southeast corner of the north-south wing and the southeast corner of the east-west wing, each being situated toward the building's

2 Kostura, William. “Van Ness Auto Row Support Structures: A Survey of Automobile-Related Buildings along the Van Ness Avenue Corridor” (2010).

3 Kostura, William. Department of Parks & Recreation 523 Forms A and B: 500 Turk Street (2009).

two street frontages and toward the paved area that dominates the southeast corner of the lot. They are large, flat, double-faced, billboard-like signs mounted on single posts and are diamond shaped and illuminated with both neon and incandescent bulbs.

Building permit records include two instances of sign installation, but one of these permits was canceled before work was undertaken and refers to a ground sign that more closely references the existing billboard sign at the southeast corner of the lot than those mounted on the building's roof. The two permit records are as follows:

Date	Permit #	Work
08/02/37	29103	Erect one neon electric display. This is a horizontal, double face sign to be erected [on] front corner [on a] pole. Projection over sidewalk, 4-feet. 42" diameter, 10' above walk.
07/18/79	7907310	CANCELLED. Double-faced ground sign.

The first permit record could possibly refer to the “Goodyear Tires” sign(s), but this is not specified on the permit and was not able to be confirmed. The permit appears to refer to only one sign, while two are currently located on the building. Description of the sign is vague, but generally appears to be a post/pole-mounted rooftop sign, flat and double-faced, incorporating neon, similar to the current signs. However, the current signs appear to be of different dimensions than described and do not project over the sidewalk. The permit appears to note “sign as per [illegible] #1,” perhaps referring to architectural drawings; however, no drawings or plans for any work done at 500 Turk Street are on file at the San Francisco Department of Building Inspection.

Additionally, an aerial photograph from 1938 (one year after the permit referenced above) shows no rooftop signs in the location of the current “Goodyear Tires” signs at that time, indicating that they were added after that date and providing reasonable argument that the permit from a year earlier was not for the signs in question:



*Aerial photograph, 1938, by Harrison Ryker.
(David Rumsey Map Collection)*

Photos from the San Francisco Police Department photo archive were viewed by San Francisco Planner Jorgen Kleman, who relayed a description to the author. The photos, taken in the mid-1950s, document a traffic accident at the intersection of Turk and Larkin streets and capture the subject building in the background. The photos show that at that time the diamond-shaped Goodyear signs were present, although in a different location, and that the building itself had slightly more ornamental detailing in the form of dentils running across the fascia in the central two-story section.

Assuming that the building burned fairly extensively in 1959, including at least partial collapse of the roof (see next section: *Fire Damage*), it seems likely that the signs would have been replaced or reinstalled after the fire, resulting in the differing location they have now versus the mid-1950s. A few later building permits (not related to sign installation) note “Kahn-Keville Goodyear” or “Kahn & Keville Goodyear” as the property owner. This naming appears on records dating to 1979 and 1996, suggesting that the signs were probably present at least as early as 1979, although their design suggests an earlier Mid-Century aesthetic.

Although not an archival or scholarly source, it is worth mentioning that an online blog features quotes from an interview with Bill Brinnon, current co-owner of the Kahn & Keville shop. The blog article states that:

"There was a fire here in 1958," Brinnon said. "We don't usually talk about it... Tires burn really well. It burned for three or four weeks." After that, they had to do a little renovating, during which they toned down much of the Art Deco styling.

"That's also when we got the Goodyear diamonds," Brinnon said, referring to two large neon signs, towering blue diamonds perched atop each wing of the building. "They might be our best features. When they're fixed, they're impressive. They move and blink. But we don't really have the money now to keep them running," he said.⁴

No historic photographs of the building nor articles discussing Kahn & Keville's associations with the Goodyear Tire Company were found. Ultimately, research was inconclusive as to the installation date of the signs, other than during a very broad date range of 1938 to 1979, with an early-to-mid-1950s installation date being most likely based on their appearance in police photos of that time period, although they were later installed in different locations.

Fire Damage

A 22 August 1959 *San Francisco Chronicle* article (see appendix) documents a significant fire that occurred at 500 Turk Street. The two alarm fire caused \$100,00 in damage and the article notes that “parts of the wooden roof collapsed.”

Building permit research was undertaken in an attempt to determine the extent of damage that the fire caused, other than what was described in the article, and what repairs were undertaken to rebuild. This research turned up no permits relating to fire damage or repair, however; only that in October and December of 1959 interior work was done to re-partition office space (10/15/1959, permit #2047?3), remove partitioning between the vulcanizing room and tire shop, and add a storage platform above the existing toilets (12/17/1959, permit #20?383). It is possible that this interior work was related to rehabilitation of the interior of the building after the fire, but no more indicative permit records for structural work were found (particularly any for rebuilding the roof, which was reported to have collapsed by the newspaper article).

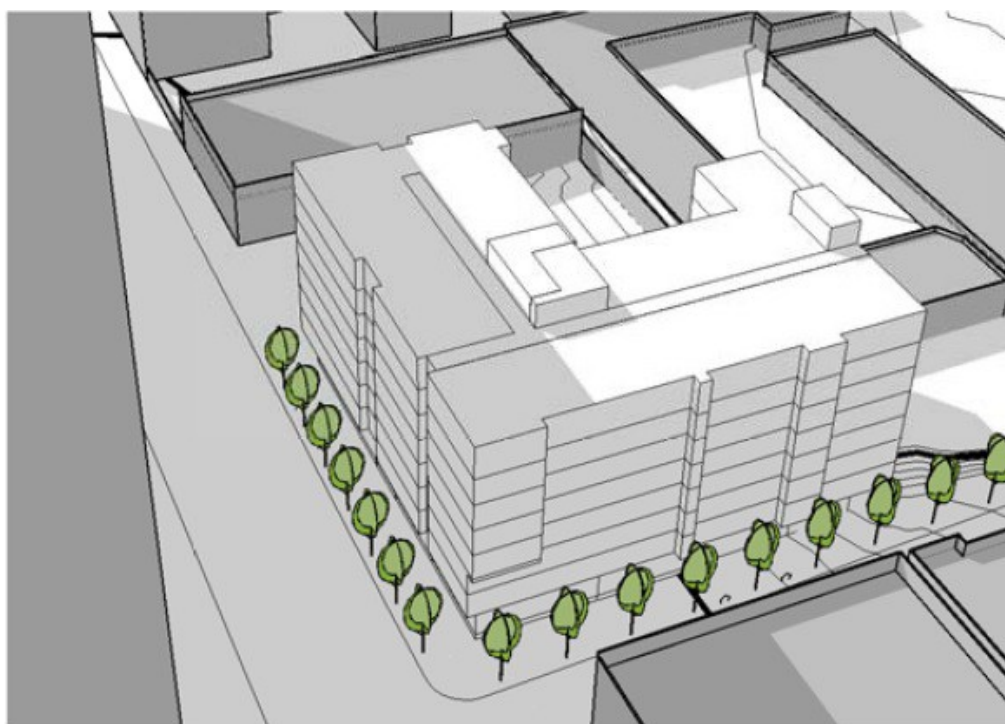
4 Jerome Steegmans, “Kahn & Keville – A San Francisco Landmark,” *Blog of Purristan* (blog), 9 June 2015; https://blog.purristan.com/9/kahn_keville_a_san_francisco_landmark

As discussed in the section above (*Signage*), an unverified statement from the co-owner of the Kahn & Keville shop refers to fire damage at the property, which resulted in “toned down... Art Deco styling.”⁵ This suggests that fairly extensive reconstruction involving the building's exterior finishes and features, at the very least, occurred after the fire. This is reinforced by San Francisco Police Department images (also discussed above), which show the building in the mid-1950s with slightly more ornamental detailing in the form of dentils running across the fascia in the central two-story section.

No additional newspaper articles or other documentation of the fire were found to further elucidate the extent of damage or subsequent rebuilding efforts.

PROJECT DESCRIPTION

For this study, proposed project schematics produced by David Baker Architects and supplied by the Tenderloin Neighborhood Development Corporation were referenced (*David Baker Architects, “500 Turk: Comparison of Preservation Alternatives,” 22 May 2017*). No materials specifications were available. Below is a schematic of the proposed project:



Proposed Project.

David Baker Architects, “500 Turk: Comparison of Preservation Alternatives,” 22 May 2017

The proposed project will demolish the existing building at 500 Turk Street and replace it with a mixed-use commercial and residential mid-rise building. The new building, constructed of concrete and steel, will be eight-stories in height and house shared residential amenity and retail uses on the first story and 108 residential units on the upper seven stories. It will have an L-shaped plan that occupies the south and east sides of the lot (reverse of the L-shaped plan of the existing building), leaving an open courtyard, amounting to a little more than a

⁵ Ibid.

quarter of the lot area, at the northwest corner. Situated at grade-level, the courtyard will feature a garden and play space.

The proposed south and east facades will span the width of the parcel. The first story will be set back from the lot line and will include a large glazed storefront with solid sections of natural materials such as exposed textured concrete, cor-ten steel, and wood. The upper stories of the facade will overhang the first story and will be organized into vertical sections to respond to the building massing in the surrounding neighborhood. The building massing will be separated into three main bays with the main feature bay at the south east corner. The east facade along Larkin Street will incorporate bays and fenestration composition that will break up the visual massing in a manner that is compatible with the Victorian apartment buildings of a similar height across the street. The Turk street facade will include a prominent recess delineating the corner, a higher percentage of glazing, and window shade features to add visual interest and scale. Windows will generally be arranged as punched openings in varied stacked, alternating and offset patterns. Other facade materials will include fiber cement panel and natural accent materials such as glazed tile or metal cladding to highlight architectural features. The facade will terminate in a flat roofline without decorative parapet terminations, cornices, or other ornamental elements.

SECRETARY OF THE INTERIOR'S STANDARDS ANALYSIS

No analysis of the proposed project according to the Secretary of the Interior's Standards for Treatment of Historic Properties (Standards) is included here, because the demolition of a historic resource cannot, by nature, meet the Standards, which are intended to guide and ensure the preservation, rehabilitation, restoration, and reconstruction of historic resources.

PROJECT ALTERNATIVES

The proposed project entails demolition of a historic resource, which is a significant adverse change that cannot be mitigated to a less-than-significant level. However, in order to reduce or eliminate the severity of potential impacts, a reasonable range of project alternatives must be explored.

According to the San Francisco Historic Preservation Commission, “alternatives considered under CEQA do not need to meet all project objectives; however, they should fully preserve the features of the resource that convey its historic significance while still meeting most of the basic objectives of the project.”⁶

Challenges confront the formulation of viable preservation-oriented alternatives because the existing building's plan and height, which are character defining features in themselves, make the integration of bulkier and taller new construction on the site difficult. The L-shaped historic building has particularly narrow wings, making the concept of setting back a vertical addition that conforms to the L-shaped plan difficult. Meanwhile, any massing that does not conform to the existing L-shaped footprint of the historic building threatens to overwhelm and block from view its character defining aspects. Because the historic building occupies the rear (northwest) corner of the parcel and is set away from the street-fronting lot lines, any new construction encroaching closer to the street would overwhelm and engulf the historic building. Additionally, any preservation of the majority of the historic building divides the lot's open spaces (southeast parking area and north yard) in such a way as to dramatically limit the potential footprint and massing of new construction. Height is also a concern, as new construction of a size necessary to achieve project objectives results in a building far taller than the one to two

6 San Francisco Historic Preservation Commission, Resolution 0746. 18 March 2015.

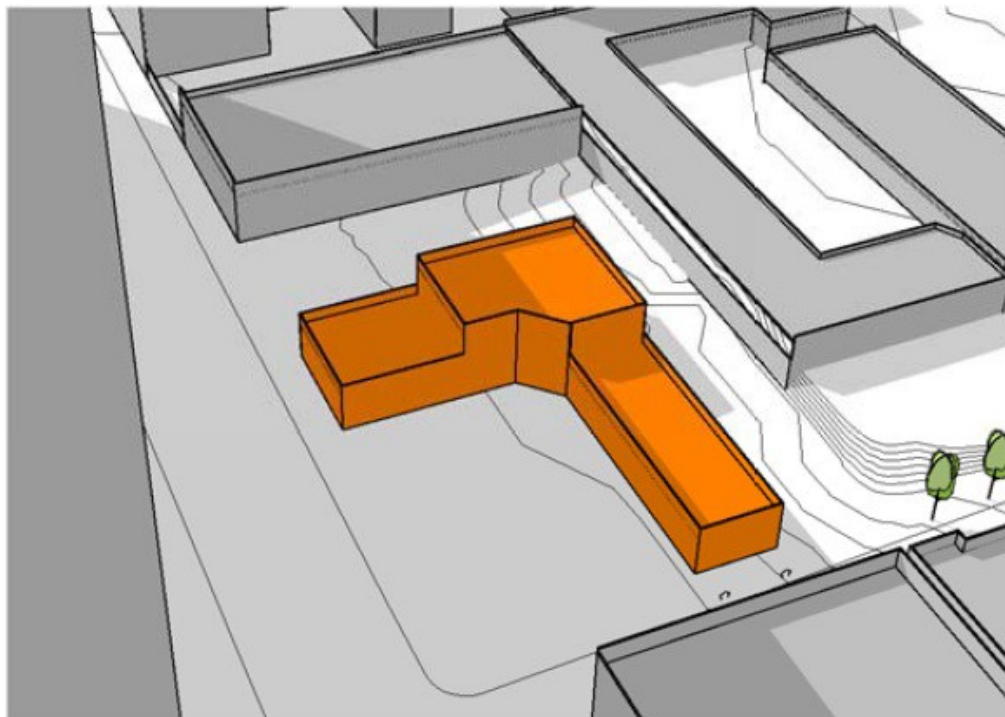
story historic structure. Some vertical increase is often acceptable, but an increase of six to seven stories over the one to two existing (essentially, a 87.5% increase at the street front) is overwhelming to the historic building. Despite these challenges, the partial preservation and full preservation alternatives discussed below were identified in consultation with San Francisco Planning Department Historic Preservation Staff.

Preservation Alternatives

A Preservation Alternative completely avoids significant impacts to the historic resource by preserving the features of the resource that convey its historic significance, while still attempting to meet most of the basic objectives of the project.

No Project Alternative

In the event that no feasible scheme for totally preserving all of the property's significant historic features *and* achieving new construction that would fulfill project goals could be devised, the only option for a Preservation Alternative would subsequently be No Project. In a No Project Alternative, the proposed project is not undertaken, leaving the historic building standing and its character intact.



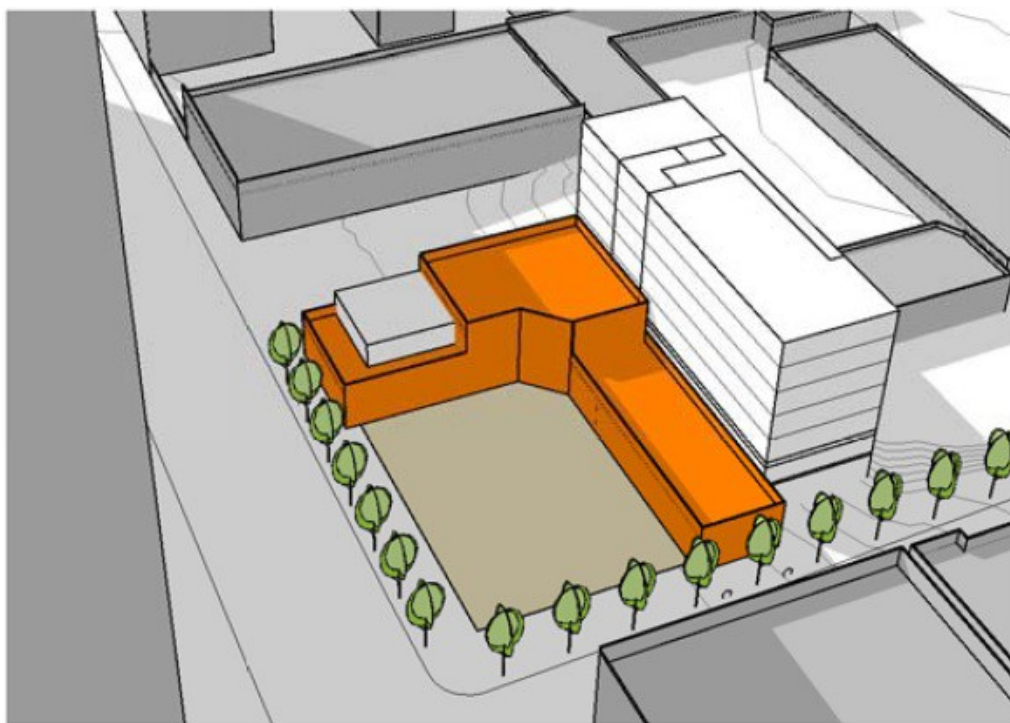
Schematic for No Project Alternative.

Preservation Objectives Met: Historic resource would be preserved, including all character-defining features.

Project Objectives Met: None; the proposed project would not be undertaken.

Full Preservation Alternative

This approach would preserve the entire building and make a partial one-story addition on the roof of the north-south wing, while constructing a new seven-story residential tower in the north yard. The rooftop addition would be set back from the south wing end and from the east facade of the north-south wing. It would be lower than the two-story section at the building's northwest corner. The new residential tower to the north would abut the north facade of the existing L-shaped building; however, this facade bears few to no character-defining features and is not considered character-defining. The preserved L-shaped building would house the retail and shared residential amenity functions, while the existing open space at the southeast corner of the lot would be preserved and used as communal outdoor space.



Schematic for Full Preservation Alternative.

Preservation Objectives Met: The entirety of the historic building would be preserved, with only a sensitive and subservient addition to the rooftop of the north-south wing. It would observe appropriate setbacks from the south wing end and east facade, while not rising above the existing two-story portion of the building. The new seven-story residential tower would abut and conceal only the north facade of the existing building, which is not character-defining in any way. In keeping with the Secretary of the Interior's Standards, all character-defining features and materials of the existing building; including its varied 1-2 story height, L-shaped plan, stucco cladding with ornamental scoring, steel-sash windows, and Art Deco piers; would be preserved and the rooftop addition and new residential tower would not infringe detrimentally on the existing building's significant form, massing, or spatial relationships. Where character defining materials might be removed and replaced, compatible replacement materials and features will be used. For instance, some of the steel-sash windows on the existing second story portion of the building may need to be replaced to accommodate residential use, but would be replaced with similarly styled windows made of thermally-broken aluminum or metal sash.

Project Objectives Met: The rooftop addition and adjacent residential tower would accommodate 31

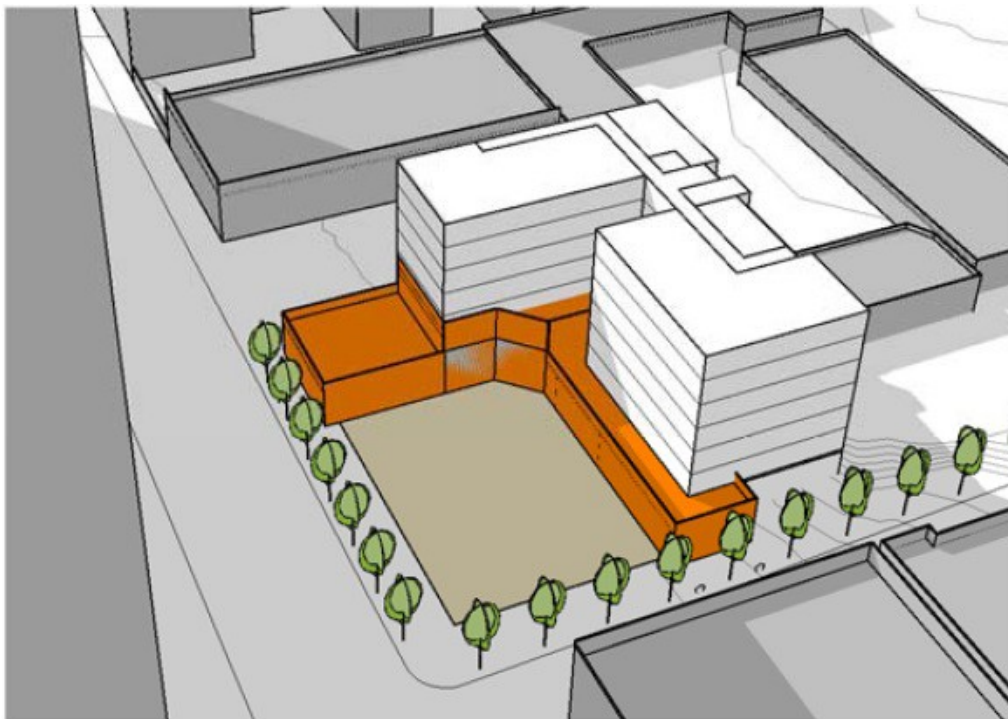
residential units and would result in about 3,500 square feet of shared residential amenity space and 4,750 square feet of commercial/retail space.

Partial Preservation Alternative

Partial Preservation Alternatives result in some impact to the historic resource, but preserve as many features of the resource that convey its historic significance as possible, while taking into account the feasibility and objectives of the proposed project.

Partial Preservation Alternative

The partial preservation alternative would retain portions of the existing building and construct a vertical addition over the two-story northwest corner and the one-story east-west wing portions of the building. The addition would be the equivalent of seven stories, rising six stories above the existing building and a full seven stories where it would infill the currently vacant north yard, abutting the existing building's north facade. The new construction would have generally L-shaped massing, somewhat conforming to the L-shaped plan of the existing building, but weighted more toward the north. It would include a north-south mass that extends to the south edge of the existing two-story northwest corner portion of the building; a narrow recess near the center that would reveal the transition between the one and two story portions of the existing building; and an east-west mass that would rise above the existing east-west wing, but would be set back from the south-facing facade and the east wing end. The new construction would abut and obscure only the north facade of the existing; however, this facade bears few to no character-defining features and is not considered character-defining. The form, massing, and features of the existing L-shaped building would be preserved, but would be dominated by the tall addition over the northwest corner and east-west wing. The existing open space at the southeast corner of the lot would be preserved and used as communal outdoor space.



Schematic for Partial Preservation Alternative

Preservation Objectives Met: The majority of the L-shaped historic building would be preserved, with only the non-character-defining north facade concealed by new construction. The two story portion of the existing building would also be enveloped by new construction to some extent and the new construction would not be subservient to the historic building, but would only rise above its north portion. Effort has been made in this design alternatives to leave the points of one to two story transition exposed and allow the original L-shaped plan to translate by leaving the north-south wing unencumbered by new construction. Setbacks from the south facade of the east-west wing and from the east wing end also lends to differentiation between the existing building and new construction that rises above. Despite some encroachment and overshadowing created by the new construction, all character-defining features and materials of the existing building; including its varied 1-2 story height, L-shaped plan, stucco cladding with ornamental scoring, steel-sash windows, and Art Deco piers; would be preserved in keeping with the Secretary of the Interior's Standards, and the new construction would infringe minimally on the existing building's significant form, massing, and spatial relationships. Where character defining materials might be removed and replaced, compatible replacement materials and features will be used. For instance, some of the steel-sash windows on the existing second story portion of the building may need to be replaced to accommodate residential use, but would be replaced with similarly styled windows made of thermally-broken aluminum or metal sash.

Project Objectives Met: This partial preservation alternative would accommodate 42 residential units and would result in about 3,500 square feet of shared residential amenity space and 4,650 square feet of commercial/retail space.

Non-Preservation Alternatives

Since the character of the historic resource poses dramatic challenges to Preservation and even Partial Preservation solutions, another option could be allowing the Resource to be demolished, but compensate for its loss with one or more mitigation actions.

Demolition/Mitigation Alternative

Under this alternative, the historic resource would be demolished and appropriate mitigation for its loss would be developed (at discretion of the San Francisco Planning Department and associated city entities). Common mitigation measures include Historic American Building Survey (HABS) documentation, thorough photo and video documentation, architectural salvage of significant removable materials and features, and the creation of a public interpretive display explaining the property's significant history to be installed at the site of new construction.

Preservation Objectives Met: None; historic resource would be lost, but its demolition would be partially mitigated through one or more activities that memorialize the resource for posterity.

Project Objectives Met: The current proposed project would be allowed to proceed, resulting in 108 residential units and about 6,000 square feet of space for retail and shared residential amenity uses.

CONCLUSION

The property at 500 Turk Street is a historic resource under CEQA. The proposed project would demolish the existing building and would constitute a substantial adverse change to a historic resource, necessitating the exploration of project alternatives. This report analyzed four potential alternatives to preserve or partially

preserve the historic resource; a No Project Alternative, a Full Preservation alternative, a Partial Preservation alternative, and a Non-Preservation Alternative.

APPENDIX

See following pages for:

- Current photographs of site
- Newspaper article
- Building permit records
- Preservation Alternatives matrix



*View of subject property, looking east along Turk Street.
(Arrow indicates subject building)*



West facade and south wing end from Turk Street, looking northeast.



South wing end from Turk Street, looking north.



South wing end and south facade of east-west ell, looking north from Turk Street.



Looking northwest at interior of L-shaped plan (north-south ell at left, east-west ell at right) from intersection of Turk and Larkin streets.



East wing end and north facade, looking southwest from Larkin Street.



East wing end, looking west from Larkin Street.



East facade of north-south ell and east wing end, looking west from Larkin Street.



Facade detail, east facade of north-south ell.



Window detail, south wing end.

GIANTS TAKE 2, DODGERS ONE

See
Sports

WEATHER FORECAST

Bay Area: Fair today and tomorrow, except high fog near ocean night and morning. Little change in temperature Saturday. Lows, 50 to 54; highs, 68 to 84.
Full Report, Page 15

San Francisco Chronicle

THE VOICE OF THE WEST

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SATURDAY, AUGUST 22, 1959

10 CENTS

Garfield 1-1111

Job for Local Boards

Un-American Unit Cancels Plan for Teachers' Probe

The twice-postponed hearings on subversion in California's schools were abruptly canceled yesterday by the House Un-American Activities Committee.

Chairman Francis E. Walter (Dem.-Pa.) said he plans instead to submit the names of suspected subversives in the State's schools to local school boards.

The boards, he added, will have to dig up most of their own evidence without help from his committee's investigators.

Walter's plan met a mixed reception. The American Civil Liberties Union of Southern California contended that Walter's committee can furnish information to Congress only; a

spokesman said an injunction will be sought in San Francisco Monday to block the handing over of teachers' names to local boards.

Walter said the turning over of names to local boards was in response to a suggestion from Arthur F. Corey, executive secretary of the California Teachers Association.

Officers of the 102,000-member teachers' organization were amazed but pleased that Walter adopted Corey's proposal to drop the hearings.

"The cancellation reflects the true significance—or lack of significance—the hearings held in the first place," observed Harry A. Fosdick, spokesman for the association.

"Now the schools can recover."

Walter said he had canceled the subpoenas of 110 Californians ordered to appear.

See Page 10, Col. 4

'I'm Not Invited'



A. P. Wirephoto

Uncle Andrew Swenson sponsored Anne Marie's trip—but "she never brought Steven around"

No Call for the Cop At Rocky's Wedding

NEW YORK, Aug. 20 (UPI)—Anne Marie Rasmussen's "poor cop" uncle said today he had not been invited to her wedding with the millionaire's son, Steven Rockefeller, although he sponsored the American trip that brought the romance into her life.

Andrew Swenson, 52, a New York city mounted policeman who rides a beat along the waterfront, also said that while Anne Marie was living with him in his Bronx home and dating Steven three years ago, she never brought Steven to meet the family.

"I guess we've gotten one or two letters since she left here," Swenson said. "But I don't think she said anything about her engagement."

"But my wife and daughter, they're over there now and they'll go to the wedding, I think. They went over before all this came up, but they should be going."

Swenson, a tall, red-haired

See Page 6, Col. 3

Meg's 29, Gets Mystery Gift

BALMORAL, Scotland, Aug. 21 (UPI)—Britain's spinster Princess Margaret observed her 29th birthday today.

Her most intriguing tribute was a corsage of rare orchids from a secret American admirer.

The corsage arrived at Balmoral Castle just two weeks after the same unidentified American sent Margaret two dozen red roses. The royal family is spending a holiday at Balmoral.

Florist Charles Stott of nearby Aberdeen refused to say who sent the corsage of very expensive orchids.

Stott said the American admirer had placed a standing order with him to keep the Princess florally well aware of his interest in her.

Margaret gave no hint she has a likely suitor.



A. P. Wirephoto

PRINCESS MARGARET
A birthday portrait

Market St. Bank Robbed --\$715 Loot

An armed bandit who said he was a dope addict and wanted for murder robbed the Crocker-Anglo National Bank at Market and Jones streets of \$715 at 12:45 p. m. yesterday.

It was the second time in three days the bank had been held up. On Wednesday another robber had made off with \$205.

It was the city's 24th bank holdup of the year.

BIRTHMARK

The bandit, a dark-complexioned man with a brown birthmark on his right cheek, had waited for some time near the window of teller Mildred McArdle, a pert, 24-year-old brunette from Benicia.

When the line of customers cleared away, he stepped up and pushed forward a two-part note.

On a small note stapled on the right hand corner of a bigger piece of paper, Miss McArdle read the words:

"I am a bad guy. I am wanted for murder."

REVOLVER

She read no further as she saw him unzip his blue jacket and produce a revolver.

But the teller at the next window, Sue Sparks, caught some more of the note from the corner of her eye.

She saw the words: "dope addict and very nervous."

Miss McArdle said that after she handed over her money to the man, he said: "Is that all the money you have?" and she replied, "Yes."

With that, he told her not to give the alarm for five minutes and strode out of the bank—taking his note with him.

CHORUS

But as he left, Miss McArdle, Miss Sparks and Eleanor Carter—who had been held up three days ago and was two windows away—chorused: "Get the man in blue."

A teller in the collections

See Page 2, Col. 1

Court Order Modified

Teamster Pickets Can Hit New Areas



A. P. Wirephoto

After signing the proclamation, the President helped unfurl a 50-star flag for the new State

President Declares Hawaii 50th State

WASHINGTON, Aug. 21 (UPI)—President Eisenhower formally proclaimed Hawaii the 50th State in the Union today and unfurled the new 50-star American flag to mark the event. It has five rows of six stars alternating with four rows of five stars in the field of blue.

New Flareup On Progress At Stadium

The architect and the president of Stadium, Inc., agreed yesterday that the new Candlestick Park baseball stadium has been delayed because contractor Charles L. Harney sometimes halted the job in defiance of his contract.

One of the arbitrators working to settle the contract disputes said that "Mr. Harney has been a little bit arbitrary, perhaps," but neither the contractor nor the architect "is a full 100 per cent wrong."

Harney himself could not be reached, but a spokesman said, "Work on the stadium has proceeded and it's probably 85 per cent complete right now."

"The only disputes, over whether items were in the contract or are 'extras,' are over 'finish' items. Harney has been understandably reluctant to proceed with those

See Page 4, Col. 6

Strikers Halt Rail Shipment

Teamsters won court permission yesterday to spread their 15-day-old strike—and the walkout promptly extended in another direction.

For the first time, pickets blocked a rail shipment, throwing their lines across Santa Fe Railway tracks to prevent a switching operation.

That incident last night, at the American Can Company factory at 22nd and Illinois streets, violated a verbal agreement Santa Fe had with striking Local 85, a railroad official charged. Teamster spokesmen were not available for comment early today.

PICKETS

Earlier in the day, the union won the legal right to establish picket lines anywhere that the struck firms have loading docks or terminals. Union spokesmen said, however, that there wouldn't be any immediate spread of picketing.

The railroad incident occurred between 8:30 and 10:30 p. m. when a switch engine crew arrived at the can plant to take out a string of 10 loaded boxcars. The switchmen refused to cross the picket line and railroad officials went to the scene to remind the pickets of the verbal agreement with union officials.

1ST TROUBLE

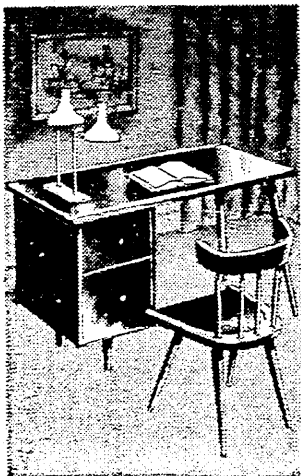
"This is the first trouble we've had," the railroad spokesman said. "We had talked to them at the union hall and they had promised that rail freight movements would not be involved." The cars contained products normally shipped by rail and not by truck, he said.

Although the company spokesman said that no immediate plans existed to make further attempts to move the cars, San Francisco police planned to have officers at the plant at 9 a. m. today when they understood, another switch engine and crew of supervisory personnel from the Santa Fe would move the cars.

On the legal front, Supreme Court

See Page 5, Col. 4

Sloane's Saturday Special



20. saving on a Paul McCobb desk walnut or ebony finish

A sleek, sophisticated design by Paul McCobb—functional, uncluttered and sturdy—the perfect desk for student use or for figuring the monthly bills. Top measures 48" x 24" and it stands 29" high. Has two roomy drawers—one large enough for a file drawer. Comes in your choice of walnut or ebony hand rubbed finish. desk reg. 79.50

Saturday only

59⁵⁰

chair reg. 27.50 Saturday only 20.

NO DOWN PAYMENT. 24 months to pay on Sloane's RS-24 account.

2 HRS. FREE PARKING St. Mary's Sq. and Downtown Center garages.

3rd floor also at Los Altos - Sacramento

W & J SLOANE

222 Sutter Street - Garfield 1-2337

2 Oakland Cops Shot In Doorway

Two Oakland policemen, answering a routine peace-disturbance call at dawn yesterday, were shot down in a doorway by a jealousy-crazed cannery worker.

The two officers, Sergeant Stanley D'Askquith, 43, and Patrolman Allan L. Smith, 30, were shot as they appeared at a door leading to the second-floor flat of Irma Dockery, 33, at 720 25th street, Oakland.

Neither had drawn his weapon.

Minutes later police captured D. C. Dockery, 37, of 788 10th street, after he

See Page 2, Col. 4

Heavy Rain Floods London

LONDON, Aug. 21 (AP)—Torrential rain hit London like a tropical monsoon today, flooding thousands of homes and offices.

Traffic piled up in huge jams. Suburban train service was halted.

Lightning struck an overhead electric cable in suburban Rainham and plunged 4000 houses into darkness.

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Violence Flares a 3rd Day On Emeryville Picket Line

Picket-line violence erupted for the third day in a row yesterday at the Fibreboard Paper Products plant in Emeryville.

A car containing five non-striking machinists was overturned and windshields in several other autos were broken when seven carloads of non-strikers attempted to pass through a milling crowd of 200 men to enter the plant.

None of the non-strikers was hospitalized, but 16 of Emeryville's 19 policemen were called out to restore order.

Two members of the picketing Machinists Union Local 1304, United Steelworkers of America, were arrested on charges of malicious mischief and released on \$200 bail.

They are Lincoln Beck, 46, of 909 Reliez street, Lafayette, and Merle Perrin, 49, of 2048 Seventh avenue, Oakland.

The union says it has been locked out of the plant since July 31 in a jurisdictional dispute with the Operating Engineers Union. The company says it terminated its contract with the local when it turned its maintenance

Settlement Rumors Denied In Steel Strike

NEW YORK, Aug. 21 (AP)—Steel strike negotiators today branded reports of a settlement in the 38-day walkout as unfounded.

Rumors of an agreement began spreading in Wall street yesterday. And in Gary, Ind., the Post-Tribune quoted an unidentified industry official as saying a tentative strike-ending agreement had been reached on the basis of a small wage increase.

Negotiators for the industry and the United Steelworkers of America held another session here, then recessed until Monday.

R. Conrad Cooper, the chief industry negotiator, and Howard Hague, Steelworkers vice president, called the settlement report unfounded.

work over to an independent firm.

The men who attempted to pass through the rock-throwing crowd yesterday were

employees of the Fluor Maintenance Corp. of Oakland—the firm given the maintenance work. The firm's employees are members of the Operating Engineers Union.

A spokesman for Fibreboard Paper Products said 76 men were affected by the changeover, 50 of them members of Local 1304.

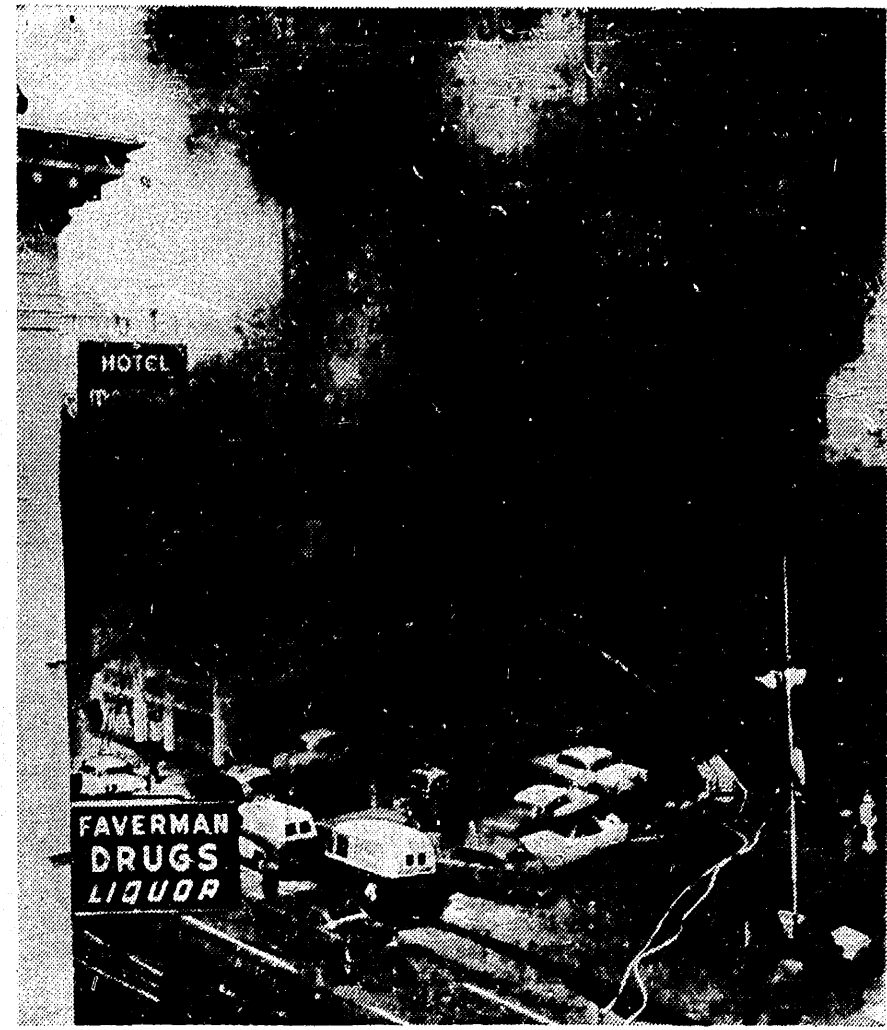
Police said union members and sympathizers attempted to turn a car over on Thursday, too, but were stopped.

Alameda County Superior Judge Chris B. Fox yesterday set Monday for hearing charges that the union has violated a restraining order limiting the number of pickets at the plant to two.

The Machinists local is also involved in a strike at the Elrick Rim Co. at 70 Hegenberger loop, Oakland, where a picket was hit by a non-striker's car Thursday.

A second picket was injured there yesterday, police said, when he threw himself on the hood of a car driven by Charles Ross, 25, who was going to work for another firm in the same building.

Max Kerley, 26, of 40078 Spaty street, Irvington, suffered arm injuries. No charges were brought against the driver.



Ladders and streams of water disappeared into the dense, black smoke

Teamsters: Pickets Can Go Farther

Continued from Page 1

rrior Court Judge Orla St. Clair handed down his ruling on a Teamster argument that State courts had no authority to ban peaceful picketing.

The Judge recognized the right of the union to picket against branches anywhere owned by firms struck in San Francisco and San Mateo counties. He nevertheless kept in effect a ban against picketing by the strikers on highways and streets.

TERMS OF ORDER

By his action, Judge St. Clair altered terms of a temporary order that had limited picket lines to San Francisco and San Mateo counties.

In addition to giving the green light to spreading the strike, the Judge also said teamsters could picket business firms receiving shipments from struck trucks.

Teamster pickets can be placed during such deliveries, the Judge ruled, but must be removed as soon as the truck drives away. (To leave them would be a violation of the law against secondary boycotts.)

WARNING

Thus picketing can be carried on only in San Francisco and San Mateo counties, Judge St. Clair said. He also warned:

"... If such practice should develop into breaches of the peace, it would be my intention to amend the order to forbid such picketing."

Shortly before the order was issued, Teamster strike leaders met with representatives of longshore and warehouse unions to plug gaps in the freight tie-up.

WAREHOUSES

Strike leaders said some warehouses in the two-county area were shipping goods by rail to the East Bay and Peninsula, and then trucking them here for delivery by nonstriking Teamsters.

Spokesmen for two Teamster warehouse unions and Harry Bridges' warehouse and longshore locals here pledged co-operation to the strikers in stopping such shipments.

Meanwhile, for the third straight day management and Teamsters negotiators met separately with a panel of three Federal mediators struggling to settle the dispute. Little, if any progress, has been made.

Sessions in the Whitcomb Hotel will resume at 9 a. m. today.

5000 ON STRIKE

Approximately 5000 truck drivers and helpers are on strike. Most freight movements within the two-county area have come to a halt. Only perishable. Government and emergency cargoes are permitted to move.

No decision was announced by Teamster officials on the petition signed by 600 rank-and-file members of the union asking a secret ballot on the employers' last offer.

Tire Blaze: Four Firemen Injured

Continued from Page 1

jured. One of them, hit in the eye by a fire hose, was taken to San Francisco General Hospital with a serious injury.

The \$100,000 blaze broke out mysteriously at 12:05 p. m. in a two-story concrete warehouse at the Kahn and Keville Tire Co., Turk and Larkin streets.

An hour later, 75 firemen had the fire under control, but black smoke belched from the building for another 40 minutes.

At the height of the two-alarm fire, the smoke blown eastward for blocks on Ellis street was so dense that traffic policemen and hundreds of spectators were unable to see the burning building.

Attendants at the combination warehouse and gas sta-

tion estimated 4000 new and old tires were jam-packed into the concrete storeroom.

Parts of the wooden roof collapsed as firemen struggled through the smoke.

Fire Chief William Murray estimated the total damage at \$100,000.

The fireman whose eye was injured was Harry Wentworth, 36, of 2047 45th avenue. He was one of the first men to enter the burning building. A fire hose whipped against his face and cut his eyeball.

General Sentenced

DUESSELDORF, West Germany, Aug. 21 (Reuters)—General Hasso von Manteuffel, wartime German tank commander, was sentenced today for illegally ordering the execution of a German soldier in January, 1944.

THE LEISURE IS YOURS!

"Increased means and increased leisure are the two civilizers of man" — Benjamin Disraeli.

Printer's Ink informs us that as the season for recreation and leisure reaches its height, the nation's population is happily spending at least an estimated \$41 billion of its increased means on increased leisure (it was a mere \$30 billion just six years ago!). The sums spent on leisure-time production would stagger our forefathers. For example:

- \$2.1-billion on boating.
 - \$2.1-billion on photography
 - \$300,000,000 on power lawn mowers
 - \$600,000,000 on swimming pools
 - \$500,000,000 on musical instruments
 - \$300,000,000 on components that make up hi-fi and stereo systems
 - \$2.3-billion on overseas travel
 - \$5-billion over-all on radios, television sets, phonographs, tape recorders and repairs, not counting records
 - \$3.5-billion on gardening equipment
 - \$16.8-billion over-all on recreation and domestic travel
- And so it goes, from playing cards to summer and outdoor furniture (\$70,000,000 annually).

In their quest for the good life, Americans apparently are unwilling to wait. (This is evidenced by the soaring spiral of consumer credit now outstanding at the \$34.5-billion level).

And in their quest for the good clothes in which to live that good life, San Francisco men have learned they needn't wait, either. Hastings convenient 6-months payment plan invites you to enjoy your leisure clothes right now... Now will you pardon us while we slip into our own blazer and sailcloth slacks! Anchors aweigh—and we never like to keep a boat waiting!

See Copyright Hastings, 1959

Living Costs in U.S. Climb to New Peak

WASHINGTON, Aug. 21 (AP)—The Government's cost-of-living index in July rose three tenths of 1 per cent to another record high of 124.9 per cent of the 1947-49 average.

In other words, the Government figures it took about \$12.50 last month for a consumer to buy what \$10 would have bought in the base period 10 to 12 years ago.

The July level, the Labor Department said in its monthly report today, was up .3 per cent from June and .8 per cent above July, 1958.

Food price increases in the Nation led the way in the climb from June, the de-

partment said, but all major classes of goods and services played a part.

(In San Francisco, contrary to the national trend, food prices dropped slightly, with seasonal declines in meats, poultry, fish, fruits and vegetables outweighing increases in the cost of cereals and bakery goods.

(The net local drop from June to July was .7 per cent.

(No figures were available on the over-all cost of living in San Francisco in July.)

Food prices usually climb in July throughout the nation, going up .4 per cent this time. Eggs jumped 18 per cent.



Rx: for fashion take a double dose

of American Junior's formula for a 5 to 15's back-to-school wardrobe! Take one 49.95 camel colored balzacian coat that reverses to plaid, add one 29.95 plaid-to-match softly tailored suit, blend well with one touch of imagination and a dash of accessories.

CITY OF PARIS COLLEGETTE SHOP, THIRD FLOOR
San Francisco only



J.M. has the jump on autumn
in a brass-buckled shoe of brass, driftwood,
bone, gunmetal, red or green plush suede,
and a tie of black, toffee, or scarlet kid,
also graze plush. 10.95 a pair from
the collections of california cobblers
in the j.m shoe salons.

JOSEPH MAGNIN



BLDG. FORM

1

No. 1435

APPLICATION OF

Mrs. F. H. KORDANI - Owner

500 Lusk

FOR PERMIT TO ERECT A

"C"

Class of Bldg.

NEW TURK & LARKIN ST.

Location

Cost \$ 15,000

Filed APR 4 193

Approved:

[Handwritten signature]

[Handwritten signature]

Superintendent Bureau of Building Inspection

Permit No. 13489

Issued

193

Certificate of Final Completion

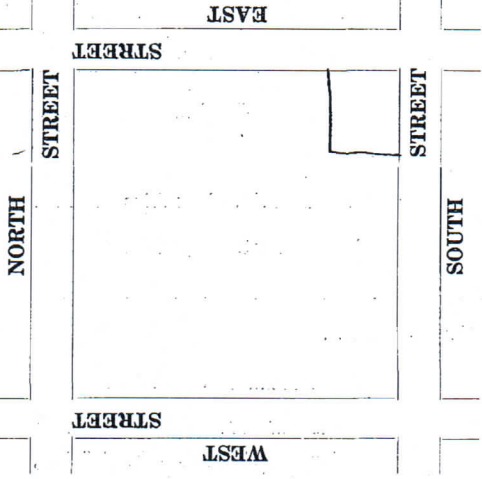
Applied for

193

Issued

193

No.



Bureau of Fire Prevention and Public Safety

Construct and install on building to satisfaction of Bureau of Fire Prevention the following fire protection equipment and appliances:

F. D. (Dry) Standpipes

Wet Standpipes

Hose Reels

Tanks

Down Pipes

Automatic Fire Pumps

Automatic Sprinkler System

Water Service Connection

Ground Floor Pipe Casings

Refrigeration

Incinerators

Provide islands at least 8' from property line

Provide underground storage tank for crank case draining

None & Reels By Estimate

Approved:

[Handwritten signature]
Bureau of Fire Prevention and Public Safety

Approved:

Fire Marshal

Approved:

[Handwritten signature]

Superintendent Bureau of Building Inspection

Approved:

5-8-35

[Handwritten signature]
City Planning Commission

Approved:

Director of Public Health

Approved:

Department of Electricity

Approved:

Bureau of Engineering

Approved:

Art Commission



Write in Ink—File Two Copies

Buckley & Curtin

CITY AND COUNTY OF SAN FRANCISCO

CENTRAL PERMIT BUREAU

BLDG. FORM

1

APPLICATION FOR BUILDING PERMIT
CLASS "A"—"B"—"C"—MILL CONSTRUCTION

193.....

Application is hereby made to the Department of Public Works of the City and County of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth: *N.W. Cor Turk & Larkin*

- (1) Location of Lot *NORTH* Side of *TURK* Street
0 Feet *WEST* of *LARKIN* Lot St. No. Assessor's Block No.
 (2) Class of Building *C* No. of Stories *1 & 2*
 (3) Total Cost \$ *15,000.00*
 (4) Purpose or Occupancy *AUTO ACCESSORIES* No. of rooms *—* No. of families *—*
 (5) Size of lot *137'-6"* Ft. Front *137'-6"* Ft. Rear *100* Ft. Deep *100*
 (6) Any other building on lot at present *NONE*
 (7) Contractor *(DOES)* carry Workmen's Compensation Insurance.
 (8) Supervision of construction by *H. A. MINTON*
 Address *525 MARKET ST.*

I hereby certify and agree, if a permit is issued, that all the provisions of the BUILDING LAW, THE BUILDING ZONE ORDINANCES, SET-BACK LINE REQUIREMENTS AND THE FIRE ORDINANCES OF THE CITY AND COUNTY OF SAN FRANCISCO and the STATE HOUSING ACT OF CALIFORNIA will be complied with, whether herein specified or not; and I hereby agree to save, indemnify and keep harmless the City and County of San Francisco against all liabilities, judgments, costs and expenses which may in anywise accrue against said city and county in consequence of the granting of this permit, or from the use or occupancy of any sidewalk, street or sub-sidewalk placed by virtue thereof, and will in all things strictly comply with the conditions of this permit.

- (9) Architect *H. A. MINTON*
 Certificate No. _____ License No. _____
 State of California _____ City and County of San Francisco _____
 Address *525 MARKET ST.*
 (10) Engineer *L. H. NISHKIAN*
 Certificate No. _____ License No. _____
 State of California _____ City and County of San Francisco _____
 Address *525 MARKET ST.*
 (11) Plans and specifications prepared by
 Other than Architect or Engineer _____
 Address _____
 (12) Contractor *MOORE & ROBERTS*
 License No. _____ License No. _____
 State of California _____ City and County of San Francisco _____
 Address *693 MISSION ST.*
 (13) Owner *Mrs. F. H. ROLANDI*
 Address *880 - CAMINO DEL MAR*
 By *E. J. Moore*
 Owner's Authorized Agent.

The Department will call up telephone No. *642 8547* if any alterations or changes are necessary on the plans submitted.



ELECTRICAL PRODUCTS CORP.

BLDG. FORM.

3

No.

29103

APPLICATION OF

KAHN & KEVILLE Owner

FOR PERMIT TO MAKE
ADDITIONS, ALTERATIONS OR
REPAIRS
TO BUILDING

Location 500 Turk St.

at Larkin

San Francisco, Calif.

Cost \$ 1500

JUL 28 1937

Filed

APPROVED:

SUPERINTENDENT OF THE
BUREAU OF BUILDING INSPECTION

Superintendent
Bureau of Building Inspection

Permit No.

Issued

19

AUG 2 1937

Turville 7-28-37
C.H. Butts

APPROVED:

Superintendent
Bureau of Building Inspection

APPROVED: 7/29/37

City Planning Commission

APPROVED:

Director of Public Health

APPROVED:

Department of Electricity

APPROVED:

Bureau of Engineering

APPROVED:

Art Commission

BUREAU OF FIRE PREVENTION AND
PUBLIC SAFETY

Construct and Install on Building to Satisfaction of Bureau of Fire Prevention the Following Fire Protection Equipment and Appliances

F. D. (Dry) Standpipes

Wet Standpipes

Hose Reels

Tanks

Downpipes

Automatic Fire Pumps

Automatic Sprinkler System

Water Service Connection

Groundfloor Pipe Casings

Refrigeration

Incinerators

APPROVED:

Fire Marshal

Bureau of Fire Prevention and Public Safety

APPROVED:

Fire Marshal

15467

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS

CENTRAL PERMIT BUREAU

BLDG. FORM
DEPARTMENT OF
BUILDING INSPECTION

APPLICATION FOR BUILDING PERMIT

ALTERATION

3

193.

Application is hereby made to the Department of Public Works of the City and County of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 500 Turk Street

(2) For what purpose is present building now used? _____

(3) For what purpose will building be used hereafter? _____

(4) Total Cost \$ 1500 TO ERECT ONE NEON ELECTRIC DISPLAY(5) Description of work to be done THIS IS A HORIZONTAL DOUBLE SIGNVERTICAL SINGLE FACE PANELsign as per 6/10 #1 42" Diameter 10' above walkTO BE ERECTED ON FRONT CORNER FACE OF BLDGPOLE PEDESTALPROJECTION OVER SIDEWALK 4 FEETTO CORE END OF MARQUEE

WE HAVE BUILDING OWNERS PERMISSION.

(6) Contractor (DOES) carry Workmen's Compensation Insurance.

(7) Supervision of construction by _____

Address _____

ELECTRICAL PRODUCTS CORP.

910 HARRISON STREET

I hereby certify and agree, if a permit is issued, that all the provisions of the BUILDING LAW,

THE BUILDING ZONE ORDINANCES, SET BACK LINE REQUIREMENTS AND THE FIRE ORDINANCES OF THE CITY AND COUNTY OF SAN FRANCISCO and the STATE HOUSING ACT

OF CALIFORNIA will be complied with, whether herein specified or not; and I hereby agree to

save, indemnify and keep harmless the City and County of San Francisco against all liabilities, judgments, costs and expenses which may in anywise accrue against said city and county in consequence

of the granting of this permit, or from the use or occupancy of any sidewalk, street or sub-sidewalk

placed by virtue thereof, and will in all things strictly comply with the conditions of this permit.

(8) Architect _____

Certificate No. _____

State of California _____

License No. _____

City and County of San Francisco _____

Address _____

(9) Engineer _____

Certificate No. _____

State of California _____

License No. _____

City and County of San Francisco _____

Address _____

(10) Plans and specifications prepared by _____

Other than Architect or Engineer. _____

Address _____

ELECTRICAL PRODUCTS CORP.

910 HARRISON STREET

(11) Contractor _____

License No. 12588 License No. 345

State of California _____

City and County of San Francisco _____

Address _____

(12) Owner KAHN & KEVILLEAddress 500 Turk Street

By _____

Owner's Authorized Agent.

THE DEPARTMENT WILL CALL UP TELEPHONE NO. _____

IF ANY ALTERATIONS OR CHANGES ARE NECESSARY ON THE PLANS EX-0950

910 Harrison St.

BLDG. FORM

3

No. 28030

APPLICATION OF

Kahn & Keville Owner

FOR PERMIT TO MAKE

ADDITIONS, ALTERATIONS or REPAIRS

TO BUILDING

500 Tock

Location N. W. Corner

Turk & Larkin Streets

Total Cost \$ 940.00

Filed

19

APPROVED
OCT 15 1959

SUPERVISOR
PERMIT BUILDING DEPARTMENT

Superintendent, Bureau of Building Inspection

Permit No. 204497

Issued OCT 15 1959

REFER TO:

Bureau of Engineering ☐
BBI Struct. Engineer ☐
Boiler Inspector ☐
Art Commission ☐
Dept. of Public Health ☐

Approved Oct 7 1959

Approved:

Department of Public Health

Approved:

Department of Electricity

Approved:

Art Commission

Approved:

Boiler Inspector

Workman's Compensation Insurance
Policy or Certificate filed with Central
Permit Bureau ☐

No Workman's Compensation Insurance
Policy or Certificate on file for reason of
exclusion checked:

- (a) No one to be employed ☐
- (b) Casual labor only to be employed ☐
- (c) Services or labor to be performed in
return for aid or sustenance only,
received from any religious, char-
itable or relief organization ☐

Approved:

Zone

CFC Setbacks

Approved: 106-59
Department of City Planning

Approved:

Bureau of Fire Prevention & Public Safety

Approved:

Structural Engineer, Bureau Building Inspection

Approved:

Bureau of Engineering

I agree to comply with all conditions or stipula-
tions of the various Bureaus or Departments
noted hereon.

Owner's Authorized Agent

Building Inspector, Bureau of Building Inspection

Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor.
PERMIT OF OCCUPANCY MUST BE OBTAINED ON COMPLETION OF HOTEL OR
APARTMENT HOUSE PURSUANT TO SEC. 808 SAN FRANCISCO BUILDING CODE.

Approved: Comm
Zone 12-24-59
CPC Setbacks
2 Berg
Department of City Planning

Approved:
Bureau of Fire Prevention & Public Safety

Approved:
Structural Engineer, Bureau Building Inspection
Bureau of Engineering

Approved:
Department of Public Health
Approved:
Department of Electricity
Approved:
Art Commission
Boiler Inspector
Workman's Compensation Insurance
Policy or Certificate filed with Central
Permit Bureau
No Workman's Compensation Insurance
Policy or Certificate on file for reason of
exclusion checked:
(a) No one to be employed
(b) Casual labor only to be employed
(c) Services or labor to be performed in
return for aid or sustenance only,
received from any religious, char-
itable or relief organization

REFER TO:
Bureau of Engineering
BBI Struct. Engineer
Boiler Inspector
Art Commission
Dept. of Public Health
Approved: Dec 27
Building Inspector, Bureau of Building Inspection
I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.
Owner's Authorized Agent

BLDG. FORM
3
No. 114
APPLICATION OF
Kahn & Kerville
FOR PERMIT TO MAKE
ADDITIONS, ALTERATIONS or REPAIRS
TO BUILDING
NW
Location Turk & Larkin
500 TURK
Total Cost \$ 200,000
Filed 19
Approved: **APPROVED**
Dept. Public Works
DEC 31 1959
Superintendent, Bureau of Building Inspection
Permit No. 207383
Issued JAN 23 1960

SAN FRANCISCO

CENTRAL PERMIT BUREAU F435

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS

CENTRAL PERMIT BUREAU

BUILDING INSPECTION

1959 DEC 28 PM 3:15

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

December 17 2 1959

Application is hereby made to the Department of Public Works of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

- (1) Location Turk & Larkin Streets
- (2) Total Cost \$200.00 (3) No. of stories 2 (4) Basement no
Yes or No
- (5) Present use of building Retail tire outlet (6) No. of families no
Yes or No
- (7) Proposed use of building Same (8) No. of families no
Yes or No
- (9) Type of construction 1, 2, 3, 4, or 5 (10) Building Code Occupancy Classification
- (11) Any other building on lot no (Must be shown on plot plan if answer is Yes.)
Yes or No
- (12) Does this alteration create an additional floor of occupancy no
Yes or No
- (13) Does this alteration create an additional story to the building no
Yes or No
- (14) Electrical work to be performed no Plumbing work to be performed no
Yes or No Yes or No
- (15) Ground floor area of building 1000 sq. ft. (16) Height of building 18 ft.
- (17) Detailed description of work to be done
Remove partition dividing vulcanizing room and tire shop.
Construct platform on top of toilet rooms for storage

(18) No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

(19) Supervision of construction by Contractor Address 1122 Oak Street

(20) General contractor R. S. Silverberg California License No. 170523

Address 1122 Oak Street

(21) Architect California Certificate No.

Address

(22) Engineer California Certificate No.

Address

(23) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit and all laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or subsidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(24) Owner Kah & Kavilla (Phone DN 3-6315)

(For Contact by Bureau)

Address c/o Contractor

By R. S. Silverberg Address 1122 Oak Street

Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor.
PERMIT OF OCCUPANCY MUST BE OBTAINED ON COMPLETION OF HOTEL OR
APARTMENT HOUSE PURSUANT TO SEC. 808 SAN FRANCISCO BUILDING CODE.

MAYTA & JENSEN
BLDG No. 355013
3 APPLICATION OF

KAHN & KEVILLE
FOR PERMIT TO MAKE
ADDITIONS, ALTERATION or REPAIRS

TO BUILDING
500 TURK ST.
Location TURK &

LARKIN

Total Cost \$ 1500.00

Filed MARCH 25 1968

APPROVED:

APPROVED
Dept. Public Works
APR 1 - 1968

Agnes Holley
SUPERINTENDENT
BUREAU BUILDING INSPECTION

Superintendent, Bureau of Building Inspection

Permit No. 318582

MAR 2 1968

Issued

REFER TO:

- ☒ Bureau of Engineering
- ☐ BBL Struct. Engineer
- ☐ Boiler Inspector
- ☐ Art Commission
- ☐ Dept. of Public Health
- ☐ Dept. of Electricity
- ☐ Redevelopment Agency
- ☐ Parking Authority

Approved 3/19 1968

Provided the following conditions are complied with:

*All new work min.
one hour construction.*

LE Nelson

Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.
Mayta & Jensen
Owner or Owner's Authorized Agent

Approved:

Department of Public Health

Approved:

Department of Electricity

Approved:

Art Commission

Approved:

Boiler Inspector

Approved:

Redevelopment Agency

Approved:

Parking Authority

No portion of building or structure or scaffolding used during construction to be closer than 6'0" to any wire containing more than 760 volts. See Sec. 385 California Penal Code.

Approved:

Zone
CPC Setbacks
Not reviewed by the Department of City Planning
No indication of the requested permit
No indication that use of this
City Code or does not conform to the
City Planning Code.
Department of City Planning

Approved:

W. W. W. 4-3-68
Bureau of Fire Prevention & Public Safety

Approved:

Civil Engineer, Bureau of Building Inspection

Bureau of Engineering

SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
BUILDING INSPECTION

CENTRAL PERMIT BUREAU FORM 10-44

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
BLDG. FORM

CENTRAL PERMIT BUREAU

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

3

Application is hereby made to the Department of Public Works of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

- Location Turk & Larkin
- (2) Total Cost (\$) 1500 (8) No. of Stories 1 (4) Basement or Cellar NO
- (5) Present Use of building TIRE CO. (6) No. of families yes or no
- (7) Proposed Use of building - (8) No. of families -
- (9) Type of construction 3 (10) 15.3
1, 2, 3, 4, or 5 Proposed Building Code Classification
- (11) Any other building on lot NO (must be shown on plot plan if answer is yes.)
yes or no
- (12) Does this alteration create an additional story to the building? NO
yes or no
- (13) Does this alteration create a horizontal extension to the building? NO
yes or no
- (14) Does this alteration constitute a change of occupancy NO
yes or no
- (15) Electrical work to be performed YES (16) Plumbing work to be performed NO
yes or no yes or no
- (17) Automobile runway to be altered or installed NO
yes or no
- (18) Sidewalk over sub-sidewalk space to be repaired or altered NO
yes or no
- (19) Will street space be used during construction? NO
yes or no
- (20) Write in description of all work to be performed under this application:
(Reference to plans is not sufficient)

create new showroom cabinet &
relocate service counter
no structural changes.

- (21) Supervision of construction by MAYTA & JENSEN Address 101 WILLIAMS AVENUE
- (22) General Contractor MAYTA & JENSEN California License No. 177691
Address SAN FRANCISCO, CALIF. 94124
- (23) Architect or Engineer (for design) Address SAN FRANCISCO, CALIF. 94124 California Certificate No. -
- (24) Architect or Engineer (for construction) Address SAN FRANCISCO, CALIF. 94124 California Certificate No. -
- (25) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit and all laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or sub-sidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.
- (26) Owner Kahn & Neville (Phone) 222 2200
Address Turk & Larkin MAYTA & JENSEN Contract by Bureau
101 WILLIAMS AVENUE
By John Seachot Address SAN FRANCISCO, CALIF. 94124

Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor.
CERTIFICATE OF FINAL COMPLETION AND/OR PERMIT OF OCCUPANCY MUST BE OBTAINED ON COMPLETION OF WORK OR ALTERATION INVOLVING AN ENLARGEMENT OF THE BUILDING OR A CHANGE OF OCCUPANCY PURSUANT TO SEC. 808 AND 809, SAN FRANCISCO BUILDING CODE, BEFORE BUILDING IS OCCUPIED.

Pursuant to Sec. 804, San Francisco Building Code, the building permit shall be posted on job. Owner is responsible for approved plans and application being kept at building site.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED.

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.



Approved:

Zone

CPC Setbacks

C-2

JUL 29 1969

Department of City Planning

Approved:

for use only as shown on plans

W. J. Carls
Bureau of Fire Prevention & Public Safety

Approved:

Civil Engineer, Bureau of Building Inspection

Approved:

Bureau of Engineering

Approved:

Department of Public Health

Approved:

Department of Electricity

Approved:

Art Commission

Approved:

Boiler Inspector

Approved:

Redevelopment Agency

Approved:

Parking Authority

No portion of building or structure or scaffolding used during construction to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385 California Penal Code.

REFER TO:

- Bureau of Engineering
- BBI Struct. Engineer
- Boiler Inspector
- Art Commission
- Dept. of Public Health
- Dept. of Electricity
- Redevelopment Agency
- Parking Authority

Approved

7/28 1969

Provided the following conditions are complied with:

All new work min. one
hour fire rated construction
- approved material.
The building to be used by one
tenant only.

Application and issuance
of permit applies to
specified work only and
does not constitute an
approval of the building

Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted herein.

J. J. Sigurdson
Owner or Owner's Authorized Agent

MAYTA & JENSEN

3

APPLICATION OF

KAHN & KEVILLE

FOR PERMIT TO MAKE
ADDITIONS, ALTERATION or REPAIRS

TO BUILDING

Location TURK & LARKIN

Total Cost \$ 3000

JUL 22 1969

Filed July 18 1969

APPROVED:

Superintendent, Bureau of Building Inspection

39587

Permit No 334709

Issued

JUL 24 1969

19



Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
BLDG. FORM

CENTRAL PERMIT BUREAU

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

JUL 22 1969

13

Application is hereby made to the Department of Public Works of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

- (1) Location TURK & LARKIN
- (2) Total Cost (\$) 3,200.00 (3) No. of Stories 1 (4) Basement or Cellar N.O.
- (5) Present Use of building T.R.E. COMPANY (6) No. of families yes or no
- (7) Proposed Use of building --- (8) No. of families ---
- (9) Type of construction 1, 2, 3, 4, or 5 (10) Proposed Building Code Classification E-3
- (11) Any other building on lot N.O. (must be shown on plot plan if answer is yes.)
yes or no
- (12) Does this alteration create an additional story to the building? N.O.
yes or no
- (13) Does this alteration create a horizontal extension to the building? N.O.
yes or no
- (14) Does this alteration constitute a change of occupancy N.O.
yes or no
- (15) Electrical work to be performed YES (16) Plumbing work to be performed YES
yes or no yes or no
- (17) Automobile runway to be altered or installed N.O.
yes or no
- (18) Sidewalk over sub-sidewalk space to be repaired or altered N.O.
yes or no
- (19) Will street space be used during construction? N.O.
yes or no
- (20) Write in description of all work to be performed under this application:
(Reference to plans is not sufficient)

Install a Photographic studio in present
lobby & store room. Build wall
no structural changes

- (21) Supervision of construction by --- Address ---
- (22) General Contractor MAYTA & JENSEN California License No. 177641
Address 101 WILLIAMS AVENUE
SAN FRANCISCO, CALIF. 94124
- (23) Architect or Engineer SAN FRANCISCO, CALIF. California Certificate No. ---
(for design) Address ---
- (24) Architect or Engineer --- California Certificate No. ---
(for construction) Address ---
- (25) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit and all laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or sub-sidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.
- (26) Owner M. Jensen MAYTA & JENSEN 822 2229
Address Kahn & Leveille 101 WILLIAMS AVENUE For contract by Bureau
SAN FRANCISCO, CALIF. 94124
- By John Headlith Address ---

Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor.
CERTIFICATE OF FINAL COMPLETION AND/OR PERMIT OF OCCUPANCY MUST BE
OBTAINED ON COMPLETION OF WORK OR ALTERATION INVOLVING AN ENLARGE-
MENT OF THE BUILDING OR A CHANGE OF OCCUPANCY PURSUANT TO SEC. 808
AND 809, SAN FRANCISCO BUILDING CODE, BEFORE BUILDING IS OCCUPIED.

Pursuant to Sec. 304, San Francisco Building Code, the building permit shall be posted on job.
Owner is responsible for approved plans and application being kept at building site.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL
FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPA-
RATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED.

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A
BUILDING PERMIT IS ISSUED.

RECEIVED & ATYAN



BLDG. FORM

3

APPLICATION OF

No.

375144

Kahn & Kerville

Lessee
Owner

FOR PERMIT TO MAKE
ADDITIONS, ALTERATION or REPAIRS
TO BUILDING

Location 500 Turk St

SF

Total Cost \$ 105,000

Filed SEP 2 9 1969

APPROVED:

APPROVED

Dept. Public Works

SEP 2 6 1969

Superintendent

BUREAU BUILDING INSPECTION

Superintendent, Bureau of Building Inspection

Permit No.

41330

SEP 2 9 1969

Issued

19

REFER TO:

Bureau of Engineering
BBI Struct. Engineer
Boiler Inspector
Art Commission
Dept. of Public Health
Dept. of Electricity
Redevelopment Agency
Parking Authority

Approved Sept 25, 1969

Provided the following conditions are complied with:

Approved:

Zone

CPC Setbacks

Not reviewed by the Department of City Planning. Issuance of the requested permit constitutes no indication that use of this property does or does not conform to the City Planning Code

Department of City Planning

Approved:

Bureau of Fire Prevention & Public Safety

Approved:

Civil Engineer, Bureau of Building Inspection

Approved:

Bureau of Engineering

Department of Public Health

Approved:

Department of Electricity

Approved:

Art Commission

Approved:

Boiler Inspector

Approved:

Redevelopment Agency

Approved:

Parking Authority

No portion of building or structure or scaffolding used during construction to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385 California Penal Code.

Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

Owner or Owner's Authorized Agent

3

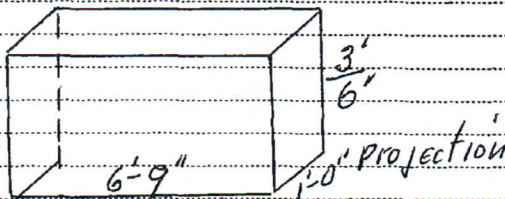
Sept 22 1969

Application is hereby made to the Department of Public Works of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

," / " / "

- tion and for the purpose hereinafter set forth:
- (1) Location..... 500 York street Kahn & Kerville
- (2) Total Cost (\$). 105,000 (3) No. of Stories..... (4) Basement or Cellar.....
yes or no
- (5) Present Use of building..... Store & Shop (6) No. of families.....
yes or no
- (7) Proposed Use of building..... " " " " (8) No. of families.....
- (9) Type of construction..... (10).....
- (11) Any other building on lot..... No (must be shown on plot plan if answer is yes.)
yes or no
- (12) Does this alteration create an additional story to the building?..... No
yes or no
- (13) Does this alteration create a horizontal extension to the building?..... No
yes or no
- (14) Does this alteration constitute a change of occupancy..... No
yes or no
- (15) Electrical work to be performed..... No (16) Plumbing work to be performed..... No
yes or no
- (17) Automobile runway to be altered or installed..... No
yes or no
- (18) Sidewalk over sub-sidewalk space to be repaired or altered..... No
yes or no
- (19) Will street space be used during construction?..... No
yes or no
- (20) Write in description of all work to be performed under this application:
(Reference to plans is not sufficient)

Small Metal Frame & Canvas Covered
Herring on York street Entrance



- (21) Supervision of construction by Stuart Sauter Co. Address 100 Utah Ave. So. SF
- (22) General Contractor Stuart Sauter Co. California License No. 10837
Address 100 Utah Ave. South San Francisco
- (23) Architect or Engineer California Certificate No.
(for design)
Address
- (24) Architect or Engineer California Certificate No.
(for construction)
Address
- (25) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit and all laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or subsidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.
- (26) Owner Kahn & Keville Co. (Phone 761 0333)
Address 500 Turk St. S.F. For contract by Bureau

By Stuart-Sauter P. (CH Stange) Address 100 Utah Ave So S.F.

Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor.
CERTIFICATE OF FINAL COMPLETION AND/OR PERMIT OF OCCUPANCY MUST BE OBTAINED ON COMPLETION OF WORK OR ALTERATION INVOLVING AN ENLARGEMENT OF THE BUILDING OR A CHANGE OF OCCUPANCY PURSUANT TO SEC. 808 AND 809, SAN FRANCISCO BUILDING CODE, BEFORE BUILDING IS OCCUPIED.

Pursuant to Sec. 304, San Francisco Building Code, the building permit shall be posted on job. Owner is responsible for approved plans and application being kept at building site.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED.

Enter name and branch designation if any. If there is no name, enter "unknown".

CONSTRUCTION

ADDRESS OF

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A

SAN FRANCISCO FOR DEPARTMENTAL USE ONLY

APPROVED:

DEPARTMENT OF
BUILDING INSPECTION

COLLECT PLAN CHECK FEE

CANCELLED

Superintendent, Bureau of Building Inspection

FILING FEE RECEIPT NO. 85883

PERMIT NO. _____

ISSUED _____ 19____

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS**APPLICATION FOR PERMIT TO ERECT SIGN**

Application is hereby made for permission to build in accordance with plans and specifications submitted herewith and for the purpose set forth herein.

ELECTRIC SIGN ☒NON-ELECTRIC SIGN ☐GROUND SIGN ☒Date APR 18 1979(1) Location 500 TURK(@ LARKIN ST)(2) Total cost \$ 1260.00(3) Height at center line of front of building 30 Ft.(4) Number of stories in building 2(5) Present use of building COMMERCIAL(6) Type of building ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

(7) Approval number for standardized signs _____

(8) Type of sign per Article 46, S. F. Building Code: ☒ Ground sign ☐ Roof sign ☐ Wall sign☐ Projecting sign ☐ Single-faced ☒ Double-faced. Dimensions: Thickness 1 1/2"Size 3'-6" x 18'-0" Ft. Weight 650 Lbs. Total area of advertising space (EA. FACE) 63 Sq. Ft.

(9) PLOT PLAN AND ELEVATION. INDICATE EXACTLY THE LOCATION OF SIGN HORIZONTALLY AND VERTICALLY. SHOW METHOD OF ATTACHMENT HEREON OR ON SEPARATE DRAWINGS IN DUPLICATE.

PLOT PLAN
ATTACHED.ENGINEERING & ELEVATIONS
ATTACHED.(10) Contractor ELECTRICAL PRODUCTS CORP.California License No. 361231Address 950-30th ST. OAKLAND, CAPhone No. 655-9300

(11) Engineer or Architect _____

N/A

California License No. _____

Address _____

Phone No. _____

(12) Owner KAHN-KEVILLE GOODYEAR

(Cross Out One)

Address 500 TURKPhone No. 673-0200

(For contact by Bureau)

IMPORTANT NOTICES

Where top guy wire is required, anchor with 1/2" dia. through-bolt (minimum, to the structural frame of the building below the parapet wall.

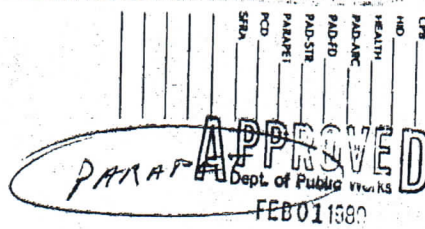
No portion of building or structure, or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, Calif. Penal Code.

Encroachments authorized on public property are revocable when ordered by Board of Supervisors (S.F. Building Code). Any stipulation required herein or by Code may be appealed.

APPLICANT'S CERTIFICATION

I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit, and all the laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or sidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

Signature of owner or owner's authorized agent



APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 ☒ OTHER AGENCIES REVIEW REQUIRED
FORM 8 ☐ OVER-THE-COUNTER ISSUANCE

2 NUMBER OF PLAN SETS

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF PUBLIC WORKS OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HERewith AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

DATE FILED: 12/1/88	PLANS RECEIPT NO.: 196674	(1) STREET ADDRESS OF JOB: 500 TURK ST at Larkin	BLOCK & LOT:
PERMIT NO.: 607243	ISSUED: 2-1-89	(2A) ESTIMATED COST OF JOB: \$2500	(2B) REVISED COST: 20000
DATE: 1/3/89			

INFORMATION TO BE FURNISHED BY ALL APPLICANTS							
DESCRIPTION OF EXISTING BUILDING				DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION			
(1A) TYPE OF CONSTRUCTION	(1A) NO. OF STORIES OF OCCUPANCY	(1A) NO. OF BASEMENTS AND CELLARS	(7A) PRESENT USE	(8A) OCCUP. CLASS	(9A) NO. OF DWELLING UNITS		
III-N	1		TIRE COMPANY	H-3	0		
(4A) TYPE OF CONSTRUCTION	(4A) NO. OF STORIES OF OCCUPANCY	(4A) NO. OF BASEMENTS AND CELLARS	(7B) PROPOSED USE (LEGAL USE)	(8B) OCCUP. CLASS	(9B) NO. OF DWELLING UNITS		
III-N	1		TIRE COMPANY	H-3	0		
(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> (11) WILL STREET SPACE BE USED DURING CONSTRUCTION? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> (12) SCHEDULED WORK TO BE PERFORMED? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> (13) PLUMBING WORK TO BE PERFORMED? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>							
(14) OWNER - (PRINT OR CROSS OUT ONE) PETER CULLEY & ASSOC 568 HOWARD ST S.F. 424-0760 ROBERT M HARLICK, TRUSTEE ONE WICKER BLDG ST CH 945-4200 SUPPORT HARLICKS							
(15) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT) SUPPORT HARLICKS							

ADDITIONAL INFORMATION - FORM 3 APPLICANTS ONLY							
(17) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING?		(18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT		(19) DOES THIS ALTERATION CREATE, DECK OR PORCH EXTENSION TO BUILDING?		(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA	
YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		FT.		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		SQ. FT.	
(21) WILL SIDEWALK OVER SUBSIDEWALK SPACE BE REPAIRED OR ALTERED?		(22) WILL SIDEWALK EXTEND BEYOND PROPERTY LINE?		(23) ANY OTHER EXISTING BLDG. ON LOT? (IF YES, SHOW ON PLAN)		(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY?	
YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
(25) ARCHITECT OR ENGINEER DESIGNER Peter Culley & Assoc 568 Howard St S.F. (26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN")							

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this Bureau for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED. BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED. APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) OR (24). THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX:

- ☒ OWNER ☐ ARCHITECT ☐ ENGINEER
☐ LESSEE ☐ AGENT WITH POWER OF ATTORNEY
☐ CONTRACTOR ☐ ATTORNEY IN FACT

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

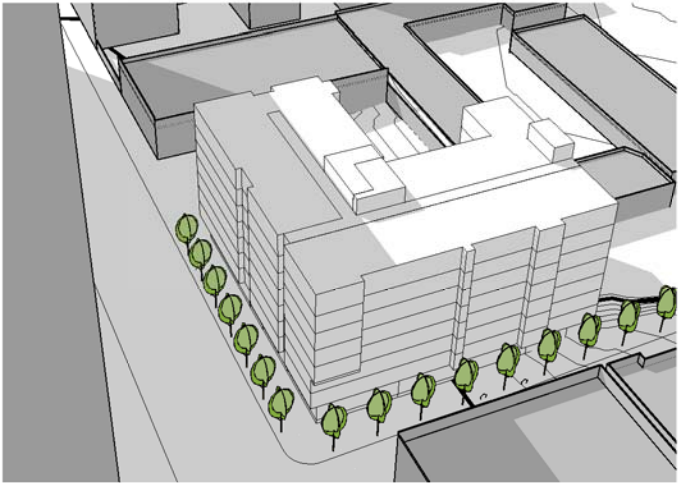
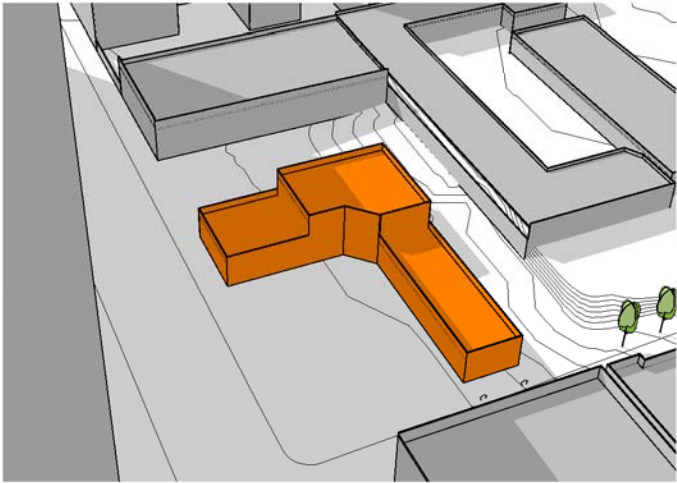
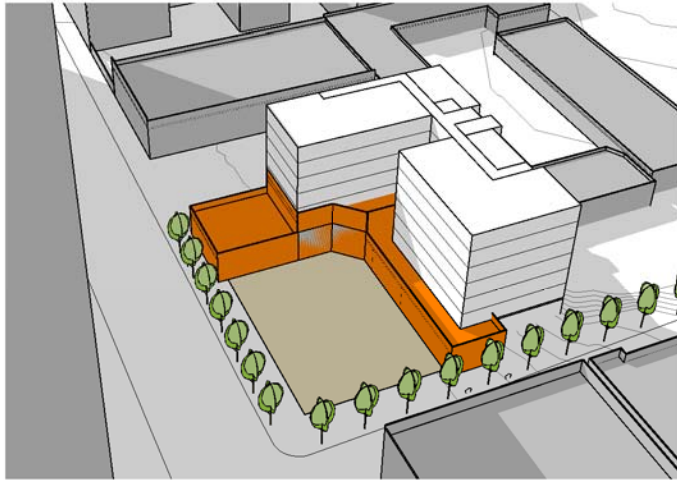
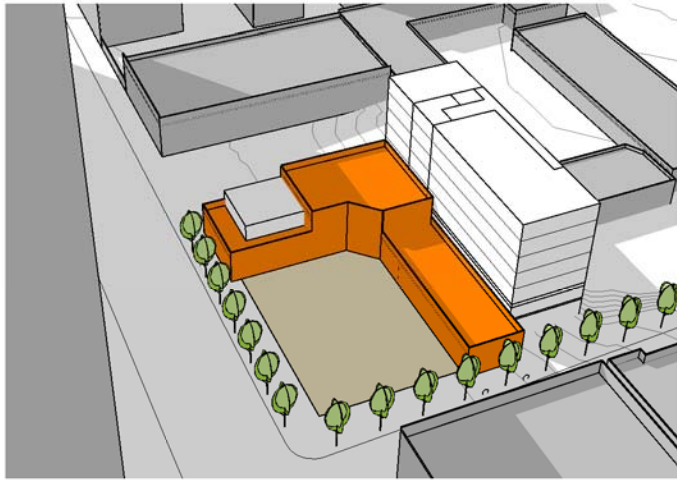
NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The Permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands and actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have on file, or file with the Central Permit Bureau, either Certificate (I) or (II) or (III) designated below or shall indicate item (IV) or (V) or (VI) below, whichever is applicable. If however, item (VI) is checked then item (V) must be checked as well. Mark the appropriate method of compliance below:

- () I. Certificate of Consent to Self-insure issued by the Director of Industrial Relations.
- () II. Certificate of Workman's Compensation Insurance issued by an admitted insurer.
- () III. An exact copy or duplicate of (I) certified by the Director or (II) certified by the insurer.
- () IV. The cost of the work to be performed is \$100 or less.
- () V. I certify that in the performance of the work for which this Permit is issued, I shall not employ any person in any manner so as to become subject to the workman's compensation laws of California. I become subject to the workman's compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the Permit herein applied for shall be deemed revoked.
- () VI. I certify as the owner (or the agent of the owner) that in the performance of the work for which this Permit is issued, I will employ a contractor who complies with the workman's compensation laws of California and who has on file, or prior to the commencement of any work will file, with the Central Permit Bureau evidence that workman's compensation insurance is carried.

Robert M Harlick trustee 12/1/88
Applicant's Signature Date

	Proposed Project	No Project	Partial Preservation	Full Preservation
				
Description	Demolish existing building and construct a new, 8-story residential building with ground-floor retail space, common residential amenity spaces and an on-grade planted courtyard, garden and play space located on the northwest corner where it has the most access to direct sun	No changes. Existing building and surface parking lot at corner of Turk and Larkin Streets would remain.	Retain portions of the existing building and construct new 7-story residential building with set backs from existing facades facing Turk and Larkin Streets. Gut-rehab of existing building includes converting use of second story to 2 residential units and replacing garage doors with storefront at ground-floor retail and common space*	Construct a new 7-story residential building behind existing building with a second story extension on the south wing (including setbacks). Gut-rehab of existing building includes converting use of second story to 2 residential units and replacing garage doors with storefront at ground-floor retail and common space.*
Height	79	30	68	68
Number of Stories	8	2	7	7
Number of Residential Units	108	0	42	31
Square Foot by Use				
Residential	81,869 SF	0 SF	31,985 SF	24,370 SF
Res. Support & Common	3,564 SF	0 SF	3,500 SF	3,500 SF
Commercial/Retail	2,597 SF	9430 SF	4,650 SF	4,750 SF
TOTAL SF	105,802 SF	9430 SF	59,070 SF	45,940 SF
Open Space				
On-grade open space	5,240 SF	0 SF	6,230 SF	6,230 SF

NOTES:
* Plan assumes available openings, such as garage doors, which collectively exceed 25% of external wall surfaces facing public streets, can be changed to storefront without being considered "demolition" under Planning Code SEC 1005. Square footage estimates assume that marketable ground-floor retail spaces would be feasible notwithstanding 75% interior demolition limitations.



SAN FRANCISCO PLANNING DEPARTMENT

Historic Resource Evaluation Response

Date June 5, 2017
Case No.: 2016.010340ENV
Project Address: 500 Turk Street
Zoning: RC-4 (North of Market Residential Special Use District)
80-T Height and Bulk District
Block/Lot: 0741/002
Date of Review: June 5, 2017 (Part 2)
Staff Contact: Jeanie Poling (Environmental Planner)
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Jørgen G. Cleemann (Preservation Planner)
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PART I: HISTORIC RESOURCE EVALUATION

Buildings and Property Description

500 Turk Street is a one- to two-story, stucco-clad, reinforced concrete building located on a square (137.5'x137.5') lot at the northwest corner of the intersection of Turk and Larkin Streets in San Francisco's Tenderloin neighborhood. The subject building has an L-shaped plan with an open parking/vehicle maneuvering area at the street corner between its two wings; the subject property also encompasses a rectangular open area, apparently used for parking, to the north of the subject building. The subject property is located within the North of Market Residential Special Use District and an 80-T Height and Bulk District.

Designed by architect Henry A. Minton and structural engineer L. H. Nishkian, the subject building was constructed in 1935. It comprises a central, two-story section with a short and wide one-story wing extending to the south and a longer, narrower one-story wing extending to the east. The building's minimalist Art Deco styling consists of bays divided by faceted pilasters that carry a frieze that features abstracted dentils on the street-facing facades and on the wings. At corners or other locations where there is a change in building scale, the faceted pilasters are taller and taper to points. Most of the building is painted brown except for the frieze area, which serves as a sign location and has been painted white. All sections of the building have flat roofs enclosed by parapets. Fenestration, ornamentation, and building openings are limited to the street-facing or parking area-facing south and east facades. The utilitarian north and east facades have no openings or fenestration.

The central two-story section is divided into two bays: an angled bay facing the intersection with an open vehicular entry at the base and a single window at the second story, and, flush with the east façade of the south wing, a bay with a glazed storefront at the base and a pair of windows in the second story. Two more pairs of windows are located on the east and south façades of the second story of the central section,

looking out over the roofs of the one-story wings. All second-story windows are three-over-three steel-frame sash. At least one window appears to have been boarded up.

The one-story south wing consists of three bays each on its south, Turk Street-facing elevation and its east, parking area-facing elevation. On Turk Street, there is a central entry with hollow metal doors, a profiled transom bar, and a glazed transom. This entry is flanked on either side by storefronts. The west storefront has a low bulkhead, a tripartite window, a profiled transom bar, and a tripartite transom. The configuration is similar on the east storefront of the Turk Street façade except here the show window has been partially infilled by an opaque covering and smaller windows. A sign cabinet ("Michelin") has been installed on the face of the fascia over these Turk Street bays.

The basic storefront configuration found in the Turk Street bays extends around the corner onto the three bays found on the east, parking area-facing elevation of the one-story south wing. Here the wider central bay contains a door flanked on either side by fixed show windows. The northernmost bay on this elevation shows the greatest degree of variation, with a higher bulkhead, altered window configuration, and security bars. In the signband area in the fascia above the storefronts, the business name has been spelled out with dimensional letter signage. Beneath the letters a smaller sign reads "Since 1912."

On the other side of the central two-story section, the one-story east wing features five bays on its south, parking area-facing elevation. The westernmost three are entirely open vehicular bays with roll-down metal gates. The easternmost two bays have been infilled with solid materials and include two recessed doors with two-light transoms. Dimensional letter signage ("Tire & Auto Service," "Goodyear") has been affixed to the signband area in the fascia above these five bays. The east, Larkin Street-facing façade of the east wing contains two bays that may have once contained storefronts, but have been infilled with opaque materials. "Kahn & Keville" is spelled out in dimensional letters in the signband area above these bays.

Two diamond-shaped illuminated "Goodyear" signs are installed on the roof at the ends of the building's two wings. There is also a marquee sign supported by two posts located in the parking lot, near the street corner, that features a rotating assortment of aphorisms and quotations.

Since the time of its initial construction in 1935, the subject building has undergone numerous exterior alterations. Some of these alterations are documented in the permit history. Others do not appear in the permit history, but can be deduced from a comparison of historical photos with existing conditions, and occasionally corroborated by building permits that might not be particularly informative on their own. Among the more instructive historical photographs are a 1938 aerial photo and several 1953-54 San Francisco Police Department photos that were taken to document auto accidents at the intersection, but incidentally capture the subject building in the background.

Within several years of original construction, the property contained gasoline pumps and a mounted neon sign ("Shell") at the southeast corner of the open lot. Two of the easternmost bays along the south façade of the east wing contained storefronts that appear similar to the extant historic storefronts on the south wing. The dentils that currently run along the bottom of the friezes on the one-story sections originally extended across the bottom of the friezes on the central two-story section as well. In terms of signage, the permit history records the construction in 1937 of a post-mounted neon sign, which is likely the "Shell" sign at the corner. Otherwise the original signage program is unknown; by midcentury it

featured, in addition to the “Shell” sign, dimensional letter signage over the bays indicating the company name as well as the various products that it sold (“Television,” “Refrigerators,” “Lifeguards”). There were also two diamond-shaped “Goodyear” signs suspended from outriggers at the top of poles installed in the ground near the ends of the wings. These appear to be the same signs that are currently installed on the roof.

It is unclear exactly when the non-extant features were removed, but they may have been lost in a 1959 fire that was documented in the *San Francisco Chronicle*. However, the only building permits that were issued in the immediate aftermath of the fire were for relatively minor interior alterations, suggesting that the damage was minimal. If this is the case, the alterations that removed the features referenced above (the gas pumps, select storefronts, the dentils in the two-story section, some of the signage) may have occurred later.

Aside from the diamond-shaped Goodyear signs that likely date to the 1950s, the installation dates for the existing signs are unknown. Most of the existing signage appears modern and standard in design. A *San Francisco Chronicle* article from 1982 references the marquee at the corner, confirming that this sign (or an earlier version of it) was standing at that time (see “CEQA Historic Resource Evaluation,” below, for further discussion of the marquee sign).

Pre-Existing Historic Rating / Survey

The subject property, known as the Kahn and Keville tires and batteries shop, has been evaluated in the Van Ness Auto Row Support Structures Survey of 2009/2010, and given a National Register status code of 3CS (appears eligible for the California Register as an individual property through survey evaluation). The building is considered a “Category A” property (Known Historical Resources) for the purposes of the Planning Department’s California Environmental Quality Act (CEQA) review procedures.

Neighborhood Context and Description

The immediate context for 500 Turk Street is defined by its location at the juncture of several different overlapping districts: the Van Ness automotive district, the Tenderloin, and the Civic Center. Due to the building’s current and historical use and location, its relationship with the automotive district—centered on Van Ness Avenue, two blocks to the west—may be the most relevant contextual factor. This district is described as follows in the Van Ness Auto Row Support Structures Survey, adopted by the San Francisco Historic Preservation Commission in 2010:

Van Ness Avenue, from its beginning at Market Street to just north of Pacific Avenue, was the premier auto showroom district in San Francisco from shortly after the earthquake and fire of 1906 until the 1980s. Although only a few active auto dealerships remain on the avenue, many buildings that were built as auto showrooms and that have undergone adaptive reuse survive to the present day. In addition, many early garages, auto repair shops, and other automotive support buildings still stand within a two-block radius of Van Ness. This corridor, about 22 blocks in length and slightly over three blocks in width, contains by far the largest concentration of auto-related buildings in San Francisco.

Although many of these buildings now have other uses, their auto related origins are often evident from their architectural appearance. The larger auto showrooms typically have wide expanses of glass in the lower and upper stories, a monumental scale, and sometimes lavish ornamentation to advertise their products. Garages used for automobile storage and auto repair shops possess wide portals for auto entrance and egress, and often the width of these entrance bays is repeated across the entire façade. Showrooms and garages are usually built of reinforced concrete, a material that facilitated large window areas and the storage of autos on upper stories. The distinctive appearance of these buildings is clearly derived from their original uses, and thus one can find a close tie between the history and the architecture of these buildings.

These buildings proved useful as auto showrooms, garages, and repair shops for many decades. Although over 90% were built during the period 1909-1929 (and nearly 100% by 1937), dozens of these buildings continued to serve these uses into the 1980s. After 1909, it was almost never economical to tear down an existing automotive building in order to replace it with a newer one for autos, regardless of changing technologies, new styles, and a growing population. The fact that most were built of reinforced concrete, could support great weight, and were rated as “fireproof” gave these buildings a timeless quality as far as their usefulness for the auto industry was concerned. A few of these buildings maintain their original use almost 100 years after they were constructed.

Regarding tire stores in particular, the survey states the following:

Manufacturers of rubber goods began to make solid tires for carriages, wagons, and bicycles, and then pneumatic tires for bicycles and automobiles as the market for such developed. National businesses devoted primarily or entirely to manufacturing automobile tires emerged in the early 20th century.

A few such had outlets in San Francisco as early as 1905. In 1906, after the earthquake and fire, three of four tires dealers in the city were in the study area. In 1914, there were 37 tire dealers in the city, and 76% of them were in the study area. The percentage dipped as the numbers of dealers increased; for example, in 1929, 37% of the city’s 100 tires dealers were in the study area.

The subject property’s neighbor to the west (at 550 Turk Street, on the other side of the adjacent surface parking lot) is a stylized garage building constructed in 1924. This building serves as additional connective tissue tying the subject building to the automotive district’s spine along Van Ness Avenue.

Directly to the east of the subject property (across Larkin Street) is the National Register-listed Uptown Tenderloin Historic District, described as follows in its 2009 nomination:

The Uptown Tenderloin is a largely intact, visually consistent, inner-city high density residential area constructed during the years between the earthquake and fire of 1906 and the Great Depression. It comprises 18 whole and 15 partial city blocks in the zone where the city required fire-resistant construction since 1906. The district is formed around its predominant building type: a 3- to 7-story, multi-unit apartment, hotel, or apartment-hotel constructed of brick or reinforced concrete. On the exteriors, sometimes only signage clearly distinguishes between these related building types. Because virtually the entire district was constructed in the quarter-

century between 1906 and the early 1930s, a limited number of architects, builders, and clients produced a harmonious group of structures that share a single, classically oriented visual imagery using similar materials and details.

Mixed in among the predominantly residential buildings are examples of other building types that support residential life, including churches, stores, garages, a YMCA complex, and a bathhouse. In addition there are a few building types that are not directly to the residential neighborhood—machine shops, office buildings, union halls, and film exchanges. While not necessarily related to residential life, the union halls (for example, those serving waitresses and musicians) and the film exchanges are related to the overlay of entertainment businesses in around [sic] the neighborhood.

...

Whether using visual, architectural, social, cultural, or historical criteria, the boundaries of the neighborhood have long been notable hard to define, extending at a maximum from Market Street on the south to the “fire limits” line between Bush and Pine on the north, and from Union Square on the east to Van Ness Avenue on the west. Demolitions and new construction on the east, west, and southwest borders have substantially changed those areas and helped to identify clear boundaries for the district.

The row of buildings located directly across Larkin Street from the subject property appears to be the exact type for which this district was designated: six-story residential buildings of masonry construction built between 1912 and 1927 and featuring commercial establishments on the ground floor. The building on the opposite (southeast) corner of the intersection of Turk and Larkin is smaller (3 stories) but otherwise conforms to this mold. Although not included in the historic district, the opposite side of the subject block (along Polk Street) contains a similar collection of residential buildings as well as some smaller commercial establishments. The subject property’s neighbor to the north is the sprawling 1- to 2-story Phoenix Hotel, which was originally constructed in 1956 and has since the late 1980s been a magnet for musicians, celebrities, partygoers, and tourists. While this building’s construction date and distinctive mid-century form exclude it from the historic district, its motel/hotel use is roughly consistent with the way that this area has historically been used.

The more broadly defined Tenderloin neighborhood is also significant for its historical association with San Francisco’s Lesbian, Gay, Bisexual, Transgender, and Queer (LGBTQ) community. Historic Resource Evaluation Responses prepared by the Planning Department for other properties (950 Market Street, 2013.1049E; 1028-1056 Market Street, 2014.0241E) have identified a California Register-eligible Tenderloin LGBTQ Historic District that encompasses all of the National Register-listed Uptown Tenderloin and Market Street Theater & Loft Historic Districts, and extends slightly to the east and west to capture additional significant properties.

The *Citywide Historic Context Statement for LGBTQ History in San Francisco*, adopted by the Historic Preservation Commission in 2015, describes the Tenderloin as follows:

When the Red-Light Abatement Act closed brothels throughout California in 1914, prostitution moved to the streets. The Tenderloin became a headquarters for San Francisco’s sex trade, as

straight, gay, and transgender prostitutes worked the streets and taverns in the Tenderloin and on Market Street between the Tenderloin and the waterfront. Along with North Beach, the Tenderloin became one of the city's earliest queer enclaves. The concentration of multi-story residential hotels constructed in the first decades after the 1906 earthquake and fire helped create a dense neighborhood that served many working-class and lower-income residents. In addition to affordable housing, the large number of queer bars, nightclubs, bathhouses, theaters, and bookstores located in the Tenderloin from the early 20th century through the 1990s helped sustain a lasting LGBTQ presence in the neighborhood.

California Hall, located one block west of the subject property at the intersection of Polk and Turk Streets, is a five-story social hall and office building that was built in 1912 and designated an Article 10 landmark in 1984 for its architecture and its association with the city's German community. Since that time, it has also been recognized for its association with LGBTQ history; notably, it was the site of the 1965 Council on Religion and the Homosexual's New Year's Eve Mardi Gras fundraiser, described as "one of the worst cases of homophobic police harassment in the city's history." Polk Street in general has strong ties to LGBTQ history. According to the LGBTQ context statement: "During the 1960s, [Polk Street's] gay footprint moved north from where it began near the Civic Center and California Hall, and its economic and demographic profile moved beyond the old vice-district nightlife model."

The LGBTQ context statement is also helpful for filling in gaps in the description of the Tenderloin that relate to its history as the home to some of the city's poorest and most marginalized communities, as well as recent immigrants:

In the 1960s, the Tenderloin saw an influx of socially and economically marginalized people who had been forced out of areas of San Francisco that has been targeted for redevelopment, especially the Western Addition and South of Market areas. The combination of increased and very mixed population, along with the Tenderloin's already high number of low-income residents living in single-room occupancy hotels or on the streets, led to neighborhood activists organizing for financial and social assistance.

...

Yet the Tenderloin has continued to be home to many LGBTQ people, who live alongside more recent immigrants from Southeast Asia and the Middle East, in large part due to controls that have maintained the neighborhood's residential hotel housing stock.

In some ways the dominant contextual element for the subject property is the massive Philip Burton Federal Building that occupies the entire block to the south, across Turk Street. Although not located within the Civic Center historic district, this building could be considered the northernmost extension of the collection of governmental and institutional buildings to the south that was originally developed in a uniform Beaux Arts style in the years following the 1906 earthquake and fires. Completed in 1964, the Burton building presents an imposing 21-story wall of stone, metal, and glass that rises sheer from the property line on Turk Street (there is an open plaza on the other side of the block, along Golden Gate Avenue). Pedestrian access along Turk Street is limited to a series of building entries located in the middle of the block; otherwise the Burton building has no retail presence or any other feature to engage pedestrians.

CEQA Historical Resource(s) Evaluation

Step A: Significance

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

Individual	Historic District/Context
Property is individually eligible for inclusion in a California Register under one or more of the following Criteria:	Property is eligible for inclusion in a California Register Historic District/Context under one or more of the following Criteria:
Criterion 1 - Event: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Criterion 1 - Event: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Criterion 2 - Persons: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Criterion 2 - Persons: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Criterion 3 - Architecture: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Criterion 3 - Architecture: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Criterion 4 - Info. Potential: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Criterion 4 - Info. Potential: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Period of Significance: 1935-1972	Period of Significance: <input type="checkbox"/> Contributor <input type="checkbox"/> Non-Contributor

Based on the information provided by the consultant, Caitlin Harvey, and found in the Planning Department, Preservation staff finds that the subject building is individually eligible for inclusion on the California Register under Criteria 1 and 3. The area surrounding 500 Turk does not exhibit a cohesiveness of building type, style, size, age, or function, and thus does not qualify as a potential eligible historic district under any criteria. Because the boundaries of the California Register-eligible Tenderloin LGBTQ Historic District have not been formally defined, and because the subject property has no known association with LGBTQ history, the subject property has not been evaluated as a potential contributor to this historic district.

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.

To be eligible under the event Criterion, the building cannot merely be associated with historic events or trends but must have a specific association to be considered significant. Staff finds that 500 Turk Street is eligible for listing on the California Register as an individual resource under Criterion 1 for its association with the development of a collection of businesses on and around Van Ness Avenue that catered to the automobile industry. Within this context, it is specifically significant for the longevity of its use as a tire and battery shop.

At the time of the 1906 earthquake and fire, the subject property contained a group of masonry buildings devoted to residential, commercial, and light industrial uses. This group was demolished in the conflagration, and the site remained largely vacant for the next 29 years, the only occupant having been a

small, apparently temporary structure on the corner that may have housed a saloon. The subject building was constructed in 1935, at a time when much of the surrounding area had already been rebuilt with apartment buildings, hotels, and automotive structures.

The adopted Van Ness Auto Row Support Structures Survey, which lists longevity of use as one of the qualities that was assessed to determine significance, notes that “[t]he first and only occupant of this building has been Kahn and Keville, dealers in tires, auto batteries, and appliances from 1935 to the present.” The Survey provides the following evaluation under Criterion 1:

Completed in 1935, this is a moderately late example of an automobile tire and battery shop. With [82] years of such use in its history ... it has good to excellent longevity in this use. Although this building was not one of the earlier examples of a building that had such uses, it had these uses for longer than almost any other building, and has extremely high integrity. It is also clear that Kahn and Keville were major tire dealers in San Francisco, specializing in Goodyear practically from their founding.

One aspect of the longevity of Kahn and Keville’s tenure at the subject building that enhances its significance under Criterion 1 is the firm’s creation and stewardship of the marquee sign at the corner, which has become something of an informal local landmark. According to one account recorded in a 2015 blog entry (https://blog.purristan.com/9/kahn_keville_a_san_francisco_landmark), the genesis for the marquee was a notebook that company founder Hugh J. Keville carried with him when he served in World War I, and in which he recorded thoughts that helped alleviate the stress of combat. Returning from the War, he transferred his thoughts to a blackboard in the company office, a format that was eventually translated to the marquee that stands today. The sign has since become a fixture of the neighborhood, featuring a rotating assortment of quotations, commentary on current events, and witticisms. Writing in 1992, celebrated *San Francisco Chronicle* columnist Herb Caen referred to the marquee’s contents as “fortune-cookie-type thoughts.” Caen’s first reference to the sign occurred in 1982, ten years earlier.

The immediate context for the subject building contains a wide range of different building types associated with a variety of diverse historical trends and events, and features only one other automotive structure (the garage at 550 Turk Street). Staff therefore finds that the subject building does not contribute to a potential eligible historic district under Criterion 1. The Van Ness Auto Row Support Structures Survey, the definitive document for the evaluation of significance for association with the development of the automobile sales and service industry in San Francisco, identified only one eligible historic district in the survey area, located several blocks from the subject property on Pine Street. Notably, the boundaries of other historic districts in the broader area—the Uptown Tenderloin Historic District and, somewhat more remote, the Civic Center Historic District—were drawn in ways that exclude the subject building. As noted, the subject building has not been evaluated as a potential contributor to an LGBTQ historic district.

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

Records indicate that 500 Turk Street was owned by Mrs. F.H. Rolandi at the time of its construction in 1935. The Kahn & Keville business moved into the building immediately upon completion and has occupied the site ever since.

Kahn & Keville was formed out of the partnership of Harry H. Kahn and Hugh J. Keville. Harry Kahn was the son of German immigrants who initially settled in New York City and then moved to San Francisco, where Harry was born in 1878. In 1900 he was working as a steward on a ship. By 1910 Harry had married wife Daisy and was working as an automotive electrician. Two years later he began his partnership with Hugh J. Keville. Like Kahn, Keville was a native San Franciscan and the son of immigrants (Irish, in Keville's case). Keville appears to have moved out of San Francisco proper fairly early in life; since at least 1930 (and very possibly earlier), he and wife Adelaide lived in and around Burlingame. During the 1910s and 20s, the Kahn & Keville shop steadily expanded and moved around to a variety of different locations (489 Golden Gate Avenue, 982 Post Street, 1600 Bush Street). Throughout the 1920s and early 30s the partners were engaged in a number of different civic ventures and promotional schemes that regularly made the news. In 1920, for instance, Kahn led a group of local boy scouts on a trip to Europe, where they collected mementos from World War I battlefields. The firm also sponsored a semi-professional baseball team. Furthermore, Kahn and Keville both appear to have acted as spokesmen for some of the Goodyear company's less traditional ventures, such as manufacturing zeppelins and providing landing tires for planes attempting round-the-world flights. Promotions of this sort appear to have ebbed around the time that they moved into the extant building in 1935, although their conventional advertisements remained a fixture in local newspapers for decades to come. Kahn died in 1953; Keville followed in 1975.

In spite of their involvement in civic affairs and their media presence, neither Kahn nor Keville are found to be important to our local, regional, or national past such that the subject property with which they are associated could be found to be significant under Criterion 2. The news items mentioned above are relatively insignificant and in any event are restricted to a fairly brief period in the 1920s and early 30s. Their single greatest contribution to the public realm appears to have been their sustained ownership and operation of their tire shop; the significance of the longevity of that stewardship is assessed separately under Criterion 1. Similarly, original owner Mrs. F.H. Rolandi has not been found to be important to our past.

Therefore the subject is not eligible for inclusion in the California Register under Criterion 2, either individually or as a contributor to an eligible historic district.

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.

The Van Ness Auto Row Support Structures Survey provides the following assessment of the subject property under Criterion 3:

Under Criterion 3, 500 Turk is most important for its plan. It represents a departure from the plan of automobile repair shops of the 1900s-1920s. These earlier auto repair shops conformed to the plan of other light industrial building [sic] of those decades, typically filling the entirety of

their rectangular lots and requiring customers to drive their autos into the building for servicing. The building at 500 Turk Street, by contrast, fills only a portion of its lot, leaving considerable outdoors space for maneuvering of automobiles and parking. The building itself is divided into wings, one of which was devoted to product sales and the other of which holds vehicle bays for servicing. Offices, it appears, were located at the junction of these two wings. In the design of this building, then, the architect and his client jettisoned the traditional model of an urban industrial building and chose instead to take into account the special needs of an auto servicing business, i.e. one that required outdoor maneuvering space and indoors service bays that were separated from auto sales. The Art Deco detailing on this building, though minimalist, gives the building sufficient flair to distinguish it from a purely functional building of this type.

Architect Henry A. Minton and structural engineer L. H. Nishkian are prominent figures who made significant contributions to the built environment of San Francisco and the surrounding area. Both men initially benefitted from the high demand for new building that San Francisco experienced in the aftermath of the 1906 earthquake and fires; their careers subsequently flourished. Minton's portfolio includes numerous residences as well as docks and buildings for the auxiliary water-supply system. He is best known for his work for the Bank of Italy and the Roman Catholic Church. Nishkian, at the beginning of his career, worked on public works projects for the City for several years, ultimately attaining the title of Consulting Structural Engineer for the City of San Francisco Building Department. Subsequently he entered private practice where he designed a number of buildings in the Van Ness Auto Row area. In the course of his extremely prolific career—he is described in the Van Ness Auto Row Survey as “one of San Francisco’s two most prominent structural engineers during the 1920s-1940s”—Nishkian worked on such high-profile projects as the San Francisco Bay Bridge and the Golden Gate Bridge.

Staff finds that 500 Turk Street is eligible for individual inclusion in the California Register under Criterion 3 for its innovative design that made a decisive break from the form that urban industrial buildings had previously taken, and instead responded thoughtfully to the specific needs of the business it was meant to house. Staff does not find the building to be significant under Criterion 3 as the work of master architects/engineers: Although both Minton and Nishkian are distinguished within their fields, they are better known for other buildings that clearly convey their contributions to the built environment. Finally, staff does not find the building contributes to a potential eligible historic district under Criterion 3 because, as has previously been stated, the variety of building types and styles that constitute the subject building's immediate context lack the cohesion necessary for the identification of a district.

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 likely 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 or lacks integrity from the period of significance noted in Step A:

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

500 Turk Street retains a good degree of integrity. Although it has undergone a number of alterations since it was originally constructed—infill of select storefronts, removal of gas pumps, change of signage, loss of some dentilated ornament, addition of roll-down gates—few of these alterations have had an impact on the building's character-defining features. Overall, 500 Turk Street conveys its significance as an Art Deco-style automobile service building with a distinctive, innovative plan that facilitates vehicular movement.

Step C: Character Defining Features

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

The character-defining features of the subject property include the following:

- Plan shape; two perpendicular wings that meet at the northwest corner
- Open vehicle maneuvering area at the southeast corner
- Height; one-story wings, with a second story at the northwest juncture
- Storefront infill on the street facades and east façade of the south wing; vehicular bays on the south façade of the east wing
- Art Deco styling, including faceted piers and vertical hash marks in the fascia
- Steel sash windows
- Signage, including two diamond-shaped Goodyear signs mounted on the roof, and one marquee sign at the corner featuring rotating content

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: _____
Tina Tam, Senior Preservation Planner

Date: _____

PART II: PROJECT EVALUATION

Proposed Project

☒ Demolition

☒ Alteration

Per Drawings Dated: _____7-11-2016_____

Project Description

The proposal is to demolish the subject building and construct a new, eight-story building. No existing building features will be retained. The proposed new building will be built out to the property lines on the Turk and Larkin Street elevations; there will be an open yard at the enclosed, northwest corner of the site.

Project Evaluation

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

Subject Property/Historic Resource:

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

☒ The project will cause a significant adverse impact to the historic resource as proposed.

California Register-eligible Historic District or Context:

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

☐ The project will cause a significant adverse impact to a California Register-eligible historic district or context as proposed.

The proposed project at 500 Turk Street will have a significant adverse impact on the individually eligible historic resource at 500 Turk Street. The proposed project will result in the complete demolition of the historic resource.

In order to not have a significant adverse impact on the individual building and the surrounding properties, the proposed work should:

1. Retain the character-defining plan and height of the existing building;
2. Retain the open vehicle maneuvering area at the corner;
3. Retain the storefronts and vehicular bays where they currently exist;
4. Retain the faceted pilasters and vertical hash marks that constitute the Art Deco-styling;
5. Retain the steel sash windows where they currently exist;
6. Retain the three signs identified as character-defining.

PART II: SENIOR PRESERVATION PLANNER REVIEW

Signature: _____

Tina Tam, *Senior Preservation Planner*

Date: _____

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



July 26, 2017

Jorgen Cleeman
SF Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

RE: Architectural Review Committee – 500 Turk

Dear Mr. Cleemann:

As requested, Tenderloin Neighborhood Development Corporation ("TNDC") has provided a narrative summary of the proposed project and preservation alternatives at 500 Turk Street for the Architectural Review Committee.

Proposed Project

The proposed project would replace the existing building on the underutilized project site at 500 Turk Street with a 100% affordable housing development with 108 dwelling units, ground floor neighborhood-serving retail uses, and common residential amenity spaces (the "Project").

The Project has been designed to provide the maximum number of dwelling units, taking into consideration the applicable height limit, dwelling unit density controls and other Planning Code requirements, and the range of dwelling unit sizes requested by the Mayor's Office of Housing and Community Development. The Project has also been designed to create attractive and active building frontages along Turk and Larkin Streets, which would better define those streets and embrace the public realm as compared to existing conditions, consistent with the City's Fundamental Principles of Neighborhood Environment and Residential Design Guidelines. The Project would also provide outdoor common usable open space for residents on the northwest corner of the Project site to maximum privacy and sunlight exposure.

Partial Preservation Alternative

As explained in more detail in the Historic Resource Evaluation Part 2 – Alternatives Analysis, the Partial Preservation Alternative would retain portions of the existing building in such a way that the character-defining "L-shaped" building plan would be preserved, although it would include five- to six-story additions over the northwest corner and a portion of the east-west wing. Dwelling units would also be provided on the second story of the existing building, which, along with improvements for the ground floor retail and common residential amenity spaces, would require a gut-rehab of the existing building.

TENDERLOIN
NEIGHBORHOOD
DEVELOPMENT
CORPORATION

201 EDDY ST
SAN FRANCISCO
CA 94102

PH: 415.776.2151
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INFO@TNDC.ORG
WWW.TNDC.ORG



The Partial Preservation Alternative would result in approximately 42 dwelling units (66 fewer units than under the Project), blank property line walls facing north and west due to required single-loaded residential corridors, open space for residents along Turk and Larkin Streets that would be fenced off from public access, and larger retail spaces set back and separated from Turk and Larkin Streets by the fenced area.

Full Preservation Alternative

As explained in more detail in the Historic Resource Evaluation Part 2 – Alternatives Analysis, the Full Preservation Alternative would retain the existing building, including its character-defining "L-shaped" building plan and one- to two-story building height, although it would include a partial one-story addition to the existing one-story portion of the south wing to accommodate additional dwelling units. Dwelling units would also be provided on the second story of the existing building, which, along with improvements for the ground floor retail and common residential amenity spaces, would require a gut-rehab of the existing building. The remainder of the dwelling units would be provided in a residential tower abutting the north façade of the existing building.

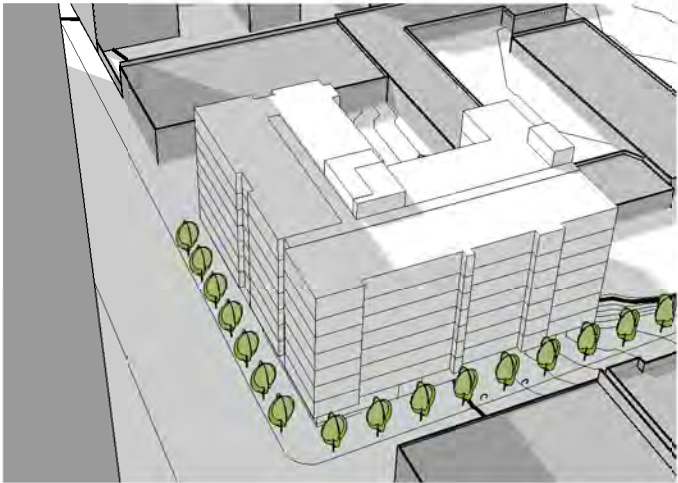
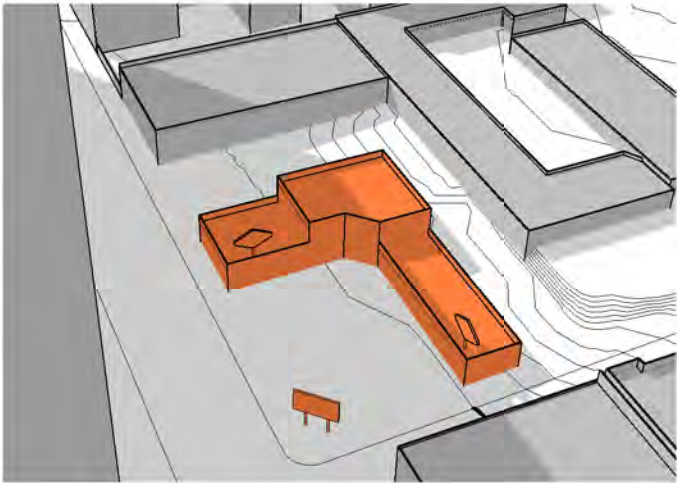
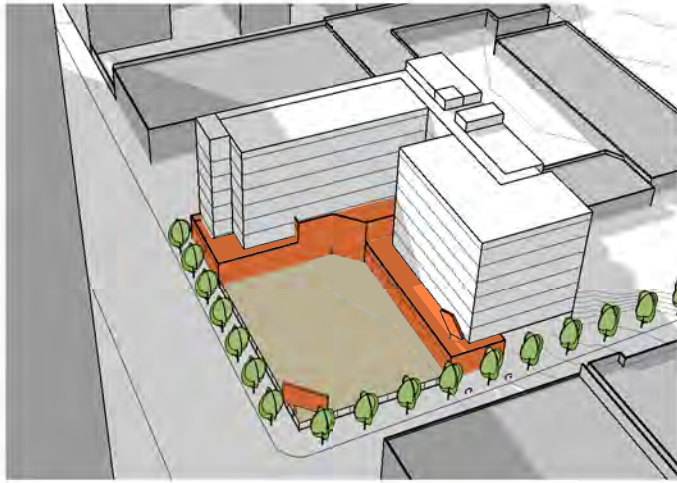
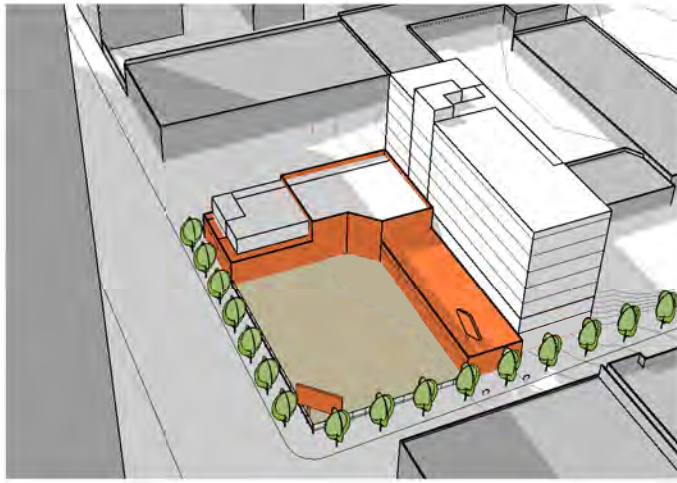
The Full Preservation Alternative would result in approximately 31 dwelling units (77 fewer units than under the Project), blank property line walls facing north and west due to required single-loaded residential corridors, open space for residents along Turk and Larkin Streets that would be fenced off from public access, and larger retail spaces set back and separated from Turk and Larkin Streets by the fenced area.

PROJECT OBJECTIVES

500 Turk

May 19, 2017

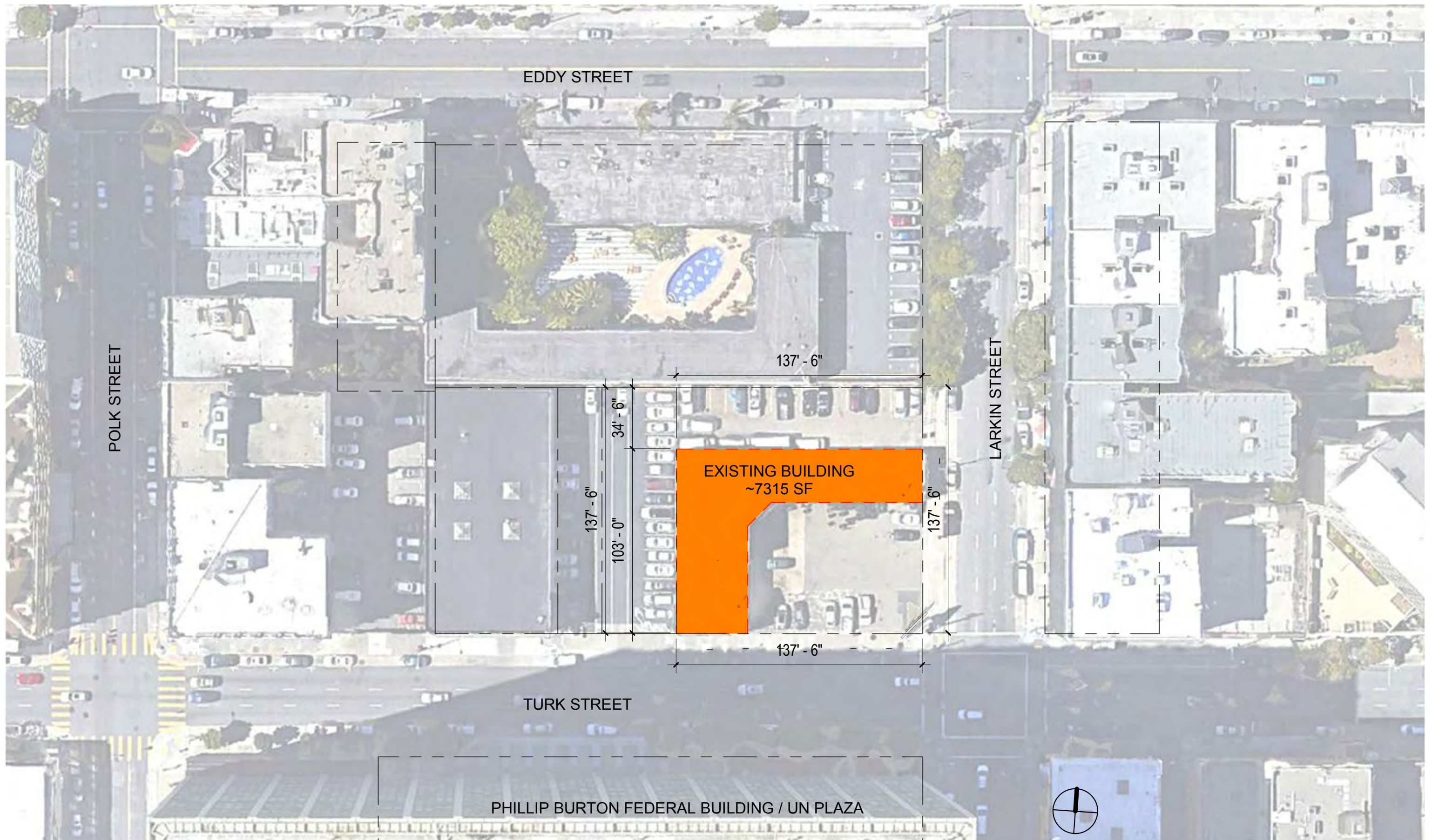
1. To replace the existing building on the underutilized project site with a 100% affordable housing development with ground floor retail uses, common open space and common residential amenity spaces.
2. To construct a high-quality project that includes a sufficient number of residential units and commercial space to make the development economically feasible for the project sponsor, its lenders, and its investors.
3. To maximize the number of affordable residential units on the project site to (a) respond to the current shortage of affordable housing, consistent with the City Affordable Housing Goals Policy Declaration (Proposition K), (b) contribute to meeting the objectives of the City General Plan Housing Element, and (c) contribute to ABAG's Regional Housing Needs Allocation for the City.
4. To provide a range of dwelling unit sizes, including family-sized units, as requested by the Mayor's Office of Housing and Community Development, pursuant to the mandate to prioritize vulnerable populations, including working families, through use of Affordable Housing Bond (Proposition A) monies.
5. To create attractive and active building frontages along Turk and Larkin Streets, which would better define those streets and embrace the public realm as compared to existing conditions, consistent with City plans and policies, including but not limited to the Urban Design Element's Fundamental Principles of Neighborhood Environment and the Residential Design Guidelines .
6. To provide ample and conveniently located open space that enhances the quality of life for residents through the provision of outdoor common open space on the ground floor level.
7. To create a mixed-use project consistent with the land use controls in the Residential-Commercial, High Density zoning (RC-4) zoning district and the dwelling unit density controls in the North of Market Residential Special Use District.
8. To create a transit-oriented development that utilizes environmentally-conscious construction materials and methods.

	Proposed Project (A)	No Project	Partial Preservation (B)	Full Preservation (C)
				
Description	Demolish existing building and construct a new, 8-story residential building with ground-floor retail space, common residential amenity spaces and an on-grade planted courtyard, garden and play space located on the northwest corner where it has the most access to direct sun	No changes. Existing building and surface parking lot at corner of Turk and Larkin Streets would remain.	Retain portions of the existing building and construct new 7-story residential building with set backs from existing facades facing Turk and Larkin Streets. Gut-rehab of existing building includes converting use of second story to 2 residential units and replacing garage doors with storefront at ground-floor retail and common space*	Construct a new 7-story residential building behind existing building with a second story extension on the south wing (including setbacks). Gut-rehab of existing building includes converting use of second story to 2 residential units and replacing garage doors with storefront at ground-floor retail and common space.*
Height	79	30	72	72
Number of Stories**	8	2	7	7
Number of Residential Units	108	0	56	32
Square Foot by Use				
Residential	81,869 SF	0 SF	34,020 SF	26,355 SF
Res. Support & Common	3,564 SF	0 SF	3,500 SF	3,500 SF
Commercial/Retail	2,597 SF	9430 SF	2,850 SF	4,079 SF
TOTAL SF	105,802 SF	9430 SF	63,980 SF	44,300 SF
Open Space				
On-grade open space	5,240 SF	0 SF	6,230 SF	6,230 SF

NOTES:

* Plan assumes available openings, such as garage doors, which collectively exceed 25% of external wall surfaces facing public streets, can be changed to storefront without being considered "demolition" under Planning Code SEC 1005. Square footage estimates assume that marketable ground-floor retail spaces would be feasible notwithstanding 75% interior demolition limitations.

** All proposed options assume building height is determined from the mid-point of Larkin Street per code. Partial and Full Preservation Alternatives assume the reuse of the existing structure and levels with taller ground floor elevation that limits the quantity of floors/stories allowable per code.



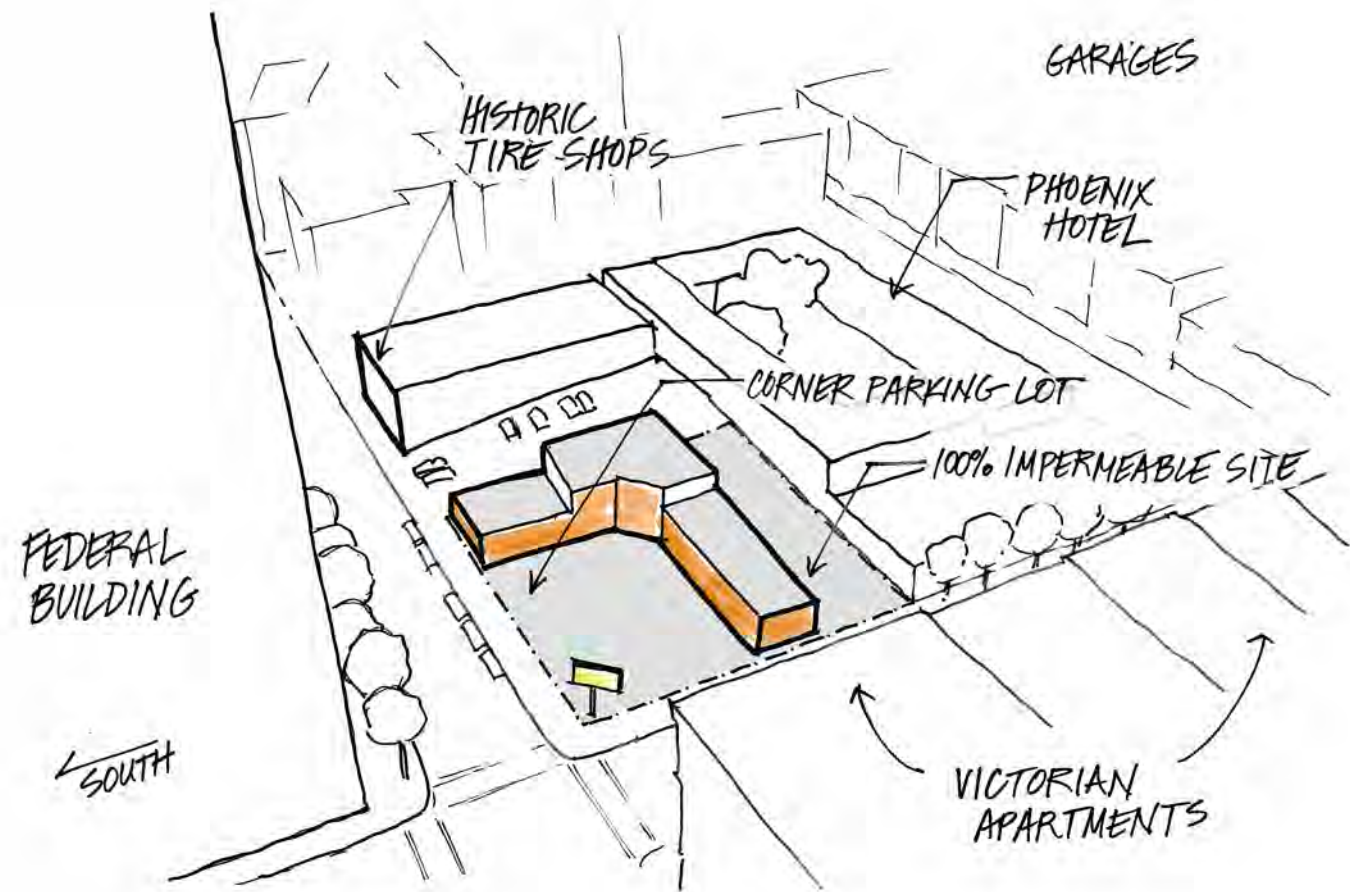
TNDC

500 Turk

SITE MAP & EXISTING CONDITIONS

21615
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date: 2017-08-02

G01



500 Turk

EXISTING CONDITIONS

21615
scale:
date: 2017-08-02

G02



VIEW FROM TURK BETWEEN POLK AND LARKIN



TNDC

500 Turk

EXISTING CONDITIONS

21615
scale:
date: 2017-08-02

G03



VIEW FROM SOUTH EAST ALONG TURK



500 Turk

SITE PLAN - PROPOSED

21615
scale: 1" = 40'-0"
date: 2017-08-02

A00



TNDC

500 Turk

GROUND FLOOR PLAN - PROPOSED

21615
scale: 1" = 30'-0"
date: 2017-08-02

A10



500 Turk

TYPICAL UPPER FLOOR PLAN - PROPOSED

21615
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date: 2017-08-02

A11

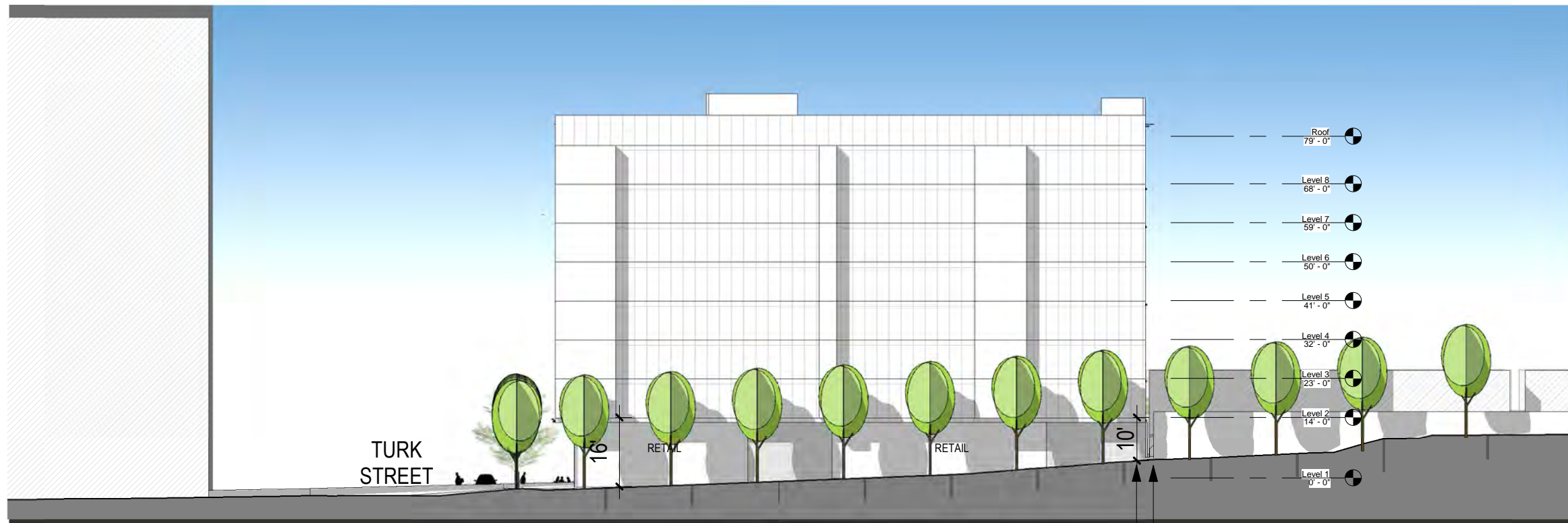


① SOUTH ELEVATION
1" = 30'-0"

(e) 1-STORY HISTORIC
BUILDING (+/- 30 FT)

(n) STREET TREES

(e) MULTISTORY
BUILDING (+/- 65 FT)



② EAST ELEVATION
1" = 30'-0"

(e) MULTISTORY
BUILDING (+/- 250 FT)
(FEDERAL BUILDING)

EXIT

(e) 1-STORY
BUILDING (+/- 15 FT)
(PHOENIX HOTEL)

(e) RETAINING WALL



TNDC

500 Turk

BUILDING STREET ELEVATIONS - PROPOSED

21615
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A20



500 Turk

AXONOMETRIC - PROPOSED

21615
scale:
date: 2017-08-02

A30



VIEW FROM TURK BETWEEN POLK AND LARKIN



500 Turk

MASSING RENDERINGS - PROPOSED

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date: 2017-08-02

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VIEW FROM SOUTH EAST ALONG TURK

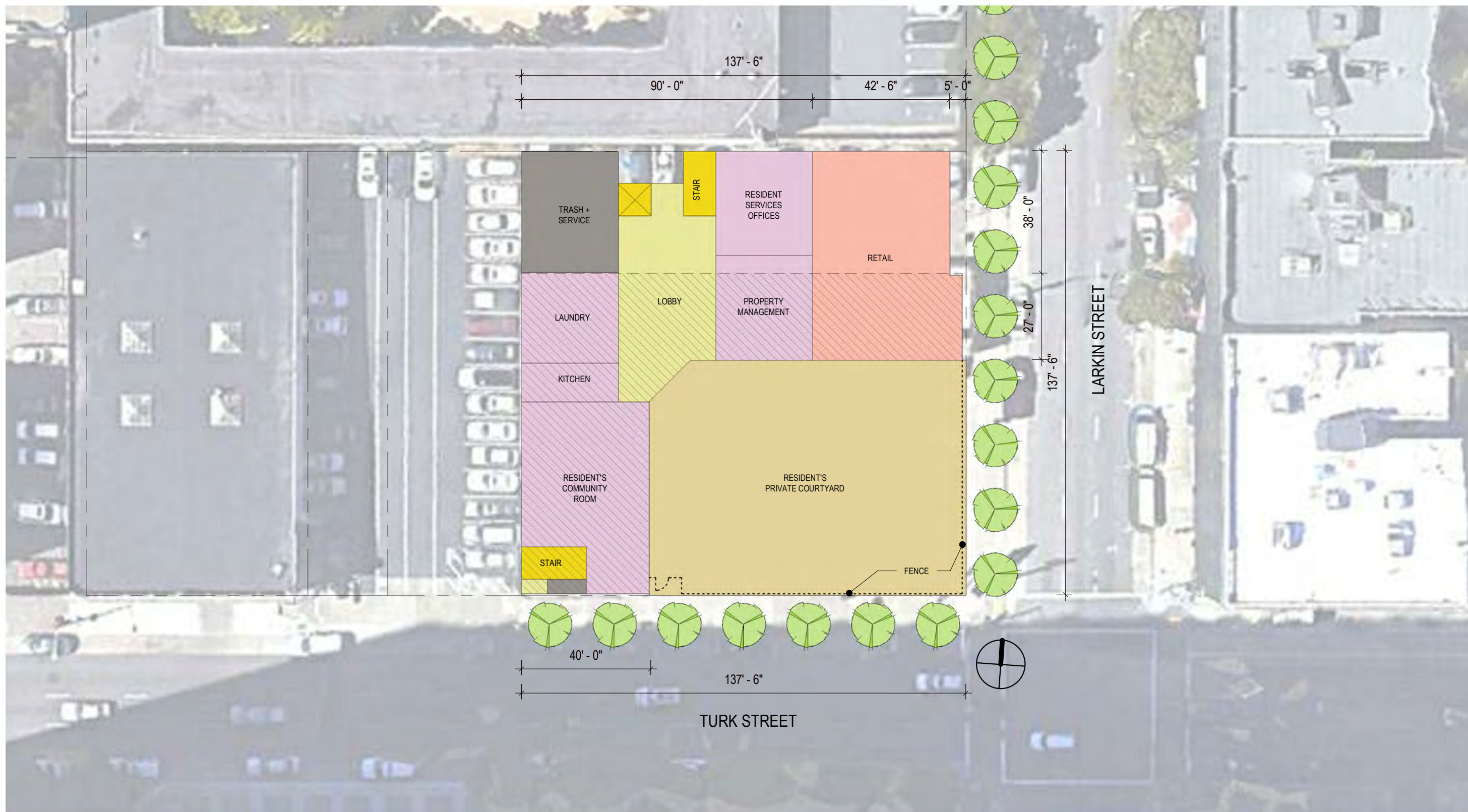


500 Turk

SITE PLAN - PARTIAL PRESERVATION

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B00

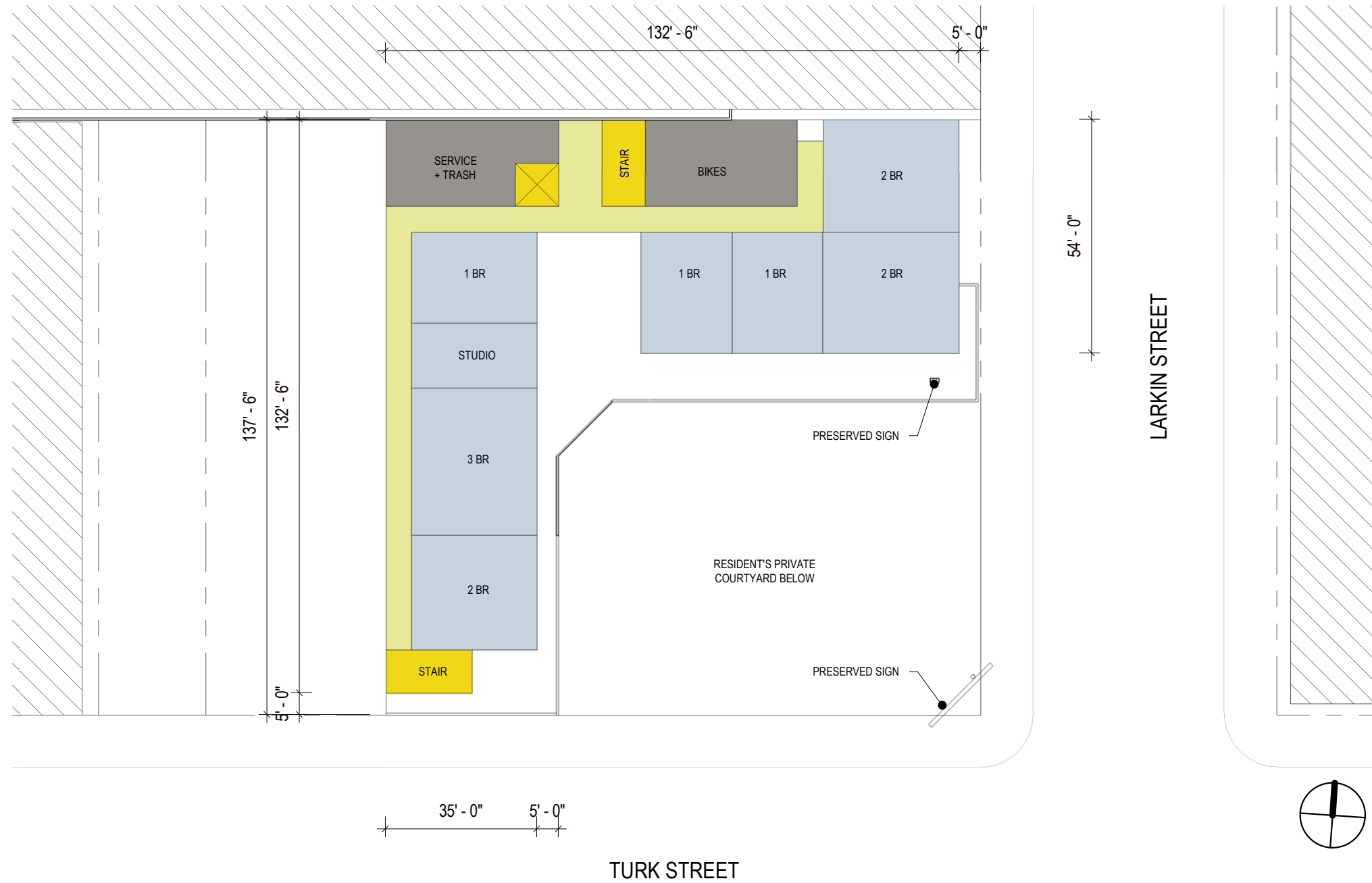


500 Turk

GROUND FLOOR PLAN - PARTIAL PRESERVATION

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B10



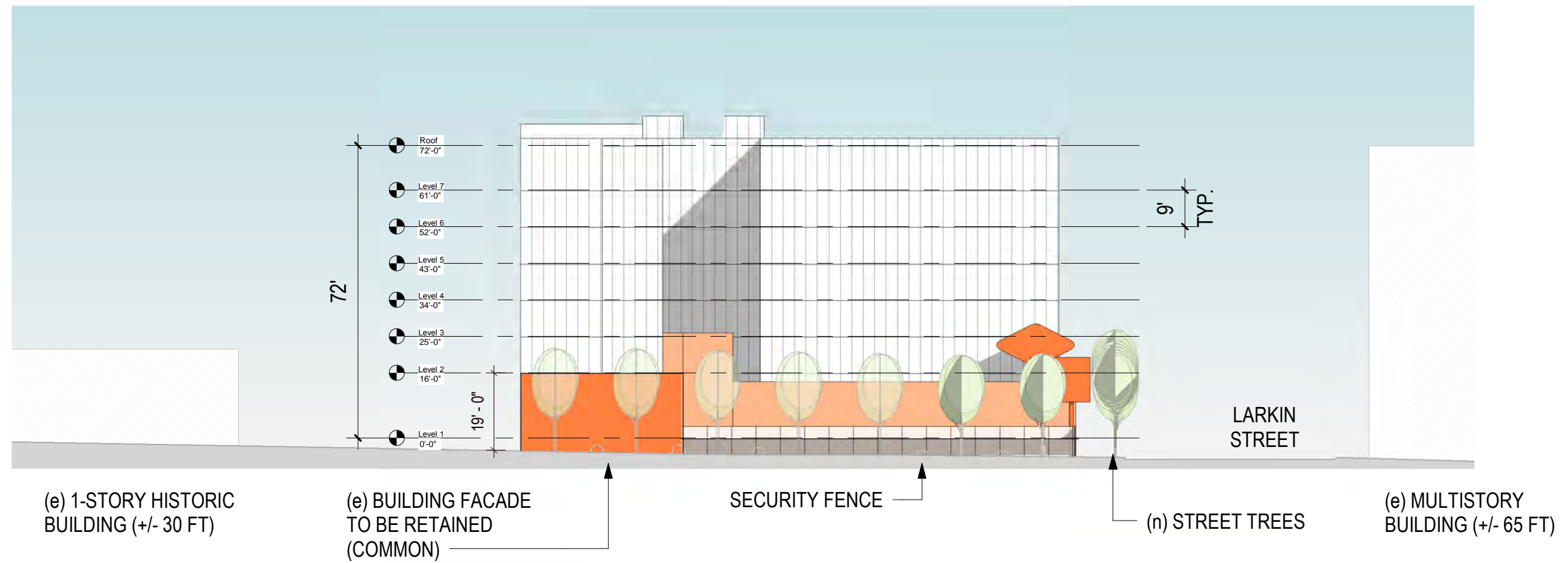
500 Turk

TYPICAL UPPER FLOOR PLAN - PARTIAL PRESERVATION

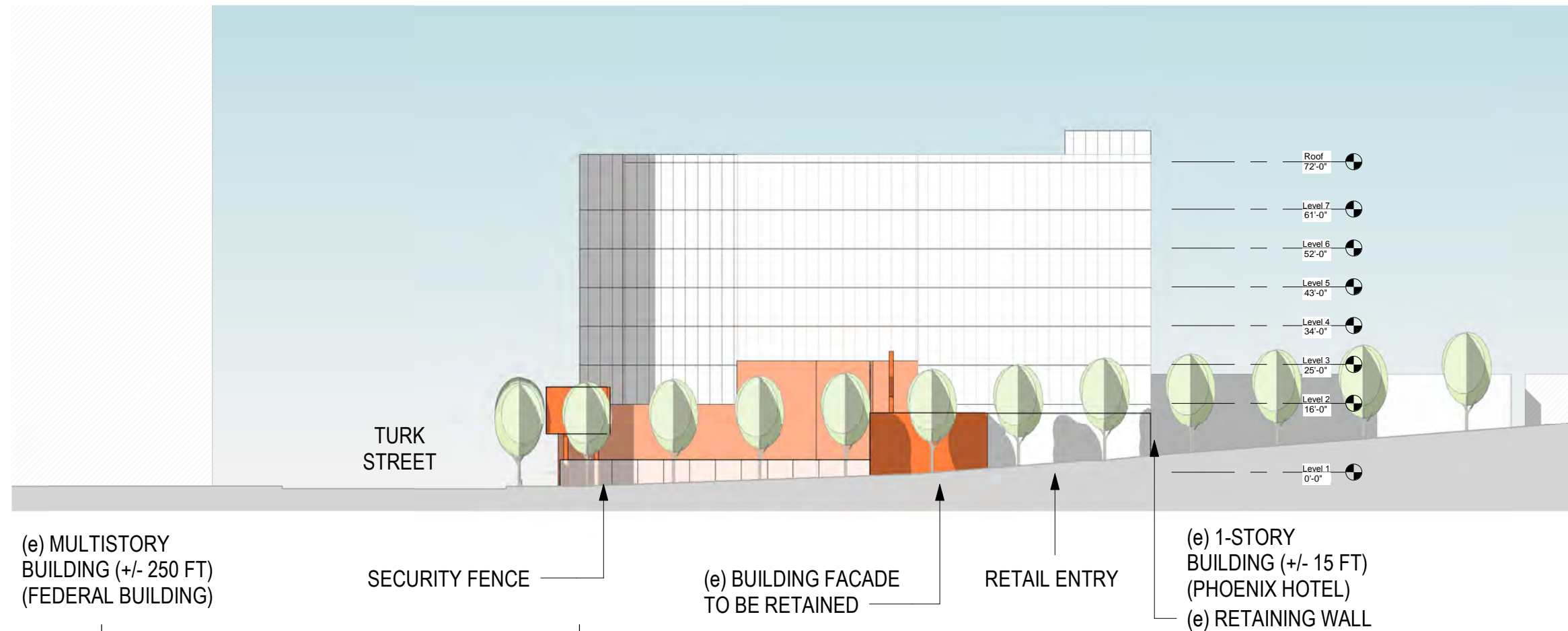
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① SOUTH ELEVATION
1" = 30'-0"



② EAST ELEVATION
1" = 30'-0"



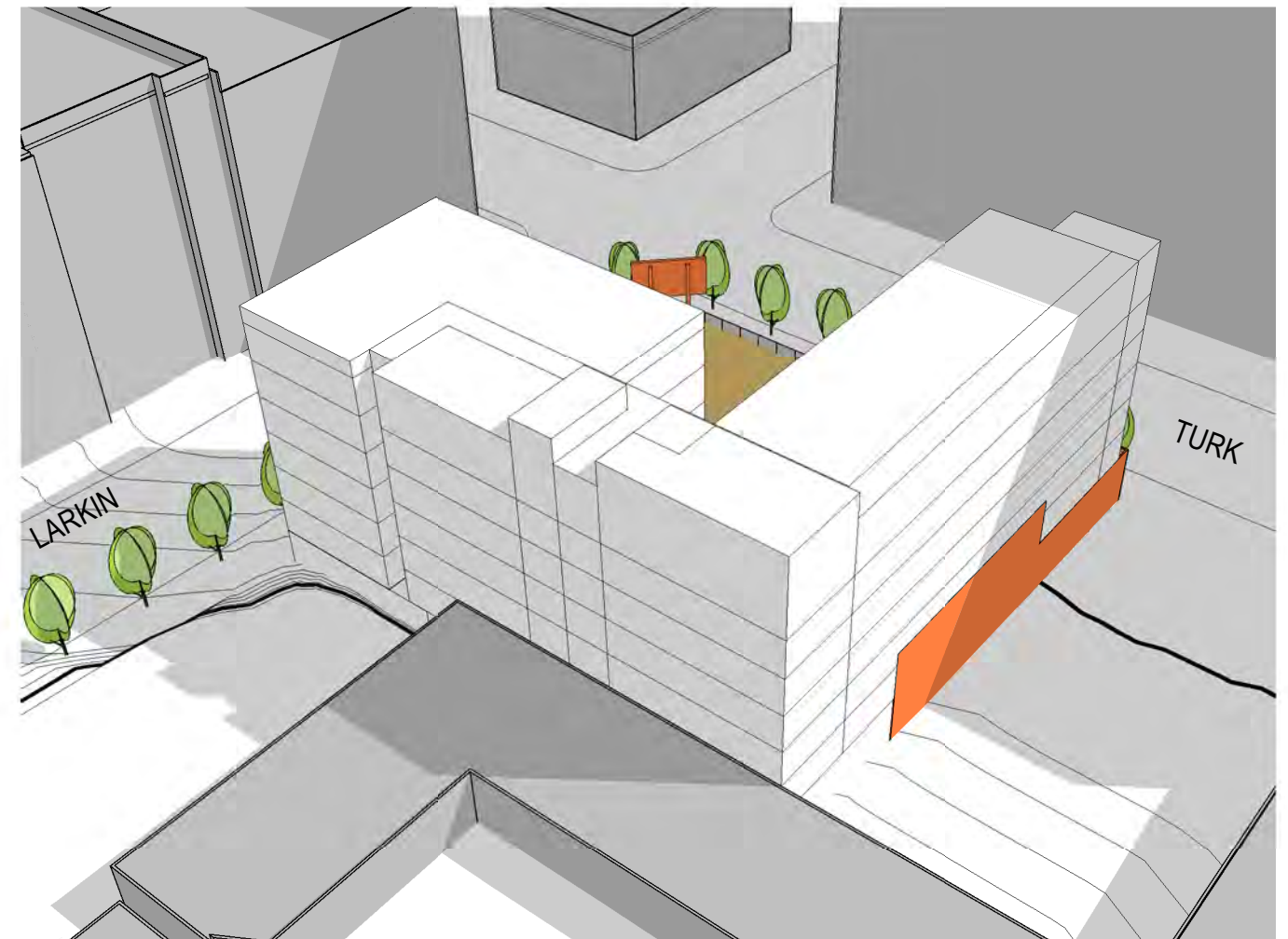
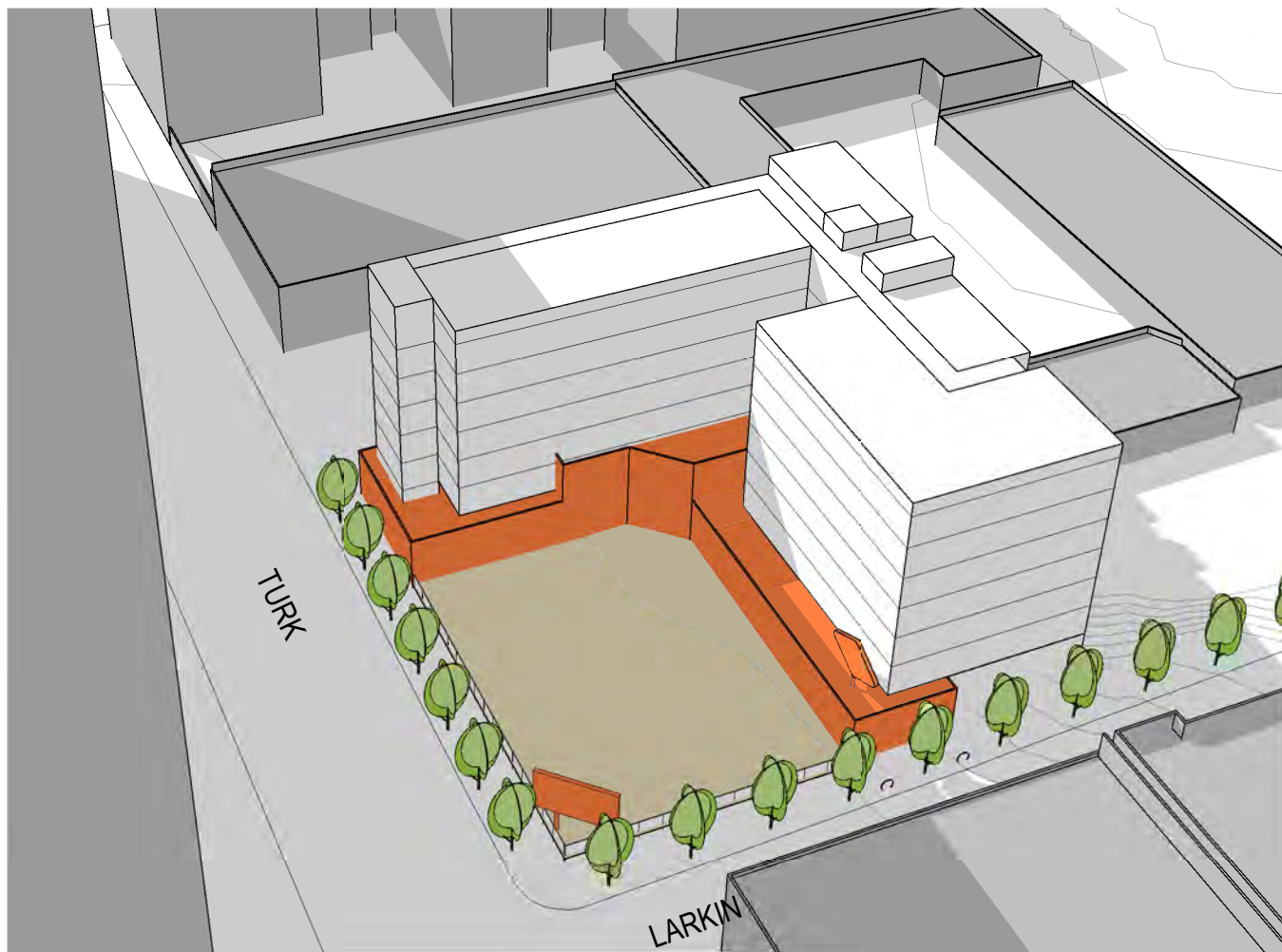
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500 Turk

BUILDING STREET ELEVATIONS - PARTIAL PRESERVATION

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500 Turk

AXONOMETRIC - PARTIAL PRESERVATION

21615
scale:
date: 2017-08-02

B30



VIEW FROM TURK BETWEEN POLK AND LARKIN



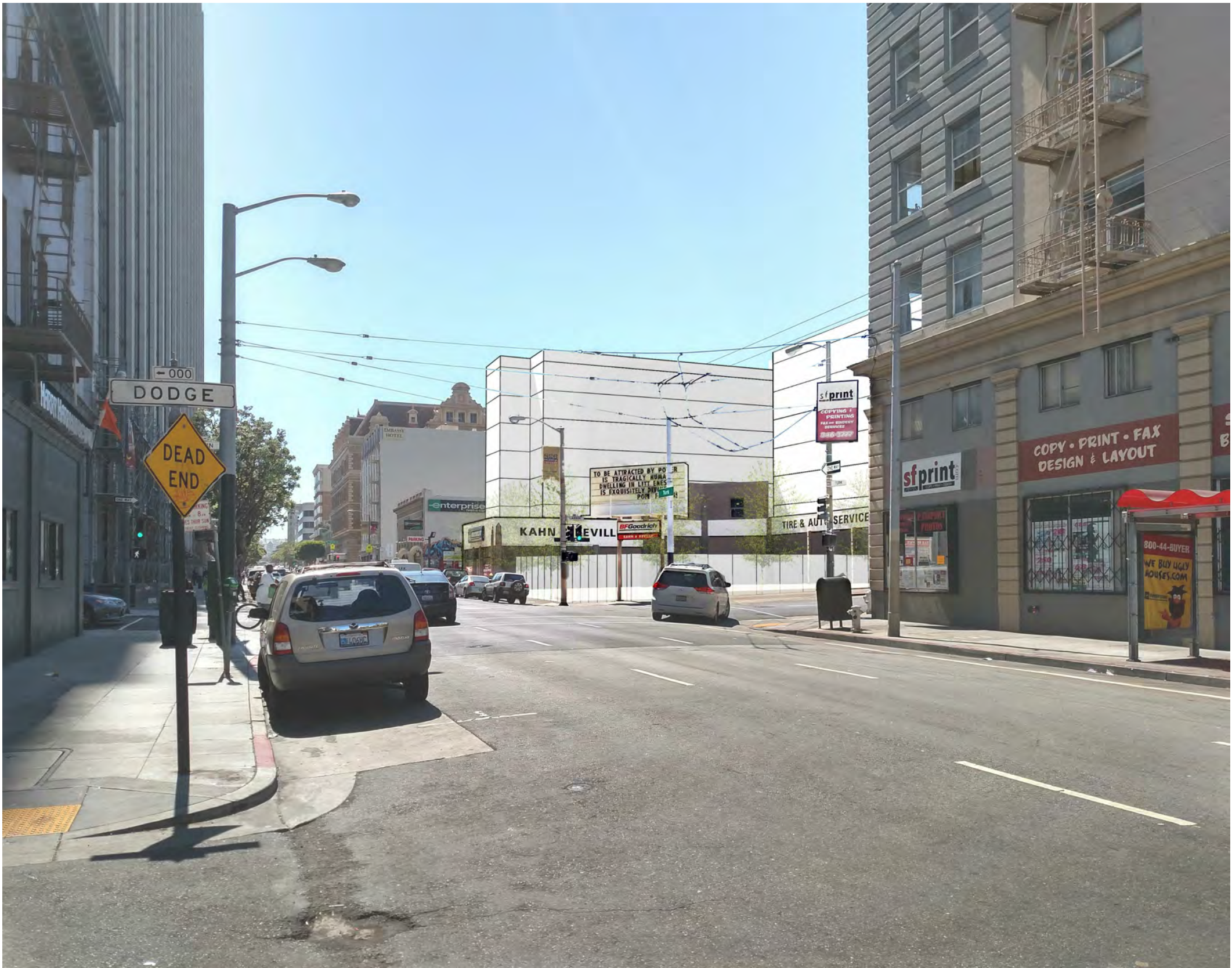
TNDC

500 Turk

MASSING RENDERINGS - PARTIAL PRESERVATION

21615
scale:
date: 2017-08-02

B40



VIEW FROM SOUTH EAST ALONG TURK



500 Turk

SITE PLAN - FULL PRESERVATION

21615
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date: 2017-08-02

C00



500 Turk

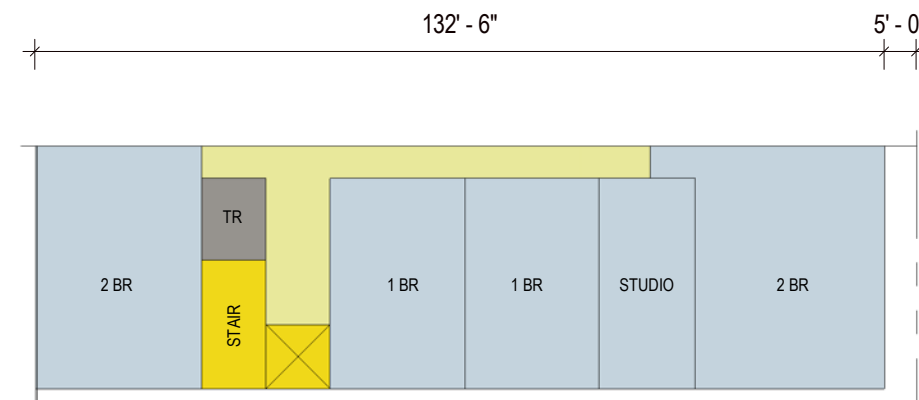
GROUND FLOOR PLAN - FULL PRESERVATION

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C10



LEVEL 2



LEVELS 3-7



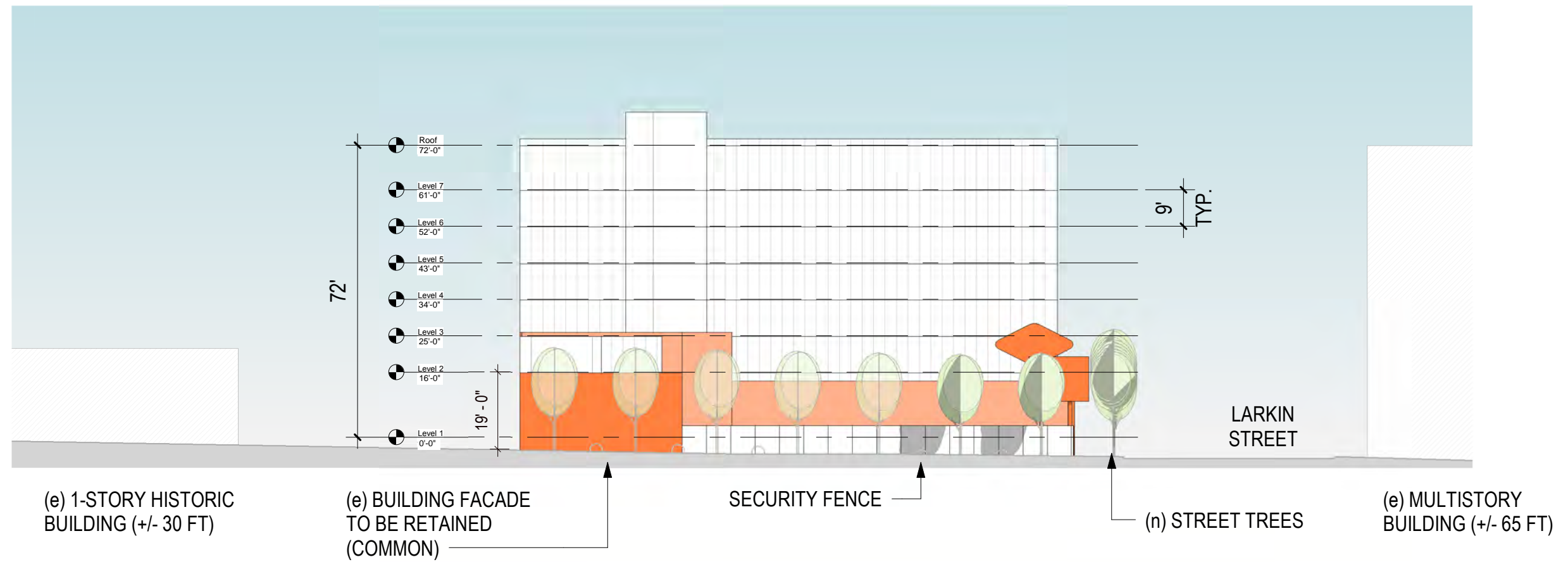
500 Turk

TYPICAL UPPER FLOOR PLAN - FULL PRESERVATION

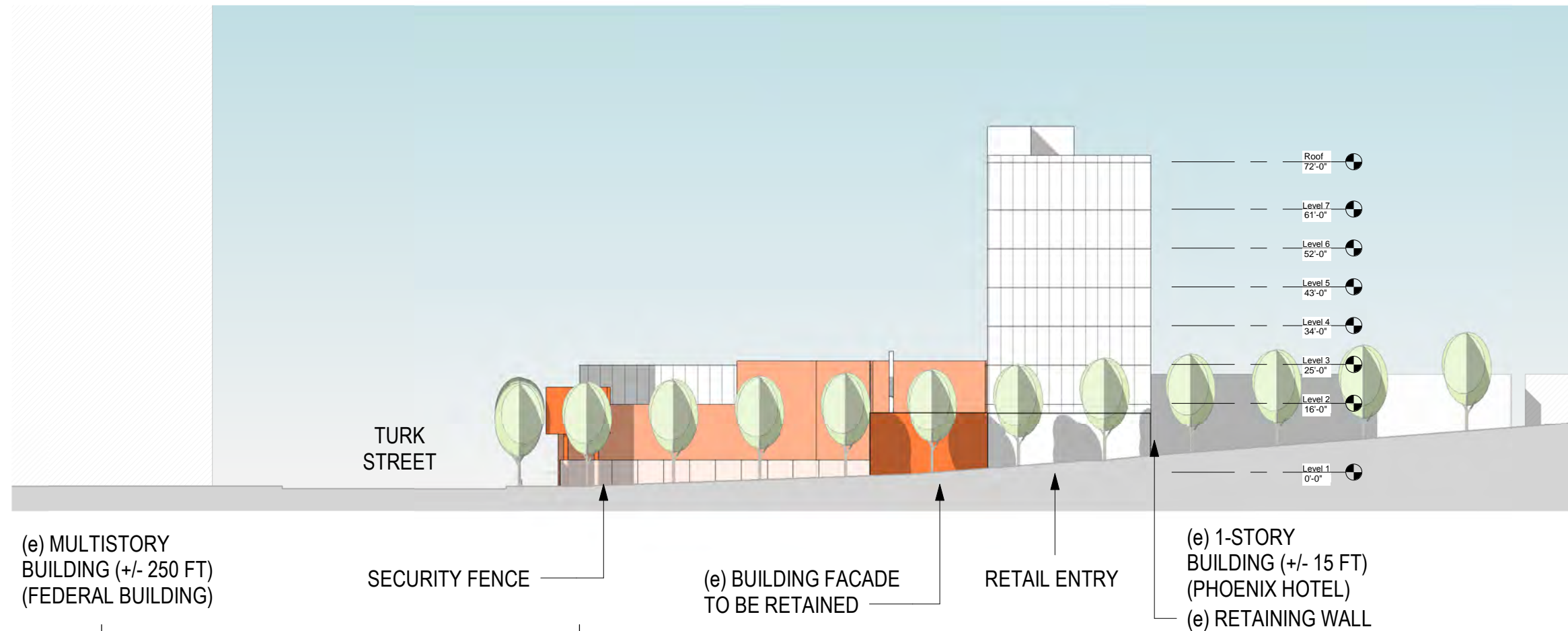
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① SOUTH ELEVATION
1" = 30'-0"



② EAST ELEVATION
1" = 30'-0"



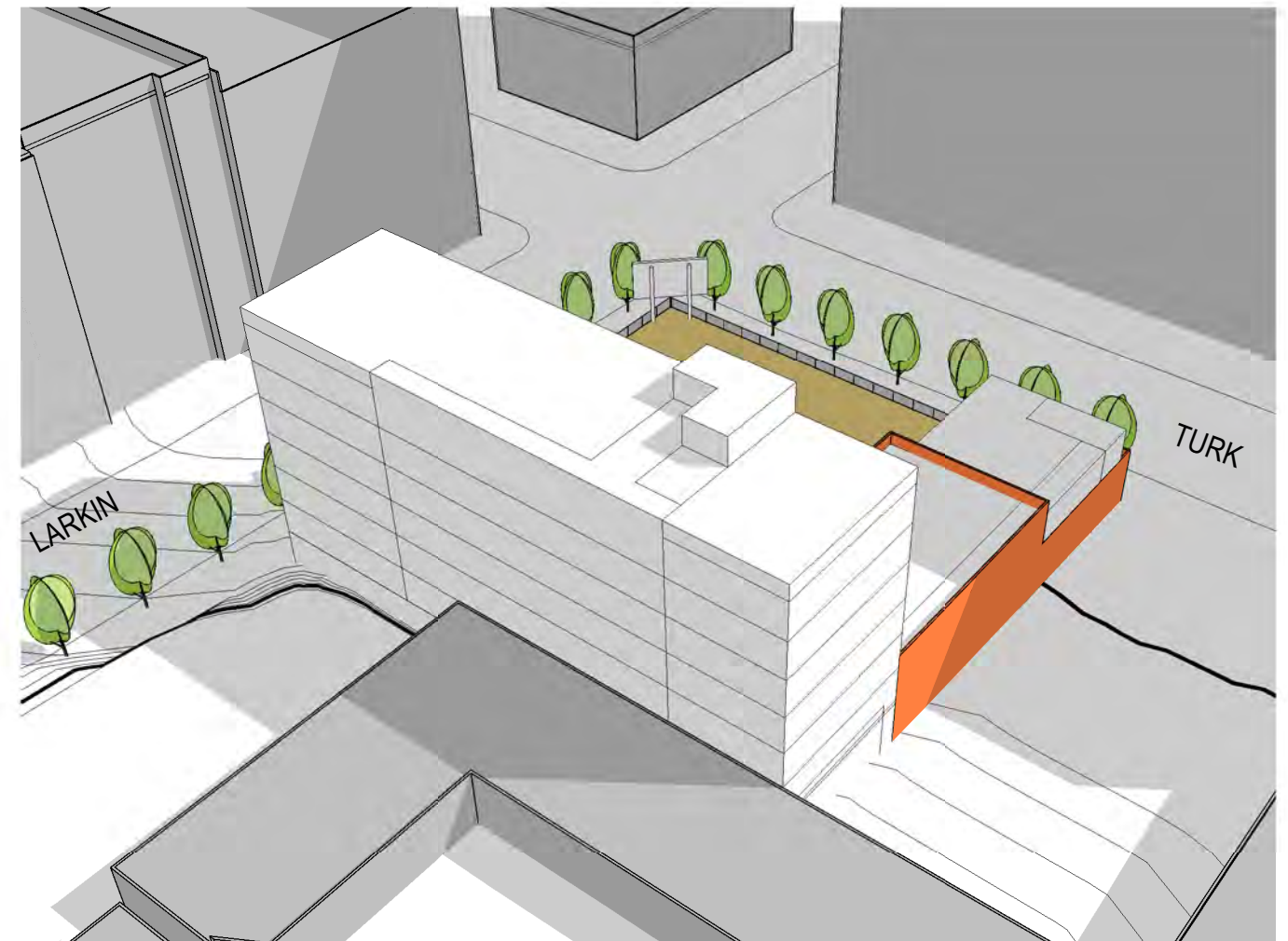
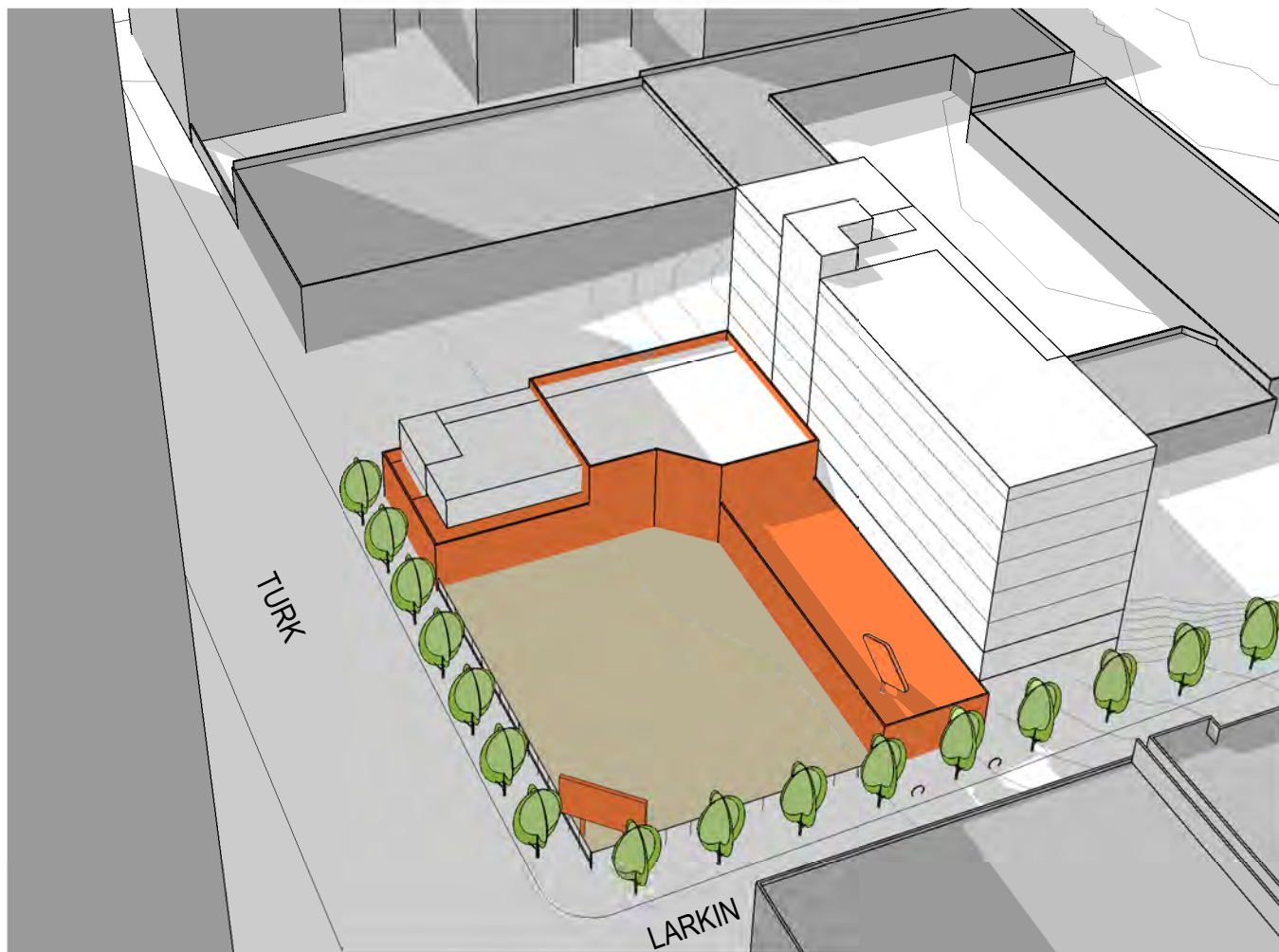
TNDC

500 Turk

BUILDING STREET ELEVATIONS - FULL PRESERVATION

21615
scale: 1" = 30'-0"
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C20



TNDC

500 Turk

AXONOMETRIC - FULL PRESERVATION

21615
scale:
date: 2017-08-02

C30



VIEW FROM TURK BETWEEN POLK AND LARKIN



TNDC

500 Turk

MASSING RENDERINGS - FULL PRESERVATION

21615
scale:
date: 2017-08-02

C40



VIEW FROM SOUTH EAST ALONG TURK