SAN FRANCISCO
PLANNING DEPARTMENT

MEMO

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

Reception:
415.558.6378

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415.558.6377

DATE:	**November 10, 2010**
HEARING DATE:	**November 17, 2010**
TO:	**Historic Preservation Commission**
FROM:	**Jeremy Battis, Environmental Planner**
REVIEWED BY:	**Tina Tam, Senior Preservation Planner**
RE:	**Request for Review and Comment per Eastern Neighborhoods Interim Permit Review Procedures for Historic Resources** **Case No. 2004.0891E** **899 Valencia Street (Block 3596/Lot 113)**

PROPERTY DESCRIPTION

899 Valencia Street is located at the northeast corner of the intersection of Valencia and 20th Streets, within Assessor's Block 3596; Lot 113, within the Valencia Neighborhood Commercial Transit (NCT) Zoning District and a 55-X Height and Bulk District. The 10,925-square foot project site is also within the Mission Alcoholic Beverage Control Special Use District and the Mission Plan Area. The subject property consists of a surface parking lot, formerly in use as an automotive service station, and contains a one-story, approximately 1,800-square foot service station building, constructed in 1970.

PROJECT DESCRIPTION

The proposed project involves the demolition of the existing service station building and surface parking lot and construction of a new approximately 50,000-square foot, 52-1/3-foot-tall, five-story residential building containing 18 dwelling units and 7,100 square feet of ground-floor retail space. The proposed building would have a below-grade 18-car parking garage accessible from 20th Street.

INTERIM PERMIT REVIEW PROCEDURES

The proposed project is subject to the Eastern Neighborhoods Area Plan Interim Permit Review Procedures for Historic Resources in effect until such time as the Historic Preservation Commission adopts the forthcoming Historic Resources Survey. All proposed new construction that would result in an increased building envelope with a height exceeding 55 feet, or an increased building envelope with a height 10 feet greater than an adjacent building constructed prior to 1963, shall be forwarded to the Historic Preservation Commission for review and comment during a regularly scheduled hearing with any comments to be forwarded to the Planning Department for incorporation into the project's final environmental evaluation document. The proposed project requires a public hearing because its proposed height would exceed by more than 10 feet the height of adjacent properties at 877 Valencia Street and 3578 20th Street, both of which were constructed prior to 1963.

SURVEY

The subject property is located in the Inner Mission North Cultural Resource Survey in which the context statement, along with evaluations of individual buildings in Areas 1 and 2 (Dolores Street to

the west, Folsom Street to the east, Duboce Avenue to the north and 18th Street to the south) were endorsed by both the Landmarks Resources Advisory Board and Planning Commission in 2006.

While 899 Valencia Street was not individually evaluated (the property is located in Area 3 - only properties in Areas 1 and 2 were evaluated), the subject property does not appear to be eligible for listing under the California or National Registers as an individual historic resource. However the findings of the Inner Mission North Cultural Resource Survey concluded that the subject property is located in an area identified as two potential historic districts – the Mission Reconstruction Historic District and the Inner Mission Commercial Corridor Historic District (see attachments). The adjacent properties to the east on 20th Street, to the north on Valencia Street, as well as across Valencia Street to the west and 20th Street to the south are all either known or potential historic resources. The area across 20th Street to the south is the City-designated Liberty-Hill Historic District and is considered to be "one of the earliest residential 'suburbs' to be developed in San Francisco while the adjacent properties immediately to the east and north are potential historic resources requiring further intensive research and evaluation.

ENVIRONMENTAL REVIEW STATUS

The Planning Department is in the process of reviewing the Environmental Evaluation application for the proposed project and is preparing an Initial Study checklist.

ACTION

The Department is requesting comment by the Historic Preservation Commission pursuant to the Eastern Neighborhoods Interim Permit Review Procedures, which are intended as a precautionary measure against the loss of potential historic resources in the interim period between Plan adoption and Survey completion. Specifically, the Department seeks comments on the following aspects of the proposed project:

- Does the HPC agree with the Department's preliminary finding that 899 Valencia Street is not a potential historic resource?

- Is the proposed project compatible and appropriate in terms of size, massing, scale, fenestration pattern, and material with the adjacent and surrounding historic buildings?

ATTACHMENTS

Draft Commission Motion
Sanborn Map
Parcel Map
Street View Photographs
Aerial Photographs
Project Environmental Evaluation Application
Inner Mission Reconstruction District Record
Inner Mission Commercial Corridor District Record
Project Sponsor-prepared Plans and Photographs

SAN FRANCISCO
PLANNING DEPARTMENT

HISTORIC PRESERVATION COMMISSION
Motion XXXXX

HEARING DATE: November 17, 2010

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Date:	November 10, 2010
Case No.:	**2004.0891E**
Project Address:	**899 Valencia Street**
Zoning:	Valencia Street (Neighborhood Commercial Transit) District 55-X Height and Bulk District
Block/Lot:	Block 3596, Lot 113
Lot Size:	10,925 square feet
Project Sponsor	Toby Morris, Kerman Morris Architects, 415-954-4902
Project Contact:	Representing John O'Connor, 2652 Harrison Street, LLC, 415-285-3035
Staff Contact:	Jeremy D. Battis – 415 575-9022 jeremy.battis@sfgov.org

ADOPTING FINDINGS RELATED TO THE INTERIM PROCEDURES FOR PERMIT REVIEW IN THE EASTERN NEIGHBORHOODS PLAN AREA FOR THE CONSTRUCTION OF A NEW FIVE-STORY 52-1/3-FOOT-TALL, APPROXIMATELY 50,000-SQUARE-FOOT BUILDING CONTAINING 18 DWELLING UNITS OVER 7,100 SQUARE FEET OF GROUND FLOOR RETAIL SPACE AND A BELOW-GRADE 18-CAR PARKING GARAGE AT 899 VALENCIA STREET (ASSESSOR'S BLOCK 3596, LOT 113) WITHIN THE VALENCIA NEIGHBORHOOD TRANSIT (NCT) DISTRICT AND A 55-X HEIGHT AND BULK DISTRICT.

PREAMBLE

1. On August 7, 2008, the San Francisco Planning Commission certified the Final Environmental Impact Report (FEIR) for the Eastern Neighborhoods Rezoning and Area Plans (Case No. 2004.0160E). The FEIR analyzed amendments to the Planning Code and Zoning Maps and to the Eastern Neighborhoods, an element of the San Francisco General Plan. The FEIR analysis assumed a development and activity level anticipated as a result adoption of the Eastern Neighborhoods Rezoning and Area Plans.

2. The FEIR provided Interim Permit Review Procedures for Historic Resources that would be in effect until the Historic Preservation Commission (HPC) adopts the forthcoming Historic Resources Survey. These procedures were developed to provide additional protection for potential historic resources within the Plan Area while the historic resources survey is being completed. Once the historic resources survey is endorsed and the Plan is amended to incorporate the results, these policies would expire and the Preservation Policies in the Area Plan would become effective.

   Per the Interim procedures, there are two types of review. The first type is for projects that propose demolition or major alteration to a structure constructed prior to 1963 located within the Plan Area. These projects shall be forwarded to HPC for review and comment. Within 30 days after receiving

copies of the Environmental Evaluation application and supporting Historic Resource Evaluation (HRE) documents, the HPC members may forward comments directly to the Environmental Review Officer and Preservation Coordinator. No public hearing is required.

The second type of review is for projects that propose new construction or alteration within the Plan Area resulting in a structure that would exceed 55 feet in height, or a resulting height that exceeds by more than ten feet an adjacent building constructed prior to 1963. Such projects shall be forwarded to the HPC for review and comment during a regularly scheduled hearing. After such hearing, any HPC comment will be forwarded to the Planning Department for incorporation into the project's final submittal and in advance of any required final hearing before the Planning Commission.

3. On September 2, 2004, pursuant to the provisions of the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code, the Planning Department ("Department") received an Environmental Evaluation Application for the proposed project in order to evaluate whether the project might result in a significant environmental effect.

4. On November 16, 2010, the Department presented the proposed project to the HPC. The proposed project would result in the construction of a new 52-1/3-foot-tall building that would exceed by more than ten feet the height of the adjacent buildings, both constructed prior to 1963. Hence, the HPC's comments would be forwarded to the Planning Department for incorporation into the project's final submittal and in advance of any required final hearing before the Planning Commission.

COMMENTS

Having reviewed the materials identified in the recitals above, and having heard all testimony and arguments, this Commission has provided the following comments regarding the proposed project:

1.

2.

3.

4.

I hereby certify that the foregoing Motion was ADOPTED by the Historic Preservation Commission at its regularly scheduled meeting on November 17, 2010.

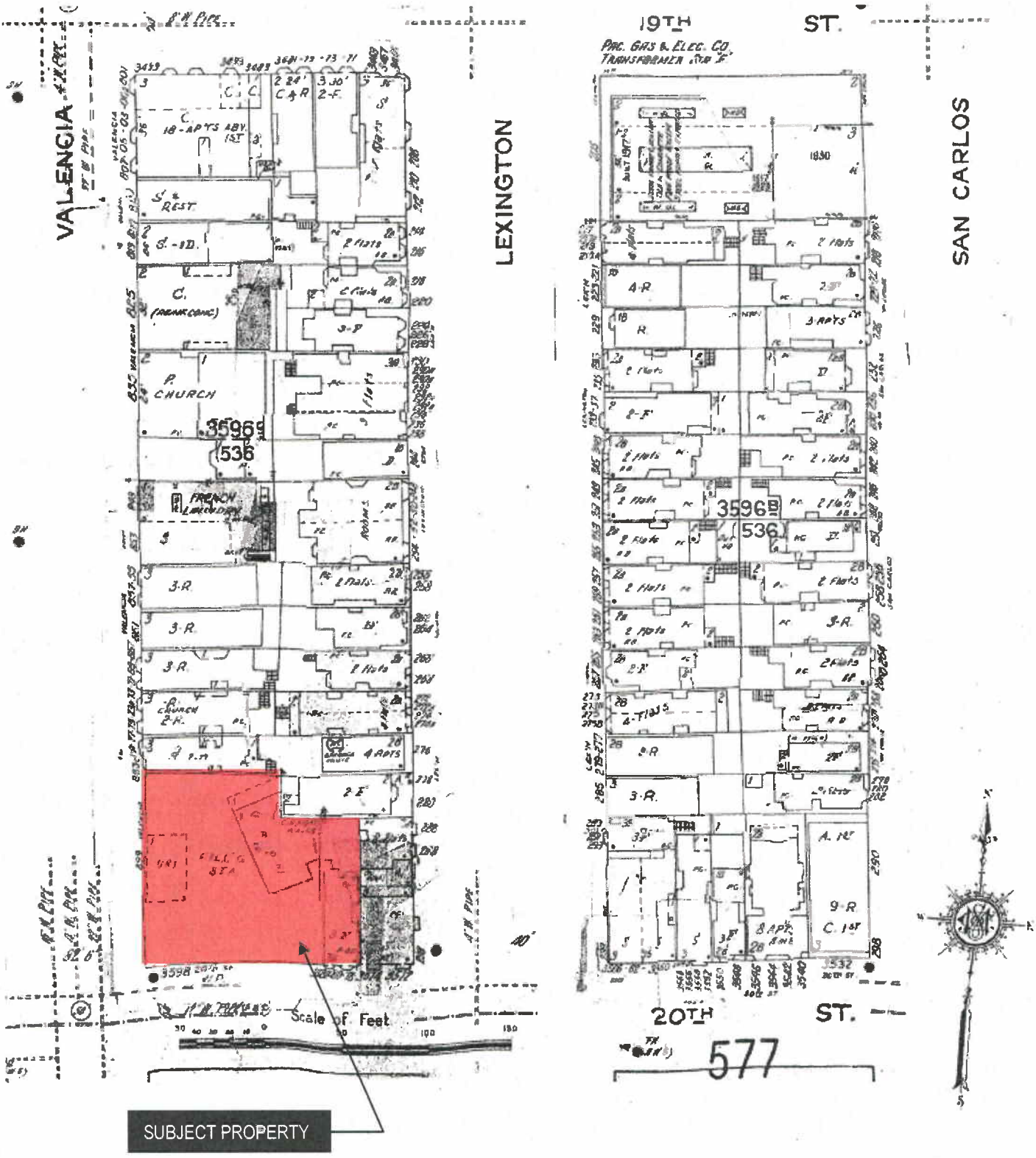
Linda D. Avery
Commission Secretary

PRESENT:

ABSENT:

ADOPTED: November 17, 2010

Sanborn Map*

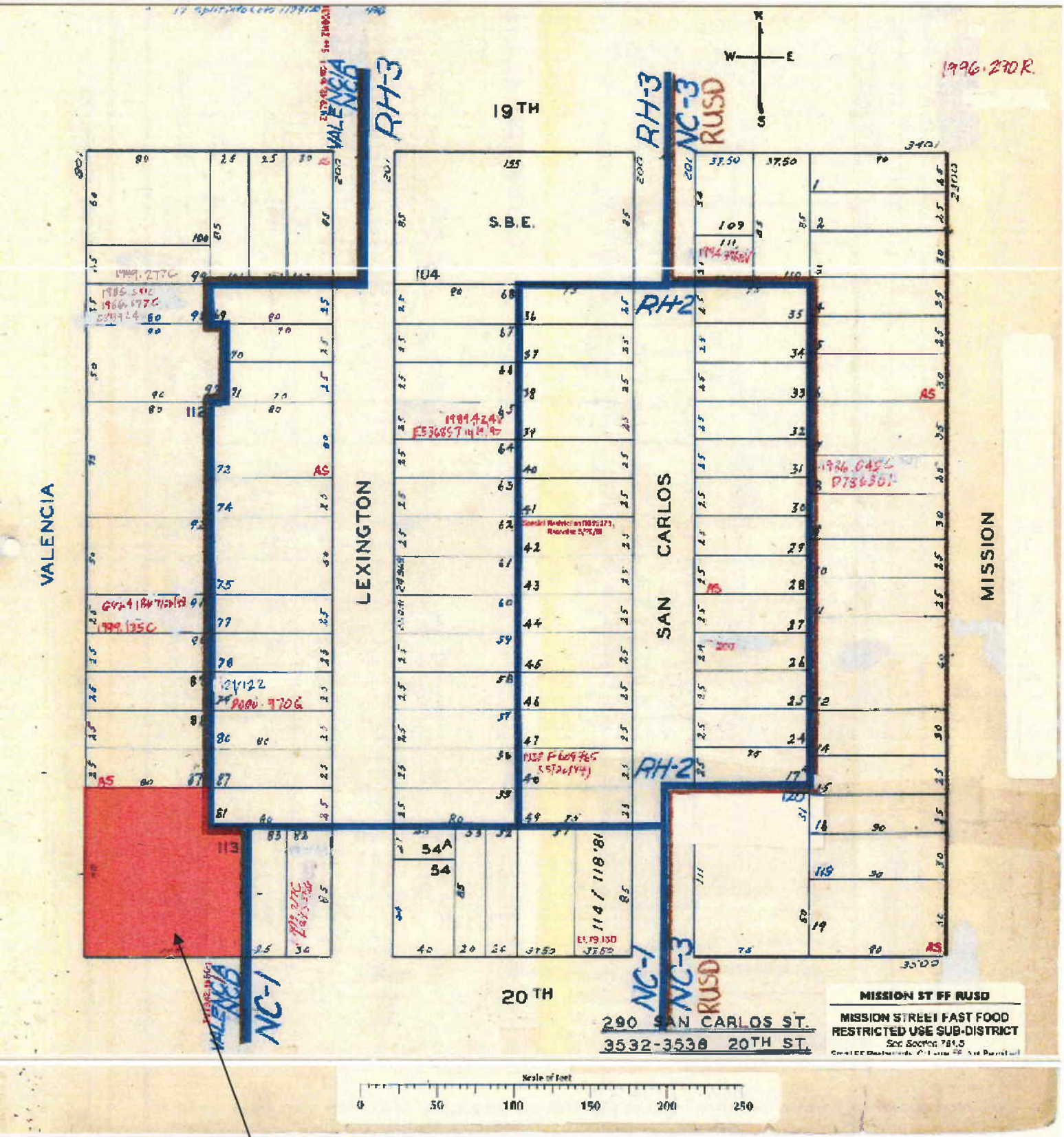


The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

Historic Preservation Commission Hearing
Case Number 2004.0891E
899 Valencia Street (Block 3596/Lot113)

SAN FRANCISCO
PLANNING DEPARTMENT

Parcel Map



SUBJECT PROPERTY

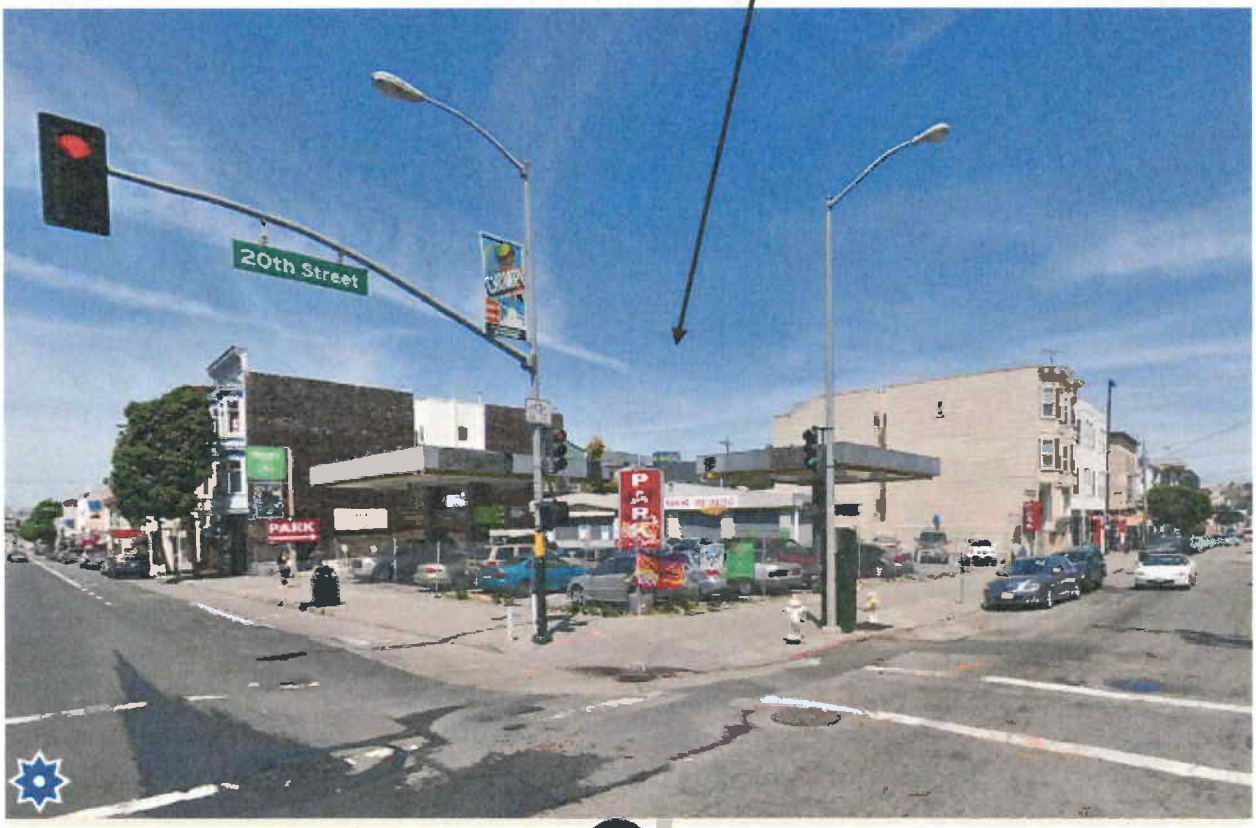
SAN FRANCISCO
PLANNING DEPARTMENT

Historic Preservation Commission Hearing
Case Number 2004.0891E
899 Valencia Street (Block 3596/Lot113)

Street View

View to the Southeast along Valencia

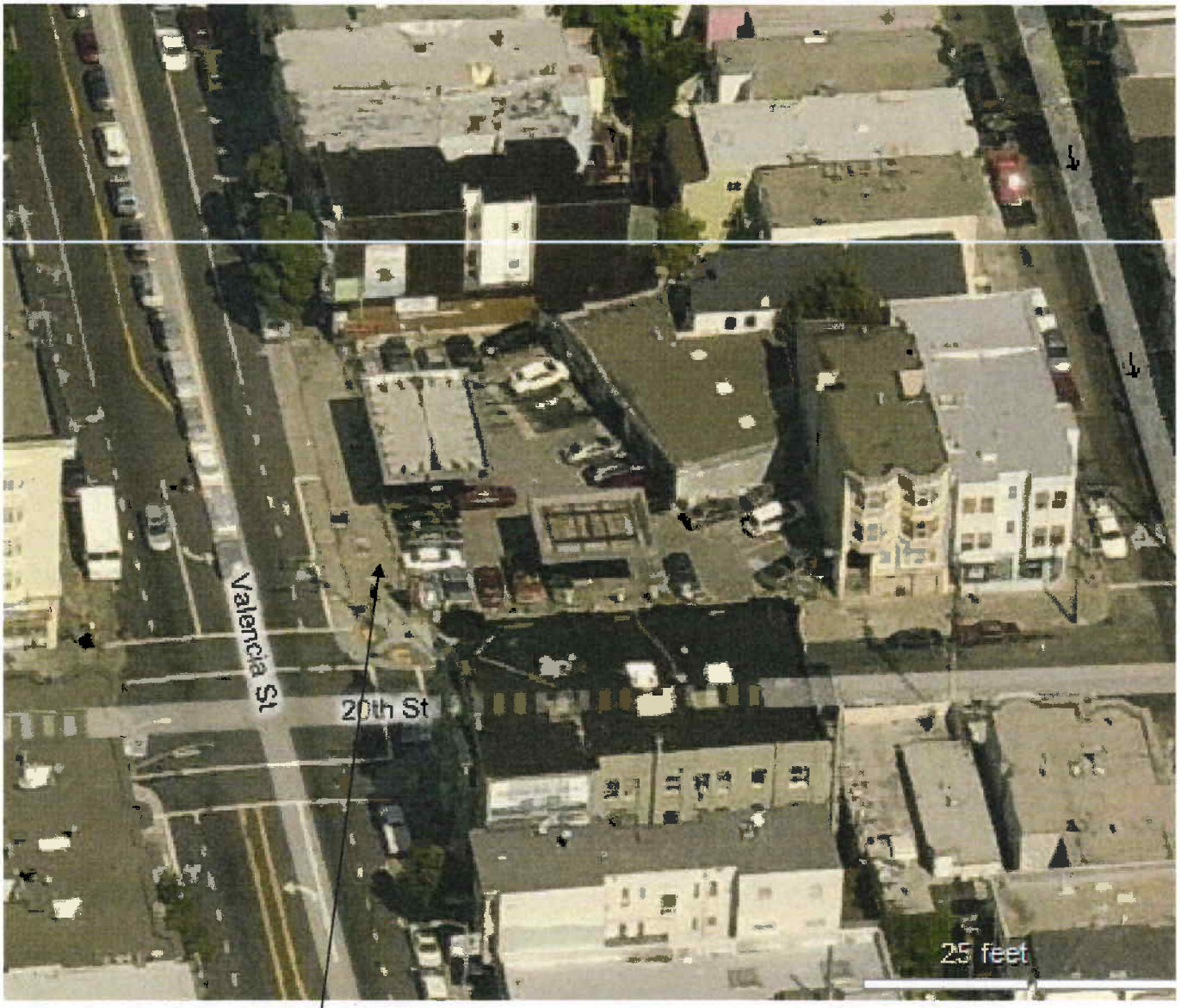
SUBJECT PROPERTY



View to the Northeast at Valencia and 20th Street

Historic Preservation Commission Hearing
Case Number 2004.0891E
899 Valencia Street (Block 3596/Lot113)

Aerial Photo



SUBJECT PROPERTY

Historic Preservation Commission Hearing
Case Number 2004.0891E
899 Valencia Street (Block 3596/Lot113)

ENVIRONMENTAL EVALUATION APPLICATION

Owner/Applicant Information

Property Owner: Equilon Enterprises, LLC c/o Equiva Services LLC P.O. Box 4369 Houston, TX 77210 **Project Sponsor:** JPS Builders and Timothy Brown 224 Springgrove Lane San Rafael, CA 94901	**Project Contact Person:** Andrew J. Junius Tuija I. Catalano Reuben & Junius, LLP 235 Pine Street, Suite 1600 San Francisco, CA 94104 Tel: 415-567-9000 Fax: 415-399-9480 e-mail: ajunius@reubenlaw.com tcatalano@reubenlaw.com

Site Information

Street Address:	899 Valencia Street
Cross Streets:	20th and 19th Streets
Assessors Block and Lot:	Block 3596, Lot 113
Zoning District:	Valencia Street Neighborhood Commercial
Site Square Footage:	10,925 sq. ft.
Height & Bulk District:	50-X
Present/Previous Use of the Site:	Gasoline Service Station

Project Description

Addition		New Construction	X
Alteration		Zoning Change	
Change of Use	X	Lot Split/Subdivision	
Demolition	X	Other	

Please Describe Proposed Use: Mixed-use building with ground floor commercial and 18 residential units on floors two through five.

Estimated Construction Cost: $4,500,000

Previous Environmental Review: N/A
Case No.: N/A

04.0891E

CASE NO: _____(For Staff Use Only)

Written Project Description:

Please include location; existing height, use, gross square footage, and number of off-street parking spaces; and proposed height, use, gross square footage, and number of off-street parking spaces. Attach additional sheet(s) if necessary.

See attached addendum.

Project Summary Table

Category	Existing Uses		Existing Uses to be Retained	Net new construction &/or addition	Project Totals
Office GSF			N/A		
Retail/Commercial GSF	1,800		N/A	4,705	4,705
Residential GSF			N/A	28,078	28,078
Other GSF*			N/A	17,358	17,358
TOTAL GSF	1,800		N/A	50,141	50,141
Dwelling Units	0		N/A	18	18
Hotel Rooms			N/A		
Parking Spaces	0		N/A	22	22
Loading Spaces			N/A		
Number of Buildings	1		N/A	1	1
Height of Building(s)	one-story		N/A	50 feet	50 feet
Number of Stories	1		N/A	5	5

If there are features of your project not included in this table, please describe:

*Other GSF for the proposed project includes the following areas; parking and service areas, common lobby and corridors, elevator and circulation areas.

If your project involves demolition, please describe the use and gross square footage of each building to be demolished:

The Project would demolish the existing gasoline station, including the one-story Shell service station (approx. 1,800 square feet) and the pump structures.

Environmental Issues

Please respond to all questions below in complete sentences. If not applicable to your project, explain why. For lengthy responses attach separate sheets.

a) *Would the proposed project require any variances, special authorizations, or changes to the City Planning Code or Zoning Maps? If so, please describe.*

The proposed project would convert an existing gasoline service station to a residential/commercial/retail use, thus requiring either a conditional use authorization from the Planning Commission or a conversion determination from the Zoning Administrator pursuant to Planning Code section 228.2 et seq.

b) *Would the proposed project displace any existing housing or business use? If so, please describe.*

The existing gasoline service station would be demolished and replaced by other commercial/retail use along with the addition of residential use.

c) *Would the proposed project exceed any of the thresholds specified in the Transportation Impact Analysis Guidelines for Environmental Review? If so, please describe. You may request a determination of whether your proposed project requires a Transportation Study by the Department's Transportation Section (contact Bill Wycko at 558-5972). If a Transportation Section is required, two separate fees are necessary to cover Planning Department management and review of consultant-prepared transportation studies; 1) payable to the San Francisco Planning Department for $5,936.00 and 2) payable to the Department of Parking and Traffic for $400.00.*

To be determined.

d) *Would the proposed project exceed 40 feet in height per Planning Code (via new construction or additions)? If so, please explain and submit a Shadow Study Application at the Planning Information Counter at 1660 Mission Street.*

The roof height will exceed 40 feet, but not 50 feet, the permitted height in the Valencia Street Neighborhood Commercial District. Project Sponsor will submit a shadow study to the Planning Department.

e) *Would the proposed project remove any trees with a trunk 4 inches in diameter or greater or any trees taller than 20 feet? If so, please submit a plot plan showing the location, size and common and botanic name(s) of each such tree.*

No. The project does not involve removal of any trees.

f) *Is the grade of the project site: (a) level or only slightly sloped, or (b) steeply sloped. Please explain and, if steeply sloped provide a geotechnical or soils report.*

The grade of the project site is level.

g) *To your knowledge have any hazardous materials ever been present on the site? If so, please attach a Phase I Environmental Site Assessment or hazardous material technical report and any additional related reports that are available.*

The site is currently occupied by a gasoline service station, and contains three 10,000 gallon underground storage tanks. The underground tanks will be removed as part of the proposed project.
The Project Sponsor will supply the Phase I Environmental Site Assessment to the Planning Department shortly.

h) *What type of foundation system is proposed for the project?*

To be determined.

i) *Would construction of the proposed project involve any soils disturbing activities? If so, please describe, including depth of any excavation and cubic yards of any soil to be removed.*

The project will demolish the existing structure, and remove the underground storage tanks. The basement level of the proposed building will be constructed below grade. The depth of the excavation and the yards of soil that will be removed are to be determined later.

j) *Are any designated landmarks or rated historic buildings on the project site, or is the site within a historic district? If so, please describe.*

No.

Environmental Evaluation Application Checklist

Please submit all materials shown below. The staff planner assigned to the project will contact you if additional information is required in order for environmental review to proceed.

SUBMIT THESE MATERIALS WITH APPLICATION	INDICATE THAT MATERIALS ARE PROVIDED	IF NOT SUBMITTED, PLEASE EXPLAIN
Application with all blanks filled in	X	
Public Notification Materials		
o 300 Foot Notification Map	X	
o Two sets of address labels	X	
o Photocopy of the address labels	X	
Project Drawings on 8.5x11, 11x17, or reduced size (Site Plan, Floor Plans, Elevations, and Sections)	X	
Photographs	X	
Check payable to San Francisco Planning Department	X	
Application signed by agent	X	
Letter from property owner(s) authorizing agent to sign application	X	
Special Studies (if required) Examples include Phase I Site Assessments and Geotechnical Reports	See Exhibit A	

Applicant's Affidavit: I certify the accuracy of the following declarations.

a: The undersigned is the authorized agent of the owner(s) of this property.
b: The information presented is true and correct to the best of my knowledge.
c: I understand that other applications and information may be required.

Signed: Reuben & Junius, LLP Date: September 2, 2004

By: Tuija I. Catalano

Tuija I. Catalano
Authorized Agent and Attorney for the Project Sponsor
JPS Builders and Timothy Brown

ADDENDUM TO THE ENVIRONMENTAL EVALUATION APPLICATION

Project Description – 899 Valencia Street

The proposed project is located at the corner of the intersection at the 20th and Valencia Streets in the Inner Mission area, and in the Valencia Street Neighborhood Commercial District.

The site is currently occupied by a Shell gasoline service station. The site area is approximately 10,925 square feet. The existing site contains a one-story structure for the service station and two canopy structures over the gasoline pumps. In addition, three underground storage tanks are located on the project site. The proposed project would demolish the existing structure and canopies and remove the underground storage tanks.

The proposed project would convert an existing gasoline service station into a mixed-use building with commercial use on the ground floor and 18 residential units on floors two through five. The proposed uses would be classified as residential and commercial/retail uses. The height of the proposed building would be 50 feet. The proposed mixed-use building would contain a total of 50,141 square feet of area. The total square footage can be broken down in the following manner: 28,078 square feet of residential area, 4,705 square feet of commercial ground floor space, 12,421 square feet of parking and service area on ground and basement levels, and 4,937 square feet of area for common lobby and corridors, elevator and circulation. In addition the project will provide 1,000 square feet of common open space.

The proposed project would contain 22 off-street parking spaces on the basement and ground levels. Pursuant to the Planning Code, the project is required to provide one parking space per residential dwelling unit. The project will provide the required 18 parking spaces for the residential units on the basement level. Since the total commercial occupied floor area is less than 5,000 square feet, the project is not required to provide any off-street parking for the commercial uses. However, the project sponsor proposes to provide four spaces for the convenience of the commercial/retail tenants and visitors.

The project site is zoned for Valencia Street NCD (Valencia Street Neighborhood Commercial). The site is also subject to the Eastern Neighborhoods ("EN") policies and procedures recently adopted by the Planning Commission.

EXHIBIT A - ENVIRONMENTAL EVALUATION APPLICATION

899 Valencia Avenue – Current Environmental Status

The Project Sponsor has engaged ACC Environmental Consultants ("ACC") to assess and opine on the current environmental status and subsurface conditions at 899 Valencia Street.

Since June 8, 2004 Cambria Environmental Technology, Inc ("Cambria") has performed subsurface investigations at 899 Valencia Street. These subsurface investigations were summarized in a draft report on July 6, 2004 by Cambria. ACC reviewed Cambria's draft report and made the following remarks. According to ACC, the amount of groundwater that was encountered on the site was between 20 to 21.5 feet bgs. In addition, "moderate gasoline releases (possibly old) were obvious under both dispenser islands and hydraulic oil from the middle hydraulic hoist." ACC opined that "groundwater issues onsite have been characterized well and offsite migration is estimated to be minimal." Lead is not an issue at this site.

Additional information will be available upon request. Please let us know if you have any questions.

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

Primary # _____
HRI # _____
Trinomial _____

*CHR Status Code: 5S3 District appears eligible for local listing through survey evaluation.
*Resource Name or # Mission Reconstruction District

D1. Historic Name: **Mission Reconstruction District** D2. Common Name: same

***D3. Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of the district.):

The proposed Mission Reconstruction District is a locally significant area of San Francisco, a densely developed urban area. The area includes the northern portion of the Inner Mission neighborhood of San Francisco. The Mission neighborhood is located in the eastern-central portion of the City, and is located on generally flat lands that slope gently from west to east. A portion of the ground of the area is filled lands formerly occupied by the Mission Creek, no longer extant.
(See Continuation Sheet, page 2)

***D4. Boundary Description** (Describe limits of district and attach map showing boundary and district elements.)

The proposed Mission Reconstruction locally significant District represents a primarily residential reconstruction context is found within the area that was destroyed in the 1906 Earthquake and fire from roughly 12th Street to the north, to 20th Street to the south, Market Street at the northwest, and between Dolores Street to the west, and South Van Ness to the east.
(See maps on Continuation Sheets pages 4-6)

***D5. Boundary Justification:**

While the area destroyed by that disaster was vast, the reconstruction was not evenly distributed. Street pattern, historical development, infrastructure, geography, politics and social history all contributed to several contexts for reconstruction within the same period, but in different areas affected by the disaster. Other areas destroyed in 1906 were developed under different contexts with different building patterns and property types. South-of-Market was developed on larger lots, on larger blocks with wider streets, in an industrial context, and it developed at a slower rate. Downtown and the Tenderloin developed as high-rise office and residential apartment and hotel districts; Chinatown was also redeveloped in a specific pattern related to social issues. One area that is similar, but geographically separate is North Beach, where many of the same property types and building patterns are evident.
(See Continuation Sheet, page 2)

***D6 Significance: Theme** Post-1906 Fire Reconstruction **Area** San Francisco's 1906 Fire Zone (Mission)
Period of Significance 1906-1913 **Applicable Criteria** C (NR Criteria adopted by local jurisdiction)
(Discuss district's importance in terms of historical context as defined by theme, period, and geographic scope. Also address the integrity of the district as a whole)

Note: The San Francisco Planning Code (Code) describes its Landmark Criteria as: "having a special character or special historical, architectural or aesthetic interest or value". It further allows the San Francisco Landmarks Preservation Advisory Board (Landmarks Board) to establish policies to implement the Code. In 2000, the Landmarks Board adopted the National Register Criteria for evaluating properties. San Francisco has various levels of recognition: Landmarks, Landmark Districts, Structures of Merit, Conservation Districts, Residential Character Districts, and adopted surveys. Properties evaluated for local significance are considered eligible for at least one category of recognition.
(See Continuation Sheet, page 2)

***D7. References** (Give full citations including the names and addresses of any informants, where possible.):

Inner Mission North Context Statement, San Francisco Planning Department, 2003.

***D8. Evaluator:** N. Moses Corrette **Date:** May 25, 2004
Affiliation and Address: City and County of San Francisco Planning Department
1660 Mission Street, San Francisco, CA 94103

(D3. Continued)
The area covered in the Mission Reconstruction locally significant District is built on blocks aligned on a north-south axis. The blocks are 520 feet north south, and 550 feet east west. Most blocks are further divided by a single street or alley. Main streets in the area are named, and run north south, and are 82 ½ feet wide, with the exception of Dolores Street being a 120 wide boulevard with a landscaped median. Numbered streets run on an east-west axis and are 64 feet wide. The width of the sub-streets and alleys varies between 30 and 50 feet wide. Blocks are divided into lots generally with 25-foot street frontages. Street trees have been integrated into the sidewalks. There are curbs of either stone or concrete at the sidewalk. The streets are paved in asphalt. Much of the area has overhead utilities, and Mission Street has had overhead power lines for the "trackless trolleys" or electric busses since the mid-1930s.

Buildings are between one and five stories in height, with the majority of three stories. Buildings are generally built to the full width of their lots, and are built to the front property line. There are concrete sidewalks throughout the area, without much private landscaping. Buildings are largely of wood frame construction, and are clad either in wood or stucco. Projecting bay windows are a common feature, as are decorative entablatures. Buildings uses range, but are primarily residential, or commercial. Many incorporate both, with two residential floors over a commercial ground floor. Corner buildings are generally larger, and are more frequently the location of commercial buildings or residential hotels. Buildings containing residential uses are rarely single-family dwellings. The majority of the buildings contain two or three flats, defined as a residential unit that occupies a full floor of a building and having independent access to the street. Other common residential property types include residential hotels, apartment buildings and "Romeo flats". Apartment buildings contain several residential units accessed by a common lobby or hallway and a single street entrance. The "Romeo" is similar to a flats building, but has two flats per floor, and a common open or enclosed stair hall in the center of the façade.

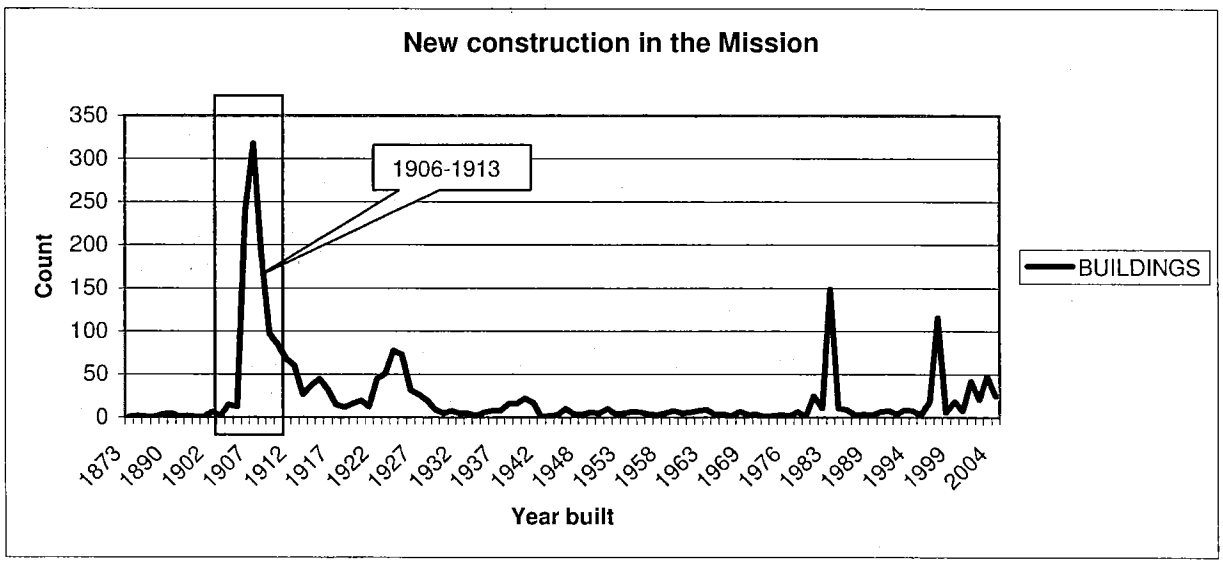
(D5. Continued)
The boundaries of the Mission Reconstruction District (Mission) are defined by the actual extent of the fire. Dolores Street on the west, 20th Street on the south, and South Van Ness Avenue (then still part of Howard Street) on the east form concrete boundaries for the reconstruction context. The northern boundary is defined by several criteria. First, the grid pattern, and historical pre-fire development changes at 12th Street as the blocks transition into the 100 Vara Survey, known as South-of-Market. Second, with the larger blocks came different uses, and more commercial and industrial uses. At 12th and Mission Streets, the Ocean Shore railway terminated and its large lot formed an historical transition between the two neighborhoods; a factor that contributed to the final criteria for determining 12th Street as the northern boundary for the context. In the mid-1930s, an extension of Van Ness Avenue was cut into the blocks between 11th and 12th Streets to become South Van Ness Avenue effectively severing the Inner Mission North neighborhood from the remainder of the burned area.

(D6. Continued)
In the early dawn light of April 18, 1906, at 5:12 a.m., the ground under San Francisco shook violently for less than a minute. Damage from the earthquake was severe, but the ensuing fires were truly catastrophic. Thirty fires began almost immediately. Burning for three days, they destroyed 28,000 buildings on approximately 500 city blocks (nine square miles) in the heart of the city. The disaster left more than half San Francisco's population homeless, and killed many hundreds, if not thousands.

Recovery from the disaster that affected the City to its core was rapid. Assessor records report that of the buildings erected between the years of 1906-1913, more than 24,000 remain today. The new construction was split between the existing City development (reconstructed areas) and expansion into previously unbuilt lots. The reconstruction within the burned area of San Francisco can be divided into several sub-contexts. The northern portion of the Mission neighborhood is one distinct context. Other examples of geographically-based contextual reconstruction include: Government buildings in and surrounding the Civic Center; high-density apartment district in the Tenderloin and lower Nob Hill; Chinatown; commercial

high-rise development Downtown; residential and commercial reconstruction in North Beach; and the warehousing and industrial reconstruction in the South-of-Market area. (See keyed map, on page 6)

A graphic representation below shows the dramatic spike in new construction in the period of a few short years in the Inner Mission North Survey Area. A great number of the buildings that exist today in the area date from this time. There is a lack of geographic coherence between individual elements that when taken together display significance as a group. Several buildings evaluated in the Inner Mission North survey area were found to be individually significant, and eligible for separate listing in either the California or National Registers. Properties may also be found significant within the context of a second eligible Historic District, and meet the registration requirements for the Mission Reconstruction District. As a secondary evaluation, the buildings are also considered contributory to this District.



Inner Mission North Survey: Dates of construction of 2500 buildings from the blocks of the Mission District affected by the fires of 1906.

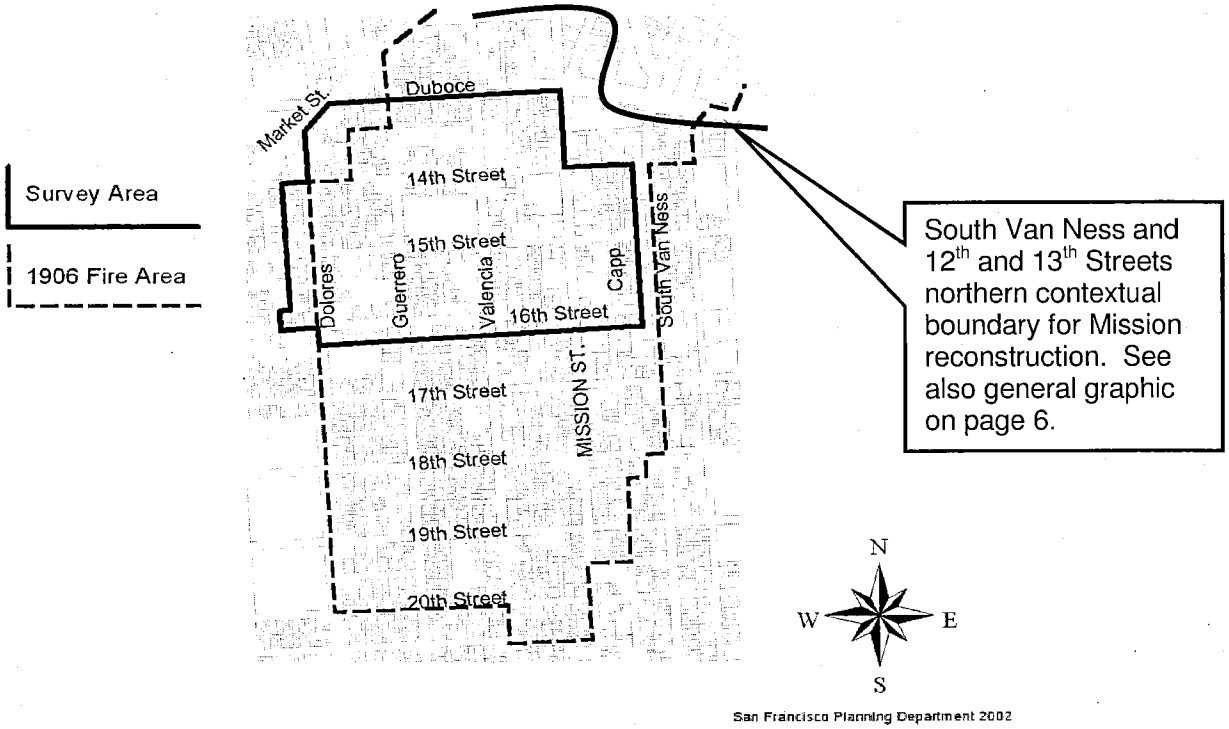
The buildings within the area that was consumed by the fire can be associated with the disaster itself; as, in the absence of the fires, the neighborhood, and indeed San Francisco itself, would be different. Evaluation under National Register Criterion A views the void in the urban fabric created by the extent of the fires as the context that enabled the replacement structures which are the subject of the evaluation. In evaluating the events of April 1906 under Criterion A, the void in the urban fabric left by the fires would be best viewed as a "site". The site of the fires may be found to be significant; however, it would include the full extent of the fires, and not just the portion of the reconstruction evaluated in this document.

The reconstruction of San Francisco was carried out privately, without a grand plan imposed by the City officials[1]. Attempts at instituting portions of the City Beautiful Movement – inspired 1905 Daniel Burnham plan failed due to opposition by property owners. Following the disaster the only indelible feature to move into the neighborhoods were new building safety and fire codes. San Francisco had no zoning ordinance before 1921. A land use study between 1918 and 1920 informed the 1921 ordinance; which codified existing land use patterns, resulting in the Mission, all numbered streets between 15th and 26th, as well as all of Mission and Valencia and portions of Guerrero and Church streets were zoned for commercial uses. Rebuilding from 1906 was the collaborative effort of many individuals, and not the work of a few. In the evaluation of the reconstruction of San Francisco, there are no clear and distinct associations with persons per National Register Criterion B.

The Mission reconstruction area as a district has a common range of architectural style, period and pattern of development, and method of construction evaluated for local significance under National Register

Criterion **C**. An identified district in the Inner Mission North survey area extends beyond the boundaries of the Inner Mission North into the southern portion of the 1906 fire area. The district derives its significance, as it embodies the distinctive characteristics of a period, representing a significant and distinguishable entity whose components may lack individual distinction. This district has a period of significance from 1906 to 1913. Residential, residential-over-commercial, and commercial property types are represented. Unaltered buildings of the period were built mostly in the Classical Revival, Edwardian, and Mission Revival styles together representing over 75% of the contributory buildings to this district. Other represented styles include: Beaux Arts, Bungalow / Craftsman, Commercial, Greek Revival, Italianate, Queen Anne, Shingle, and Spanish Colonial. An overwhelming majority of the buildings are wood-frame construction. The narrow period of significance produced a great number of the buildings in the area, and set the architectural precedent for the later infill development, largely complete by the 1950s. The buildings were largely conceived to first provide for the maximum housing, and secondly, to provide space for retail commercial uses. Housing typology reflects this. Architectural detailing, on the buildings of the period typically include two columns of projecting bay windows on the upper floors; an entablature that either follows the profile of the façade and the projecting bays, or it extends over the depth of them. Roof shapes transition in the first decade of the 20th century, roughly coincidental with the 1906 disaster, from earlier gabled roofs with false-front parapets, to a flat roof and little or no parapet. Since San Francisco temperatures do not get below freezing, pitched roof structures are not necessary to shed the loads of snow and ice. Early building roofs were clad in wood shingles, as they were readily available, while at the beginning of the 20th Century, tar, felt and asphalt were more common roof materials. (Continued on page 5)

North Mission Cultural Resource Survey Area



South Van Ness and 12th and 13th Streets northern contextual boundary for Mission reconstruction. See also general graphic on page 6.

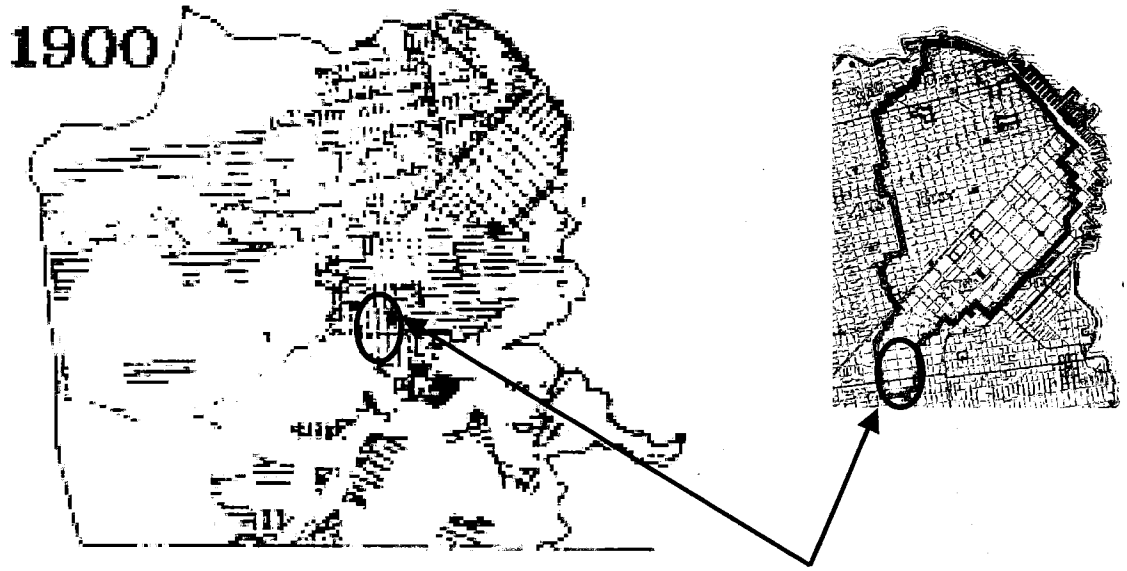
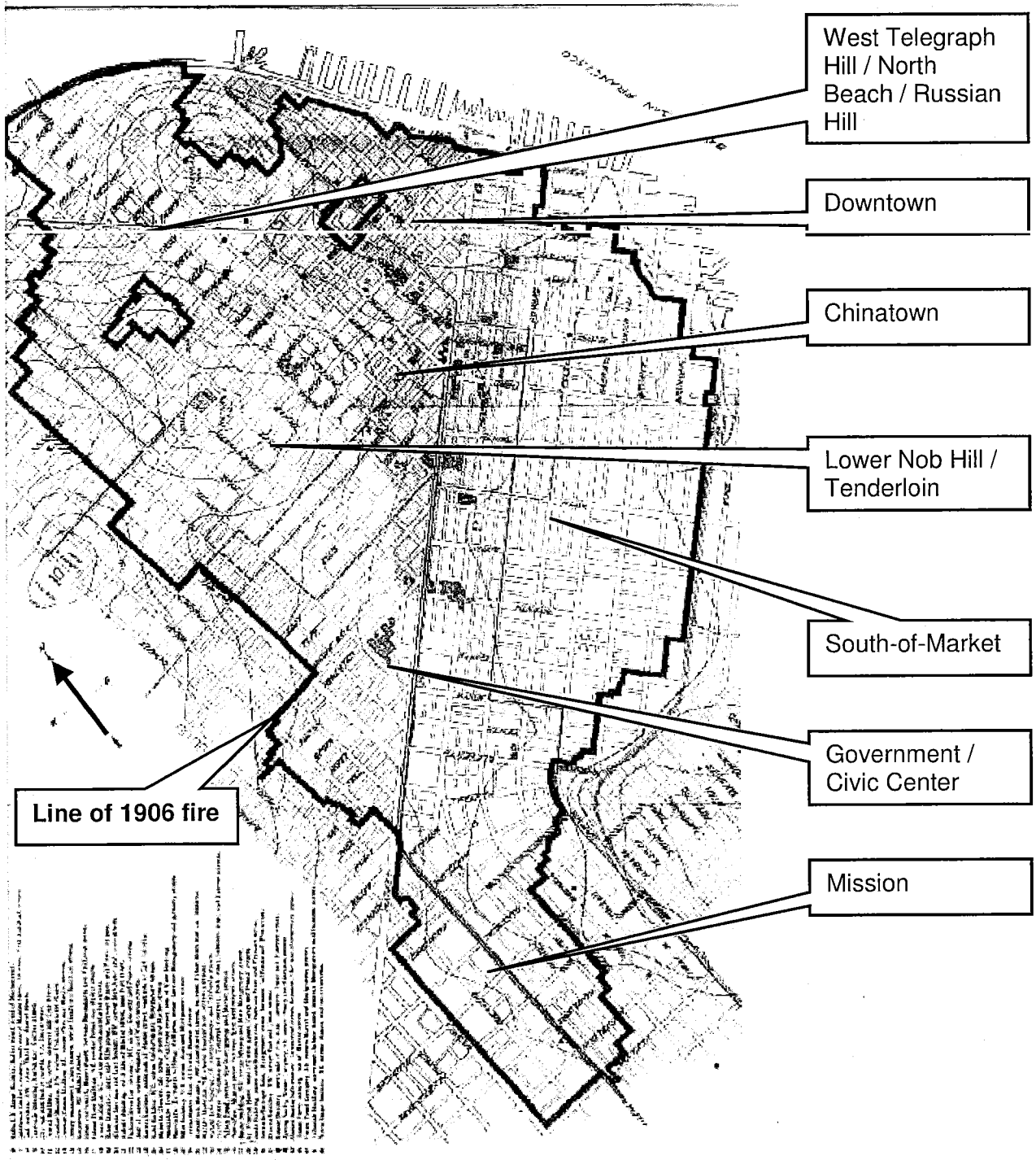


Illustration of San Francisco developed in 1900 (left), locating the Inner Mission North survey area (arrows) and the extent of the 1906 earthquake and fire damage (right).

The reconstruction period saw the creation of tens of thousands of apartments and residential hotel rooms in buildings of three to six apartments and large blocks of hotels. Just a few years afterward, with the expansion of the public transportation system, the new city developments were more inclined to be single-family dwellings. By 1920 for example, the Romeo Flats, as a housing type were no longer being constructed in San Francisco.

Registration requirements include properties erected after the Fire of April 1906, and before 1913. Substantial alterations after that date negatively affect the integrity of the property. Primary property types include residential-over commercial, residential, commercial, and institutional. In the Inner Mission North Survey (Area I), 258 of the 420 surveyed resources date from the Reconstruction period. Based on architectural integrity, and alterations made to buildings outside of the period of significance (May 1906-1913), there are 202 contributory resources within the Inner Mission North Survey Area I.

The architectural integrity of the buildings in the district is not fully understood, as the total area covered by this context has not been surveyed and evaluated (see map, page 4). Individual properties within the Inner Mission North survey have been individually evaluated for architectural integrity based upon the National Register's seven aspects: location, design, setting, materials, workmanship, feeling, and association. Buildings erected or substantially altered after 1913 would not contribute to the district. Based on the conclusions found in Area 1, it is estimated that 60% of the existing building stock within the area dates from this period. Of the buildings from this period, it is further estimated that 75% retain sufficient integrity to be considered contributory to the district. Overall, this results in slightly less than 50% of the existing building stock in the Mission reconstruction area as contributory to the Mission Reconstruction District.



Post-1906, Areas of Major Reconstruction

[i] Then Mayor Schmitz appointed a *Committee of Fifty for Relief* even before the fires were extinguished; the group reconstituted later in 1906 as *Committee of Forty on Reconstruction* and produced a "Report of the Sub-Committee on Statistics to the chairman and Committee on Reconstruction" as well as "A Plan of proposed street changes in the burned district and other sections of San Francisco; joint report of Committee on Extending, Widening and Grading Streets and Committee on Burnham Plans". The first addressed physical failures of the buildings, the second met with opposition from the business community, and few, if any of the plans were implemented. The City Beautiful movement manifested itself in the popularity of the Classical Revival styling for new buildings with improved building and safety codes.

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

Primary # _____
HRI # _____
Trinomial _____

***CHR Status Code: 5S3** District appears eligible for local listing through survey evaluation.
***Resource Name or # Inner Mission** (*nee* 16th Street) **Commercial Corridor**

D1. Historic Name: **Inner Mission Commercial Corridor** D2.Common Name: (same)

***D3. Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of the district.):
The Inner Mission Commercial Corridor (formerly 16th Street Commercial Corridor) locally significant area is within the north Mission neighborhood, an area of San Francisco, and a densely developed urban area. The area covered is the northern portion of the Inner Mission neighborhood of San Francisco. The Mission neighborhood is located in the eastern-central portion of the City, and is located on generally flat lands that slope gently from west to east. Street trees have been integrated into the sidewalks. There are curbs of either stone or concrete at the sidewalk. The streets are paved in asphalt. Much of the area has overhead utilities. (See Continuation Sheet)

***D4. Boundary Description** (Describe limits of district and attach map showing boundary and district elements.)
The limits of the Inner Mission Commercial Corridor locally significant area are the extent of the lots that line major streets with concentrations of small-scale commercial; and residential-over-commercial property types. Major north-south streets that contain such buildings include Guerrero Street, from 14th to 19th Streets; Valencia from Market to Cesar Chavez; Mission from 15th to Cesar Chavez; and South Van Ness from 14th St to 16th Street. Major east-west streets include 15th Street, from Folsom to Guerrero; 16th Street between Shotwell and Dolores; 17th Street from Shotwell to Guerrero; 18th Street from Shotwell to Dolores; 19th Street from Shotwell to Valencia; 22nd from Folsom to Dolores; and 24th Street from Potrero to Valencia. (See maps on Continuation Sheet)

***D5. Boundary Justification:**
The boundaries of the area are defined by the extent of the presence of continuous concentrations of significant property types, including small-scale commercial and residential-over-commercial buildings, including residential hotels. Buildings further east are industrial in nature, and further west, the buildings were not part of the historic commercial development, as the buildings are nearly all residential interspersed with the occasional corner store. Industrial property types and several large modern buildings mark the northern boundary. The southern boundary is marked by a block of vacant land and modern buildings; and one block further south, crossing Cesar Chavez Street, other residential-over-commercial properties exist, they have developed outside the "Mission Addition" -- also known as the "Inner Mission", in an area of San Francisco generally called "Homesteads", and must be separately evaluated.

***D6 Significance: Theme** Commercial and Residential Over Commercial Corridor Development
Area San Francisco's 1906 Fire Zone: Mission
Period of Significance 1906-1931 **Applicable Criteria** NR C (NR Criteria adopted by local jurisdiction)
(Discuss district's importance in terms of historical context as defined by theme, period, and geographic scope. Also address the integrity of the district as a whole)
Note: The San Francisco Planning Code (Code) describes its Landmark Criteria as: "having a special character or special historical, architectural or aesthetic interest or value". It further allows the San Francisco Landmarks Preservation Advisory Board (Landmarks Board) to establish policies to implement the Code. In 2000, the Landmarks Board adopted the National Register Criteria for evaluating properties. San Francisco has various levels of recognition: Landmarks, Landmark Districts, Structures of Merit, Conservation Districts, Residential Character Districts, and adopted surveys. Properties evaluated for local significance are considered eligible for at least one category of recognition.

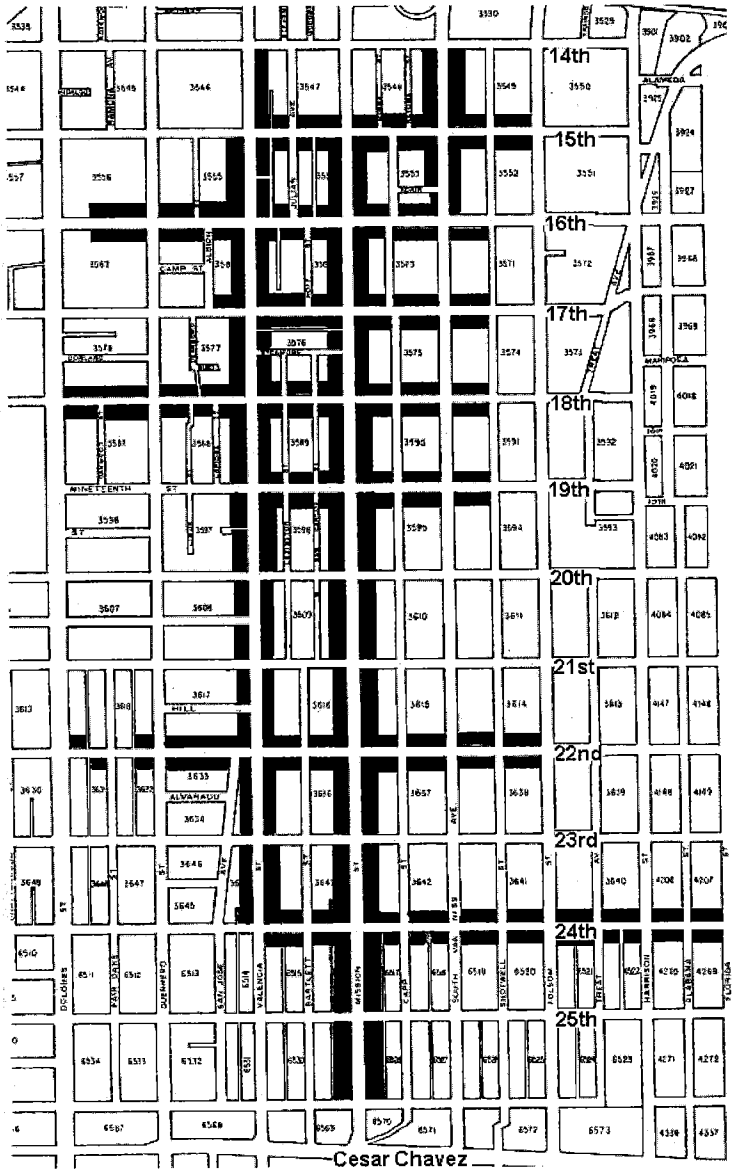
National Register Criteria: Criterion C – A group of properties that embody the distinctive characteristics of a type, period, or method of construction with significance in the area of "community planning and development." (See Continuation Sheet)

***D7. References** (Give full citations including the names and addresses of any informants, where possible.):
Inner Mission North Context Statement, San Francisco Planning Department, 2005.

***D8. Evaluator:** N. Moses Corrette **Date:** 30 September, 2005
Affiliation and Address: City and County of San Francisco Planning Department
1660 Mission Street, San Francisco, CA 94103

***D3 Continued**

The Inner Mission Commercial Corridor locally significant area is an area composed of commercial strips on both sides of Mission and Valencia Streets from 15th Street to 24th Street, and Mission Street to 25th Street. It is also found on numbered Streets between 15th and 19th Streets, as well as 22nd and 24th Streets. (Note: not every building has been surveyed in the Inner Mission North Survey area, but every property south of 14th Street, and north of 20th Street will be assessed in the extended survey area in 2005-2006.) The primary setting is that of 25 to 50 foot wide lots with mostly commercial ground floors. A majority of the buildings also have between one and three residential levels above the commercial ground floor. There are very few intrusions of automobile entries, and the street is very well suited to pedestrians, with a varying range of architectural style and massing. Buildings are built to the front lot line. Commercial spaces make use of large plate-glass windows, many with transoms over the storefront area, and an angled, recessed entry.



***D4. Continued - Maps**
See also page 6.

***D6 Continued**

San Francisco is well known as a city with many distinct neighborhoods whose diverse characteristics are expressed on their commercial streets. Many of these neighborhood-shopping areas reflect the surrounding neighborhood's ethnic and lifestyle characteristics, building scale and architectural style, topography, and historical development. While all neighborhood commercial districts provide, in greater or less degree, for the convenience needs of residents in adjacent neighborhoods, most districts also provide specialty and comparison goods and services to a larger, often citywide trade area. They create a public domain where individuals can choose from a wide array of activities as well as have opportunities for leisure, cultural activities and entertainment. Many districts maintain an active street life and pedestrian character, which enhances the city's stature as a walking city.

Most neighborhood commercial districts contain dwelling units in addition to commercial uses. Flats, apartments, and residential hotels are frequently located above ground-story commercial uses; fully residential buildings are common in some districts. This mixture ensures the presence of people on the streets at different times, which increases safety and business vitality

on evenings and weekends. Residents in commercial areas help to create an active street life, which promotes interaction between people in the neighborhood. Existing residential units in neighborhood commercial districts comprise a valuable affordable housing resource, which provides for the needs of San Francisco's diverse population. Most of these units are in sound or restorable wood-frame structures and they are among the least expensive rental units in the city.

The Inner Mission Commercial Corridor area is significant on a local level as San Francisco's largest collection of residential-over-commercial and small-scale commercial buildings (see map on last page). In a network of several streets, the area stands alone in encompassing both pre-1906 disaster and post-disaster reconstruction properties in the City. Comparable commercial districts of similar scale include North Beach and Chinatown. In both of those areas, the building stock is exclusively post-1906. Other pre-1906 commercial strips that exist today include Upper Market, Castro Street; portions of Fillmore Street; and Hayes Valley. In each of those neighborhoods, the network of commercial buildings is much smaller than in the Inner Mission Commercial Corridor area.

Most neighborhood shopping streets are closely linked to the history of San Francisco and contain structures and features, which document certain periods or events. A few of these buildings are designated landmarks while others may qualify as architecturally or historically significant or contributory buildings but have not yet been nominated. Some of the landmarks on shopping streets are commercial buildings as, for example, the Castro Theater on Castro Street, while others are institutions such as St. Francis of Assisi Church in North Beach or South San Francisco Opera House near Third Street. Only one existing historical district, the Liberty Hill Historic District, overlaps with a section of a neighborhood-shopping street, Valencia Street. This portion of Valencia Street is contained within the Inner Mission Commercial Corridor area. No other neighborhood commercial area has yet been designated a historical or conservation district although many contain examples of fine architecture and historic buildings and might in whole or in part qualify as districts.

Most of San Francisco's neighborhood commercial districts were developed concurrently with residential development and have physical forms, which relate to the needs and tastes prevalent during the first half of the 20th century. During that period, commercial units were built along streetcar lines and at major street intersections, often with residential flats on the upper floors, thus creating the familiar "linear" or "strip" commercial districts. As more residential development occurred around them, they attracted more and more businesses and, over time became the intensely developed, active shopping streets we know today. Due to their gradual development over several decades and replacement of old buildings with new structures, most districts do not have a uniform architectural style but are composed of buildings originating in various periods. They range from Victorian, Edwardian, Art Deco and International Style to plain, functional architecture of the post-war period. The few architecturally uniform shopping areas are the small shopping centers and a few commercial blocks, which were built in the forties and fifties in the western and southwestern neighborhoods, often as part of large residential tract development.

A common feature of the older neighborhood shopping areas is the prevalent small-scale development, which is based on the small lot pattern of blocks, which mainly were intended for residential development. During the first half of the century, in cases where several lots were merged for larger commercial development, builders avoided the appearance of massive buildings by articulating the facades to resemble a series of buildings. Unfortunately, the concern about compatibility of scale was neglected in the sixties and seventies when large enterprises, especially financial institutions, developed imposing, out-of-scale buildings and disturbed the existing small-scale environment.

Another common feature of San Francisco's shopping streets is the commercial-residential mixed use of the buildings. In the last century, many storekeepers lived above their stores as was customary in European countries. This established the pattern of developing commercial units with residential flats on

the upper floors. It was not until the forties and fifties, that single-story commercial development became more common in the single-family residential areas in the western and southwestern part of the city.

One of the earliest neighborhoods of San Francisco to develop was the area surrounding the Mission. The Mission Dolores is situated on Dolores Street at 16th Street. 16th Street from the Mission to Folsom Street, which was in the 19th century at the edge of Mission Creek and Mission Bay, developed as the main arterial street. From the 1770s to the completion of the Mission Plank Road in 1851, 16th Street was the primary connection for the neighborhood to the rest of San Francisco. By the time the Mission road was completed, 16th Street was established as a commercial corridor, and with its arrival, it thrived on the added traffic. Mission Street itself evolved. The plank road eliminated the dependence of the area on Mission Creek and Mission Bay; and by the turn of the 20th century, much of the tidelands were filled. The 1860s and 1870s saw the most significant period of residential development in the Mission. With this, commercial strips evolved on Mission and Valencia Streets, following the rail lines that were established there. From 1851 to April 1906, residential-over-commercial and small commercial buildings were erected, and the neighborhoods slowly intensified.

The disaster of April 1906 led to the destruction of the core of the Inner Missions' commercial core. All buildings on Mission, Valencia and 16th Streets out to 20th Street were destroyed. The reconstruction of the commercial strips was at first rapid, with great numbers of single-story commercial buildings erected in 1906 and 1907. Commonly, larger buildings replaced these temporary buildings adding an upper story residential component in the following years. In the burned areas, this trend continued until the onset of the great depression. For these reasons, the building stock found in the Inner Mission Commercial Corridor area date from the 1870s, in the neighborhood of 20th-22nd and Valencia to 1931 within the burned area on 16th Street. A distinct group of residential-over-commercial buildings from before 1906 is also found on South Van Ness Avenue and 15th Streets.

Evaluating the area as a district for the National Register, the Inner Mission Commercial Corridor area does not seem to be related to any event or chain of events important in illustrating the historic context, per National Register Criterion A. The Commercial Corridor area does cross the boundary of the area consumed by the fires of 1906. Arguably, the earthquake and fire is second only to the City's founding as the paramount event that formed the present built environment of San Francisco. The buildings within the area that was consumed by the fire can be associated with the disaster itself; as, in the absence of the fires, the neighborhood, and indeed San Francisco itself, would be different. Evaluation under National Register Criterion A views the void in the urban fabric created by the extent of the fires as the context that enabled the replacement structures which are the subject of the evaluation. In evaluating the events of April 1906 under Criterion A, the void in the urban fabric left by the fires would be best viewed as a "site". The site of the fires may be found to be significant; however, it would include the full extent of the fires, and not just the portion of the reconstruction evaluated in this document.

The reconstruction of San Francisco was carried out privately, and with the notable exception of the Civic Center's Beaux-Arts plan, without a physical grand plan imposed by the City officials[1]. Attempts at instituting portions of the City Beautiful Movement – inspired 1905 Daniel Burnham plan failed due to opposition by property owners. Following the disaster the only indelible feature to move into the neighborhoods were new building safety and fire codes. San Francisco had no zoning ordinance before 1921. A land use study between 1918 and 1920 informed the 1921 ordinance; which codified existing land use patterns, resulting in the Mission, all numbered streets between 15th and 26th, as well as all of Mission

[1] Then Mayor Schmitz appointed a *Committee of Fifty for Relief* even before the fires were extinguished; the group reconstituted later in 1906 as *Committee of Forty on Reconstruction* and produced a "Report of the Sub-Committee on Statistics to the chairman and Committee on Reconstruction" as well as "A Plan of proposed street changes in the burned district and other sections of San Francisco; joint report of Committee on Extending, Widening and Grading Streets and Committee on Burnham Plans". The first addressed physical failures of the buildings, the second met with opposition from the business community, and few, if any of the plans were implemented. The City Beautiful movement manifested itself in the popularity of the Classical Revival styling for new buildings with improved building and safety codes.

and Valencia and portions of Guerrero and Church streets were zoned for commercial uses. Rebuilding from 1906 was the collaborative effort of many individuals, and not the work of a few. In the evaluation of the reconstruction of San Francisco, there are no clear and distinct associations with persons per National Register Criterion B.

The Inner Mission Commercial Corridor locally significant area is significant under National Register Criterion C, as the collection of contributory buildings together embodies the distinctive characteristics of a type (residential-over-commercial and small-scale commercial); period (c. 1870s-1931); method of construction (largely wood frame); with many possessing high artistic values. While the group of buildings represents a significant and distinguishable entity, some of the individual buildings may lack individual distinction. The period of significance Begins with the earliest residential-over-commercial properties assumed to date from the 1870s, and located within the Liberty Hill Historic District, and ends at the construction of the last residential-over-commercial property in the commercial strip – identified as 3251 16th Street, Block 3567, Lot 39.

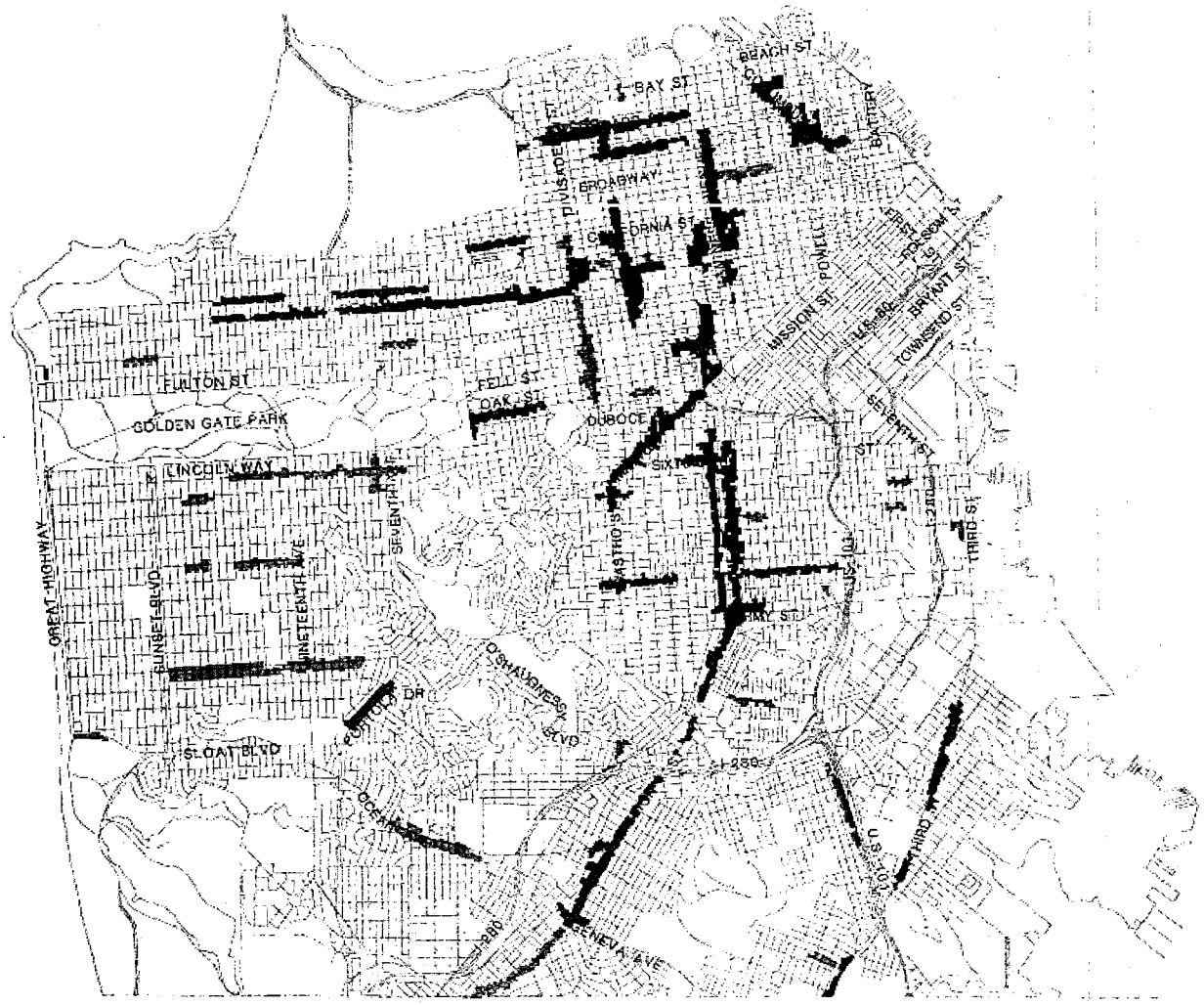
One of the, specific sub-areas within the Inner Mission Commercial Corridor area of significance are the buildings situated along 16th street in the Inner Mission North survey area were rebuilt following the earthquake and fire of 1906. Building types erected in the reconstruction era (1906-1913) are predominantly single-story commercial or residential-over-commercial. There are also a number of residential hotels on 16th Street. There is a long standing importance of 16th street in the social importance in the Mission dating back to the 1780s and the construction of the Mission Dolores. In the 1850s, the street was known as Center Street, and was the main access to the mission from the bed of Mission Creek, and developed into the social and commercial center of the Inner Mission by the 1880s. The 16th street Commercial Corridor has continued to be important in commerce and social activities to this day. Its standing as a hub of the area was further enhanced when the BART station was located at the intersection of 16th and Mission streets, planned between 1962 and 1964.

A second area of significance is a small group of residential-over-commercial buildings near South Van Ness Avenue and 15th Streets that survived the earthquake and fire of 1906. A third group of significance is located on Valencia Street, commencing at 20th Street, extending south for several blocks, also of buildings that survived the earthquake and fire of 1906.

The commercial aspects of Latino history of the Mission neighborhood have been concentrated into a length of blocks on 24th Street between Potrero and Mission Streets. A tree-lined street known as "*El Corazon de la Misione*", or "the heart of the Mission" boasts a number of specialized stores and restaurants, as well as the greatest concentration of murals in the city. This commercial strip is the hub of three Carnival-style parades each year: Carnival, Cinco de Mayo, and the Dias de los Muertos. Since 1979, North America's oldest and most spectacular Day of Dead Procession begins on 24th Street.

Registration requirements for the Inner Mission Commercial Corridor locally significant area are a combination of period, property type and integrity. Generally, this includes properties erected before 1931. Substantial alterations after that date negatively affect the integrity of the property. Primary property types include residential-over commercial, residential, commercial, and institutional. Large-scale industrial buildings are not included as a contributory property type.

The integrity of the Inner Mission Commercial Corridor Locally significant area is mixed. Local legislation does not establish integrity standards for such areas. The majority of the buildings within the area belong to one of the significant property types, and individually they maintain integrity. A portion of the area may have sufficient integrity for a California Register district, however, until the whole length of Mission and Valencia streets are surveyed (2005-2006) at an intensive-level, the area remains only locally significant.



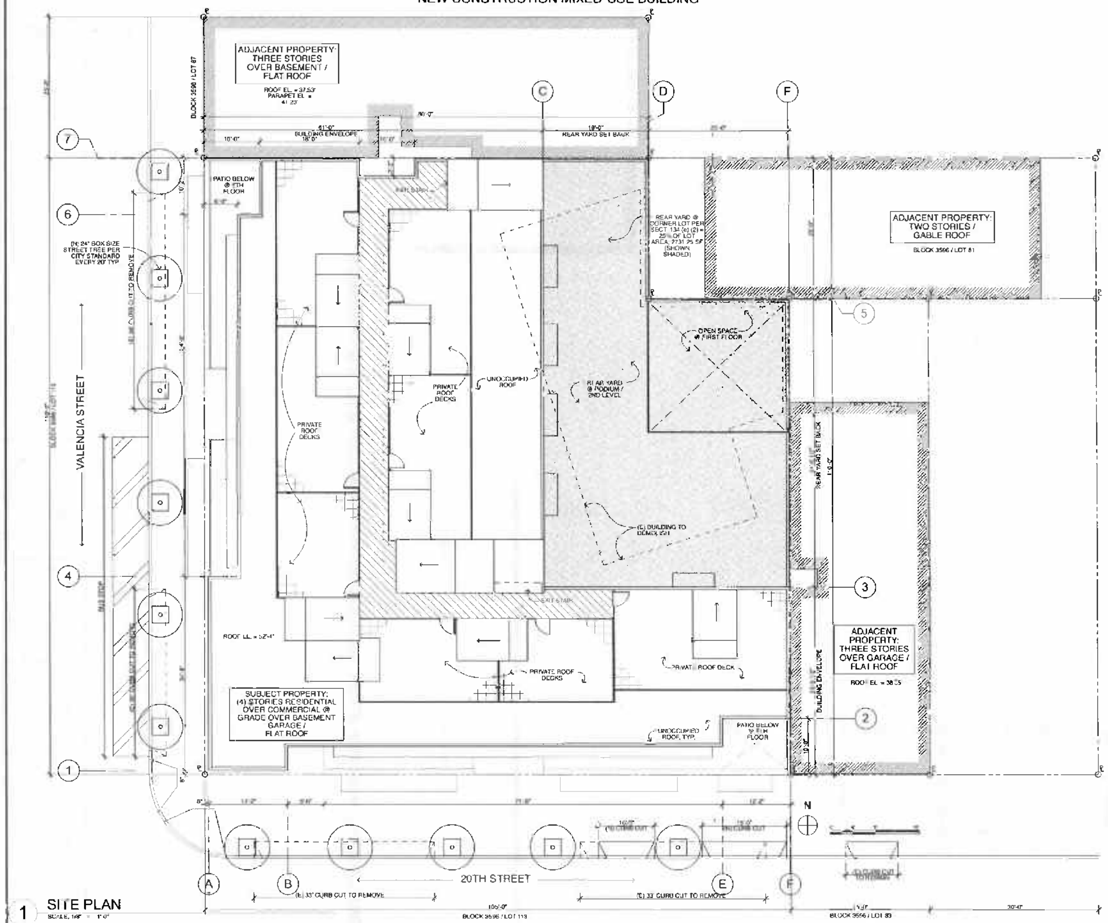
GENERALIZED NEIGHBORHOOD COMMERCIAL LAND USE AND DENSITY PLAN

Map 5

	Commercial Intensity (Stories)
Neighborhood Cluster	1
Small Scale Neighborhood District	1-2
Moderate Scale Neighborhood District	1-4
Neighborhood Shopping Center	1-4
Individual Neighborhood District	1-4

899 VALENCIA STREET

NEW CONSTRUCTION MIXED-USE BUILDING



1 SITE PLAN

DPW STREET IMPROVEMENT NOTES:

1. DPW/ BSM SITE MEETING REQUIRED; CALL TO ARRANGE APPOINTMENT WITH INSPECTOR

2. OFFICIAL SIDEWALK SLOPE IS 1/5" PER FOOT RISE FROM CURB GRADE TO PROPERTY LINE. ALL ENTRANCES, BOTH PEDESTRIAN AND VEHICULAR, SHALL MEET SIDEWALK GRADE. ALL RAMPING SHALL BE INSIDE OF PROPERTY LINE. DRIVEWAYS AND SIDEWALKS MUST CONFORM TO CITY REQUIREMENTS. FOR FURTHER INFORMATION CALL BUREAU OF STREET USE & MAPPING @ 554-6060.

3. ALL ENCROACHMENTS INTO OFFICIAL STREET OR SIDEWALK AREAS MUST BE GRANTED IN WRITING BY THE DIRECTOR OF PUBLIC WORKS OR BY RESOLUTION OF THE BOARD OF SUPERVISORS. ALL RAMPING TO BE INSIDE PROPERTY LINE.

4. SEPARATE PERMIT REQUIRED FROM BUREAU OF STREET USE & MAPPING FOR POTTED PLANTS & STREET TREES IN SIDEWALK AREAS. FOR FURTHER INFORMATION CALL 554-6700.

5. DPW/ BSM SIGN-OFF REQUIRED ON JOB CARD PRIOR TO DBI FINAL.

6. ALL WORK IS SUBJECT TO THE CONDITIONS NOTED ON PENDING DPW STREET IMPROVEMENT PERMIT AND DPW MINOR SIDEWALK ENCROACHMENT PERMIT (WHERE APPLICABLE).

GROSS SQUARE FOOTAGES BY FLOOR:

BASEMENT: 10,895 SQ. FT.
(9,298 PARKING + 1,242 SERVICE/STORAGE + 355 CIRCULATION)

FIRST FLOOR: 9,655 SQ. FT.
(7,073 GROSS COMMERCIAL W/ RESTROOMS + 1366 PARKING/ SERVICE + 1216 RES LOBBY/ CIRCULATION)

TYPE I CONSTRUCTION TOTAL: 20,550 SQ. FT.
(BASEMENT + FIRST FLOOR)

SECOND FLOOR: 7,825 SQ. FT.
(6,666 RESIDENTIAL + 1,159 CIRCULATION)

THIRD FLOOR: 7,965 SQ. FT.
(6,809 RESIDENTIAL + 1,159 CIRCULATION)

FOURTH FLOOR: 8,027 SQ. FT.
(8,027 RESIDENTIAL + 0 CIRCULATION SQ. FT.)

FIFTH FLOOR: 7,199 SQ. FT.
(6,065 RESIDENTIAL + 1,134 CIRCULATION)

TYPE-V CONSTRUCTION TOTAL: 31,016 SQ. FT.
(SECOND THROUGH FIFTH FLOORS)

TOTAL ENCLOSED BUILDING AREA: 51,566 SQ. FT.
(20,550 TYPE I + 31,016 TYPE V)

BUILDING GROSS SQUARE FOOTAGE:

LOT AREA: 10,925 sf (=105' x 110' minus 25' x 25')

BASEMENT:
A) PARKING GARAGE / SERVICE AREAS: 10,540 sf
(parking 9,298 sf + service areas 1,242 sf)
B) ELEVATOR/ CIRCULATION: 355 sf

TOTAL SF @ BSMT LEVEL: 10,895 sf (A + B)

GROUND FLOOR:
C) PARKING GARAGE/ SERVICE AREAS: 1,366 sf
(parking ramp 899 sf + service areas 467 sf)
D) COMMERCIAL: 7,073 sf
(comm. "A" 3,848 sf + comm. "B" 2,469 sf+ comm. "C" 756)
E) COMMON LOBBY AND CORRIDORS: 1,216 sf

TOTAL SF @ GROUND FLR: 9,655 sf (C + D + E)

RESIDENTIAL LEVELS (FLOORS 2-5):
F) 18 RESIDENTIAL UNITS: 27,564 sf
G) CIRCULATION (STAIRS, CORRIDORS, ELEVATOR, ETC.) 3,452 sf

TOTAL SF @ RESIDENTIAL LEVELS 2-5: 31,016 sf (F + G)

TOTAL ENCLOSED BLDG AREA: 51,566 sf

UNIT COUNT: (18) 3-brs
18 RESIDENTIAL UNITS

PLANNING DEPARTMENT NOTES:

Project Location: 899 Valencia Street, Block 3596/Lot 113

Zoning District: Valencia NCT
Valencia NCD to Valencia Street NCT. Project is grandfathered in based on original date of submission, however it must comply with new zoning requirements for Valencia NCT district only as outlined in Articles 1, 1.2, 1.5 and 2.5 of the Eastern Neighborhood Planning Amendments per Sec. 175.6(e)(1)(A)

Building Height Limit: 55-X
Height limit: 55 feet maximum; 52'-4" proposed. Shadow study required and has been completed. Building complies. Building height has also been approved by San Francisco Recreation and Parks Department

Proposed Building Use:
18 Residential Units with ground floor commercial and basement level parking.

Article 1.0: General Zoning Provisions and Definitions
Definitions apply.

Article 1.2: Dimensions Areas and Open Spaces
Sec. 124 BASIC FLOOR AREA RATIO:
Valencia NCT: (Table 124): F.A.R. = 2.5 to 1. Per section 134(b) F.A.R. requirements do not apply to dwellings/residential uses.

Sec. 132 FRONT SETBACKS
None required for Valencia NCT.

Sec. 134 REAR YARDS
s. 134(a): 25% of lot depth at the second story and each succeeding story of the building (and at any residential level).
s. 134(b): Obstructions such as bays are allowed per section 136.
s. 134(e)(2): Rear Yard Modification: 25% of lot area may be provided for a corner lot in lieu of the 25% lot depth. 25% lot area is provided (10,925 s.f. * 0.25 = 2,731.25 s.f.). Project complies.

Sec. 135 USABLE OPEN SPACE, NC DISTRICTS
Valencia NCT: (Table 135B): A minimum of 80 square feet private area/unit of 54 square feet publicly accessible open space per unit required. 11 units have private open space > 80 sf. 7 units (units #2, 3, 4, 6, 7, 8, 9) require common open space. 7 units x 54 sf = 378 sf common usable open space required. Common open space provided at the podium/second floor level (approx. 408 sf) exceeds common open space required.

Sec. 136 OBSTRUCTIONS OVER STREETS, ALLEYS AND IN REQUIRED SETBACKS
Valencia NCT: Obstructions such as bays are allowed per section 136.

Sec. 140: DWELLING UNITS IN ALL USE DISTRICTS TO FACE ON AN OPEN AREA (Dwelling unit exposure). All units face onto a public street or rear yard complying with the requirements of the code

Sec. 143 STREET TREES
Street trees are required for projects of new construction and a minimum of (1) tree of 24" box size for each 20 feet of frontage of the property along the streets. Street trees to be compliant with the applicable water use requirements of the Administrative Code Chapter 63 and species and locations are subject to approval by the Department of Public Works. Installation, maintenance and protection of trees are subject to Article 16 of Public Works Code. Complying street trees are provided and comply with this section.

Sec. 145.1 STREET FRONTAGES, NC DISTRICTS
Valencia NCT:
s. 145.1(c)(2): Parking: Garage entry to be no more than 1/3 of the lot width (or 20 feet) along 20th Street. Building complies.
s. 145.1(c)(3): Active Uses: With the exception of driveway, building egress and mechanical access, the first 25' of the building depth at grade to be reserved for active uses. Building complies.
s. 145.1(c)(4)(B): Ground Floor Ceiling Height: Ground floor non-residential uses to have a minimum floor to floor height of 14 feet as measured from grade. Building complies.
s. 145.1(c)(5): Street Facing Ground-Level Spaces: Floors of street fronting interior spaces are to be as close as possible to sidewalk elevations. Building complies.
s. 145.1(c)(6): Transparency and Fenestration: Street frontage on ground floor to have minimum 60% transparent windows and doors. Building complies.

Sec. 145.4 REQUIRED GROUND FLOOR COMMERCIAL USES
s. 145.4(b)(13)Valencia NCT: Ground floor along Valencia Street to be active uses and per 145.4(d)(3) no commercial frontage to be more than 75' contiguous linear feet. Building Complies with smaller commercial units.

Article 1.5: Off Street Parking and Loading
Sec. 151.1 SCHEDULE OF PERMITTED PARKING
Valencia NCT:
Residential: No parking is required. However, per Table 151, 0.75 parking spaces per dwelling units are allowed with Conditional Use approval: 18 dwelling units * 0.75 = 13.5 spaces = 14 residential spaces are allowed [rounded up per section 153(a)(5)]
Commercial Uses: up to 1 parking space per 1500 square feet of occupied floor area is allowed with Conditional Use approval: 6,034 / 1,500 s.f. = 4 parking spaces allowed (with CU)
Total parking permitted (with CU) and proposed = 18 spaces.

Sec. 152 REQUIRED LOADING SPACES:
None required for Commercial areas less than 10,000 square feet. None provided.

Sec. 154 DIMENSIONS FOR OFF-STREET PARKING
Valencia NCT: s. 154(a)(3) no minimum area or dimension requirements

Sec. 155.2 and Sec. 155.5 BICYCLE PARKING REQUIRED
Privately Owned Garage: s. 155.2(c)(1): A minimum of six (6) Class 1 spaces are required in privately owned garage.
Residential Uses: s. 155.5 parking spaces for Residential Uses: one (1) Class 1 space for every 2 dwelling units. (18) dwelling units * 0.5 = (9) spaces required
Total bicycle parking required = 9 spaces
Total bicycle parking provided = 12 spaces. Building Complies.

Sec. 166 CAR SHARING
Per Table 166, no car share spaces are required for 0-49 residential units. No car share is provided. Building complies.

Sec. 168 BABY DIAPER CHANGING ACCOMODATIONS
Every Public Serving Establishment shall provide baby diaper-changing accommodations. Commercial units comply.

Article 2: Use Districts (Voluntary Compliance):
Sec. 207.6 REQUIRED MINIMUM DWELLING UNIT MIX IN NCT DISTRICT
Valencia NCT:
S. 207.6(c)(2): 40% 2-Bedroom units required (9 units) or 30% 3-Bedroom units required. Building complies with (18) 3-Bedroom units (100%).
VALENCIA NCD: Density: 1 unit per 600 sf of lot area allowed. 10,925 sf lot area /600 sf = 18 units allowed
18 dwelling units proposed.

Article 2.5: Height and Bulk Districts
Sec. 260. HEIGHT LIMITS: MEASUREMENT
Building height is measured from one point on the street frontage from curb to top of flat roof.

Article 7: Neighborhood Commercial Districts
Sec. 726.1 VALENCIA STREET NCT DISTRICT - Density
No housing density requirements apply.

LOCATION MAP:

DESCRIPTION OF WORK:

New construction of a five-story mixed-use building as follows: Basement S-3 parking and Ground Floor M commercial occupancies; Type I-A, 3-hour fire resistive construction/separation from floors above. Stories 2 through 5. (18) units of R-2 occupancy apartments; Type V-A, 1-hour construction. Building to be fully sprinklered under separate permit.

All work to comply with current local and state codes including, but not limited to: the 2007 Edition of the California Building Code, the California Plumbing Code, the California Mechanical Code, the California Electrical Code and the California Fire Code, the current editions of the San Francisco Building and Planning Codes, Title-24 Energy Standards, etc...

BUILDING DATA:

ADDRESS	899 VALENCIA STREET SAN FRANCISCO, CA 94110
BLOCK/LOT:	BLOCK 3596/ LOT 113
ZONING DISTRICT/ HEIGHT:	VALENCIA NCD/ 50-X (GRANDFATHERED) (CURRENT - VALENCIA NCT/ 55-X)
LOT SIZE:	110'-0" X 105'-0" WITH NOTCH
SFBC OCCUPANCY CLASSES:	R-2, M, S-3
CONSTRUCTION TYPE:	TYPE V-A 1-HR OVER TYPE I-A CONCRETE
DESIGN/ AGENT	KERMAN MORRIS ARCHITECTS 69A WATER STREET SAN FRANCISCO, CA 94133 (415)749-0302

INDEX OF DRAWINGS:

HPC SET
11/10/10

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Revisions		
	PLANNING SET	8/7/04
1	PLANNING REV #1	11/03/08
2	PLANNING REV #2	9/23/10

899 VALENCIA STREET

NEW CONSTRUCTION MIXED USE 18-UNIT RESIDENTIAL OVER COMMERCIAL

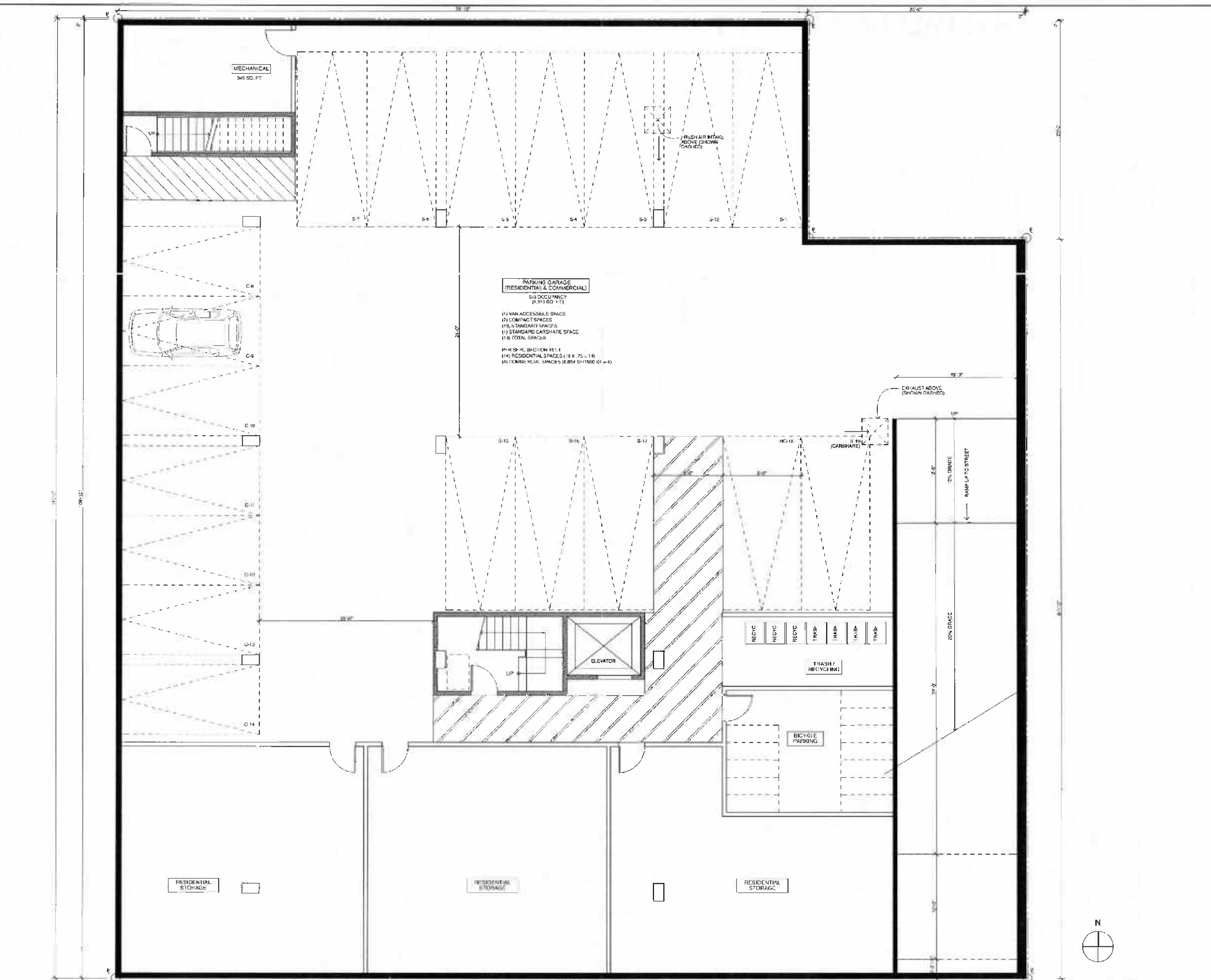
BLOCK 3596 / LOT 113

SITE PLAN

DATE: 11/10/10
SCALE
DRAWN BY: JLL
CHECKED BY: TM
JOB NO: 0420

DRAWING

T-1



1 BASEMENT PLAN

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NEW CONSTRUCTION MIXED USE 18 UNIT RESIDENTIAL OVER COMMERCIAL

BLOCK 3596 / LOT 113

BASEMENT LEVEL FLOOR PLAN

NOTICE

DATE: 11/10/10

CHECKED BY: TM

0420

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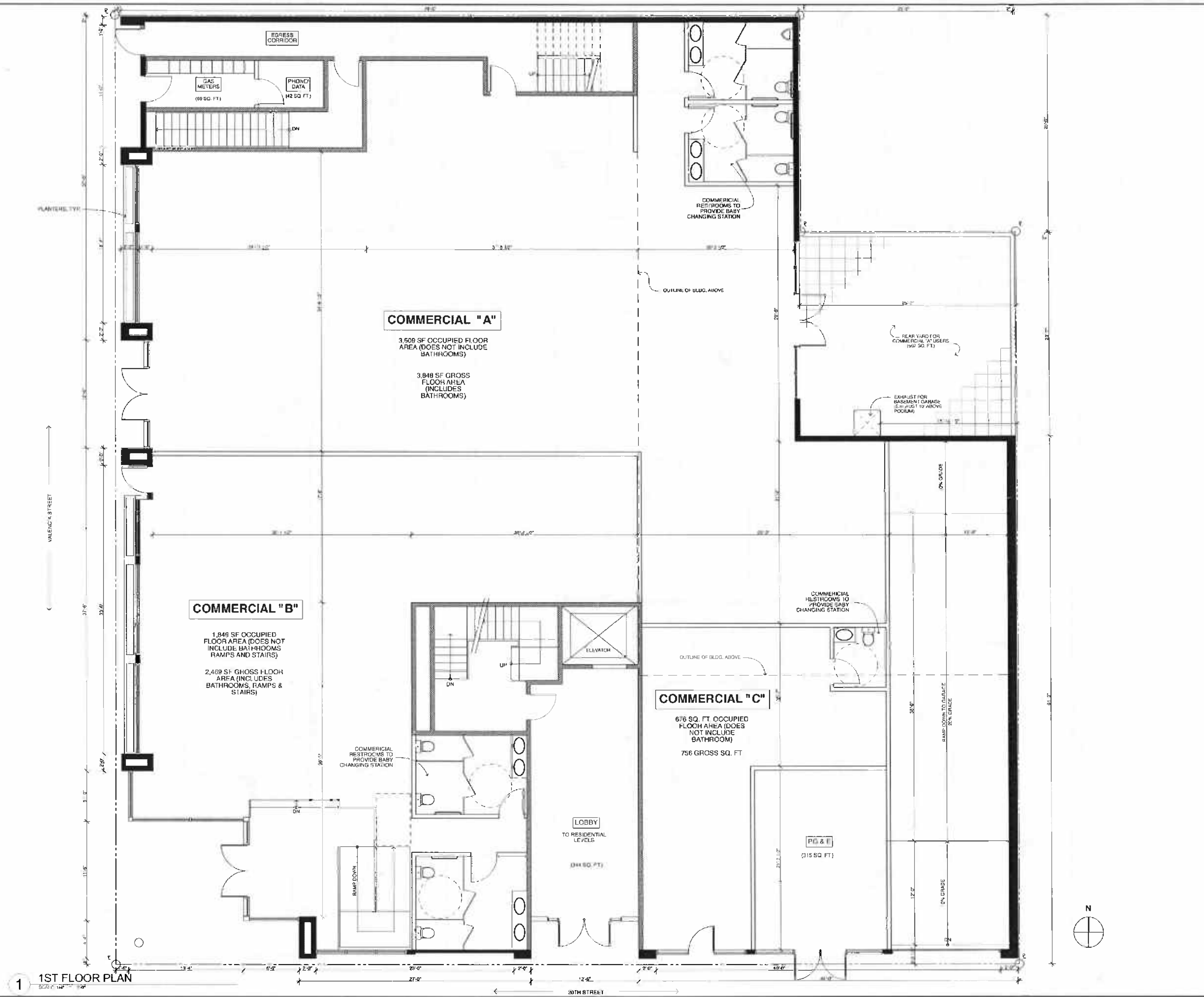
A-1.1



1 1ST FLOOR PLAN

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Revisions

	PLANNING SET 07/1 04
1	PLANNING REV #1
2	PLANNING REV #2 8/25/10

899 VALENCIA STREET

NEW CONSTRUCTION, MIXED USE 18-UNIT RESIDENTIAL OVER COMMERCIAL

BLOCK 3596 / LOT 113

1ST FLOOR PLAN

NOTICE

DATE: 11/10/10
SCALE:
DRAWN BY: JLL
CHECKED BY: TM
JOB NO: 0420

DRAWING

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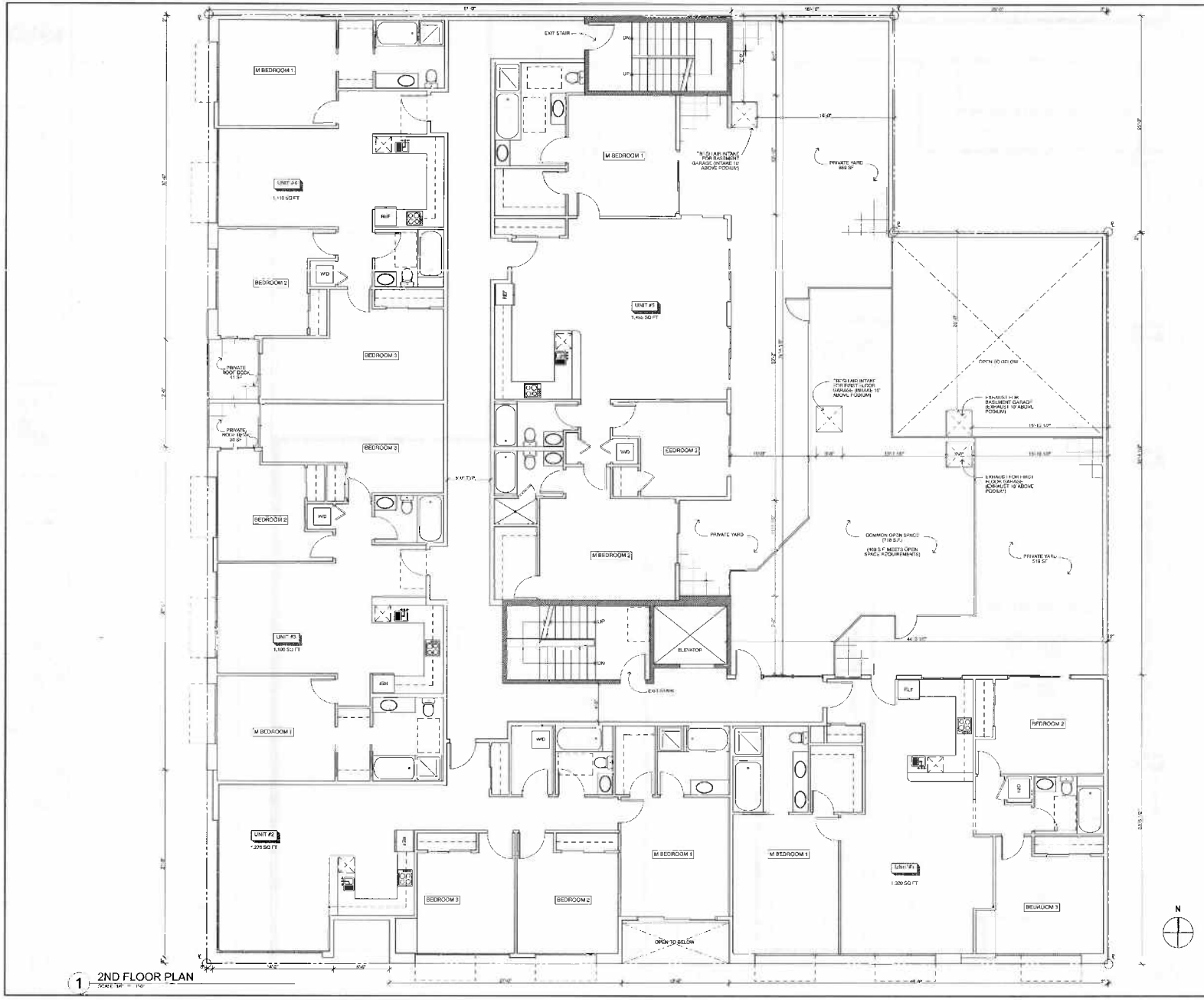

1 2ND FLOOR PLAN

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NEW CONSTRUCTION, MIXED USE 18-UNIT RESIDENTIAL OVER COMMERCIAL

BLOCK 3639 / LOT 113

2ND FLOOR PLAN

11/10/16

DRAWING

A-1.3

1 3RD FLOOR PLAN

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NEW CONSTRUCTION, MIXED USE 18-UNIT RESIDENTIAL OVER COMMERCIAL

BLOCK 3586 / LOT 113

3RD FLOOR PLAN

SCALE

DRAWN BY JLL

CHECKED BY TM

DRAWING

A-1.4

1 4TH FLOOR PLAN
SCALE: 1/4" = 1'-0"

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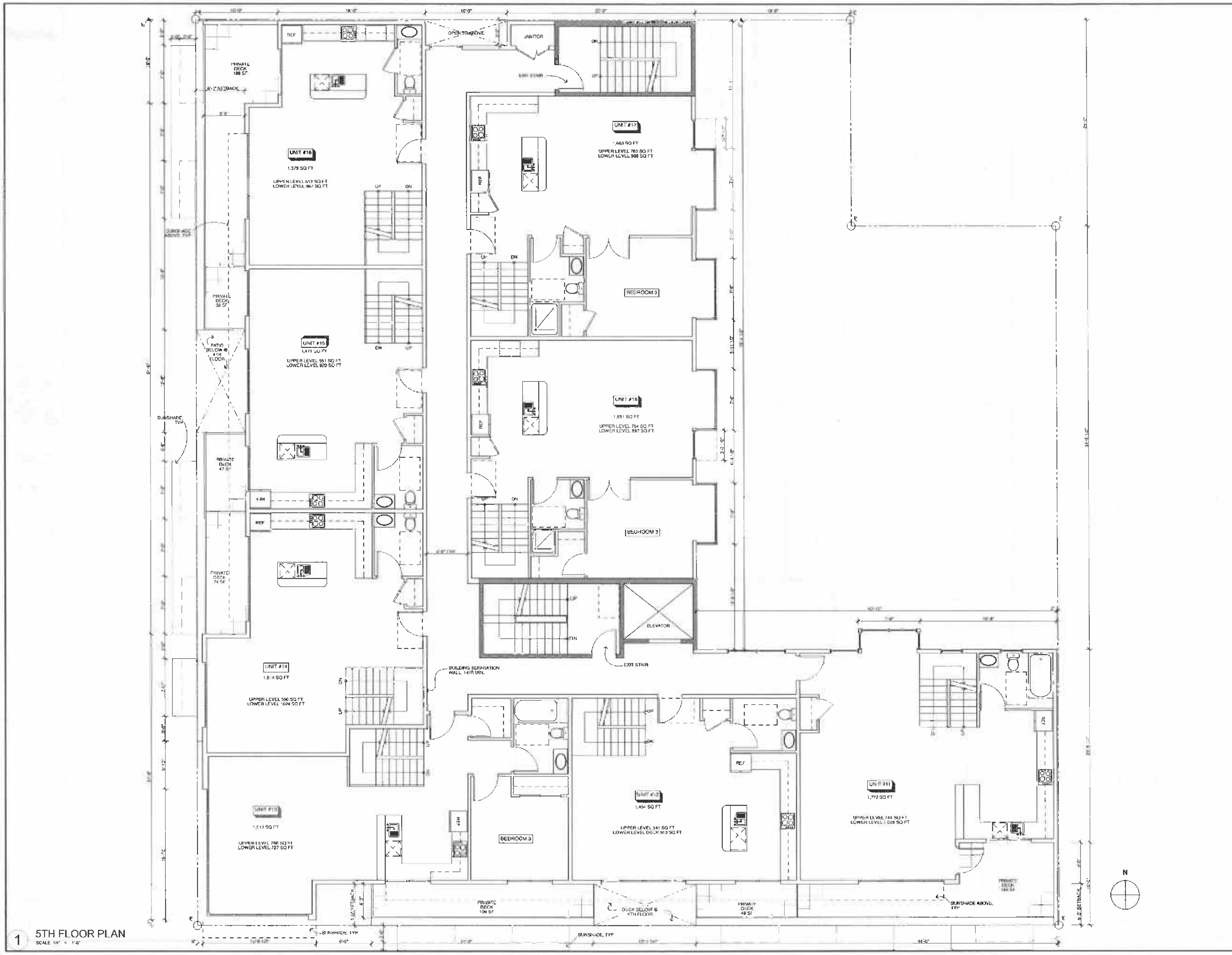
NEW CONSTRUCTION, MIXED USE 18-UNIT RESIDENTIAL OVER COMMERCIAL

BLOCK 3599 / LOT 113

4TH FLOOR PLAN

DRAWING

A-1.5



1 5TH FLOOR PLAN

SCALE 1/4" = 1'-0"

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NEW CONSTRUCTION
MIXED USE
18-UNIT RESIDENTIAL
OVER COMMERCIAL

BLOCK 3596 / LOT 113

5TH FLOOR PLAN

DATE: 11/10/10

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CHECKED BY: TM

JOB NO: 0420

DRAWING

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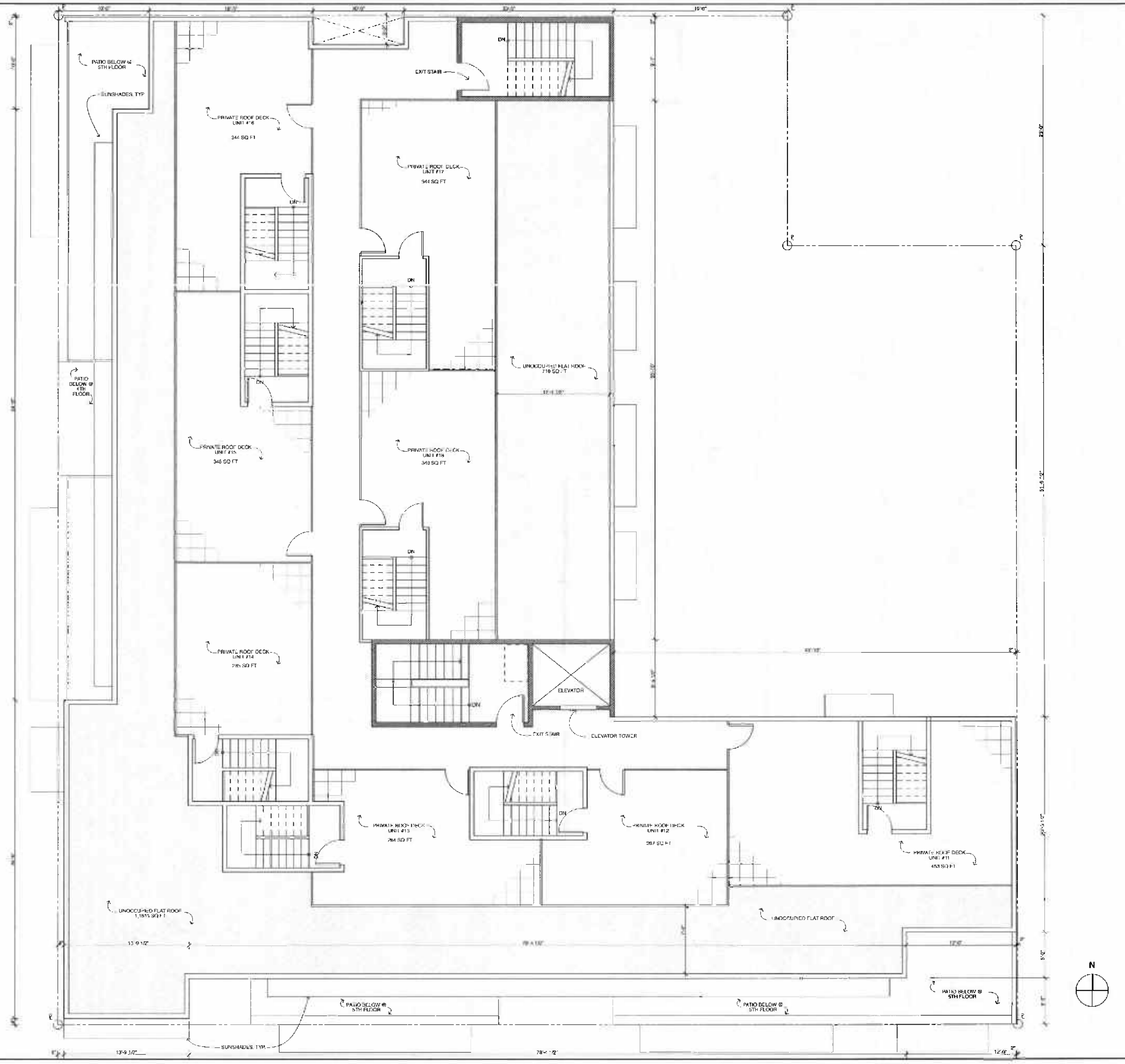
27 of 13 sheets



1 ROOF PLAN
SCALE: 1/4" = 1'-0"

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Revisions:

	PLANNING SET 8/11/04
1	PLANNING REV #1 11/30/05
2	PLANNING REV #2 9/23/13

899 VALENCIA STREET

NEW CONSTRUCTION:
MIXED USE
18-UNIT RESIDENTIAL
OVER COMMERCIAL

BLOCK 3596 / LOT 113

ROOF PLAN

NOTICE

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These drawings are an [illegible] permit and to assist the contractor in construction. The drawings show it [illegible] and any representative/typical details. SPECIFICALLY EXCLUDED FROM THE SCOPE OF DESIGN SERVICES AND AS INDICATED IN THESE PLANS ARE ALL WATERPROOFING DETAILS/ DESIGN, WHICH ARE THE RESPONSIBILITY OF THE CONTRACTOR/BUILDER.

All attachments, connections, fastenings, etc. are to be properly secured in conformance with best practice, and the Contractor shall be responsible for providing and installing them.

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SCALE:
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CHECKED BY: TM
JOB NO.: 0420

DRAWING
A-1.7

28 of [illegible] sheets

ELEVATION KEY NOTES:

1. METAL CLADDING
2. CORRIGATED METAL PANEL
3. MOSAIC TILE BASE
4. HORIZONTAL SIDING, PTD
5. DUAL GLAZED ALUMINUM WDWS & DOORS (TYP.)
6. GLASS GUARDRAIL, 42" HIGH
7. OPEN METAL GUARDRAIL W/ 4" MAX. OPENINGS, 42" HIGH
8. 1-HOUR RATED 42" HIGH GUARDRAIL WALL
9. METAL CLAD OVERHANG
10. METAL AND GLASS CANOPY
11. TYP. REDWD /CEDAR BLINDWALL PLYWD. @ CONCEALED PROPERTY LINE CONDITION. PAINT & PROVIDE 1x REDWD. BATTENS OVER HORIZ. & VERT. JTS. @ EXPOSED AREAS (TYP.)
12. CEMENTITIOUS OR RESIN BOARD CLADDING
13. SAND BLASTED (TRANSLUCENT) GLAZING
14. ALUM. STOREFRONT SYSTEM (W/ BUTT GLAZING WHERE SHOWN)
15. HORIZONTAL MTL. LOUVERS O/ FACE OF GLASS
16. PAINTED MTL. PANELS

1 SOUTH ELEVATION (20TH STREET)

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Revisions

	PLANNING SET 9/1/04
1	PLANNING REV #1 [illegible]
2	PLANNING REV #2 [illegible]

C-24585

899 VALENCIA STREET

NEW CONSTRUCTION MIXED USE 18-UNIT RESIDENTIAL OVER COMMERCIAL

SOUTH ELEVATION

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JOB NO: 0420

DRAWING

A-2.1

29 of 13 sheets

ELEVATION KEY NOTES:

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1 WEST ELEVATION (VALENCIA STREET)

SCALE: 1/4" = 1'-0"

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Revisions

	PLANNING SET 9/1/04
1	PLANNING REV #1 11/03/05
2	PLANNING REV #2

899 VALENCIA STREET

NEW CONSTRUCTION: MIXED USE 18-UNIT RESIDENTIAL OVER COMMERCIAL

BLOCK 3596 / LOT 113

WEST ELEVATION

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All attachments, connections, fastenings, etc. are to be properly secured in conformance with best practice, and the Contractor shall be responsible for providing and installing them.

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CHECKED BY	TM
JOB NO.	0420

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A-2.2

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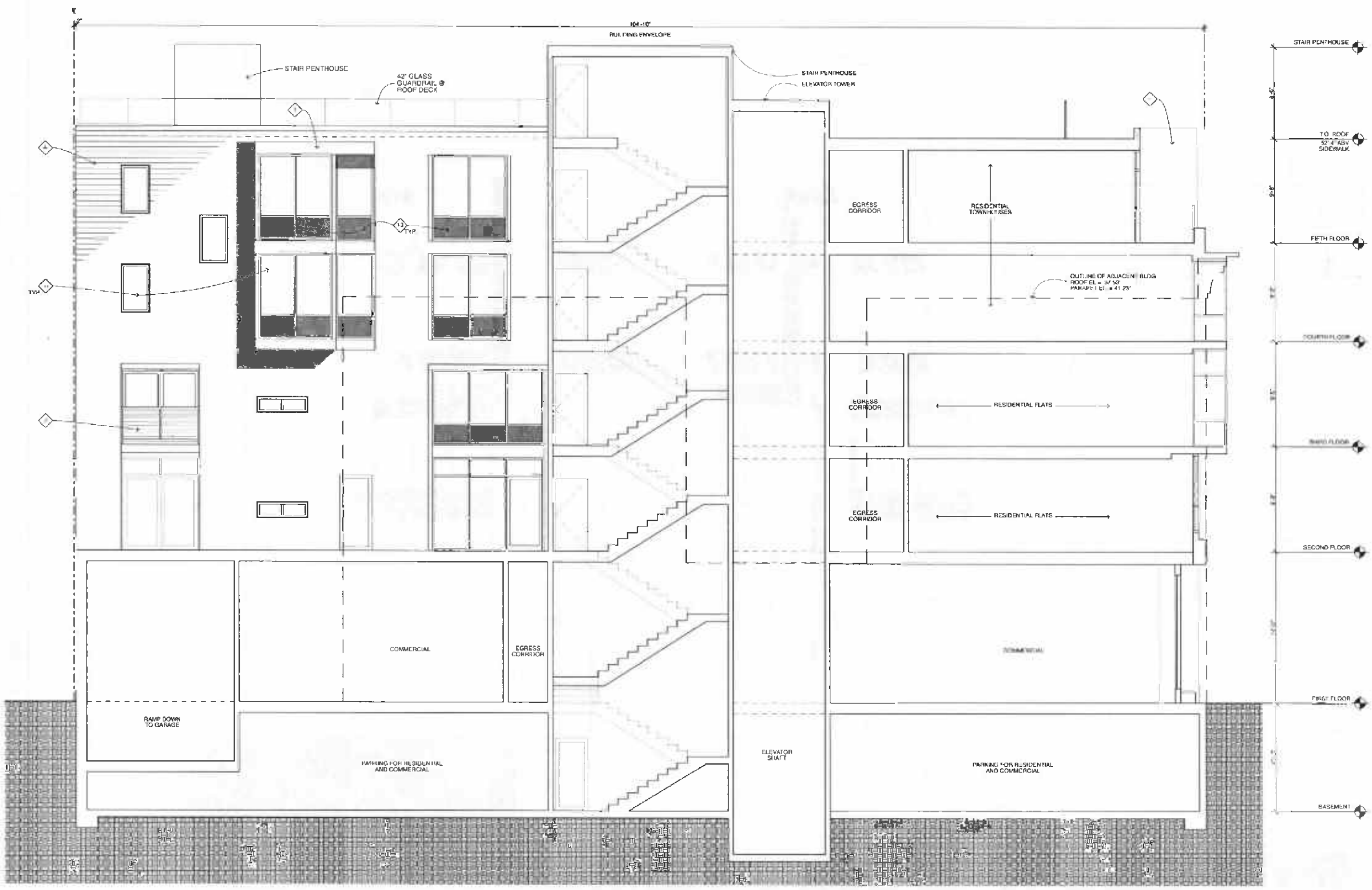

1 NORTH ELEVATION
SCALE: 1/4" = 1'-0"

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Revisions

	PLANNING SET
1	PLANNING REV #1 11/03/05
2	PLANNING REV #2 9/23/10

C-24586

899 VALENCIA STREET

NEW CONSTRUCTION: MIXED USE 18-UNIT RESIDENTIAL OVER COMMERCIAL

BLOCK 3596 / LOT 113

NORTH ELEVATION

DATE 11/10/10
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A-2.3

ELEVATION KEY NOTES:

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2. CORRUGATED METAL PANEL
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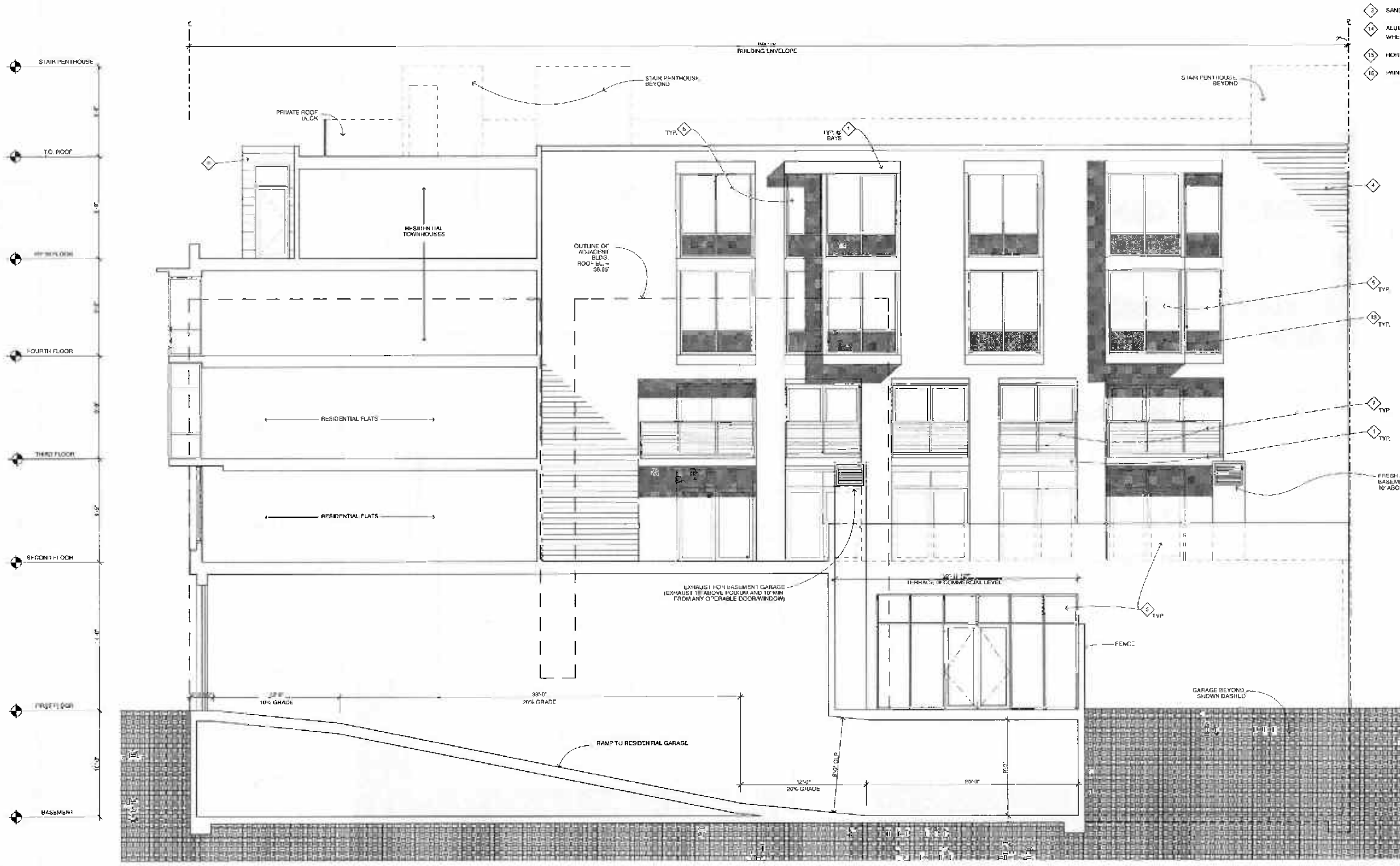

1 EAST ELEVATION
SCALE: 1/4" = 1'-0"

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Revisions:

	PLANNING SET 8/11/04
1	PLANNING REV #1 11/03/09
2	PLANNING REV #2 9/23/10

899 VALENCIA STREET

NEW CONSTRUCTION: MIXED USE 18 UNIT RESIDENTIAL OVER COMMERCIAL

BLOCK 3596 / LOT 113

EAST ELEVATION

NOTICE

DATE: 11/10/10
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CHECKED BY: TM
JOB NO.: 0420

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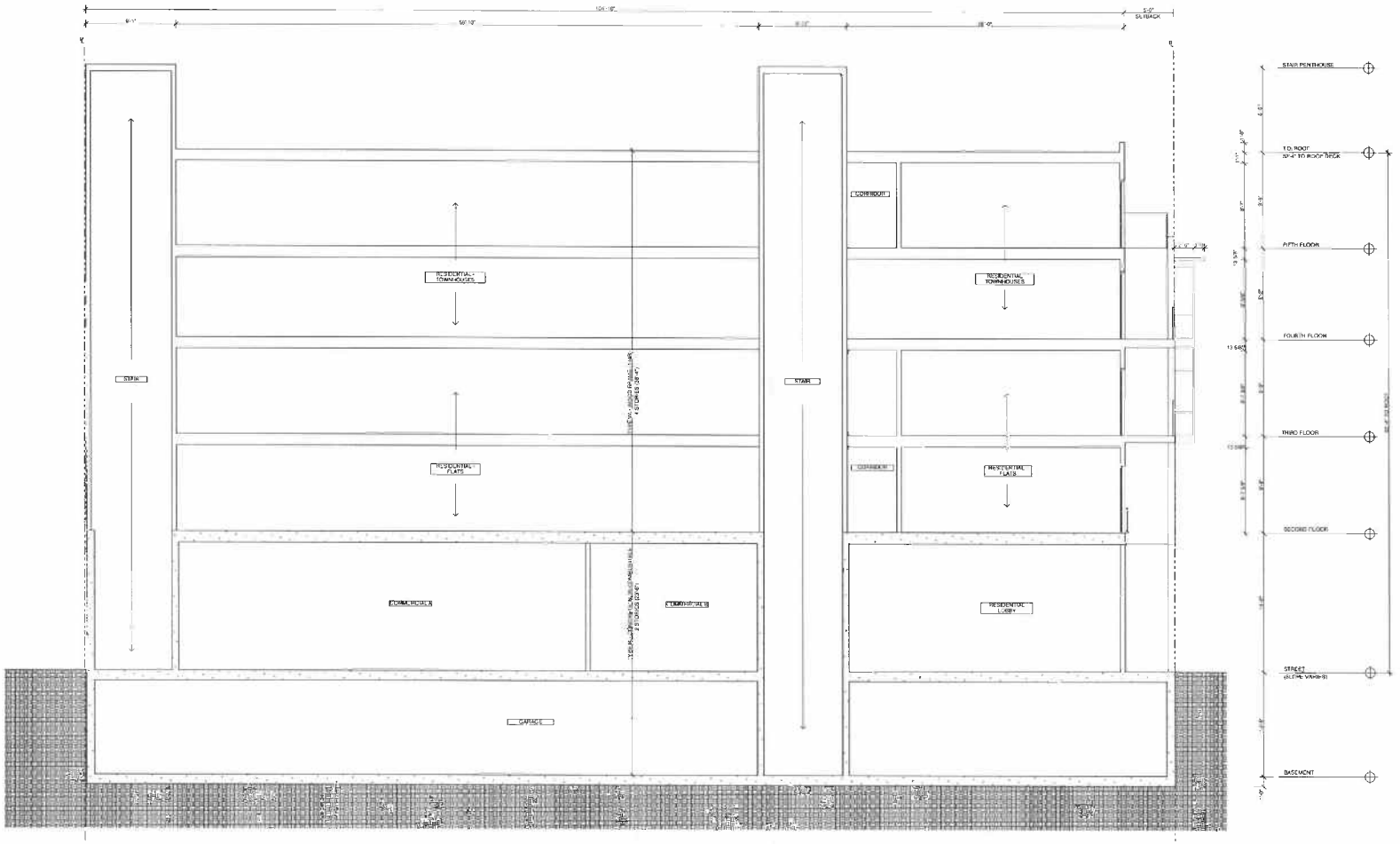
A-2.4
32 of 3 sheets



1 SCHEMATIC SECTION
SCALE: 1/4" = 1'-0"

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899 VALENCIA STREET

NEW CONSTRUCTION
MIXED USE
18-UNIT RESIDENTIAL
OVER COMMERCIAL

BLOCK 3596 / LOT 113

SECTION

DRAWING
A-3.1


20th Street
899 VALENCIA STREET
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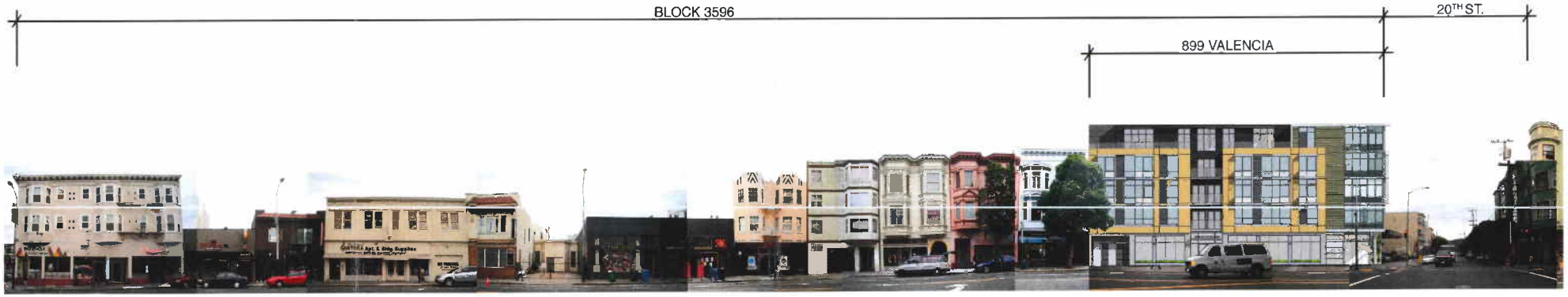
11/10/2010



VALENCIA STREET: EAST SIDE

VALENCIA STREET: EAST SIDE

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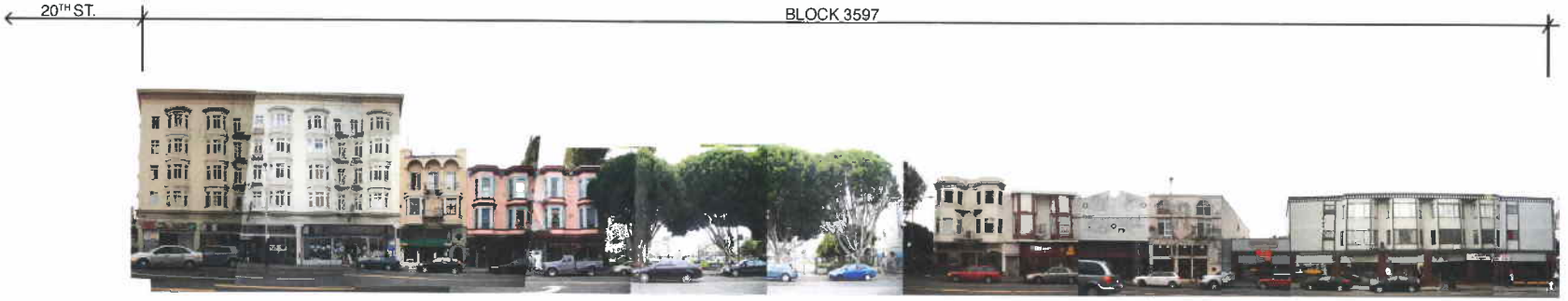
KERMAN MORRIS ARCHITECTS
11/10/2010

VALENCIA STREET: WEST SIDE



VALENCIA STREET: WEST SIDE

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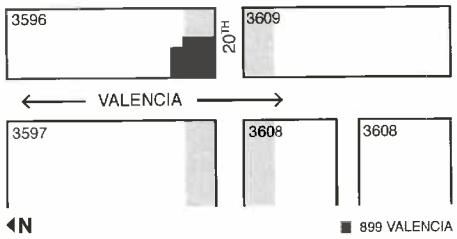
KERMAN MORRIS ARCHITECTS
11/10/2010

20TH STREET :NORTH SIDE

20TH STREET :SOUTH SIDE



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11/10/2010