



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Appropriateness Case Report

Hearing Date: February 17, 2010
Filing Date: March 13, 2008
Case No.: **2008.0312A**
Project Address: **280 Divisadero Street**
Historic Landmark: No. 190: Charles L. Hinkel House
Zoning: NC-2 (Small-Scale Neighborhood Commercial)
40-X Height and Bulk District
Block/Lot: 1238 / 023
Applicant: Brett Gladstone, Gladstone & Associates
177 Post Street, Penthouse
San Francisco, CA 94108
Staff Contact Shelley Caltagirone - (415) 558-6625
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Reviewed By Tina Tam – (415) 558-6325
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PROPERTY DESCRIPTION

280 DIVISADERO STREET, east side between Haight and Page Streets. Assessor's Block 1238, Lot 023. The Charles L. Hinkel House is a wood-frame, four-story, Second Empire-style, single-family house constructed in 1885. The landmarked property includes a wood-frame, two-story carriage house at the rear of the lot, which is the subject of this application. Please refer to the attached Environmental Impact Report, Chapter III. Environmental Setting and Impact, Section A. Historic Architectural Resources – Setting (pp. 24-28) for a full description of the site. The property is designated San Francisco Landmark No. 190: Charles L. Hinkel House and is listed on the *Here Today* survey (page 127) and the 1976 Architectural Survey with a rating of '3'. The site is zoned NC-2 (Small-Scale Neighborhood Commercial) District and is in a 40-X Height and Bulk District.

PROJECT DESCRIPTION

The proposal is to convert the carriage house located at the rear of the subject property to a residential unit. Per the demolition standards set forth in Section 1005(f) of the Planning Code, the project would be a *de facto* demolition as it would remove more than 25% of the surface of all external walls facing a public street and would remove more than 75% of the building's existing internal structural framework or floor plates.

The work would include: construction of a new perimeter foundation and new structural framing; installation of a new front door and windows; enclosure of the existing carport and installation of a new garage door; removal of the existing large doorway to the right of the front door; removal and replacement of the existing non-historic aluminum-frame sliding door at the second-story dormer with a new wood sash window; reconstruction of the dormer with a new cupola; installation of two new oval-shaped wood sash windows in the western (front) slope of the existing mansard roof; installation of new

decorative wood trim around the doors and windows, at the line between the first and second floors, and at the corners of the building; removal and reinstallation as feasible of exterior wood siding to allow for the installation of both insulation and a new vapor barrier; construction of a new deck atop the existing carport, with a new doorway leading to the deck from the second floor of the structure; and, installation of a new decorative iron cresting along the roofline and a new weathervane atop the cupola. The project also would include installation of new utilities including pumps for wastewater and storm water. There would be no change in parking capacity, and the square footage and height of the carriage house would be unchanged from its present condition, with the exception of the new cupola, which would rise about 9' above the existing roofline. As noted, the extent of the proposed work is substantial enough that the Planning Department considers the proposed project to be demolition and new construction.

BACKGROUND

The project was last reviewed by the Landmarks Preservation Advisory Boards on June 6, 2007 for a Review and Comment hearing on the Draft Environmental Impact Report. Please refer to the attached Environmental Impact Report, Introduction – Chronology (pp. iv-v) for a full description of the project background.

OTHER ACTIONS REQUIRED

Approval of the project would require the granting of rear yard and non-complying structure variances. (See below.)

COMPLIANCE WITH THE PLANNING CODE PROVISIONS

A rear yard variance was granted in 1989 (Case No. 88.755V) to legalize the use of the carriage house as a dwelling unit; however, the owner failed to comply with the condition of approval and the variance expired. Therefore, expansion of the carriage house structure and the creation of a new dwelling unit would require approval of new rear yard (Section 134) and non-complying structure (Section 188) variances. The project would also require Planning Code Section 311 notification prior to approval of the building permit application.

APPLICABLE PRESERVATION STANDARDS

ARTICLE 10

A Certificate of Appropriateness is required for any construction, alteration, removal, or demolition of a designated Landmark for which a City permit is required. In appraising a proposal for a Certificate of Appropriateness, the Historic Preservation Commission should consider the factors of architectural style, design, arrangement, texture, materials, color, and other pertinent factors. Section 1006.7 of the Planning Code provides in relevant part as follows:

The proposed work shall be appropriate for and consistent with the effectuation of the purposes of Article 10.

The proposed work shall be compatible with the historic site in terms of design, materials, form, scale, and location. The proposed project should not detract from the site's architectural character as described

in the designating ordinance. For all of the exterior and interior work proposed, reasonable efforts should be made to preserve, enhance or restore, and not to damage or destroy, the exterior architectural features of the subject property which contribute to its significance.

THE SECRETARY OF THE INTERIOR'S STANDARDS

Rehabilitation is the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features that convey its historical, cultural, or architectural values. The *Rehabilitation Standards* provide, in relevant part(s):

Standard 1.

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

Standard 2.

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

Standard 3.

Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

Standard 5.

Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

Standard 9.

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

Standard 10.

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

PUBLIC/NEIGHBORHOOD INPUT

The Department received a letter of support for the project from Board of Supervisor Member Ross Mirkarimi on December 1, 2007 (see attached).

ISSUES & OTHER CONSIDERATIONS

Per Section 1008 of the Planning Code, "the owner...shall comply with all applicable codes, laws and regulations governing the maintenance of the property. It is the intent of this Section to preserve from deliberate or inadvertent neglect the exterior portions of such landmark...and all interior portions thereof

whose maintenance is necessary to prevent deterioration and decay of any exterior portion.” Based upon photographs and the Project Sponsor’s description of the condition of the carriage house, it appears that the building may be in imminent need of maintenance to prevent critical deterioration of its materials and structural elements. The Planning Department is concerned that the prolonged review of this case may have resulted in deferred maintenance on the part of the property owner and will be monitoring the site to evaluate whether or not the current condition of the building is in violation of Section 1008.

STAFF ANALYSIS

Based on the requirements of Article 10 and the *Secretary of Interior’s Standards for Rehabilitation*, staff has determined that the proposed work will have an adverse affect on the landmark site. Analysis of the proposed project per the applicable *Standards* is thoroughly discussed in the Environmental Impact Report, Chapter III. Environmental Setting and Impact, Section A. Historic Architectural Resources – Impact (pp. 31-38). This analysis is included by reference as part of this case report.

ENVIRONMENTAL REVIEW STATUS

The Planning Commission certified an Environmental Impact Report (Final EIR) under the California Environmental Quality Act, Public Resources Code Sections 21000 *et seq.* (CEQA), for the proposed project on November 12, 2009 by Motion No. 17981 (see attached). The Final EIR concluded that the proposed project would result in a significant and unavoidable impact to historic resources. The Final EIR found that both the *de facto* demolition of the existing structure and the design of the new construction were significant impacts to historic resources under CEQA because both the demolition and proposed new construction would cause a substantial adverse change in the significance of the resources. Please refer to the attached Environmental Impact Report, Chapter V. Significant Effects That Cannot Be Avoided if the Proposed Project is Implemented (p. 45).

PLANNING DEPARTMENT RECOMMENDATION

Planning Department staff recommends disapproval of the proposed project because it is not appropriate for and consistent with the effectuation of the purposes of Article 10, and it does not meet the *Secretary of the Interior Standards for Rehabilitation* for the following reasons:

- The landmark designation report cites the importance of the property as representative of middle-class Victorian life. The carriage house was a functional aspect of that life and period, and all proposed work should respect the historic use of the building, and its relationship to the historic main house. The current project would eliminate characteristics of the building that identify it as the former carriage house, including its utilitarian and subordinate appearance. The proposed project would disregard this historic relationship between the buildings by creating an ornate Victorian reproduction with Second Empire elements similar to those displayed by the main residence. While a new residential use for the carriage house may be established without causing significant changes to its characteristic features, the proposed project would radically change the building’s historic character and diminish an aspect of the landmark property’s historic significance.

- The form, size, simply detailing, and fenestration pattern at the front façade are all character-defining features of the carriage house that would be eliminated by the proposed project. The project would alter the form so that it appears as a small cottage with an attached garage. It would also add elaborate detailing that does not have any historic precedent and is uncharacteristic of the building's simple, utilitarian design. And, it would change the location, size, and proportions of the openings at the front facade.
- The elaborate embellishment of the building would create the appearance of a Victorian-era, Second Empire-style cottage and would give the building and the property as a whole a false sense of historic development. The new construction would introduce a secondary residential unit with historic detailing that would appear to the public to date from the period of significance for the landmark. This confusion would harm the overall integrity of the site in terms of design, setting, feeling, and association.
- The proposed work would cause the removal of a significant portion of the historic materials that comprise the carriage house and would not replace them in-kind. This would harm the material aspects of the building's integrity.
- The proposed work would not be reversible as it would permanently remove a significant portion of the building's historic materials. The integrity of the structure and the site would be permanently impaired.

Furthermore, because the proposed demolition and new construction would constitute a significant and unavoidable impact to an historic resource under CEQA, approval of the proposed project would require the Commission find that the specific economic, legal, social, technological, or other benefits of the proposed project outweigh the unavoidable adverse environmental effects of the proposed project. Due to the condition of the existing structure, such support may be found for the *de facto* demolition if an appropriate reconstruction project were proposed. However, as currently proposed, the design of the new construction constitutes a significant and unavoidable impact to the historic resource, i.e. the landmark site, because of the false sense of history it conveys, which would not be justified by any overriding considerations.

Accordingly, if the Historic Preservation Commission disapproves the proposed project, Planning Department staff would recommend that the Project Sponsor revise the project in conformance with Alternative C as described in the Environmental Impact Report (see Chapter VI. Alternatives to the Proposed Project, Section C., pp. 48-51) and present this proposal to the Historic Preservation Commission as a new project. While Alternative C would also result in the *de facto* demolition of the carriage house, it would reconstruction the building in a manner that accurately conveys the historic architectural character and use of the building while providing for an additional residential unit on the landmark site. The new construction under Alternative C would therefore meet the *Secretary of the Interior's Standards for Reconstruction* and greatly reduce the adverse impacts to the landmark site. Approval of Alternative C would require the adoption of findings of overriding considerations under CEQA because, while such a revised new construction would conform to the *Secretary of the Interior's Standards for Reconstruction*, the *de facto* demolition of the existing structure would nevertheless remain a significant and unavoidable impact to historic resources.

ATTACHMENTS

Draft Motion
Landmark Designation Report
Public Input Letters
Architectural Plans / Project Sponsor Materials
Environmental Impact Report

SC: G:\DOCUMENTS\Cases\COFA\Case Reports\280 Divisadero_Case Report_2.17.10.doc

ATTACHMENT



SAN FRANCISCO PLANNING DEPARTMENT

Historic Preservation Commission Draft Motion

HEARING DATE: FEBRUARY 17, 2010

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tina.tam@sfgov.org

ADOPTING FINDINGS FOR DISAPPROVAL OF A CERTIFICATE OF APPROPRIATENESS FOR PROPOSED WORK DETERMINED TO BE INAPPROPRIATE FOR AND INCONSISTENT WITH THE PURPOSES OF ARTICLE 10, THE STANDARDS OF ARTICLE 10 AND THE SECRETARY OF INTERIOR'S STANDARDS FOR REHABILITATION, FOR THE PROPERTY LOCATED ON LOT 023 IN ASSESSOR'S BLOCK 1238, WITHIN AN NC-2 (SMALL-SCALE NEIGHBORHOOD COMMERCIAL) ZONING DISTRICT AND A 40-X HEIGHT AND BULK DISTRICT.

PREAMBLE

WHEREAS, on March 13, 2008, Brett Gladstone (Project Sponsor) filed an application with the San Francisco Planning Department (hereinafter "Department") for a Certificate of Appropriateness to convert the carriage house located at the rear of the subject property to a residential unit, resulting in a de facto demolition of the existing building per the demolition standards set forth in Section 1005(f) of the Planning Code and the construction of a new residential building with attached garage.

WHEREAS, the Planning Commission certified an Environmental Impact Report (Final EIR), Case No. 2001.1056E, prepared for the Project on November 12, 2009 by Motion No. 17981. The Final EIR concluded that the proposed project, including both the proposed *de facto* demolition of the existing structure and the proposed new construction, would result in a significant and unavoidable impact to historic resources. The Historic Preservation Commission (hereinafter "Commission") has reviewed the Final EIR.

WHEREAS, on February 17, 2010, the Commission conducted a duly noticed public hearing on the current project, Case No. 2008.0312A ("Project") for its appropriateness.

WHEREAS, in reviewing the Application, the Commission has had available for its review and consideration case reports, plans, and other materials pertaining to the Project contained in the Department's case files, has reviewed and heard testimony and received materials from interested parties during the public hearing on the Project.

MOVED, that the Commission hereby denies the Certificate of Appropriateness for the Project, as described in the architectural plans dated April 2008 and labeled Exhibit A on file in the docket for Case No. 2008.0312A, based on the following findings:

FINDINGS

Having reviewed all the materials identified in the recitals above and having heard oral testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and also constitute findings of the Commission.
2. Findings pursuant to Article 10:

The Historical Preservation Commission has determined that the Project is not compatible with the character of Landmark No.: Charles L. Hinkel House as described in designation report (Case No. 1998.183).

- The landmark designation report cites the importance of the property as representative of middle-class Victorian life. The carriage house was a functional aspect of that life and period, and all proposed work should respect the historic use of the building, and its relationship to the historic main house. The Project would eliminate characteristics of the building that identify it as the former carriage house, including its utilitarian and subordinate appearance. The Project would disregard this historic relationship between the buildings by creating an ornate Victorian reproduction with Second Empire elements similar to those displayed by the main residence. While a new residential use for the carriage house may be established without causing significant changes to its characteristic features, the Project would radically change the building's historic character and diminish an aspect of the landmark property's historic significance.
- The form, size, simply detailing, and fenestration pattern at the front façade are all character-defining features of the carriage house that would be eliminated by the Project. The Project would alter the form so that it appears as a small cottage with an attached garage. It would also add elaborate detailing that does not have any historic precedent and is uncharacteristic of the building's simple, utilitarian design. And, it would change the location, size, and proportions of the openings at the front facade.

- The elaborate embellishment of the building would create the appearance of a Victorian-era, Second Empire-style cottage and would give the building and the property as a whole a false sense of historic development. The new construction would introduce a secondary residential unit with historic detailing that would appear to the public to date from the period of significance for the landmark. This confusion would harm the overall integrity of the site in terms of design, setting, feeling, and association.
- The Project would cause the removal of a significant portion of the historic materials that comprise the carriage house and would not replace them in-kind. This would harm the material aspects of the building's integrity.
- The Project would not be reversible as it would permanently remove a significant portion of the building's historic materials. The integrity of the structure and the site would be permanently impaired.
- That the Project does not meet the following Secretary of Interior's Standards for Rehabilitation:

Standard 1.

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

Standard 2.

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

Standard 3.

Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

Standard 5.

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Standard 9.

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Standard 10.

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

3. **General Plan Compliance.** The proposed Certificate of Appropriateness is not consistent with the following Objectives and Policies of the General Plan:

I. URBAN DESIGN ELEMENT

THE URBAN DESIGN ELEMENT CONCERNS THE PHYSICAL CHARACTER AND ORDER OF THE CITY, AND THE RELATIONSHIP BETWEEN PEOPLE AND THEIR ENVIRONMENT.

GOALS

The Urban Design Element is concerned both with development and with preservation. It is a concerted effort to recognize the positive attributes of the city, to enhance and conserve those attributes, and to improve the living environment where it is less than satisfactory. The Plan is a definition of quality, a definition based upon human needs.

OBJECTIVE 2

CONSERVATION OF RESOURCES WHICH PROVIDE A SENSE OF NATURE, CONTINUITY WITH THE PAST, AND FREEDOM FROM OVERCROWDING.

POLICY 2.4

Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

POLICY 2.5

Use care in remodeling of older buildings, in order to enhance rather than weaken the original character of such buildings.

POLICY 2.7

Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character.

The goal of a Certificate of Appropriateness is to provide additional oversight for buildings and districts that are architecturally or culturally significant to the City in order to protect the qualities that are associated with that significance. The Project does not qualify for a Certificate of Appropriateness and, therefore, contravenes these policies and objectives by destroying character-defining features of a City Landmark.

4. The proposed project is not consistent with the following General Plan priority policies set forth in Section 101.1

A) *That landmark and historic buildings will be preserved:*

The proposed project is not in conformance with Article 10 of the Planning Code or the Secretary of the Interior's Standards and will cause a significant adverse impact to the landmark property.

5. For these reasons, the proposal overall, is not appropriate for or consistent with the purposes of Article 10, the standards of Article 10, the Secretary of Interior's Standards for Rehabilitation, or several General Plan Policies and Objectives and Prop M findings of the Planning Code.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **DENIES Certificate of Appropriateness No. 2008.0312A.**

APPEAL AND EFFECTIVE DATE OF MOTION: APPEAL: Any aggrieved person may appeal this Motion to the Board of Appeals within fifteen (15) days after the date of this Motion No. XXXXX. The effective date of this Motion shall be the date of this Motion. For further information, please contact the Board of Appeals in person at 1650 Mission Street, (Room 304) or call 575-6880.

I hereby certify that the Historical Preservation Commission **ADOPTED** the foregoing Motion on February 17, 2010.

Linda D. Avery
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: February 17, 2010

ATTACHMENT

1 (Landmarks)
2 DESIGNATING THE CHARLES L. HINKEL HOUSE AND CARRIAGE HOUSE AS A LANDMARK
3 PURSUANT TO ARTICLE 10 OF THE CITY PLANNING CODE.
4

5 Be It Ordained by the People of the City and County of San Francisco:

6 Section 1. The Board of Supervisors hereby finds that the Charles L.
7 Hinkel House and Carriage House located at 280 Divisadero Street, Lot 23 in
8 Assessor's Block 1238, has a special character and special historical,
9 architectural and aesthetic interest and value, and that its designation as a
10 landmark will further the purposes of, and conform to the standards set forth
11 in Article 10 of the City Planning Code.

12 (a) Designation. Pursuant to Section 1004 of the City Planning Code,
13 Chapter II, Part II of the San Francisco Municipal Code, the Charles Hinkel
14 House and Carriage House is hereby designated as a Landmark, this designation
15 having been duly approved by Resolution No. 11390 of the City Planning
16 Commission, which Resolution is on file with the Clerk of the Board of
17 Supervisors under File No. 90-88-2.

18 (b) Required Data. The description of the location and boundaries of the
19 Landmark site, of the characteristics of the Landmark which justify its
20 designation, and of the particular features that should be preserved as
21 included in the said Resolution, are incorporated in this designating
22 ordinance as though fully set forth.

23
24 APPROVED AS TO FORM:
25 LOUISE H. RENNE
26 CITY ATTORNEY

RECOMMENDED:
CITY PLANNING COMMISSION

27
28
29 By [Signature]
30 Deputy City Attorney

By [Signature]
Dean L. Macris
Director of Planning

Board of Supervisors, San Francisco

Passed for Second Reading
November 7, 1988

§ Finally Passed
§
§ November 14, 1988
§

Ayes: Supervisors Britt Gonzalez
Hsieh Kennedy Maher Molinari
Nelder Silver Walker Ward

§ Ayes: Supervisors Britt Gonzalez
§ Hongisto Maher Molinari Nelder
§ Silver Walker

Absent: Supervisor Hongisto

§ Absent: Supervisors Hsieh Kennedy
§ Ward

I hereby certify that the foregoing ordinance
was finally passed by the Board of Supervisors
of the City and County of San Francisco

File No.
90-88-2

NOV 17 1988

Date Approved

[Signature]
Acting Clerk
[Signature]
Mayor

File No. 88.183L
280 Divisadero Street

SAN FRANCISCO
CITY PLANNING COMMISSION
RESOLUTION NO. 11390

WHEREAS, A proposal to designate the Charles L. Hinkel House at 280 Divisadero Street as a Landmark pursuant to the provisions of Article 10 of the City Planning Code was initiated by the Landmarks Preservation Advisory Board on May 18, 1988, and said Advisory Board, after due consideration, has recommended approval of this proposal; and

WHEREAS, The City Planning Commission, after due notice given, held a public hearing on June 30, 1988 to consider the proposed designation and the report of said Advisory Board; and

WHEREAS, The Commission believes that the proposed Landmark has a special character and special historical, architectural and aesthetic interest and value; and that the proposed designation would be in furtherance of and in conformance with the purposes and standards of the said Article 10;

THEREFORE BE IT RESOLVED, First, the proposal to designate the aforementioned structure, the Charles L. Hinkel House at 280 Divisadero Street, as a Landmark pursuant to Article 10 of the City Planning Code is hereby APPROVED, the precise location and boundaries of the Landmark site being those of Lot 23 in Assessor's Block 1283,

Second, That the special character and special historical, architectural and aesthetic interest and value of the said Landmarks Preservation Advisory Board Resolution 401 as adopted on May 18, 1988 which Resolution is incorporated herein and made a part thereof as though fully set forth;

Third, That the said Landmark should be preserved generally in all of its particular exterior features as existing on the date hereof and described and depicted in the photographs, case report and other material on file in the Department of City Planning Docket No. 88.183L.

AND BE IT FURTHER RESOLVED, That the Commission hereby directs its Secretary to transit the proposal for designation, with a copy of this Resolution, to the Board of Supervisors for appropriate action.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on June 30, 1988.

Lori Yamauchi
Secretary

AYES: Commissioners Bierman, Dick, Engmann, Hu, Karasick and Morales

NOES: None

ABSENT: Commissioners Coffey

ADOPTED: June 30, 1988

VFM:atm/328

BUILDING NAME: Charles L. Hinkel House and Carriage House OWNER: Marjorie Y. Crosby, Trustee

BUILDING ADDRESS: 280 Divisadero Street BLOCK & LOT: 1238/23 ZONING: NC-2

ORIGINAL USE: Residence NO. OF STORIES: 3 LPAB VOTE: 4-1

CURRENT USE: Residence EXTERIOR MATERIALS: Wood siding

STATEMENT OF SIGNIFICANCE:

The Charles L. Hinkel Residence is significant in architecture, history, interior and environmental qualities as detailed in the following Evaluation Criteria/Findings section of this case report. Constructed in 1885 as the personal residence of Charles L. Hinkel, 280 Divisadero Street is an unusual example of transitional Second French Empire residential architecture. Hinkel was a member of San Francisco's prominent four generation family of house (over)

EVALUATION CRITERIA/FINDINGS

A. ARCHITECTURE

- (E) 1. Style: Second French Empire (transitional)
- (E) 2. Construction Type: Wood frame
- (VG)3. Construction Date: 1885
- (E) 4. Design Quality: Excellent
- (E) 5. Architect: Charles L. Hinkel
- (E) 6. Interior Quality: Ornate original interior detailing mostly intact

B. HISTORY

- (E) 7. Persons: Charles Lewis Hinkel (1847 - 1908), house builder
- (FP)8. Events: -
- (E) 9. Patterns of History: Charles Lewis Hinkel, second generation of the Hinkel family, constructed 280 Divisadero as his personal residence. His father, Charles E. Hinkel was a German native who (over)

C. ENVIRONMENT

- (relation to surroundings, specifically in terms of:
- (E) 10. Continuity: The structure dates from the earliest development of this block.
- (E) 11. Setting: Retaining its unusually large 50 by 137.5 feet lot, the building and original carriage house convey an intact view of nineteenth century upper middle class life style.
- (G) 12. Importance as a Visual Landmark: By its large landscaped lot and intact, unusual design, a conspicuous and familiar structure in the context of the neighborhood.

D. INTEGRITY

- (E) 13. Essentially intact, restored in the 1970's.

RATINGS

DCP: 3
HERE TODAY: Featured, p.127
SPLENDID SUPERVISORS: N/A
NATIONAL REGISTER: -
NATIONAL LANDMARK: -
STATE LANDMARK: -

BIBLIOGRAPHY:

(list sources on back)
PREPARED BY: JONATHAN MALONE
ADDRESS: 450 McAllister Street

PHONE: 558-6345
DATE: 3/29/88, 6/30/88 VM

JHM:514/jp



STATEMENT OF SIGNIFICANCE: (Cont)

builders/land developers. Together, their efforts significantly contributed to the development of the city. Charles L. Hinkel reserved a large size lot to build his residence at 280 Divisadero. Attention was paid to quality design, with finished detailing appearing on side and rear elevations. Interior finishings were of the quality a successful builder would select for his own home. The large lot allowed space for landscaping and a carriage house, completing the presentation of an intact nineteenth century residence.

B. HISTORY (Cont)

9. Patterns of History: (Cont)

arrived in San Francisco in 1852. Rows of Hinkel-built Italianate houses are evident from Pacific Heights, through the Western Addition and into Eureka Valley. Charles L. Hinkel's three sons and a grandson continued the house-building tradition into the family's fourth generation.

ATTACHMENT

RECEIVED

JAN 02 2008

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
OPERATIONS

December 1, 2007

Shelley Perdue, Preservation Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: 280 Divisadero

Dear Shelly Perdue,

I have met with and reviewed Mr. Richard Zillman's project to rehabilitate the carriage house behind his home at 280 Divisadero Street, and turn it into a residential rental unit. I support the project and the rehabilitation plans and believe it will be an asset to the neighborhood. It is my judgement that Mr. Zillman is taking the necessary considerations to maintain the essential historical components of the property.

Should you have any further questions you may contact me through my aide, Regina Dick-Endrizzi, 415-554-6783.

Sincerely,

Ross Mirkarimi,
Member, Board of Supervisors

Cc. Richard Zillman

THE ALAMO SQUARE NEIGHBORHOOD ASSOCIATION

**P.O. Box 15372
San Francisco CA 94115**

Planning Department
1650 Mission Street, Floor 4
San Francisco, CA 94103

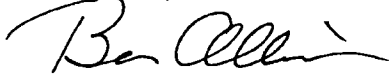
RE: 280 Divisadero Street Carriage House

Dear Planning Department:

The Alamo Square Neighborhood Association (ASNA) has reviewed the proposed plan for the carriage house project located at 280 Divisadero Street. ASNA believes the project would create an attractive place to live and be of great benefit to the neighborhood and city and fully support the project.

We request the Planning Department consider neighborhood support of the proposed plan and allow the project to continue forward.

Regards,



Ben Allison
ASNA President

ATTACHMENT

REMODELING OF A CARRIAGE HOUSE

280 DIVISADERO ST., SAN FRANCISCO, CA 94117

GENERAL NOTES

GENERAL CONTRACTOR: AN OCCUPANT 4001, GENERAL CONTRACTOR FOR THE REMODELING OF THE PROJECT IS BEING REFERENCED FOR THE COMPLETION OF THE PROJECT.

EXISTING CONDITIONS: CONDITIONS SHOWN ON THE DRAWINGS ARE AS SHOWN ON THE ORIGINAL DRAWINGS AND AS OBSERVED ON THE SITE, BUT THE CONTRACTOR IS TO VERIFY THE EXISTING CONDITIONS AT THE SITE. ANY DISCREPANCIES SHALL BE REPORTED TO THE ARCHITECT PRIOR TO PROCEEDING WITH THE WORK. NOTE DIMENSIONS DUE TO PRECEDENCE OVER SCALE OF THE DRAWINGS.

PERMITS: THE CONTRACTOR SHALL OBTAIN AND PAY ALL CITY AND/OR COUNTY PERMITS AND FEES FOR THE PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE RESPONSIBILITY OF THE OWNER AND IS REFERENCED TO THE C.C.

CODES: ALL WORK SHALL BE DONE IN COMPLIANCE WITH ALL APPLICABLE CODES, INCLUDING BUT NOT LIMITED TO: BUILDING CODES, MECHANICAL, ELECTRICAL, PLUMBING, AND FIRE ALARMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FEES FROM THE CITY AND COUNTY OF SAN FRANCISCO. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FEES FROM THE CITY AND COUNTY OF SAN FRANCISCO.

SITE RESPONSIBILITY: IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR THE PROTECTION AND PRESERVATION OF THE EXISTING CONDITIONS ON THE SITE AND PROPERTY DAMAGE TO THESE AREAS WHERE WORK IS BEING PERFORMED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF THE ARCHITECT AND THE OWNER.

CLEAN UP AND REPAIRS: THE CONSTRUCTION SITE SHALL BE MAINTAINED IN AN ORDERLY MANNER AT ALL TIMES WITH ALL DEBRIS REMOVED AT THE END OF EACH DAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND PRESERVATION OF THE EXISTING CONDITIONS ON THE SITE AND PROPERTY DAMAGE TO THESE AREAS WHERE WORK IS BEING PERFORMED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF THE ARCHITECT AND THE OWNER.

PAINTING: PROPERTY PREPARE SURFACES FOR RECEIVING THE SPECIFIED FINISHES INCLUDING PAINTING SURFACES ALTERED BY CONSTRUCTION, ON FINISHED AREAS OR AREAS WHERE A FINISH IS NOT SPECIFIED, THE FINISH SHALL MATCH ADJACENT MATERIAL IN CONSTRUCTION, COLOR AND TEXTURE.

ALL WORK REFERRED TO IN THESE NOTES IS TO BE COMPLETED BY A CONTRACTOR OTHER THAN THE GENERAL CONTRACTOR AND IS NOT TO BE PART OF THE WORK. MATERIALS USED IN THESE DOCUMENTS SHALL MEAN TO ACCORDANCE TO LOCAL FINISH SPECIFICATIONS ON THE SAME PLANE.

TYPICAL: AS USED IN THESE DOCUMENTS SHALL MEAN THAT THE CONDITIONS SHALL BE USUALLY REFERRED AND NOTED TYPICAL. ONLY ONCE WHEN THE FIRST OCCURS, AND ANY REPRESENTATIVE FOR SIMILAR CONDITIONS THROUGHOUT U.O.A. INSTALLATION. ALL ITEMS SPECIFIED SHALL BE INSTALLED AS PER SHALL-FACTORIES RECOMMENDATION. ALL OPERATING MANUALS AND GUARANTEES SHALL BE GIVEN TO OWNER.

SCHEDULE UPON SUBMITTAL OF THE FINAL CONSTRUCTION COSTS, THE CONTRACTOR SHALL ALSO SUBMIT A CONSTRUCTION SCHEDULE INDICATING THE REQUIRED CONSTRUCTION TIME FOR ALL SUB-CONTRACTORS WORK AND A COST-BY-TRADE BREAKDOWN FOR USE IN SCHEDULING AND EVALUATING PAY REQUESTS.

SUBSTITUTIONS, SUBSTITUTIONS, REVISIONS OR CHANGES MUST HAVE APPROVAL BY ARCHITECT PRIOR TO PROCEEDING WITH THE WORK.

DAMAGE: THE CONTRACTOR SHALL REPAIR OR REPLACE ANY SERVICES OR ITEMS DAMAGED BY CONSTRUCTION TO THE SATISFACTION OF THE ARCHITECT OR OWNER.

GUARANTEES: THE CONTRACTOR SHALL GUARANTEE THAT THE PROJECT WILL BE FREE FROM DEFECTS OF WORKMANSHIP AND MATERIALS FOR A PERIOD OF ONE YEAR FROM THE DATE OF ACCEPTANCE BY THE OWNER. NO WORK DEFECTIVE IN CONSTRUCTION OR QUALITY OR DEFICIENCY IN ANY REPRESENTATIVE OF THE DRAWINGS SHALL BE SUBJECT TO THE CONTRACTOR'S OBLIGATION TO REPAIR OR REPLACE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND PRESERVATION OF THE EXISTING CONDITIONS ON THE SITE AND PROPERTY DAMAGE TO THESE AREAS WHERE WORK IS BEING PERFORMED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF THE ARCHITECT AND THE OWNER.

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ABBREVIATIONS

A/C	AS CONDITION	FL	FLOOR	FR	FRESH
A/F	ADJUSTABLE	FLR	FLOOR	FR	FRESH
AL	ALUMINUM	FLR	FLOOR	FR	FRESH
ALUM	ALUMINUM	FLR	FLOOR	FR	FRESH
ALT	ALTERNATE	FLR	FLOOR	FR	FRESH
APPROX	APPROXIMATELY	FLR	FLOOR	FR	FRESH
AS	AS SHOWN	FLR	FLOOR	FR	FRESH
AS SHOWN	AS SHOWN	FLR	FLOOR	FR	FRESH
B/C	BUILDING CODE	FLR	FLOOR	FR	FRESH
B/E	BUILDING ELEVATION	FLR	FLOOR	FR	FRESH
B/L	BUILDING LEVEL	FLR	FLOOR	FR	FRESH
B/O	BUILDING OUTLET	FLR	FLOOR	FR	FRESH
B/S	BUILDING STRUCTURE	FLR	FLOOR	FR	FRESH
B/T	BUILDING TYPE	FLR	FLOOR	FR	FRESH
B/W	BUILDING WIDTH	FLR	FLOOR	FR	FRESH
B/X	BUILDING EXTENSION	FLR	FLOOR	FR	FRESH
B/Y	BUILDING YIELD	FLR	FLOOR	FR	FRESH
B/Z	BUILDING ZONE	FLR	FLOOR	FR	FRESH
C/C	CORNER CORNER	FLR	FLOOR	FR	FRESH
C/L	CORNER LINE	FLR	FLOOR	FR	FRESH
C/S	CORNER STRUCTURE	FLR	FLOOR	FR	FRESH
C/T	CORNER TYPE	FLR	FLOOR	FR	FRESH
C/W	CORNER WIDTH	FLR	FLOOR	FR	FRESH
C/X	CORNER EXTENSION	FLR	FLOOR	FR	FRESH
C/Y	CORNER YIELD	FLR	FLOOR	FR	FRESH
C/Z	CORNER ZONE	FLR	FLOOR	FR	FRESH
D/C	DOOR CORNER	FLR	FLOOR	FR	FRESH
D/L	DOOR LINE	FLR	FLOOR	FR	FRESH
D/S	DOOR STRUCTURE	FLR	FLOOR	FR	FRESH
D/T	DOOR TYPE	FLR	FLOOR	FR	FRESH
D/W	DOOR WIDTH	FLR	FLOOR	FR	FRESH
D/X	DOOR EXTENSION	FLR	FLOOR	FR	FRESH
D/Y	DOOR YIELD	FLR	FLOOR	FR	FRESH
D/Z	DOOR ZONE	FLR	FLOOR	FR	FRESH
E/C	ELEVATION CORNER	FLR	FLOOR	FR	FRESH
E/L	ELEVATION LINE	FLR	FLOOR	FR	FRESH
E/S	ELEVATION STRUCTURE	FLR	FLOOR	FR	FRESH
E/T	ELEVATION TYPE	FLR	FLOOR	FR	FRESH
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E/Y	ELEVATION YIELD	FLR	FLOOR	FR	FRESH
E/Z	ELEVATION ZONE	FLR	FLOOR	FR	FRESH
F/C	FLOOR CORNER	FLR	FLOOR	FR	FRESH
F/L	FLOOR LINE	FLR	FLOOR	FR	FRESH
F/S	FLOOR STRUCTURE	FLR	FLOOR	FR	FRESH
F/T	FLOOR TYPE	FLR	FLOOR	FR	FRESH
F/W	FLOOR WIDTH	FLR	FLOOR	FR	FRESH
F/X	FLOOR EXTENSION	FLR	FLOOR	FR	FRESH
F/Y	FLOOR YIELD	FLR	FLOOR	FR	FRESH
F/Z	FLOOR ZONE	FLR	FLOOR	FR	FRESH

APPLICABLE BLDG. CODE

- 2007 CALIFORNIA BLDG. CODE & S.F. AMENDMENTS
- 2007 CALIFORNIA MECH. CODE & S.F. AMENDMENTS
- 2007 CALIFORNIA PLUMB. CODE & S.F. AMENDMENTS
- 2007 CALIFORNIA ELECTR. CODE & S.F. AMENDMENTS
- 2007 CALIFORNIA ENERGY CODE
- 2007 CALIFORNIA FIRE CODE & S.F. AMENDMENTS
- 2007 CALIFORNIA HOUSING CODE

PROJECT DATA

BLOCK: 6168 LOT: 012
 ZONE: M-2
 OCCUPANCY: (E) R-3 (NO CHANGE)
 RESIDENTIAL UNITS: (E) 1 (CARRIAGE HOUSE - NO CHANGE)
 (E) 1 (CARRIAGE HOUSE - NO CHANGE)
 BUILDING FOOT PRINT: (E) 1473 S.F. (CARRIAGE HOUSE)
 (NO CHANGE)
 FRONT SETBACK: (E) ±10'-0" (NO CHANGE)
 TYPE OF CONSTRUCTION: T-B
 HEIGHT LIMIT: 40'-0" MAX.

SCOPE OF WORK

- REMODELING OF A CARRIAGE HOUSE.
- ADD ONE BATH & TWO BEDROOMS ON THE 1ST FL.
- ADD W/H & FINISHES IN THE GARAGE.
- CONVERT (E) ROOF INTO ROOF DECK AND ADD (N) FOUNTAIN ON 2ND FL.
- ELECTRICAL AND PLUMBING UNDER SEPARATE PERMIT.

OWNER: MR. RICHARD ZILLMAN
 280 DIVISADERO ST.
 SAN FRANCISCO, CA 94117

SITE PLAN N.T.S.

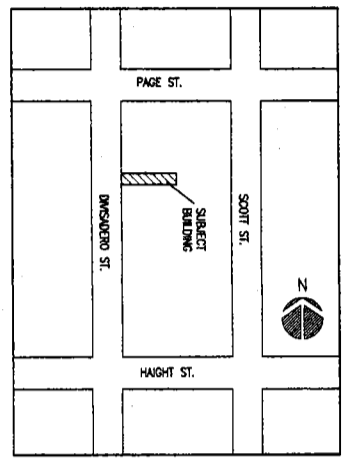
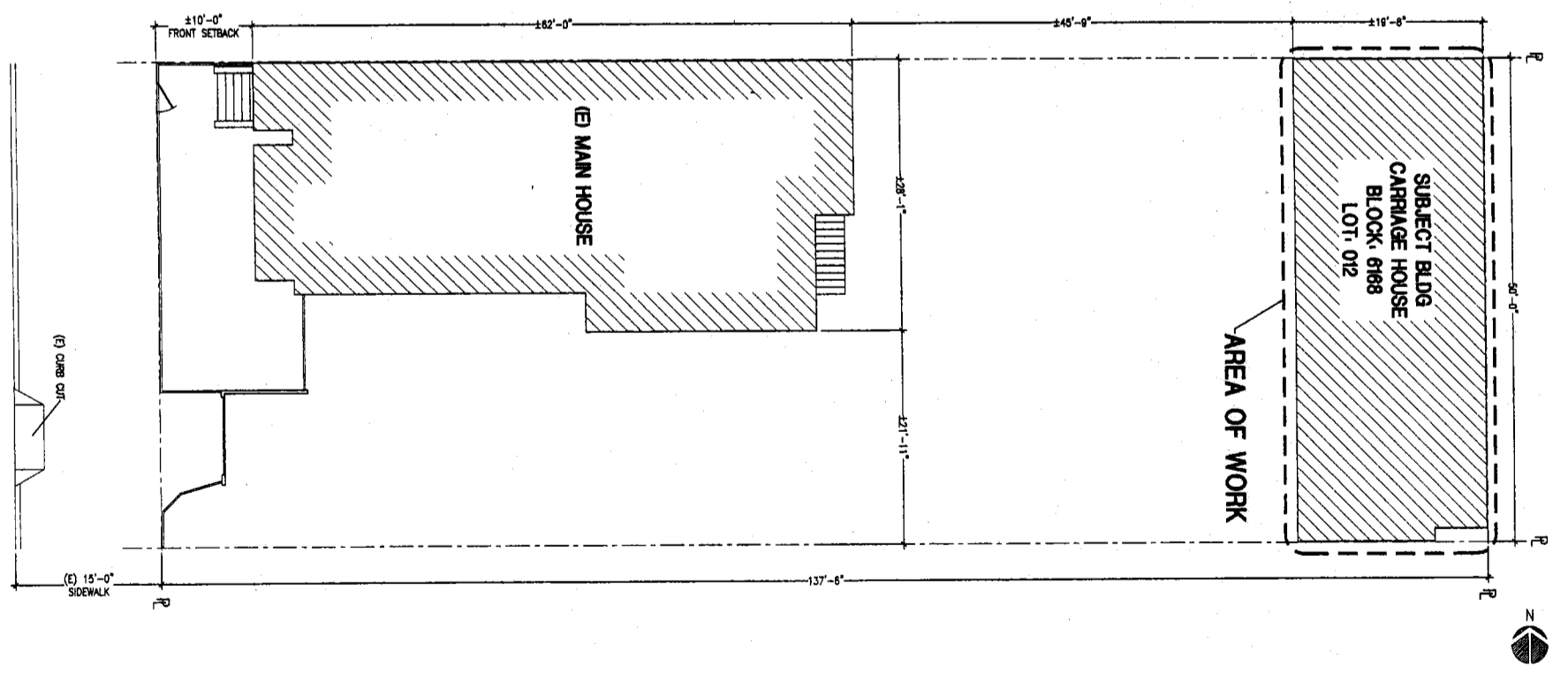


TABLE OF CONTENT

- A-1 TITLE SHEET
- A-2 EXISTING PLANS, ELEVATIONS & DETAILS
- A-3 PROPOSED PLANS & ELEVATIONS
- A-4 PROPOSED SECTIONS & ELEVATIONS
- A-5 PROPOSED SECTIONS & SCHEDULES

PLOT PLAN SCALE: 1/8"=1'-0"



BEST
 DESIGN & CONSTRUCTION COMPANY

100 CALIFORNIA STREET, SUITE 100C
 SAN FRANCISCO, CALIFORNIA 94105
 TEL 415-398-3328 FAX 415-658-4416
 SAN FRANCISCO BRANCH OFFICE
 2010 GOLDEN AVENUE, SUITE 10
 SAN FRANCISCO, CALIFORNIA 94112
 TEL 415-452-8076 FAX 415-452-3476



REMODELING OF A CARRIAGE HOUSE

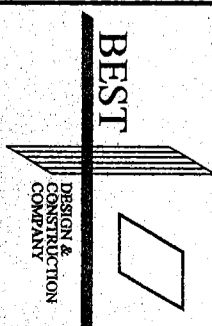
280 DIVISADERO STREET
 SAN FRANCISCO, CA 94117

DATE	REVISION
06/2008	SUBMIT FOR PERMIT

DATE: 04/2008
 SCALE: AS NOTED
 DRAWN BY: AL
 PROJ. NO.: 208161
 DRAWING TITLE

TITLE SHEET, PLOT PLAN, SITE PLAN & NOTES

SHEET NO. **A-1**
 1 OF 5 SHEETS



1000 GOLD GATEWAY CENTER, SUITE 1000
 SAN FRANCISCO, CA 94111
 TEL: 415-398-1323 FAX: 415-398-4416
 2010 DEAN AVENUE, SUITE 200
 SAN FRANCISCO, CA 94115
 TEL: 415-422-8976 FAX: 415-422-3476



Alan Wang

**REMODELING OF A
 CARRIAGE HOUSE**

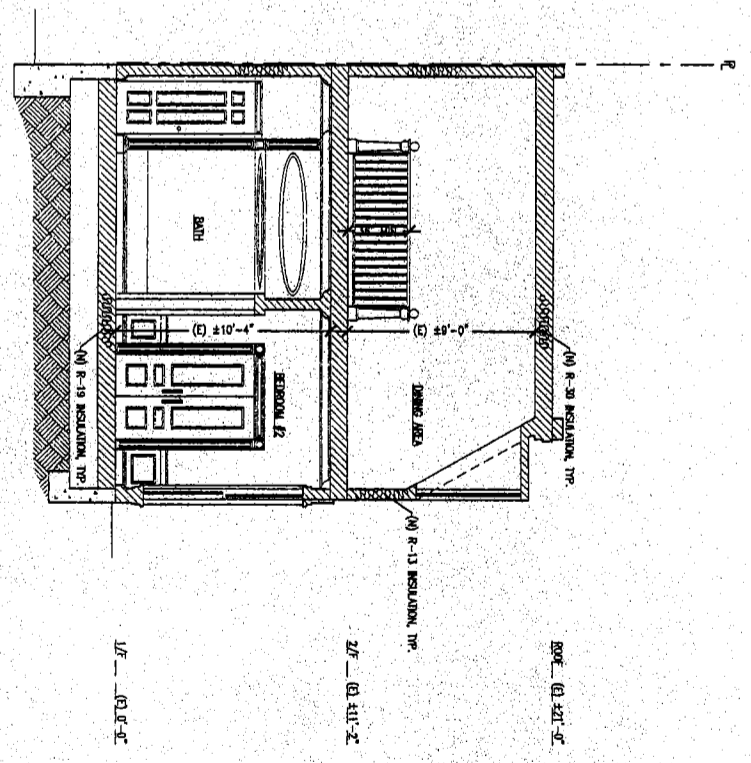
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 SAN FRANCISCO, CA 94117

DATE	REVISION
06/2008	SUBMIT FOR PERMIT

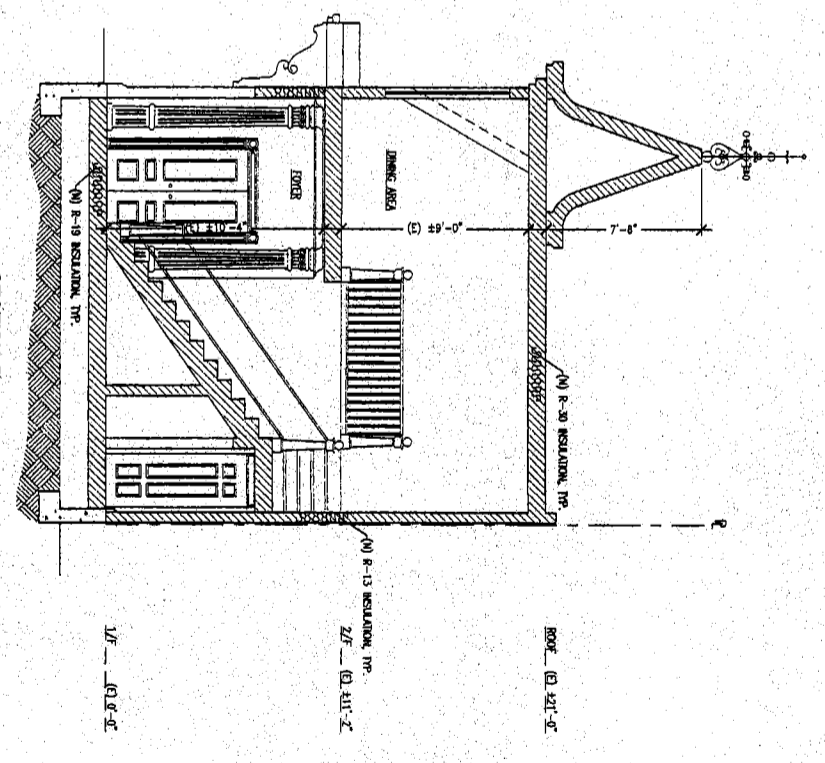
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 DRAWN BY: AL/KS
 PROJ. NO.: 208161
 DRAWING TITLE:
**PROPOSED SECTIONS
 PROPOSED ELEVATIONS**

SHEET NO.

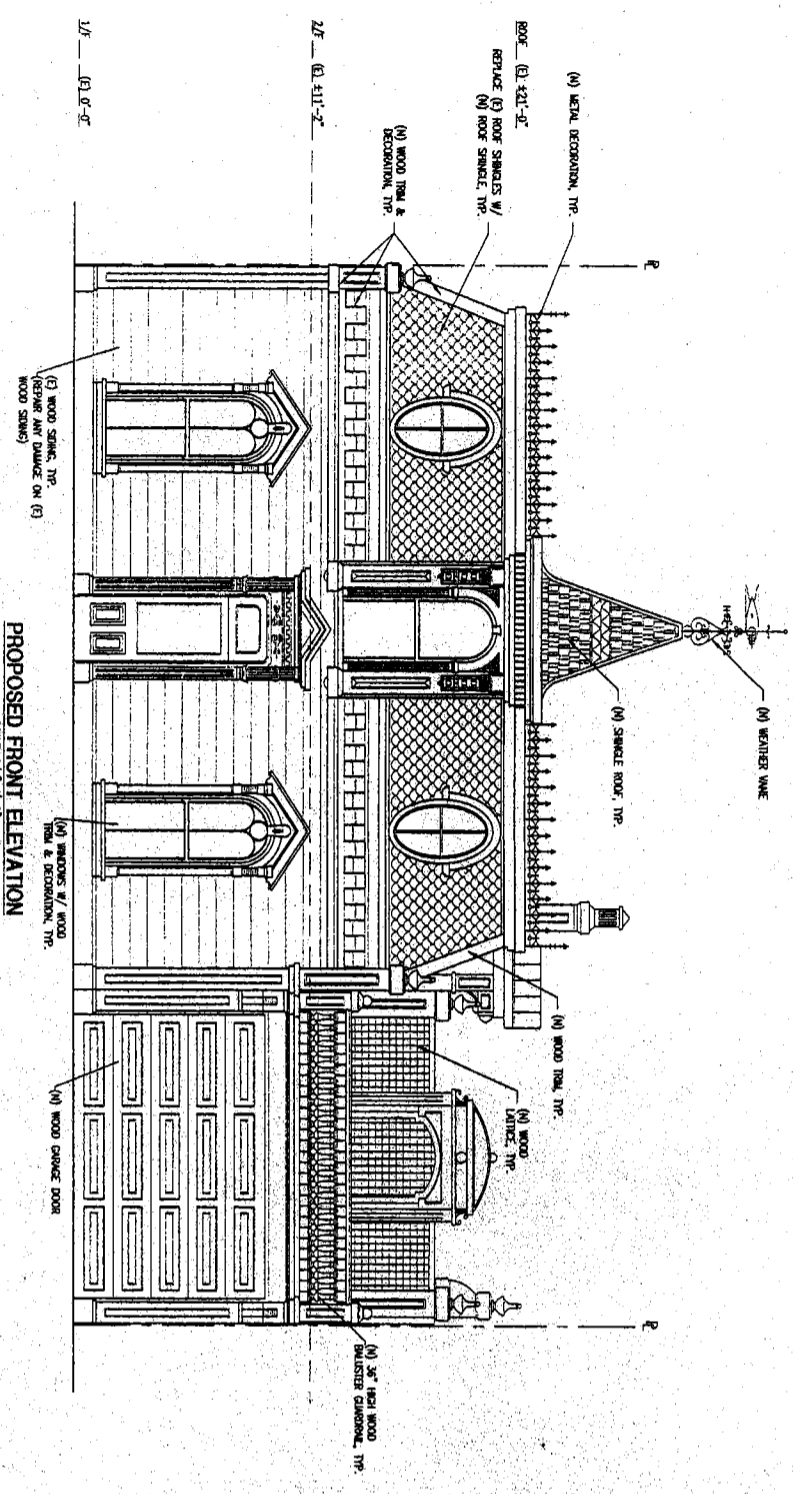
A-4



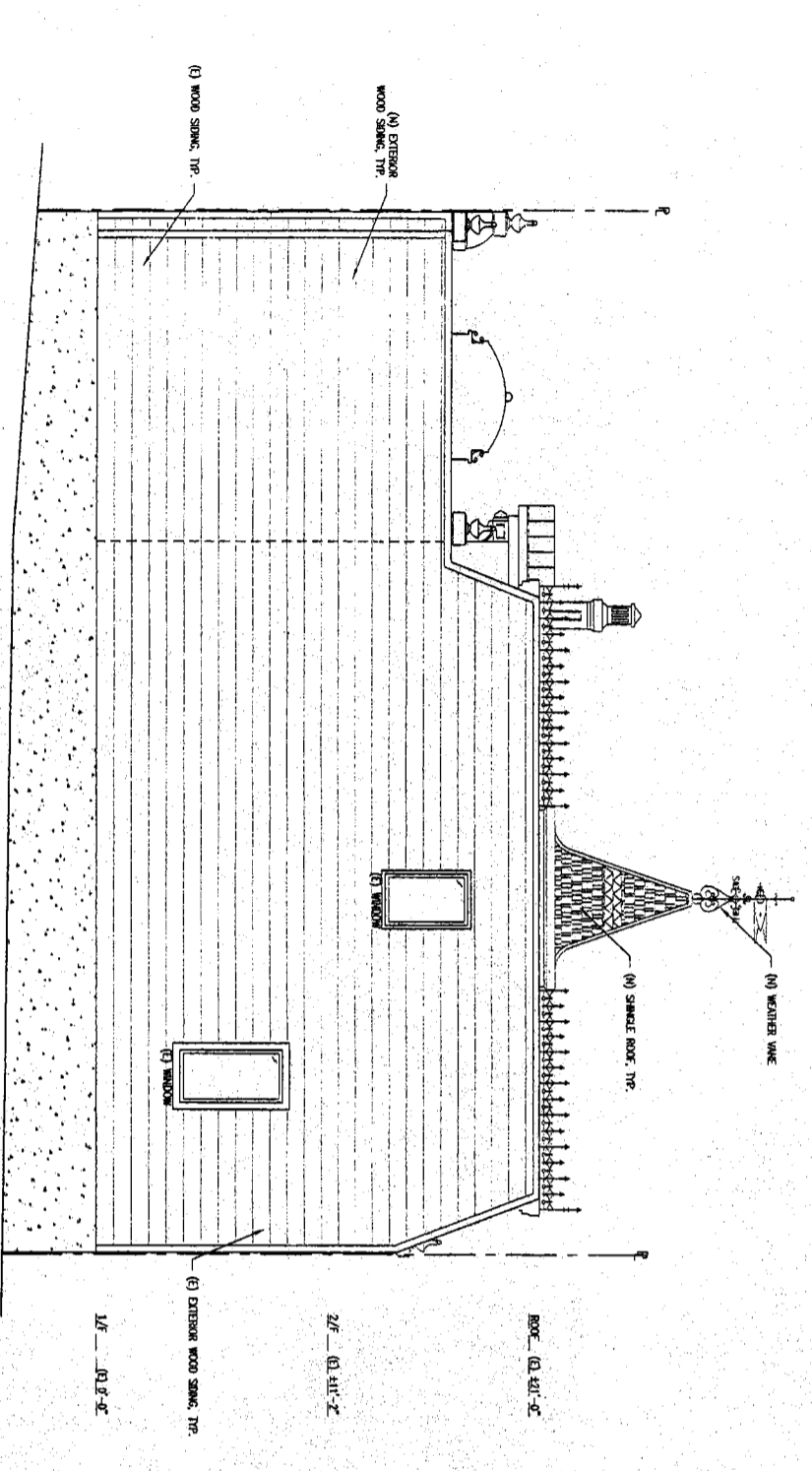
SECTION A
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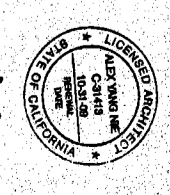
SECTION B
 SCALE: 1/8"=1'-0"



PROPOSED FRONT ELEVATION
 SCALE: 1/8"=1'-0"



PROPOSED REAR ELEVATION
 SCALE: 1/8"=1'-0"



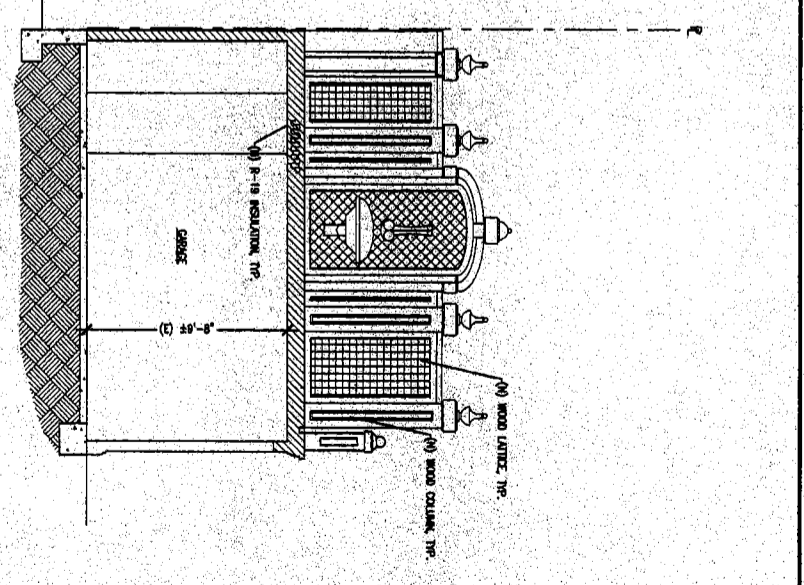
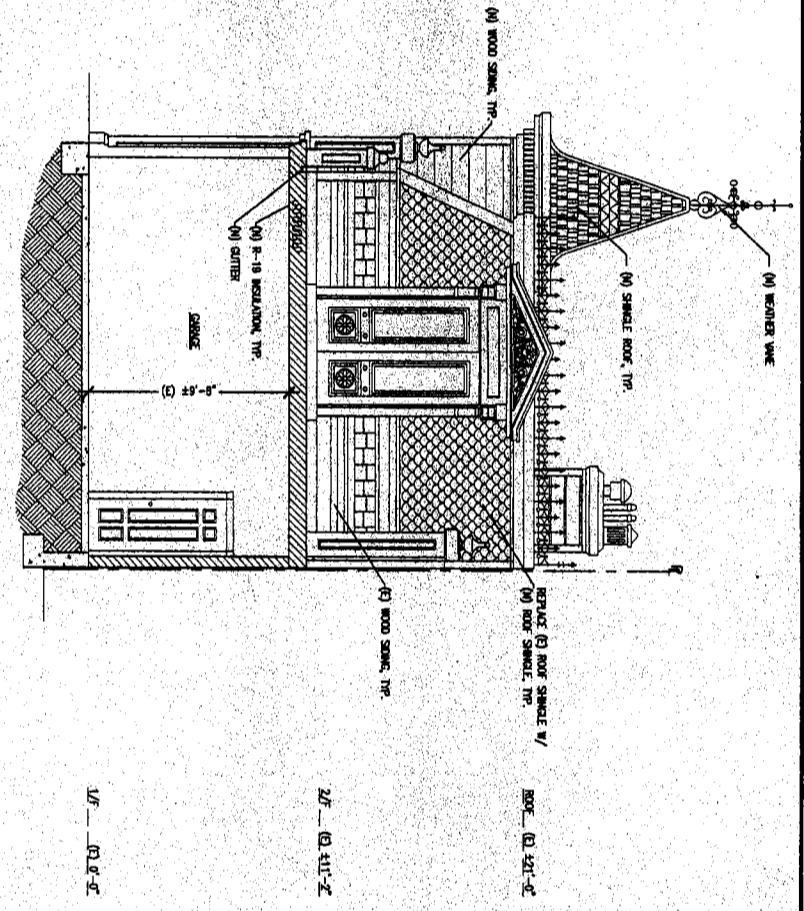
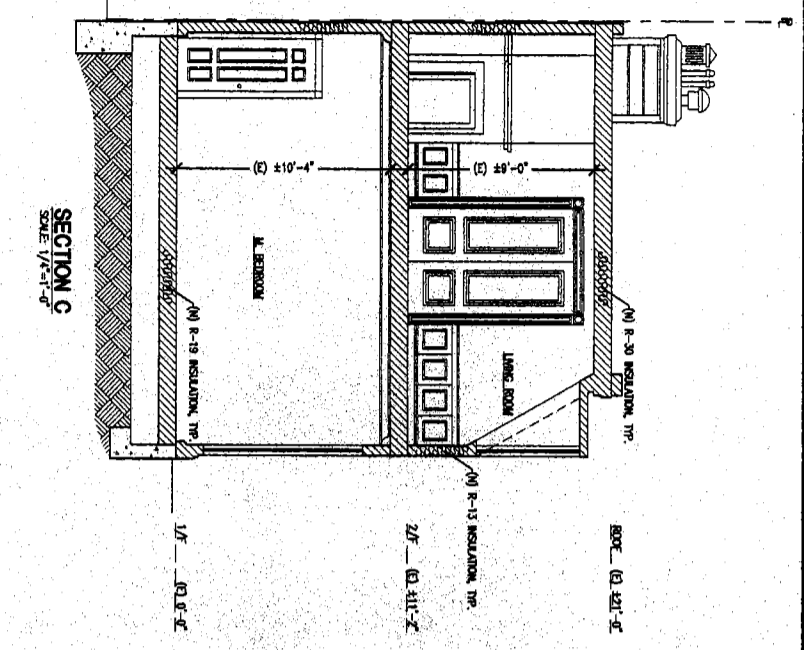
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REMODELING OF A CARRIAGE HOUSE
280 DIVISADERO STREET
SAN FRANCISCO, CA 94117

DATE	REVISION
05/2008	SUBMIT FOR PERMIT

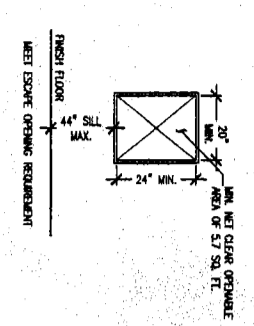
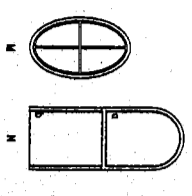
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DRAWN BY: AL/JS
PROJ. NO.: 208161
DRAWING TITLE: PROPOSED SECTIONS SCHEDULES

SHEET NO. **A-5**
5 OF 5 SHEETS



WINDOW SCHEDULE

NO.	TYPE	SIZE	WINDOW MATERIAL	DESCRIPTION	REMARKS
21	0	35" x 103"	WOOD	BEDROOM SLUR (1/7)	6-37"X4" FIBED 1/2-37"X3" OPERABLE
22	W	30" x 54"	WOOD	DINING ROOM (2/7)	KEE ESCAPE OPERING REQUIREMENT OPERABLE
23	H	33.5" x 67"	WOOD	DINING ROOM (2/7)	6-33.5"X4.5" FIBED 1/2-33.5"X4" OPERABLE

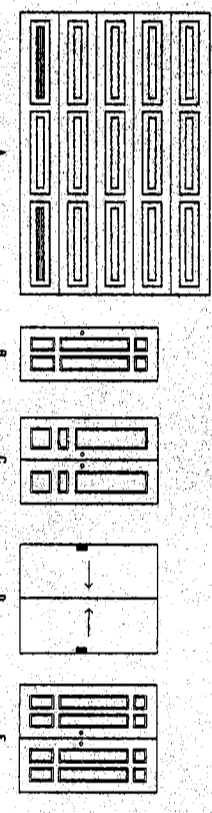


- NOTES:**
1. WINDOW CONSTRUCTION: AL-ALUMINUM, HD-HEAVY DUTY, HW-HOLLOW METAL, TYPICAL.
2. TYPICAL WINDOW TO BE DOUBLE GLAZING WINDOW.
3. TYPICAL SILL SHOWN IN VIEW.
4. GLASS: CP = CLEAR GLASS, SP = SHEET GLASS, TP = TINTED GLASS, LG = LEAD GLASS.

1 WINDOW SCHEDULE AND NOTES

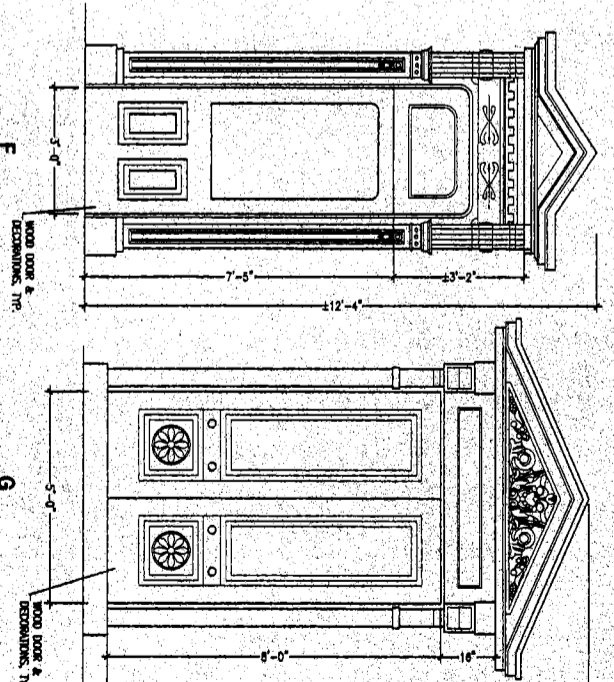
DOOR SCHEDULE

NO.	TYPE	SIZE	DOOR	FRAME	DESCRIPTION	REMARKS
1	A	102" x 102"	WOOD	WOOD	CHANGE DOOR (1/7)	
2	F	36" x 80"	WOOD	WOOD	BRONZE DOOR (1/7)	
3	B	36" x 80"	WOOD	WOOD	GRANITE (1/7)	20-1/2" MIN. FIRE RATED DOOR W/ SET-CLOSER INST.-FITTING
4	G	60" x 80"	WOOD	WOOD	LIVING ROOM (2/7)	
5	B	36" x 80"	WOOD	WOOD	BEDROOM #1, BEDROOM #2, BATH (1/7)	
6	E	36" x 80"	WOOD	WOOD	BATH (1/7)	
7	E	36" x 80"	WOOD	WOOD	GRANITE (1/7)	
8	C	48" x 80"	WOOD	WOOD	BEHINDS (1/7)	POCKET DOORS
9	B	24" x 80"	WOOD	WOOD	PAINTED CLOSET (2/7)	
10	B	72" x 80"	WOOD	WOOD	PAINTED CLOSET (1/7)	
11	E	48" x 80"	WOOD	WOOD	GRANITE (1/7)	SINKING CLOSET DOOR
12	B	36" x 80"	WOOD	WOOD	HALF BATH (2/7)	POCKET DOOR



- NOTES:**
1. ALL DOORS 1 1/2" THK. UDLK.
2. DOOR CONSTRUCTION: HD-HEAVY DUTY, HW-HOLLOW METAL, TYPICAL.
3. GLASS: CP = CLEAR GLASS, SP = SHEET GLASS, TP = TINTED GLASS, LG = LEAD GLASS.
4. TYPICAL: FINISH SINK & PAINT SET FOR RATED DOORS.

2 DOOR SCHEDULE AND NOTES



M. BRETT GLADSTONE

GLADSTONE & ASSOCIATES
ATTORNEYS AT LAW
PENTHOUSE, 177 POST STREET
SAN FRANCISCO, CALIFORNIA 94108

TELEPHONE (415) 434-9500
FACSIMILE (415) 394-5188
admin@gladstoneassociates.com

February 10, 2010

VIA HAND DELIVERY

Interim President Chase and Historic Preservation Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Hearing of 280 Divisadero Street

Dear Interim President Chase and Commissioners:

We represent Richard and Cher Zillman, the owners of the property located at 280 Divisadero Street, which is City Landmark No. 190. The property contains a severely dilapidated carriage house located at the rear of the property and behind the main house. (See Exhibit A.) The Zillmans live in the main house and wish to convert the vacant carriage house to a residential unit that they can rent out. The rent will help them be able to pay for the extremely high cost of construction. There is no renovation planned for the main house. The City and neighbors will gain more housing.

As long-time preservationists, the Zillmans intend to preserve as much of the carriage house as possible. However, because the carriage house is in such a dilapidated state, requiring among other extensive work, replacement of the rotted framing and a new foundation, the Planning Department has determined that the project is tantamount to a "demolition". In making this determination, it is important to understand for purposes of applying the *Secretary of Interior Standards* (the "Standards") the project is characterized as "new construction" and not an alteration.

Thus, the relevant issue is whether the design for the new building will have an impact on the landmark site itself and not whether the design impacts the original carriage house. Planning Code Section 1006.7(b) states: "For applications pertaining to landmark sites, the proposed work shall preserve, enhance or restore, and shall not damage or destroy, the exterior architectural features of the landmark and, where specified in the designating ordinance pursuant to Section 1004(c), its major interior architectural features." As shown below, the design will not have an impact on the main building or the carriage house's relationship to the main building as the project does not propose to alter the main building or the envelope of the carriage house, except

Historic Preservation Commission
February 10, 2010
Page Two

for a small projection that is necessary to allow for adequate light and ventilation for the new residential unit..

We are unaware of any opposition to the de facto demolition by the City or neighbors. Simply put, the Zillman's and the Planning Department disagree only on the *design* of the new building.

Since the property is a Landmark, an Environmental Impact Report (the "EIR") is required to study whether the project will have a significant impact on the environment. The project also requires a Certificate of Appropriateness and variance.

The EIR studies two aspects of the project. The first aspect is the de facto demolition. The second is the design of the new construction. The EIR concludes: (i) the de facto demolition will have a significant impact on the environment because the carriage house is a historical resource and (ii) the design will have a significant impact on the environment because it is not consistent with the Standards. It is important to note that Mark Hulbert, a preservation architect retained by the City for the EIR, concludes the design is consistent with the Standards. But, because a Planning Department Preservation staff member does not agree with Mr. Hulbert's conclusion, the EIR must take a conservative approach and determine that a significant impact exists. When a conflict exists between the City's preservation consultants (here, a preservation specialist at the Planning Department) CEQA requires a determination of "significant impact". We know of no other reason that this design has a "significant impact" on the environment.

Thus, in addition to deciding on a Certificate of Appropriateness, the Commission will have to decide whether to adopt overriding circumstances to allow for the: (i) demolition; and (ii) design of the new building.

I. Description of Carriage House.

The carriage house is situated on the rear property line, set back approximately 116 feet from the front property line. The carriage house is concealed from view by the public by the 40-foot high main house and its siting down slope and approximately 49 feet away from the main house. The high fence at the front further blocks any view of the carriage house from the street. (See Exhibit A.) At the rear, the neighbors in the two flats to the north only can see it if they stand next to one of the bay windows in their dining rooms. The residents to the south only can see the house if they stand on the edge of their decks. Thus, it is primarily visible only from the main house.

The Zillmans conducted extensive research which is detailed in a letter to the Commission. Based on the Zillmans' research, they believe the carriage house was built as a warehouse for carriages and hay (but not for horses, since they believe horses were kept at a

Historic Preservation Commission
February 10, 2010
Page Three

stable across Divisadero Street). It probably originally had two large double doors for carriages (which are now filled in) and had only one small window.

The carriage house was severely dilapidated when the Zillmans purchased the property in 1994. The front of the structure is below the ground level, and, since the building is situated down slope, rainwater runs under the floor and has rotted the wooden substructure. The framing is rotted, especially in the front and south sides. The framing is inadequately spaced and structurally compromised in places and needs to be reworked and reinforced. It does not have a foundation. The Zillmans will preserve as much of the building as possible, but will need to add a foundation, and replace the rotten wood, which will involve some new framing.

The proposed north side will not have windows since the neighbors on that side are not agreeable to north side windows. The existing north side of the carriage house does have some non-original windows, but they are not legal (and will be removed). Thus, the only place for windows and doors is on the front of the structure and over the carport.¹

As to the front façade, the wood shingles on the mansard roof are not original to the building, and were crudely applied with modern staples driven into the face of the shingles. The bracketed built-in rain gutter system (which was probably original) is gone, and has been replaced with a modern metal gutter, which has the effect of making the building appear bottom heavy. The wood shingles and metal gutter need to be replaced, as does the modern aluminum sliding glass door and the aluminum framed windows over the carport roof. The noticeable sag in the center of the building needs correction. (See Exhibit A.)

II. Project Sponsor's Experience in Preservation and Restoration.

Richard Zillman worked on historic buildings as a teenager and for most of his adult life. He has been involved in many organizations, including a charter member of The Victorian Alliance of San Francisco, and long time member of San Francisco Heritage, California Historical Society, California Preservation Foundation, Galveston Historical Foundation and The Preservation Resource Center of New Orleans.

Along with his wife Cher, they purchased six residential rental properties (the newest one built in 1904) that were architecturally interesting or potentially architecturally interesting. Most were in run-down condition. They are actively involved in the restoration, renovation and maintenance of these buildings.

¹ The plans show proposed north side windows. That is because the Zillmans have not revised the plans yet.

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Their buildings have been featured in picture books of San Francisco Victorians. (See Exhibit B.) Large photographs of two of the buildings from the picture books hung for a number of years in two different terminals at the San Francisco International Airport. A picture of one of their buildings also adorned the side of MUNI buses several years ago.

III. The Zillmans' Objectives for the Design of the Carriage House.

The Zillmans have several objectives for the carriage house.

A. **Residential Use.** They wish to convert the vacant and dilapidated carriage house into an attractive residential unit. To make it into a house where real people are going to live, the carriage house should look and feel like a real home. The Zillmans do not want to pretend that the building is still being used to store carriages and hay, and object to the Planning Department's effort to design the new building to look like what it believes to be the original structure. (See Exhibit C.) Despite extensive research we have not been able to locate a photograph of the original building. The Planning Department's design is based on what the Department believes the original building may have looked like. It will be a de facto demolition and will be replaced with a residential unit.

It is inconsistent with the Guidelines that the Department wishes to see a building there that simulates what the original building looked like. Standard No. 9 calls for a design which the public will not confuse as being something that has the same age of any existing structure on the lot, or as the building being modified.

The historic renovation is costly and borrowed funds must be paid back from some rental income, which is the purpose of creating a dwelling within the structure for the first time legally. As a residential unit, the carriage house must have adequate light and ventilation. *The Zillmans were constrained in meeting this goal by the structure's small size and the inability to place windows anywhere but the front and on the garage side on the second floor because the other two sides are situated on the property line.* To be livable, the dwelling unit must have a number of additional openings for light, yet the Department objects to these new openings, in particular to creating a tower that will afford light to the upper floor. In a January 24, 1989 letter from Landmarks Preservation Advisory Board President Jean Kortum to Mr. Robert Passmore, Zoning Administrator, Department of City Planning, Ms. Kortum writes "...there aren't many uses for Carriage Houses nowadays except for residential use—an appropriate and desirable use." (See Exhibit D.)

The Zillmans describe the design as follows:

"We took a small building and tried to make it look larger, with a human scale entry doorway and high, narrow windows to capture the light but also allow for

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the maximum amount of wall space for furniture placement. We know from our work on San Francisco Victorian interiors that the high light is the best lights, so we designed windows that go clear up to the ceiling with first floor exterior trim that extends up into the second floor level, a glass panel in the front door with a transom window above, a bracketed rain gutter system, similar to that found on the main house, to make the building more visually balanced, and big oval windows in the fish scale shingled mansard roof and etal cresting, consistent with the Second Empire style, on the top of the roof line to mask a view of modern vent pipes and solar panels. The center roof peak was raised up and turned into a tower topped by a weathervane. The center window on the second floor was also raised to catch the high light and to get the bottom of the opening up off the floor so that a small child could not fall out of the opened window. Double hung windows in the mansard would have been more typical, but round and oval windows were also occasionally used in this period. The oval style was used here because it would fit better between the rafters and seemed to be more fun. The garage roof was flattened and topped with a walled deck to afford the occupants the opportunity of outdoor living.”

B. *Obtaining an Income Stream to Pay for the Construction Work Requires that the Proposed Dwelling be Livable and the Department’s Design Does Not Allow a Livable Unit.*

The Zillmans originally began this project because Mr. Zillman wanted to be sure Mrs. Zillman would have income from renting the unit in the event of his passing. Ironically, during the course of this approval process, Mr. Zillman was diagnosed with cancer. Mr. Zillman is now in remission; however, it is more important to them than ever that the new structure have an income stream as a dwelling unit.

The Planning Department’s design will not yield a market rent. The Department’s design mimics a barn. Very few people want to live in a home that resembles a barn. The design will substantially reduce the pool of renters. This will make it more difficult to rent the space and will reduce the amount of rent that the Zillmans could get for the unit.

The Department’s design will not allow for proper light and ventilation. The Zillmans propose to add second story windows in the mansard and raise the center window as part of a new dormer. Further, the large double barn doors make the interior awkward. The amount of wall space devoted to the large doors limits wall space that should be used for furniture placement.

In order to convert the carriage house to a residential unit, utility services must be brought from Divisadero Street to the end of the 137.5 foot deep lot. There will need to be a telephone

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service line, a natural gas line, two water lines (one for the service to the house and one for the fire sprinklers), and two sewer pumps (one for the waste from the carriage house, and one to pump out the rain water). Since the carriage house sits on the rear lot line, foundation work must be done on the properties of three different neighbors, and will involve removing and placing a new property line fence. The structural framework will need to be repaired and strengthened, and a new high quality interior and front façade installed. A variance must be obtained. The work involved in converting the small structure to residential use is going to be extremely expensive at a cost of \$500 per square foot. (See Exhibit E.)

The Zillmans are not speculative developers. Although they will rent the unit to recoup some of their investment, they know that they will not be able to regain all of the investment. Their personal satisfaction of looking at the completed work also must be another factor in their investment return.

C. *Ensure the Design is Attractive and Blends with the Second Empire Style of the Main House.*

The Zillmans hired an Ecco De Beaux Arts trained designer who developed the initial design. The original design was modified to specific suggestions from Architectural Review Committee member Paul Finwall by simplifying the trim around the oval windows in the mansard roof, changing the spindles under the rain gutter to simple brackets, and changing the garage door to a plainer design.

The design is exuberant and could be described a “folly”. Charles Hinckel, the original owner - builder was known for his eclectic and ornate architectural style. Thus, the design is consistent with the spirit of the Landmark site. Further, the design blends with the main house because the main house also is very ornate. Architectural “follies” have been built around the Bay Area, as part of what some call a minor Bay Area tradition. (See Exhibit F.) Follies are part of a long tradition in England and America of allowing owners to express their artistic ambitions in their buildings. Yet, there is nothing in Mr. Zillman’s preferred design that has any of the “shock effect” of the far-out follies discussed in the attachments on this subject. (See page 3 of Exhibit A.)

The carriage house is visible to only a few neighbors from certain rooms of their homes. As a result, the new design will have little impact to the public.

IV. The EIR’s Alternatives to the Project should be Rejected.

We request that the Commission adopt overriding considerations and approve the carriage house’s de facto demolition and the design of the new construction. In doing so, the

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Commission must reject the EIR's Alternatives to the project. The Alternatives are described in the EIR beginning at page 46. For the sake of brevity, we will not describe the Alternatives here.

A. **Alternative A: No Project.** This Alternative should be rejected because it would mean that the carriage house would remain vacant and continue to deteriorate. It would not be converted to a residential unit, a highly beneficial use to the City and the Landmark site would continue to look not cared for due to the presence of a dilapidated, unattractive building.

B. **Alternative B: Preservation Alternative.** This Alternative would allow the carriage house to be stabilized to prevent further deterioration but it would not allow the carriage house to be turned into a residential unit. This Alternative should be rejected because it would not create an attractive, visually compatible structure and would not allow a rental income stream to make possible the huge renovation costs. It also would not add a housing unit to the City's supply (which is in dire need of new housing units).

C. **Alternative C: Reconstruction Alternative.** This Alternative is the design proposed by Preservation Planning Staff who believe the structure was originally designed as a basic barn and should look like one now. (See Exhibit C.) We believe the Preservation Staff's approach is unfounded for several reasons and therefore, this Alternative should be rejected.

First: This Alternative design is based solely on what a preservation staff planner subjectively believes the carriage house should look like. Nobody really knows how the carriage house originally looked. The Preservation Staff does not have any evidence to support the notion that the carriage house resembled a barn when it was originally constructed. In fact, we have produced evidence to the contrary, which is detailed in the Zillman's letter to the Commission.

Mark Hulbert, an outside historic preservation consultant who was retained by the City to help prepare this EIR does not agree that the design must resemble a barn to be consistent with the Standards. Mr. Hulbert states in his report (see Appendix C of the EIR):

“With respect to the Standards, the Alternative design (promoted by Preservation Planning Staff) is no more consistent [with the Secretary of Interior Standards] again emphasizing that the proposed structure, in both instances, would be new. [The Alternative design promoted by staff] would be much the same building as the proposed project in every respect except for the degree of ornamentation. In the opinion of this reviewer, a more modest exterior design would be no more compatible, since modesty is not necessarily the priority when it comes to interpreting the historic architecture of this period.” (page 4)

Second: Since the project involves new construction, the issue is whether the proposed design will have an impact on the Landmark site itself. The issue is not whether the design will

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be compatible with the carriage house's original design because the carriage house technically will be demolished. Planning Code Section 1006.7(b) states: For applications pertaining to landmark sites, the proposed work shall preserve, enhance or restore, and shall not damage or destroy, the exterior architectural features of the landmark and, where specified in the designating ordinance pursuant to Section 1004(c), its major interior architectural features. The proposed work shall not adversely affect the special character or special historical, architectural or aesthetic interest or value of the landmark and its site, as viewed both in themselves and in their setting, nor of the historic district in applicable cases" The design would not have an impact on the main building or the relationship of the two buildings as the project does not propose any change to the siting of the carriage house or the main house..

In fact, the Guidelines discourage re-building a structure as a replica of the original building. Mr. Hulbert concludes that the new design will not have an impact on the main building or the Landmark site because:

- "[the] exterior design of the new unit and that of the historic residence are not equivalent, as the scale, form and features of each are very distinct from one another."
- "The identified historic relationships and characteristics of the property will not be altered by the proposed project, as it would, for example, by the intrusion of a new building on a different part of the site, or by a building of a substantially different size or volume."
- "Traditionally, a carriage house would be a logical component of a 19th century residential property such as this. However, as noted above, the new design is not a carriage house, but a small residential unit with an attached garage."
- "Finally, the proposed new unit is not visible to the public, as it is located at the rear of a private residential property, without any visibility from the public way."

Third: This Alternative is a drawing created by the Planning Department. It does not meet the Zillmans' goals:

- Instead of being an honest house, this Alternative design presents a building posing as a barn, with fake barn doors tacked on to the side of the entryway, none of which is documented as original design. The structure was not a barn for animals but rather a carriage warehouse.
- Based on the Zillmans' observational studies of natural light in Victorian structures, the Zillmans know that the highest light is the best light. The shorter windows on the first floor of this Alternative design are not tall enough to capture that highest light; nor is the

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proposed window system on the second floor designed to capture that highest light. This Alternative design omits additional windows in the mansard roof. Since the windows that are currently on the opposite side of the building on the second floor will need to be closed off (as they are on the property line and therefore illegal) the additional windows in the second floor mansard are absolutely essential.

- Finally, the design does not incorporate the bracketed gutter system shown in the other designs, in part for architectural balance, nor the roof cresting to conceal some of the modern roof vents and solar panels. Attempting to install large flush-mounted skylights would create numerous problems, such as being too heavy for the roof system, excessive glare, difficulty in opening and closing for ventilation, and possible leakage problems. This simplistic design would not give the Zillmans the attractive exterior appearance consistent with the main house, and it would not be consistent with the Second Empire style.

Alternative C should be rejected because it does not meet the Zillmans' goals.

D. *Alternative D: New Construction Alternative.*

This Alternative does not attempt to recreate the carriage house as it appears today but is substantially less ornate than the proposed design. This Alternative should be rejected for the reasons stated above. It does not meet the Zillmans' goals of creating a residential unit that contains the basic necessities, such as light and ventilation, is attractive to a large pool of prospective renters and does not create a design that is consistent with the Second Empire style.

V. *Overriding Considerations Exist.*

CEQA permits a local agency to approve a project that may have significant impacts when there are "overriding considerations". Those impacts cannot feasibly be avoided or mitigated but can be overridden because the benefits of the project outweigh negative environmental effects. The following "overriding considerations" exist:

- The existing building is dilapidated and cannot be rehabilitated without work that is tantamount to a demolition.
- The City is in need of housing. The project will add a new unit to the City's supply of housing.
- The new housing will be located on a street well-served by transit and close to employment opportunities.
- The project will increase the property's tax base thus increasing City revenue.

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- The Landmark site currently is in a partially blighted condition due to an unattractive, dilapidated carriage house. The project will make the Landmark site more attractive in a way that is consistent with the eccentric spirit of the site as well as the main house.
- The surrounding properties adjoin a partially blighted property containing a run-down dilapidated carriage house, which cannot be improved without work that is tantamount to a demolition; thus, the surrounding properties are affected in a negative way.
- The new unit will contain solar panels which are highly beneficial to the City and society in general.

VI. The Certificate of Appropriateness is Justified because the Project is Consistent with the Standards.

We believe the project's design is consistent with the Standards. We disagree with the findings in Moses Corrette's Memoranda dated July 12, 2004 and November 20, 2006. You will find below Mr. Corrette's findings in italic font, and our response follows.

Finding 1: *(If the proposed project is built) "There will be resulting impairments of the setting and feeling of the landmark site overall, with a change of the relationship between the two buildings as primary residence, and ancillary structure."* The carriage house currently is such an unattractive structure, that the Zillman's project will improve the setting and feeling of the landmark site overall. The carriage house is a small, two story building, located at the back of the lot behind a tall fence and not visible from the street. It sits in the shadow of the main residence, 49 feet away. The main residence is a flamboyant example of Victorian exuberance over 40 feet tall. Preservation architect Mark Hurlbert is correct when he writes that the Zillmans' proposed carriage house design, although eclectic, is somewhat more Italianate in design than the main house, which, although also eclectic, is of the Stick style design. The carriage house occupies a footprint of 680 square feet, (34 feet wide and 20 feet deep) and has lower ceiling heights than most of the main residence. The main residence, on the first floor, has 24 exterior corners, excluding the semi-detached carport. The carriage house has four exterior corners, excluding the attached garage.

The proposed level of ornamentation on the carriage house, while not plain, is simpler than that found on the historic Hinkel house, a fine example of Victorian Stick-style exuberance. The ornate wrought iron fence, miles of wood moldings, turnings, three different sash and window trim styles, icicles, incised work, several patterns of cut shingles, art glass, etc, substantially exceed what the Zillmans intend to do with the carriage house. As such, the

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proposed design will not be confused with the main residence, which is called for by the Guidelines.

Finding 2: *“The Department’s review concluded that, the proposed new building produces a near pure textbook example of conjectural features with architectural elements applied to an acceptable volume that exceeds the complexity of a secondary structure on a landmark site.”* and *“Embellishing simple unadorned facades with high-style details, or adding features borrowed from a different period should be avoided. Conjectural changes create a false sense of historical development and are contrary to the Secretary of the Interior’s Standards for Rehabilitation. The proposed project fails to meet the Standards because the construction misrepresents the historic appearance of the site.”*

There are no conjectural features in the Zillmans’ proposed design because it is technically new construction. No one will mistake the carriage house for the original structure. However, to be certain, the Zillmans are willing to install a plaque that describes the carriage house’s history. The Zillmans employ a method of attempting to avoid “false historicism” by proposing a project which is fantastic enough to not be confused with a truly historic structure, but is still visually pleasing. This is not a new concept for facade treatment on a historic structure in San Francisco but rather an example of an emerging architectural style. A project approved in the last five years is located at 3976 19th Street between Noe and Sanchez Streets, which contains dragon heads in the cornice brackets. Although this design does employ some historic elements, none but the most architecturally uninitiated would mistake it for a circa 1900 façade.

Finding 3: *“The (proposed) design of the building’s exterior is not consistent with the historic relationship of structures on the site.”* As stated in Finding 1 above, the proposed design of the carriage house will not result in a building that will confuse its relationship with the main house because of its substantially smaller size, more modest ornamentation, and continued location at the rear of the main residence.

Finding 4: *“The measure of minimal change required to execute the project in order to meet this Standard (A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.) is not met.”* The project will be placed in a new use, a residential use. Residential use is “an appropriate and desirable use.” (See Exhibit D.) The residential use will provide income as a rental unit to help the Zillman’s offset the cost of the construction work. As a residential unit, it will require the necessary light and ventilation as well as other residential features to allow for the small carriage house to be an attractive unit that earns a return on the Zillman’s investment.

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Finding 5: *(If the project is built) "the character of the space between the two buildings will be altered."* There will be no difference in the character of the open space, as the Zillmans propose to make no changes to the footprint of the two buildings.

Finding 6: *"The proposed new building exceeds the complexity of a secondary structure on a landmark site."* This argument might be plausible if the original structure was a barn, but it was not. As the Zillman's discovered in their research, which is described in their letter to you, carriage houses were designed in a manner closer to the complexity of a main house than a barn. Carriage houses were more ornamental as the carriages themselves were. It will be a residential structure that will be expensive to finish, and needs a livable interior with light to create a desirable living space.

VII. The Zillmans did not allow the carriage house to become dilapidated.

When the Zillmans purchased the property in 1994, the carriage house was in serious disrepair. The Zillmans have spent the last 8 years trying to obtain the project's approval and have stabilized the condition by removing more than a foot of fill dirt that had been piled against the siding on the front of the structure, renailling and painting the siding on the back, and renewing a flat tar and gravel roof so that it did not further deteriorate during their ownership. When the Planning Department's historic preservation section did not like the Zillmans' design, the Zillmans were forced to have an EIR prepared because the Zillman's design was considered a significant effect. The EIR took five drafts and over four years to prepare and as the attachment shows, it involved 13 planners. (See Exhibit G.) As a result, over \$50,000 in Planning Department review fees will be paid to the City. One of the reasons for the number of planners and \$50,000 in time is that Planning Staff had to redo the EIR once it realized it was wrong in stating originally that the degree of dismantling of posts and beams did not equal a technical demolition. The Zillmans are deeply saddened by this process. A planner's subjective opinion has been put above a historic building's plight, San Francisco's need for new residential units, and the private interests of homeowners who are willing to undertake significant costs to preserve a historic building.

VIII. The Project has Received Considerable Community Support.

The project has received considerable support from the surrounding property owners as well as preservation groups including The Victorian Alliance of San Francisco and The Alamo Square Neighborhood Association. (See Exhibit H.) The Alamo Square Neighborhood Association letter will be submitted under separate cover. This is a knowledgeable community; as a result, these two organizations should be given great consideration. The design also is supported by professional historian, Mark Hulbert, who is the City's own consultant.

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IX. The Zillmans are Willing to Agree to Conditions of Approval to Assuage any Remaining Concerns.

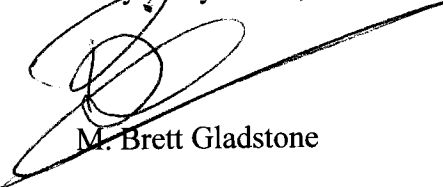
To address concerns about the project being considered too detailed, the Zillmans are willing to construct certain features so that the features can be easily removed if a new owner so chooses. The Zillmans also are willing to attach a plaque to the new building explaining its history to be certain no one would confuse the building as being original and thus, avoid a false sense of history.

X. Conclusion.

We respectfully request that you find (i) the Alternatives in the EIR should be rejected because they do not meet the Zillman's objectives; (ii) overriding considerations exist that justify the de facto demolition of the carriage house and approval of the Zillmans' design and (iii) the project meets the criteria for the approval of the Certificate of Appropriateness.

Thank you for your attention to this matter.

Very Truly Yours,



M. Brett Gladstone

Enclosures

cc: Richard and Cher Zillman

Exhibit A



A. Main House Viewed from Across Divisadero Street



B. Main House Showing South Facade and Garage Door

SOURCE: Environmental Science Associates

Case No. 2001.1056E: 280 Divisadero Street (203259)

Figure 6
Main House



A. Front (Western) Facade of Carriage House (Note sag towards center of roofline.)

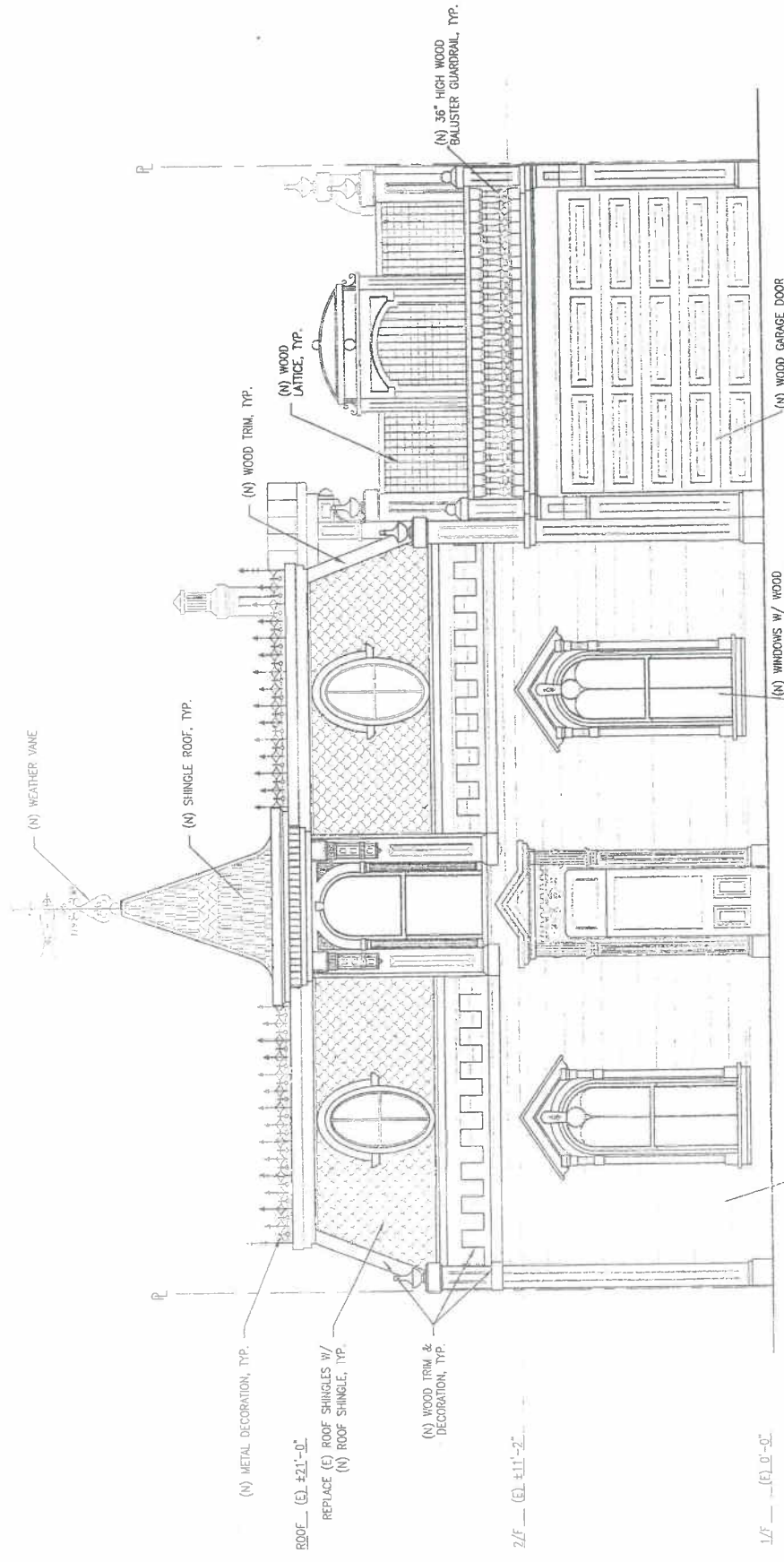


B. Carriage House and Garage

SOURCE: Environmental Science Associates

Case No. 2001.1056E: 280 Divisadero Street (203259)

Figure 3
Photographs of Carriage House



PROPOSED FRONT ELEVATION
SCALE: 1/4"=1'-0"

(E) WOOD SIDING, TYP.
(REPAIR ANY DAMAGE OR (E)
WOOD SIDING)

(N) WINDOWS W/ WOOD
TRIM & DECORATION, TYP.

(N) WOOD GARAGE DOOR

(N) 36" HIGH WOOD
BALLUSTER GUARDRAIL, TYP.

(N) METAL DECORATION, TYP.

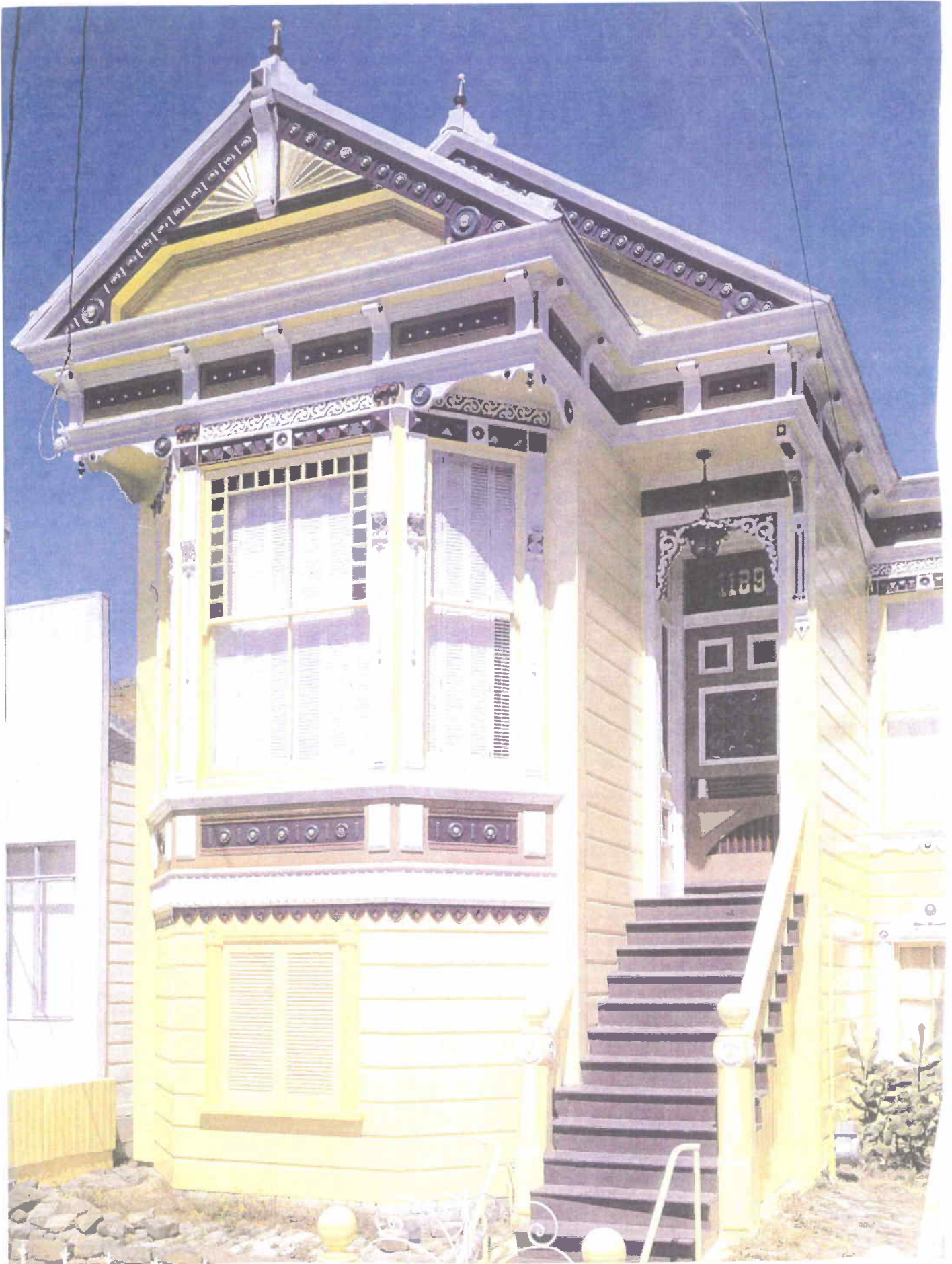
ROOF (E) ±21'-0"
REPLACE (E) ROOF SHINGLES W/
(N) ROOF SHINGLE, TYP.

(N) WOOD TRIM &
DECORATION, TYP.

2/F (E) ±11'-2"

1/F (E) 0'-0"

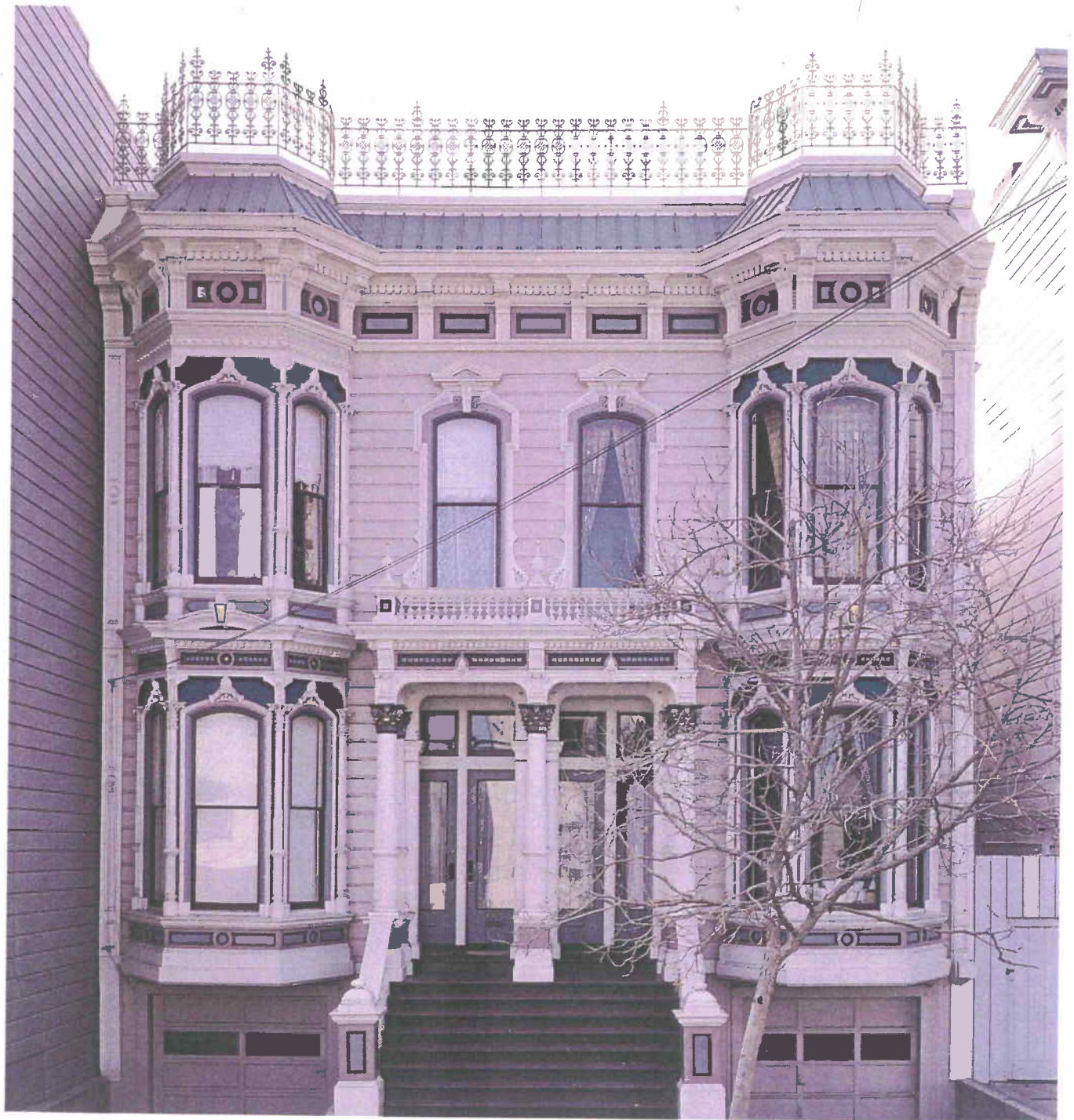
Exhibit B



**ZILLMAN'S FORMER
HOME AT 1189 NOE
STREET**

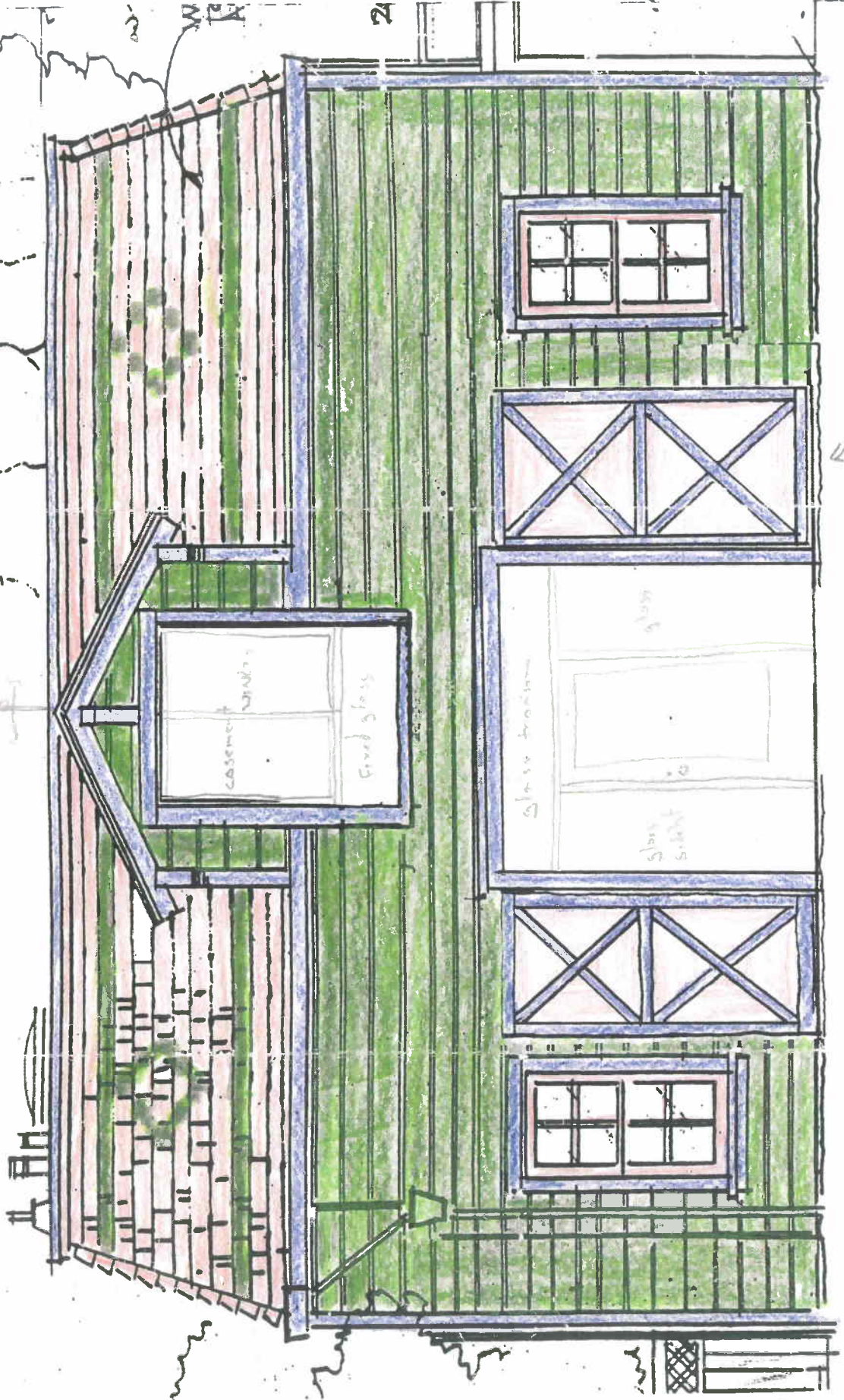


1671-1673 GOLDEN
GATE AVENUE



772-74A Shotwell between 21st and 22nd. 1879. Italianate. With its graceful tiara, this beauty is one of our favorites. It is unique in both color and architecture. Owner Richard Zillman commissioned Butch Kardum to create a fresh, felicitous color scheme of light, medium and dark mauve, burgundy, light and dark blue-gray, aqua, off-white, brown, and gold leaf.

Exhibit C



← fixed doors

casement window

fixed glass

slab

slab

slab

slab

slab

Exhibit D



LANDMARKS PRESERVATION ADVISORY BOARD

450 McALLISTER STREET ■ SAN FRANCISCO, CA 94102 ■ TEL. 558-2816

January 24, 1989 -

Mr. Robert Passmore, Zoning Administrator
Department of City Planning
450 McAllister Street
San Francisco, CA 94102

Re: 280 Divisadero Street,
Application No. 88.755V

Dear Bob:

The Landmarks Board urges the granting of a rear yard variance for 280 Divisadero Street so that the Carriage House may continue to be used for residential purposes. The Board requested that this letter be sent.

The Haven's House and Carriage House are both part of the landmark designation, and as such represent a case unlike the average request for a rear yard variance.

There is evidence that historically housing has been in the Carriage House, but even if that were not the case, there aren't many uses for Carriage Houses nowadays except for residential use--an appropriate and desirable use.

The code allows several dwelling units on a double lot in a NC-2 district, but I understand the main house in this instance is considered one unit. Not being able to use the Carriage House for residential purposes would be an economic hardship to the owner--who concurred in the landmark designation.

Alternatives which would not necessitate a variance are not in the best interests of the landmarked buildings, such as demolition, additions to the main house, etc. A building, such as the Carriage House, should be lived in so that it is maintained and not allowed to deteriorate to the point where demolition is the only alternative.

Thank you for your consideration.

Sincerely yours,

Jean Kortum
UM

Jean Kortum
President, LPAB

cc: Mr. Stephen L. Taber

VFM:atm/439

Exhibit E



May 4, 2009

Richard & Cher Zillman
280 Divisadero Street
San Francisco, CA 94117

Dear Richard & Cher –

Thank you for the opportunity to provide a rough square foot estimate for your carriage house development project. The project is an exciting endeavor and we would be honored to contribute to its restoration.

We evaluated the project in 5 categories -

- Foundation Development
- Structure (approximately 1,400 square feet)
- Attached Garage (approximately 350 square feet)
- Interior Finish Materials
- Utilities to building

The site visit, design drawings, foundation drawings and our own experiences have provided the information for this rough estimate. Though, the information available was a basis for this rough estimate, it should not be considered a thorough or final estimate.

Also considered is the Historical Landmark status of the structure. Given the pending approvals and the unknown requirements by the various local and State Commissions for building, specific costs would have to be considered at a later date.

Upon availability of detailed construction drawings, interior/exterior material specifications and final permit approvals the rough estimate could be properly refined.

Considering the information above, we estimate the rough square foot price to be \$500.

Thank you again for your interest in working with us.

Sincere regards,


Mike Alioto


Gina Centoni

Exhibit F



Architectural

FOLLIES

in America

AN ILLUSTRATED GUIDE TO
130 OF THE MOST UNUSUAL STRUCTURES
IN AMERICA

GWYN HEADLEY

Context is not the language of folly. Follies are out of place and out of time, introspective, extroverted, timid, and bold. Each is a one-of-a-kind, individual work of art forming no part of any chronological or stylistic family. Yet some order has to be imposed so that they can be presented to you. The follies presented here have moved far beyond the simple incomprehension that, in former times, led us sneeringly to label them follies. We should respect them, for there is more humanity to be found in folly than in a century of common sense.

Here is the only sentence in this book that will mention Florenz Ziegfeld or Stephen Sondheim. The follies dealt with here are on the far side of building—structures that are not ordinary buildings but are edifices that transcend the banal, the commonplace, the simply utilitarian. These are constructions of character dignified by the name of *folly*. It is an exclusive, elite club. Not every curious building will qualify, yet gardens can merit being called follies if their architecture surpasses their horticulture. Architectural follies transcend barriers of style, time, taste, and nationality. They spring from those most human of emotions: vanity, pride, passion, and obsession.

The "Painted Ladies," as they are affectionately known, are the West Coast manifestations of the mysteriously named Queen Anne style of architecture—late Victorian polychromatic flamboyance, joyfully thieving elements from the preceding eighty years with eclectic abandon. There are marvelous examples of such Victoriana to be found all over America, from Cape May, New Jersey, to San Francisco, but the apogee of the style, the empress of them all, is the Carson House in Eureka, California. This is an explosion of carpentry, a fountain of gables, turrets, windows, and balconies, a veritable wooden wonder, where the only restraint shown is in the rather flat color scheme, a dull olive green and buff.

When you design and build your own house you are unfettered by the unimaginative concepts of others. A good architect can assess your needs with meticulous care and produce an eminently practical building to your budget. A great architect will impose his devices and desires upon you—often the client is a stepping stone to his greatness. But people's wants and needs change, growing and diminishing while the architecture remains static. In general, people have to adapt to their houses rather than the other way round. This is not acceptable to some people;

Exhibit G



SAN FRANCISCO PLANNING DEPARTMENT

February 6, 2009

Richard Zillman
280 Divisadero St
San Francisco, CA 94117

Subject: 280 Divisadero St
File No: 2001.1056A/E (Cert of Appropriateness/ Environmental Review)
Interim billing covered period: 10/30/01-2/4/09

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Dear Mr. Zillman:

Our records indicate that the above-referenced applications were filed on 10/30/01 and 6/26/03. A total amount of \$19,364 was collected at our initial intakes.

Per Planning Code Section 350(c) and Administrative Code Section 31.22(b)(2), the above applications fee covered period 10/30/01-2/4/09 totaled to an amount of \$50,900.07. There is an outstanding balance of \$31,536.07 due and payable to the Planning Department. Please refer to the following table for summary and the attached Time Accounting Cost Report.

Case Description	File Date	Initial Fee Paid	T&M as of 2/4/09	Balance
A (Final Bill)	10/30/2001	\$ 1,117.00	\$ 2,088.63	\$ 971.63
EE & EIR (interim Billing)	6/26/2003	\$ 18,247.00	\$ 48,811.44	\$ 30,564.44
	Total	\$ 19,364.00	\$ 50,900.07	\$ 31,536.07

This letter is to inform you that the above outstanding fee is due now. Please make a check payable to "San Francisco Planning Department" and address it to 1650 Mission Street, Suite 400, San Francisco, CA 94103 (Attn: Karen Zhu). Please note that the continuation of any staff work performed for this project would be subject to the receipt of the above fee.

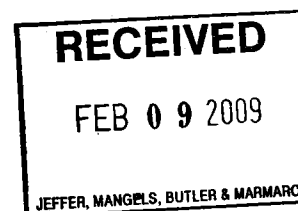
If there are any questions in regards to this project, please do not hesitate to contact our Planner Leigh Kienker at 575-9036.

Sincerely,

Elaine Forbes
Acting Chief Administrative Officer

cc: Leigh Kienker, MEA Planner
Jeffer, Mangels, Butler & Marmaro

interim billing_2001.1056AE 280 Divisadero St.doc



10/30/2001 - 02/04/2009

<i>Date</i>	<i>Hours</i>	<i>Cost</i>	<i>Remarks</i>
Account: 20011349 280 DIVISADERO ST			2001.1056A
SHELLEY CALTAGIRONE			
11/27/2007	1.50	\$130.77	
12/18/2007	0.25	\$22.88	
Staff Subtotals	1.75	\$153.65	
ADAM LIGHT			
10/30/2001	3.00	\$245.95	
11/01/2001	3.00	\$245.95	
12/19/2001	0.50	\$40.99	
Staff Subtotals	6.50	\$532.89	
KAYE SIMONSON			
05/20/2002	0.50	\$36.11	
05/21/2002	0.50	\$36.11	
06/04/2002	0.50	\$36.11	
08/30/2002	0.50	\$37.73	
09/03/2002	4.00	\$301.83	
09/04/2002	2.00	\$150.92	
09/05/2002	0.50	\$37.73	
09/06/2002	0.50	\$37.73	
09/10/2002	0.75	\$56.59	
09/11/2002	1.50	\$113.19	
09/12/2002	0.50	\$37.73	
09/13/2002	0.25	\$18.86	
09/18/2002	1.75	\$132.05	
09/19/2002	0.25	\$18.86	
10/18/2002	0.25	\$18.86	
12/03/2002	0.50	\$37.73	
04/14/2003	0.25	\$19.33	
04/18/2003	0.75	\$57.99	
05/02/2003	0.50	\$38.66	
05/08/2003	1.50	\$115.97	
07/28/2003	0.50	\$41.34	
07/29/2003	0.25	\$20.67	
Staff Subtotals	18.50	\$1,402.09	
Account Subtotals	26.75	\$2,088.63	

	<i>Date</i>	<i>Hours</i>	<i>Cost</i>	<i>Remarks</i>
Account: 20030886 280 DIVISADERO ST EIR				2001.1056E

TIM BLOMGREN

07/29/2003	6.00	\$547.03
07/30/2003	6.00	\$547.03
07/31/2003	2.25	\$205.14
08/12/2003	4.00	\$364.69
08/13/2003	3.00	\$273.52
08/14/2003	6.00	\$547.03
08/19/2003	3.00	\$273.52
08/20/2003	4.00	\$364.69
12/19/2003	7.00	\$638.21
12/22/2003	4.50	\$410.28
12/23/2003	6.00	\$547.03
02/20/2004	5.00	\$455.86
02/24/2004	5.00	\$455.86
03/02/2004	3.00	\$273.52
03/03/2004	2.00	\$182.34
03/04/2004	4.00	\$364.69
03/08/2004	5.00	\$455.86
03/09/2004	2.00	\$182.34
03/10/2004	2.00	\$182.34
03/15/2004	2.00	\$182.34
03/18/2004	4.00	\$364.69
03/22/2004	2.00	\$182.34
04/12/2004	2.00	\$182.34
04/23/2004	2.75	\$250.72
04/28/2004	4.00	\$364.69
04/30/2004	5.00	\$455.86
05/03/2004	5.00	\$455.86
05/04/2004	3.00	\$273.52
05/05/2004	2.00	\$182.34
08/11/2004	6.25	\$569.83
08/12/2004	5.00	\$455.86
08/13/2004	2.75	\$250.72
08/16/2004	2.00	\$182.34
08/17/2004	3.00	\$273.52
Staff Subtotals	130.50	\$11,897.98

SHELLEY CALTAGIRONE

05/06/2008	1.00	\$91.53	Memo to Mirkarimi
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10/30/2001 - 02/04/2009

<i>Date</i>	<i>Hours</i>	<i>Cost</i>	<i>Remarks</i>
05/13/2008	1.25	\$114.42	project coordination and superv :ter
11/17/2008	1.00	\$93.32	update to MEA
12/15/2008	1.50	\$139.97	Mirkirimi update
01/12/2009	0.25	\$25.35	
01/14/2009	0.50	\$50.71	
Staff Subtotals	5.50	\$515.30	

RICK COOPER

07/18/2006	0.50	\$59.68
08/01/2006	0.75	\$89.51
08/02/2006	6.00	\$716.11
08/03/2006	4.00	\$477.41
08/09/2006	2.50	\$298.38
08/14/2006	1.00	\$119.35
09/18/2006	0.75	\$89.51
09/19/2006	1.50	\$179.03
10/17/2006	1.50	\$179.03
10/23/2006	2.50	\$298.38
Staff Subtotals	21.00	\$2,506.40

MOSES CORRETTE

05/12/2004	2.00	\$153.68
05/13/2004	1.00	\$76.84
07/12/2004	2.00	\$153.68
07/13/2004	1.00	\$76.84
07/14/2004	0.25	\$19.21
07/14/2006	1.00	\$95.81
07/17/2006	1.00	\$95.81
07/26/2006	0.50	\$47.90
07/31/2006	0.25	\$23.95
08/02/2006	0.25	\$23.95
08/09/2006	2.00	\$191.61
08/14/2006	0.25	\$23.95
09/11/2006	0.25	\$23.95
09/14/2006	0.50	\$47.90
09/27/2006	0.25	\$23.95
10/11/2006	0.25	\$23.95
10/12/2006	1.50	\$143.71
10/17/2006	3.00	\$287.42
10/18/2006	1.50	\$143.71
10/19/2006	0.25	\$23.95

Time Accounting Cost Report
10/30/2001 - 02/04/2009

<i>Date</i>	<i>Hours</i>	<i>Cost</i>	<i>Remarks</i>
10/23/2006	1.00	\$95.81	
10/24/2006	1.00	\$95.81	
10/26/2006	0.50	\$47.90	
11/20/2006	0.75	\$71.85	
11/29/2006	0.25	\$23.95	
12/13/2006	1.00	\$95.81	
12/14/2006	3.00	\$287.42	
03/06/2007	2.00	\$196.39	
03/19/2007	3.00	\$294.58	
03/27/2007	0.50	\$49.10	
04/18/2007	0.25	\$24.55	
04/26/2007	0.50	\$49.10	
Staff Subtotals	32.75	\$3,034.04	
RANDALL DEAN			
10/20/2008	4.00	\$432.06	
Staff Subtotals	4.00	\$432.06	
NEIL HART			
07/12/2004	1.00	\$128.26	
07/14/2004	1.00	\$128.26	
Staff Subtotals	2.00	\$256.52	
LEIGH KIENKER			
01/18/2005	1.00	\$73.18	
01/19/2005	3.00	\$219.55	
01/20/2005	0.50	\$36.59	
03/03/2005	0.75	\$54.89	
03/09/2005	1.50	\$124.03	
03/11/2005	3.00	\$248.07	
03/16/2005	0.25	\$20.67	
04/21/2005	2.00	\$165.38	
05/02/2005	1.50	\$124.03	
05/18/2005	0.25	\$20.67	
06/02/2005	4.00	\$330.76	
06/03/2005	2.00	\$165.38	
06/06/2005	1.50	\$124.03	
06/07/2005	1.50	\$124.03	
06/09/2005	1.00	\$82.69	
08/23/2005	1.00	\$80.39	
08/24/2005	0.50	\$40.20	
10/04/2005	1.00	\$80.39	
10/07/2005	1.25	\$100.49	

Time Accounting Cost Report

10/30/2001 - 02/04/2009

<i>Date</i>	<i>Hours</i>	<i>Cost</i>	<i>Remarks</i>
10/13/2005	1.50	\$120.59	
10/18/2005	0.75	\$60.29	
10/25/2005	1.00	\$80.39	
10/31/2005	1.00	\$80.39	
11/01/2005	3.00	\$241.18	
11/17/2005	1.00	\$81.96	
11/29/2005	2.00	\$163.91	
12/16/2005	1.00	\$81.96	
04/07/2006	2.00	\$172.16	
12/14/2007	1.50	\$158.95	
12/17/2007	3.75	\$397.39	
12/18/2007	6.00	\$635.82	
12/19/2007	5.00	\$529.85	
12/26/2007	3.50	\$370.89	
12/27/2007	5.75	\$609.33	
06/02/2008	1.00	\$105.97	
06/05/2008	1.75	\$185.45	
06/23/2008	0.50	\$52.98	
08/20/2008	1.00	\$108.02	
10/16/2008	10.50	\$1,134.16	
10/17/2008	5.00	\$540.08	
10/22/2008	1.00	\$108.02	
12/12/2008	3.00	\$324.05	
12/15/2008	5.50	\$594.09	
12/17/2008	3.00	\$324.05	
12/18/2008	9.50	\$1,026.15	
01/07/2009	1.25	\$139.77	
01/08/2009	1.25	\$139.77	
01/09/2009	2.00	\$223.63	
01/12/2009	3.00	\$335.44	
01/13/2009	3.00	\$335.44	
01/14/2009	1.00	\$111.81	
01/15/2009	0.50	\$55.91	
01/20/2009	2.00	\$223.63	
01/21/2009	1.00	\$111.81	
01/22/2009	1.50	\$167.72	
01/23/2009	2.50	\$279.54	
01/29/2009	0.25	\$27.95	
01/30/2009	1.50	\$167.72	
02/03/2009	0.25	\$27.95	

Time Accounting Cost Report

10/30/2001 - 02/04/2009

<i>Date</i>	<i>Hours</i>	<i>Cost</i>	<i>Remarks</i>
Staff Subtotals	129.00	\$12,851.63	

JOAN KUGLER

02/26/2004	0.75	\$77.22	
03/10/2004	0.25	\$25.74	
03/16/2004	0.50	\$51.48	
04/23/2004	1.00	\$102.96	
04/26/2004	0.50	\$51.48	
04/27/2004	0.25	\$25.74	
05/03/2004	0.25	\$25.74	
05/04/2004	0.25	\$25.74	
08/11/2004	1.75	\$189.19	
08/13/2004	0.50	\$54.05	
08/16/2004	0.75	\$81.08	
08/17/2004	0.50	\$54.05	
Staff Subtotals	7.25	\$764.48	

CAROL ROOS

12/04/2006	1.00	\$108.26	
12/06/2006	0.25	\$27.07	
12/07/2006	2.25	\$243.59	
12/08/2006	4.50	\$487.18	
12/11/2006	1.50	\$162.39	
12/12/2006	2.50	\$284.23	
12/14/2006	0.25	\$28.42	
12/15/2006	0.50	\$56.85	
02/23/2007	0.25	\$29.11	
02/26/2007	0.25	\$29.11	
03/01/2007	0.25	\$29.11	
03/06/2007	0.50	\$58.21	
03/07/2007	4.50	\$523.90	
03/08/2007	2.00	\$232.85	
03/09/2007	4.00	\$465.69	
03/15/2007	0.25	\$29.11	
03/28/2007	0.25	\$29.11	
04/11/2007	0.25	\$29.11	
04/24/2007	0.25	\$29.11	
04/26/2007	1.50	\$174.63	
04/27/2007	0.75	\$87.32	
04/30/2007	0.25	\$29.11	
05/01/2007	2.00	\$232.85	
05/07/2007	0.25	\$29.11	

Time Accounting Cost Report

10/30/2001 - 02/04/2009

<i>Date</i>	<i>Hours</i>	<i>Cost</i>	<i>Remarks</i>
05/14/2007	0.25	\$29.11	
05/15/2007	0.50	\$58.21	
06/01/2007	0.25	\$29.11	
06/04/2007	1.00	\$116.42	
06/06/2007	2.00	\$232.85	
06/13/2007	0.25	\$29.11	
06/14/2007	2.25	\$261.95	
07/03/2007	0.50	\$58.21	
11/06/2007	0.25	\$29.91	discussed with L. Kienker
11/13/2007	0.25	\$29.91	
Staff Subtotals	37.75	\$4,310.18	

NANNIE TURRELL

10/16/2008	0.50	\$64.08	
10/17/2008	0.25	\$32.04	
10/26/2008	1.00	\$128.15	
10/27/2008	0.50	\$64.08	
12/15/2008	0.50	\$64.08	
01/22/2009	0.50	\$66.33	
01/23/2009	0.25	\$33.16	
02/03/2009	0.50	\$66.33	
Staff Subtotals	4.00	\$518.23	

VIKTORIYA WISE

06/13/2006	0.75	\$52.85	
06/14/2006	3.25	\$229.02	
06/15/2006	4.25	\$299.49	
06/21/2006	0.25	\$17.62	
07/07/2006	3.50	\$269.33	
07/10/2006	0.25	\$19.24	
07/12/2006	1.00	\$76.95	
07/17/2006	0.25	\$19.24	
07/18/2006	1.00	\$76.95	
07/25/2006	0.50	\$38.48	
07/26/2006	4.75	\$365.52	
07/27/2006	0.75	\$57.71	
07/28/2006	2.50	\$192.38	
08/02/2006	0.75	\$57.71	
08/07/2006	0.25	\$19.24	
08/08/2006	0.50	\$38.48	
08/09/2006	1.75	\$134.67	
08/10/2006	0.50	\$38.48	

Time Accounting Cost Report
10/30/2001 - 02/04/2009

<i>Date</i>	<i>Hours</i>	<i>Cost</i>	<i>Remarks</i>
08/14/2006	0.25	\$19.24	
09/05/2006	0.50	\$38.48	
09/08/2006	0.25	\$19.24	
09/11/2006	0.50	\$38.48	
09/13/2006	2.00	\$153.90	
09/14/2006	2.25	\$173.14	
09/15/2006	1.25	\$96.19	
09/18/2006	2.75	\$211.62	
09/19/2006	0.25	\$19.24	
09/20/2006	0.50	\$38.48	
09/25/2006	0.25	\$20.69	
09/27/2006	0.25	\$20.69	
10/17/2006	2.00	\$165.51	
10/19/2006	0.25	\$20.69	
10/20/2006	0.25	\$20.69	
10/23/2006	2.00	\$165.51	
11/09/2006	0.25	\$20.69	
11/13/2006	0.75	\$62.06	
11/14/2006	2.00	\$165.51	
11/20/2006	2.50	\$206.88	
11/29/2006	3.00	\$248.26	
11/30/2006	4.00	\$331.01	
12/01/2006	0.25	\$20.69	
12/04/2006	1.00	\$82.75	
12/08/2006	0.50	\$41.38	
12/13/2006	0.50	\$41.38	
12/14/2006	1.50	\$124.13	
12/15/2006	3.50	\$289.64	
12/18/2006	1.00	\$82.75	
12/27/2006	0.25	\$20.69	
01/24/2007	0.25	\$21.21	
01/30/2007	2.00	\$169.66	
01/31/2007	1.25	\$106.04	
02/02/2007	1.00	\$84.83	
02/20/2007	0.25	\$21.21	
02/21/2007	2.00	\$169.66	
02/22/2007	6.50	\$551.39	
02/23/2007	6.00	\$508.97	
03/07/2007	0.25	\$21.21	
03/12/2007	0.50	\$42.41	
03/14/2007	0.25	\$21.21	

Time Accounting Cost Report

10/30/2001 - 02/04/2009

<i>Date</i>	<i>Hours</i>	<i>Cost</i>	<i>Remarks</i>
03/23/2007	2.50	\$212.07	
03/26/2007	3.50	\$311.73	
03/27/2007	0.75	\$66.80	
03/29/2007	1.50	\$133.60	
03/30/2007	1.50	\$133.60	
04/02/2007	1.00	\$89.07	
04/03/2007	1.00	\$89.07	
04/06/2007	0.75	\$66.80	
04/12/2007	3.50	\$311.73	
04/13/2007	2.25	\$200.40	
04/16/2007	0.25	\$22.27	
04/18/2007	1.00	\$89.07	
04/19/2007	1.00	\$89.07	
04/23/2007	0.50	\$44.53	
04/24/2007	4.00	\$356.27	
04/26/2007	1.75	\$155.87	
04/27/2007	0.75	\$66.80	
04/30/2007	2.75	\$244.93	
05/01/2007	2.75	\$244.93	
05/02/2007	1.25	\$111.33	
05/07/2007	0.25	\$22.27	
05/08/2007	0.25	\$22.27	
05/23/2007	0.25	\$22.27	
05/29/2007	0.75	\$66.80	
06/04/2007	2.00	\$178.13	
06/05/2007	0.50	\$44.53	
06/06/2007	2.00	\$178.13	
06/11/2007	0.50	\$44.53	CPC presentation; phone conversation with Bill Lee; phone conversation with Joe Butler.
06/13/2007	1.00	\$89.07	accepting public comment; returning phone calls.
06/14/2007	6.50	\$578.93	Talking at length with a number of members of the public; email to Sonya about LPAB letter; email to Susanne Kelly; CPC hearing on the draft EIR; phone conversation with Sup. Mirkarimi's office; phone conversation with Tara; phone conversat
06/15/2007	0.75	\$66.80	Phone conversation with Susanne Kelly and with Mark Pope
06/18/2007	1.50	\$133.60	More comments from the public.

Time Accounting Cost Report
10/30/2001 - 02/04/2009

<i>Date</i>	<i>Hours</i>	<i>Cost</i>	<i>Remarks</i>
06/19/2007	0.50	\$44.53	Public comment
06/21/2007	2.25	\$200.40	read al. ... DEIR comments and compiled them to email to Karl.
06/22/2007	0.25	\$22.27	
07/03/2007	1.00	\$89.07	
07/13/2007	0.25	\$22.27	
07/20/2007	0.50	\$44.53	Phone conversation with City Attorney; returned Ms. Kelly's phone call.
07/24/2007	0.75	\$66.80	Phone conversation with Susanne Kelly; organized file for Leigh
07/25/2007	0.25	\$22.27	Read Karl's memo.
07/27/2007	0.50	\$44.53	Meeting with Leigh to transition the case.
Staff Subtotals	140.25	\$11,724.63	
Account Subtotals	514.00	\$48,811.44	
Totals:	540.75	\$50,900.07	

Exhibit H



THE VICTORIAN ALLIANCE

824 Grove Street, San Francisco, CA 94117

(415) 824-2666 victorianalliance.org

FOUNDED 1973

November 16, 2007

RE: 280 Divisadero Street--Carriage House
Case No. 2001,1056E

President Dwight Alexander and Commissioners
San Francisco Planning Commission
1650 Mission Street, 4th Floor
San Francisco, CA 94103

Dear President Alexander and Commissioners:

The Victorian Alliance of San Francisco, an all volunteer, city-wide preservation and restoration organization of over 300 members, requests your approval of the proposed project for rebuilding the carriage house at 280 Divisadero Street.

We are an organization founded for and dedicated to preservation as evidenced by our many significant financial contributions to preservation projects such as the Conservatory of Flowers, the historic Windmills, and the Portals of the Past in Golden Gate Park.


Our Preservation Committee reviewed the project DEIR, visited the carriage house site, and discussed the project with Richard Zillman. We recognize the carriage house is in much disrepair and together with the site has been much altered over the years.

Our general membership heard two presentations by Richard Zillman and viewed the proposed design that was printed in our *Bulletin*. We also offered the opportunity for a Planning Department preservationist to attend our meeting.

The membership voted at our October 2007 General Meeting to approve the project as submitted.

The Victorian Alliance supports the proposed project, a sensitive adaptive re-use of the structure into an attractive residential living space that also respects the Victorian history of San Francisco.

Sincerely,


Stephen B. Haigh
President

SBH:db

RECEIVED

JAN 02 2003

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
OPERATIONS

December 1, 2007

Shelley Perdue, Preservation Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: 280 Divisadero

Dear Shelly Perdue,

I have met with and reviewed Mr. Richard Zillman's project to rehabilitate the carriage house behind his home at 280 Divisadero Street, and turn it into a residential rental unit. I support the project and the rehabilitation plans and believe it will be an asset to the neighborhood. It is my judgement that Mr. Zillman is taking the necessary considerations to maintain the essential historical components of the property.

Should you have any further questions you may contact me through my aide, Regina Dick-Endrizzi, 415-554-6783.

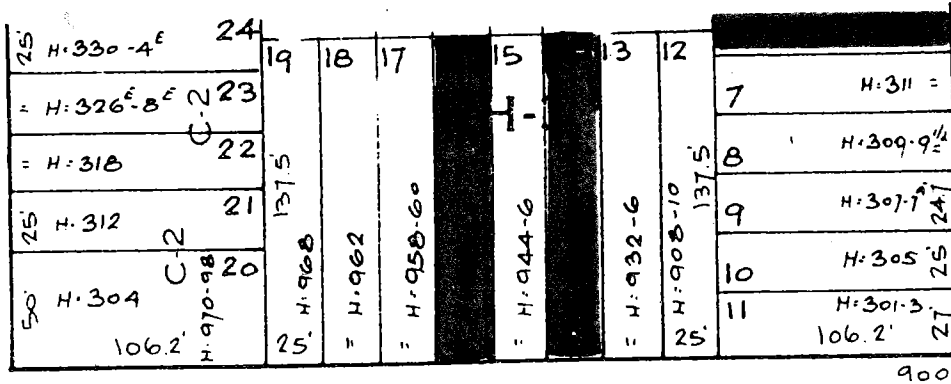
Sincerely,

Ross Mirkarimi,
Member, Board of Supervisors

Cc. Richard Zillman

YELLOW: PROJECT SITE

SHOWS LOCATION OF OWNERS OR TENANTS WHO SUPPORT THE PROJECT



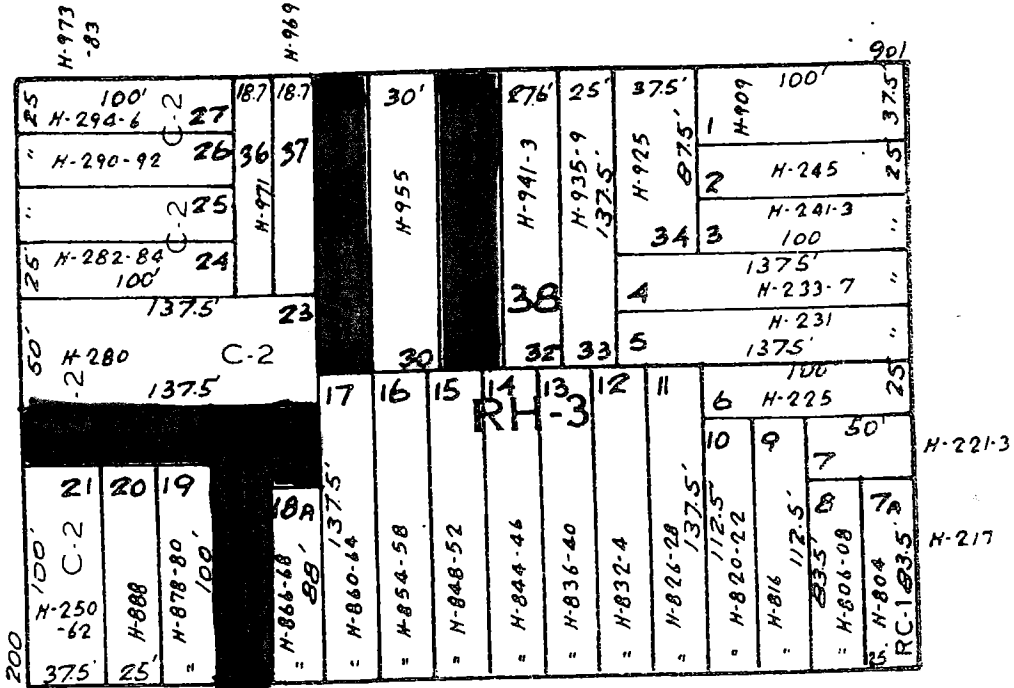
82'6"

PAGE

68'9"

59
3

DIVISADERO



SCOTT

HAIGHT

JAMES L. LAUFENBERG
P.O. Box 14550
San Francisco, CA 94114

CLIENT'S COPY

November 26, 2007

President Dwight Alexander and Commissioners
San Francisco Planning Commission
1650 Mission Street, 4th Floor
San Francisco, CA 94103

RE: 280 Divisadero Street
Carriage House
Case No. 2001, 1056E

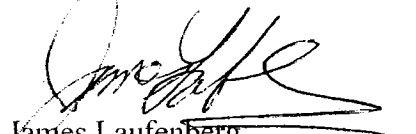
Dear President Alexander and Commissioners:

I own the mixed use building located at 270-272 Divisadero Street, Which is located next to the landmark house at 280 Divisadero Street, the home of Richard and Cher Zillman.

I have reviewed the drawing of the remodel they wish to do to the run down carriage house located behind their residence. The carriage house can't be seen from the street, and although my building is next door, my tenants can only see it from the end of their decks.

It is an unusually unattractive structure in its present condition, and the work they propose would be a benefit to the neighborhood and the San Francisco's housing stock. The design is in keeping with the Victorian flavor of the main house, and I urge you to approve it. San Francisco needs more attractive housing.

Sincerely,



James Laufenberg

284 Divisadero
San Francisco, CA
94117
USA

September 23, 2007

RE: 280 Divisadero Street, Draft EIR, Case No. 2001-1056E

San Francisco Planning Commission
1660 Mission Street, 4th Floor
San Francisco, CA 94103

Dear President Alexander and Commissioners

We live on the top flat of the house next to the Zillmans at 280 Divisadero Street. The room furthest to the rear of our flat, we use as a dining room, with two tremendous windows. Regrettable we do not have sweeping views of the city skyline, but equally regrettable is the broken down carriage house that we wish not visible. It is also the main attraction from our kitchen window and our deck.

The Zillmans were kind enough to share the plans for the much-needed face-lift, and we're in love. It really is a major improvement. We will be grateful to them for reviving that historical, sore thumb, and cant wait to see the beautiful details and craftsmanship that Cher and Richard have planned. It feels like living next to broken down parking structure and waking up to a beautiful park!

It will be a benefit, not only to us, but also to all of our neighbors. So many others can see it from all four sides and everyone will be able to enjoy the desperately needed improvement. We are hoping that being the building closet to the Zillmans own home will give us the advantage, because we want to live in it!

Cher and Richard Zillmans dedication to preserving San Francisco's beauty and history has been inspiring to us. They have always shown such respect and devotion to our city's Victorian Heritage. We hope you will approve the project.

Respectfully yours,

Mr. & Mrs. Thomas Castellani

RECEIVED

MAY 18 2007

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M.E.A.

May 16, 2007

Paul Maltzer
Environmental Review Officer
SF Planning Dept
1650 Mission Street, Ste 400
San Francisco, CA 94103

Dear Mr. Maltzer,

I'm writing to you about the planning department case number 2001.1056E, the 280 Divisadero Street Carriage House Project.

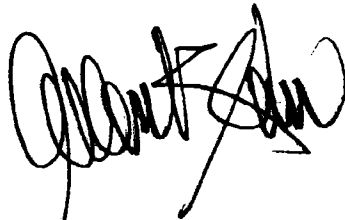
As a longtime nearby resident of the carriage house for over 30 years, I support this renovation and urge you to vote for it for several reasons:

- 1- The carriage house is in disrepair. In its present condition, it is useless.
- 2- The project plans to not only renovate the building but do so in a way that preserves the integrity of a Victorian building. Currently the house has little or no integrity at all.
- 3- The project will provide additional living space, which is much needed in this city.
- 4- The proposed renovation will result in a very attractive building, much better than it currently is.
- 5- Keeping the carriage house as it is does nothing for the improvement of the neighborhood. Turning it into an attractive Victorian style building would be much more in keeping with the main house in front of it.
- 6- Yes, I know that the carriage house is part of a city landmark and that the renovation is considered "demolition." None the less, I would rather see a landmark turned into an attractive and useful building than let it sit unoccupied and in disrepair.

I hope your office will reconsider the owner's plans and allow him to proceed with them.

Sincerely,

Allen Klein
1034 Page Street
San Francisco, CA 94117



Donald C. Beilke
1036 Haight Street
San Francisco, CA 94117
July 27, 2007

Mr. Paul E. Maltzer, Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: **280 Divisadero Street**

Dear Mr. Maltzer:

I am writing to ask you to exercise your leadership to support Richard and Cher Zillman's project for the adaptive reuse of the carriage house adjacent to their home at 280 Divisadero Street.

It is very important that you, the Planning Department, and the Planning Commission use this opportunity to affirm a planning policy that supports individual home owners who wish to improve their historic property as well as the neighborhood. When homeowners such as the Zillmans are willing to spend the time, the talent, and the enormous sums of money it costs to preserve and adapt a structure to make it beautiful as well as useful for contemporary life, they should be encouraged to do so rather than be confronted with discouraging and unreasonable roadblocks. It has been a sad commentary in our city that because of such roadblocks, some property owners have in effect been encouraged to let their buildings deteriorate to such a point that demolition is the only alternative. That is everyone's loss.

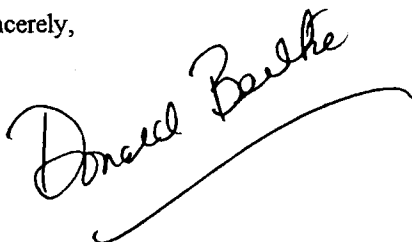
I live in the neighborhood and along with many other residents welcome the plans the Zillmans have for their carriage house. I have heard it said that some people believe the plans are too elaborate, too far removed from the design of the original structure. I do not share that opinion. I would rather see the carriage house restored and sensitively adapted for reuse than demolished. Moreover, the design is intimately related to and carefully echoes the design of this important house. It was not uncommon for carriage houses and other outbuildings to be seen as part of the decoration of the entire property and therefore they were often fairly elaborately adorned with many of the same features that enhance the main house.

I am aware that this house is a City Landmark, and that is so much more a reason why this project should be approved. The entire property should work as a unified whole, and this design does just that rather than there being erected some "plainly new" rendition that bears no relationship to the elaborate ornamentation of this historic home.

I ask that you approve this project so that when it is completed you can point to it as an example of how dedicated property owners and an enlightened planning department can work together to create something everyone is proud of as a worthy addition to city life that offers not only a fine place for someone to live but also respects the Victorian history of San Francisco.

Thank you for your thoughtful consideration.

Sincerely,

A handwritten signature in cursive script that reads "Donald Beilke". The signature is written in dark ink and is positioned below the typed name "Donald C. Beilke".

Arnold R. Levinson
Elizabeth O'Neill
963 Page St.
San Francisco, Cal. 94117

Paul E. Maltzer
Environmental Review Officer
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, Cal. 94103

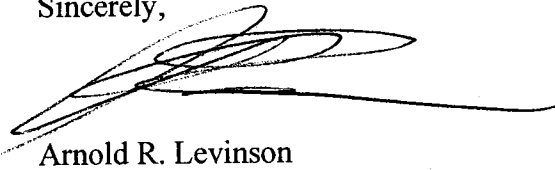
Re: 280 Divisadero Street Carriage House

Dear Mr. Maltzer

We live at 963 Page Street. The back of the carriage house at 280 Divisadero Street faces our backyard on the property line. The owners have agreed that any windows, which are on our property line would be (1) opaque (i.e. can't be seen through) and (2) would only open from the top. This is our only concern about this project.

Given the owners' agreement, we have no objection to and, in fact, support the project. The building is dilapidated, unstable and quite an eyesore from our side. We welcome the owners' attempt to improve the building.

Sincerely,

A handwritten signature in black ink, appearing to be 'Arnold R. Levinson', with a long horizontal flourish extending to the right.

Arnold R. Levinson

cc. Richard Zellman

I SUPPORT THE PROPOSED CARRIAGE HOUSE REMODEL AT 280 DBVISABRO STREET

NAME (Please Print)

ADDRESS

Megan Allison Wade
ALLEN KLEIN

1250 Page St. #1
1034 PAGE ST.

Melissa Burke
Scott Burke

719 Page St
719 Page St

Jo Floyd

844 PAGE ST

JEFF ANCKER

1621 FULTON ST

Cynthia Marucci

1266 Fell St SF

DANITA KULP

1300 Fell, #3 94117

Michael Lipman

913 Scott St. 94117

~~Christina Clark~~

1245 Oak St #2

Serena Howeth

1245 Oak St. #2

TIM SEUFERT

251 PIERCE ST.

DEVRA EDELMAN

949 PAGE ST. #4

Evelyn M. WYATT

129 SCOTT ST.

Elmo WEDDERBURN

291 HODERICK ST

Heather Graftonway

992 Page St

Marc Aenz

950 Page St

Stephen B. Hays

940 Page St

VINCENT DOYLE

876 HAIGHT #4

Darren O. Lacy

284 Divisadero

Jim Siegel
1198 Fulton St
San Francisco, CA 94117

October 27, 2007

President Alexander
San Francisco Planning Commission
1650 Mission St, 4th Floor
San Francisco, CA 94103

Dear President Alexander and Commissioners,

I am writing in support of Richard and Cher Zillman's proposed design on the adaptive reuse of the carriage house on their property at 280 Divisadero St (Landmark #190). The case number is 2001.1056E.

I visited the property fifteen years ago under previous owners and was surprised to find the ruins of a collapsing carriage house at the rear of the property. The carriage house is so far removed from the street front that I literally walked by for twenty years unaware of its existence.

I have seen the various drawings that the Zillman's have proposed and find that the current drawings are beautiful and fit well into the surrounding environment.

I own two National Register properties in the neighborhood including the William Westerfeld house on Alamo Square and consider myself to be an ardent preservationist. In this instance the current carriage is an unstable blight. The plans for the renovated building compliment their main house and grounds very well.

May I also add that through my membership in the Victorian Alliance, I have known the Zillman's for twenty years. They are exemplary members of the community, very active in historic preservation and noted for the fine upkeep of their Victorian rental properties through out the city.

I am very impressed with the Zillman's design and their constant dialogue with the community in regards to this project. Everyone that I have spoken with in the Alamo Square and preservation communities supports this project and we urge you to let this plan proceed.

Sincerely,




Jim Siegel

July 24, 2007

Michael Smithwick
436 Scott Street
San Francisco, CA 94117

Paul E. Maltzer
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Richard/Cher -
Just send this today to
Mr. Maltzer. Hope it
helps! So sorry to hear
of your frustrations w/
Planning. You have much
more patience than I do!
Good luck!


Mr. Maltzer:

I've been a San Francisco resident for 27 years and have lived in a restored Victorian for most of that time. As such, I have a heightened appreciation for preservation, history and a unique sense of "place". The fact that I have lived in a backyard Victorian cottage for the last decade makes me particularly appreciative of architectural gems hidden from public view.

I must say that I was thrilled to see the plans presented by Richard Zillman at a recent Alamo Square Neighborhood Association meeting to preserve and restore the crumbling carriage house at the back of his residence at 280 Divisadero Street (landmark #190). I was extremely disheartened to hear that the Planning Commission seems dead set against allowing Mr. Zillman to proceed with his plans for that structure.

If these plans are not approved, the building will likely collapse into oblivion. Wouldn't a better outcome be to allow for the plans to proceed so that future generations can enjoy some small piece of architectural history? I realize that the debate over pure preservation versus architectural enhancement is an important one but, in this case, refusal to approve the plans will result in further decay. The building as proposed would be a gem and a visual delight to any of the neighbors. I'm only disappointed that it wouldn't be visible from the street for everyone's enjoyment.

Please reconsider the Planning Department decision on this project and support Mr. Zillman's most current plans. He is offering an architectural gift to the City that we should graciously accept before he changes his mind and gives up in frustration.

Thank you, in advance, for your thoughtful reconsideration.

Sincerely,



Michael Smithwick
436 Scott Street

copy

Louise Bea
2727 Pierce Street
San Francisco, CA 94123

October 11, 2007

President Alexander and Commissioners
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Case # 2001-1056E

Dear President Alexander and Commissioners,

I am writing in support of the project of Richard and Cher Zillman to improve their carriage house. The property at 280 Divisadero is a San Francisco historic landmark, and as such deserves every consideration as to what is best for the resource itself.

At present, the carriage house is in great need of improvement. Our architectural heritage is something passed down to us. When an opportunity is given to us to have this heritage improved upon, without altering the existing resource, it should be given the greatest deliberation.

The proposed carriage house is completely appropriate, and has been designed as the quintessential Victorian Era Carriage House, complete with all the bells and whistles. I would hope the City of San Francisco would say "Thank you", and not, "No thank you" to this wonderful project.

Sincerely,



Louise Bea

ROBERT L. SPEER & ASSOCIATES, INC.

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October 5, 2007

President Alexander and Commissioners
San Francisco Planning Commission
1660 Mission Street 4th Floor
San Francisco, CA 94103

RE: Carriage House at 280 Divisadero Street

Dear Commissioners,

I would ask you to approve the plans submitted by Richard and Cher Zillman for the restoration/remodeling of their carriage house. Their Italianate mansard home and carriage house are a most important part of the historical architecture in San Francisco. They have accomplished a remarkable accurate restoration of their home and have been leaders in the architectural preservation community for many years.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert L. Speer". The signature is fluid and cursive, with a long horizontal stroke at the end.

Copy: Richard and Cher Zillman

1076 Dolores Street
San Francisco 94110
July 18, 2007

Paul E. Maltzer, Environmental Review Officer
Planning Department
San Francisco

re. Project of Richard Zillman
280 Divisadero Street

This is to support the application of Richard Zillman for permission to rebuild and improve the former carriage house behind his home at 280 Divisadero. I saw the structure in its original state--a derelict shack. What the Zillmans want to do would be a tremendous improvement on their property and an addition of choice housing/the city.

in
Vintage properties are the most preferred on the San Francisco rental market, and I think Victorian is the first among these. The Zillmans have an impressive record for restoring and improving deteriorated Victorians, a record which speaks for itself.

The proposed carriage house rebuild, at the location of their own residence, will certainly receive special treatment, and will be an outstanding addition to the city's housing stock.

Please do grant Mr. Zillman permission to proceed with this very worthwhile project.

Respectfully,

Arch. Wilson
Archibald Wilson

**Tamara Hill
2658 22nd Street
San Francisco, Cal., 94110, U.S.A.
415-826-5167
Fax: 415-642-1274
Hillstudio@aol.com
www.tamarahillstudio.com
www.tamarahillphotography.com**

Paul E. Maltzer, Environmental Review Officer
San Francisco Planning Department
1650 Mission Street—Suite 400
S.F., CA, 94103

July 16, 2007

Re: Re-design of Carriage House on property at 280 Divisadero Street, S.F.
Property of Richard and Cher Zillman

Dear Mr. Maltzer,

As both the owner of a Victorian home in San Francisco, which I lovingly renovated under permits twenty years ago; and as a long-time member of the Victorian Alliance preservation group, I would like to comment upon the environmental review for the above noted property.

I have been familiar with the house and rear building at 280 Divisadero Street for many years. I had seen a previous owner make use of this fine home and its rear carriage house in a manner that did not adequately maintain or respect either its grandeur, nor its landmark quality status; and that also allowed it to deteriorate considerably from lack of proper care.

I was thrilled when learned that one of our group's staunchest and most active members, Richard Skillman and his wife Cher, had purchased this property in 1994—because I know their record as owners who truly devote great attention and thoughtful, historic-minded, high-quality renovations and upgrades to all of the properties that they have acquired or managed.

I have examined the plans for the carriage house in question, and believe strongly that this wonderfully designed project would be in keeping with, and complementary to the architectural style of the main house in front of the lot—and would be a great benefit both to the City, and to anyone who may desire to reside or work in that fully renovated and re-designed space. How could this be in any way detrimental? There is adequate parking on the lot, as well.

Apparently there have been objections to this project, that it might damage the environment of the neighborhood—but in fact, it cannot even be seen from the street, and can only barely be viewed from neighbor's rear windows or decks. In any case, it would certainly be more attractive and elegant than the existing ramshackle barn-like structure, which has virtually no historic details or notable style.

I hope that you will take my comments into account, in support of the owner's current plans during any environmental review process. I am offering these comments voluntarily. Thank you for your consideration and attention to this matter.

Sincerely,

Tamara W. Hill

MR. PAUL E. MALTZER
ENVIRONMENTAL REVIEW OFFICER
SAN FRANCISCO PLANNING DEPARTMENT
1650 MISSION STREET, SUITE 400
SAN FRANCISCO, CA 94103

24 July 2007

DEAR SIR:

I WRITE CONCERNING THE RICHARD ZILLMAN PROJECT FOR 280 DIVISADERO STREET. AFTER VIEWING THE PROPOSED DESIGN, I AM 100 PER CENT CERTAIN THIS STRUCTURE WILL BE A BENEFIT TO THE CITY. ADDITIONALLY, IT WOULD BE A VERY NICE PLACE FOR SOMEONE TO LIVE.

MR. AND MRS. ZILLMAN HAVE BEEN INVOLVED IN PRESERVATION FOR MANY YEARS (THEIR 280 DIVISADERO ST HOUSE IS SAN FRANCISCO LANDMARK # 150) AND APPROVAL OF THIS PROJECT COULD ONLY BE A PLUS FOR THE CITY.

I WILL APPRECIATE YOUR APPROVAL.

SINCERELY,

RONALD FRITZ

81 LANDERS ST #4

SAN FRANCISCO, CA 94114

TEL. NO. 415-255-2915

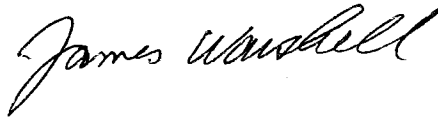
James Warshell
700 Hayes Street
San Francisco, Ca 94102

July 26, 2007

Paul E. Maltzer
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street Suite 400
San Francisco Ca 94103

Dear Mr. Maltzer,

I am writing to offer my support for Mr. Richard Zillman's proposal to enhance his property at 280 Divisadero (landmark 150) by converting the old warehouse/carriage storage shed to a historically appropriate and complimentary housing unit. The design he is proposing is an excellent and thoughtfully developed plan which I feel will compliment the landmarked house and add much needed housing in a sensitive manner. I am impressed by Mr. Zillman's design quality and urge you to allow this plan to proceed. Please assist this committed preservationist and homeowner to improve his property and insure the successful long term adaptive reuse of this structure.

A handwritten signature in cursive script that reads "James Warshell".

James Warshell

ARGENTUM

The Leopard's Head



July 31, 2007

Paul E. Maltzer, Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Mr. Maltzer:

I write as a neighbor of Richard Zillman and a long time member of the Victorian Alliance, the Alamo Square Neighborhood Association, The Jackson Square Historical District Association, and other preservation organizations, regarding his request for a certificate of appropriateness at 280 Divisadero Street.

The proposed project is not visible from the street, and not easily seen even by the neighbors on the interior of the block. In any case, the proposed improvements should be welcomed as an improvement to the property and an asset to neighborhood.

I think that nitpicking about the original character of the carriage house should not obscure the merit of the proposal. As it now exists, the carriage house is an unsightly and probably dangerous wreck. How this situation calls for an environmental impact statement I really can't imagine. I thought that these reports were intended to prevent dangers to the environment, not to prevent repairs and restoration of obvious hazards.

I can't help contrasting what your Department is doing to Mr. Zillman with what you allowed to happen to the Belli Building, right around the corner from my office. That owner was allowed to trash a very important historical commercial building and to replace it with condos, destroying not only the historic fabric but also the commercial character of the building, in existence since 1850.

I am very much in favor of preservation and the protection of the environment, but I think the City should encourage Mr. Zillman and others like him to make reasonable improvements to their property.

Cordially,

Copy

Michael J. Weller
823 Grove Street
San Francisco, CA 94117

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e-mail: info@argentum-theleopard.com Catalog Website: www.argentum-theleopard.com

Jeffrey Ross
1000 Fulton Street
San Francisco, CA 94117

Mr. Dwight Alexander and Commissioners,
San Francisco Planning Dept.
1650 Mission Street
San Francisco, CA 94103

February 29, 2008

Commissioners;

RE: 280 Divisidero Street

I would like to urge the approval of Mr. Zelman's remodel of the carriage house on their property at 280 Divisidero St. The proposed design is exceptionally well done and fits in nicely with the neighboring buildings.

Mr. Zelman's willingness to expend the funds and energy in spite of a declining economy is an opportunity not to be missed. The new tenants will thank you when they get to live in such a lovely building created from what is now an uninhabitable space.

Yours truly,

Jeffrey Ross

1132 Broderick Street
San Francisco, CA 94115
May 27, 2008

President Dwight Alexander
Planning Commissioners
San Francisco Planning Commission
1660 Mission St. 4th Floor
San Francisco, CA 94103

Dear President and Commissioners:

SUBJECT: 280 DIVISIDERO ST. DRAFT EIR Case 2001-1056E

I would like to add my support for this project. The project is for a two bedroom apartment in a former carriage house. The carriage house has been deteriorating over the years and needs to be repaired before it is too late to save it.

The new design does not look like a carriage house but since its use is changing, it is an adaptive reuse. The design needs to reflect the new use.

I am a former President of the Victorian Alliance and a California registered Architect.

Please consider approving this project to move forward.

Yours truly,



Merle Lynn Easton, AIA

cc Richard & Cher Zillman

01-05-08

Mr. Paul Maltzer
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street Suite #400
San Francisco Ca 94103

Re: Richard & Cher Zillman Project
280 Divisadero Street
Landmark #190

This Letter is written in support of the Zillman Project. It is a project to rebuild and restore a former carriage house.

The Project is in the competent hands of Mr. and Mrs. Zillman. In 1965 Mr. Zillman began restoring and preserving vintage/victorian properties and continues to do so. He has built a reputation of being extremely capable and knowledgeable in this area.

This is San Francisco, a city that attracts visitors from around the world. The beauty of San Francisco includes vintage/ victorian homes and buildings. San Francisco's bottom line is dependant upon the money from visitors. Without preservation there will not be properties to attract people in the future. After all, these buildings are about the "core" of San Francisco.

What does this project need? The Planning Department's approval. Please grant this approval.

Sincerely

John & JoAnn Vandenberg
401 42nd Avenue
San Francisco Ca 94121

Judy & Don Langley
2405 Washington Street
San Francisco, CA 94115-1816
415-346-1268

September 20, 2007

Mr. Paul Maltzer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Mr. Maltzer:

Please add my name to Richard Zillman's support list.

For many years I have been impressed with Richard's high-level maintenance of his multiple San Francisco properties. I know he would create a very appealing and functional residence out of his carriage house. I urge you to approve his plans for the carriage house.

Sincerely,

A handwritten signature in cursive script, appearing to read "Judy & Don", written in black ink.

Judy & Don Langley
2405 Washington Street
San Francisco, CA 94115-1816
415-346-1268

September 20, 2007

Mr. Paul Maltzer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Mr. Maltzer:

Richard Zillman's plans to rebuild the carriage house behind 280 Divisadero have dragged on too long. Obviously, the proposed design is a bit fanciful and over the top, but what is the alternative? To let it fall down. The present structure is clearly in terrible condition. I recognize that the building is designated a historic landmark, but the question remains: Is it better to have a perhaps-less-than-accurate landmark or none at all?

The real bottom line is that the building is invisible from the street and almost invisible to the neighbors, so what is its landmark value? I urge you to let him proceed with his plans and create a usable living space.

Sincerely,





RICHARD & CHER ZILLMAN
280 Divisadero Street, San Francisco, CA 94117
(415) 861-1026

February 9, 2010

Interim President Chase and Commissioners
Historic Preservation Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: 280 Divisadero Street Carriage House Certificate of
Appropriateness Application

Dear Interim President Chase and Commissioners:

The final Environmental Impact Report was certified by the Planning Commission with only Commissioner Sugaya dissenting. Commissioner Sugaya made this written analysis: "If the carriage house has lost its integrity, it is no longer a contributing resource. If that is true, there is no reason for the environmental review. If that is true, a new building should be reviewed on its own merits, compatible with the main house, but with a contemporary design. None of the illustrated designs, including Alternative D, currently meet this criterion (Secretary of Interior's Standards for Rehabilitation 3 and 9)."

After substantial study, we believe that the landmark house is fairly intact, minus only its low pitched upper hip roof with belvedere and possibly cresting, but both the historic site and the carriage house have suffered a very substantial loss of integrity. What we are proposing is a contemporary design in the emerging architectural style that some call Victorian Fantasy. Our design and this style contain absolutely no conjectural features, but rather take Victorian architectural elements from various periods and arrange them in a playful, fantastic way that is not intended to deceive the viewer into believing that this is in fact a historic facade. (See Exhibit A.)

BACKGROUND: Richard has worked on historic buildings as a teenager and for most of his adult life, and, although it is not encouraged due to time constraints, is often called upon to consult concerning probable building history based on visual observation, and sources for restoration materials and artisans.

Charter Member: The Victorian Alliance of San Francisco
Long Time Member: San Francisco Heritage, California Historical Society, California Preservation Foundation, Galveston Historical Foundation, The Preservation Resource Center of New Orleans.

Long Time Reader: THE OLD HOUSE JOURNAL, ARCHITECTURAL DIGEST, OLD HOUSE INTERIORS.

Completed three training sessions on The Secretary of the Interior's Standards for Historic Preservation taught by the California Preservation Foundation.

Along with Dear Wife Cher, purchased six San Francisco residential rental properties, the newest one built in 1904 that were architecturally interesting or potentially architecturally interesting, mostly in run-down condition, in what were then considered marginal neighborhoods. The restoration, renovation and maintenance of these buildings are ongoing. We do considerable hands-on work. Others may talk Historic Preservation. We live it, and have for decades.

Many of our properties have been featured in picture books of San Francisco buildings. Large photographs of two of our buildings from the picture books hung with other photos from the books for a number of years in two different terminals at the San Francisco International Airport. A picture of one of our buildings also adorned the side of Muni buses several years ago.

When we purchased our dream house at 280 Divisadero, the carriage house came with it. It had been converted to a living space at one time, but had obviously been poorly done and was in bad condition.

OUR THOUGHT PROCESS: We conducted extensive research which is detailed in a letter attached as Exhibit B. We provided this research to the Planning Department but never received a response.

The carriages and hay wagons are gone, and aren't expected back any time soon. Different building problems call for different solutions. This structure needs an adaptive reuse. It should be made into an attractive living space. See January 24, 1989 letter from Landmarks Preservation Advisory Board President Jean Kortum to Mr. Robert Passmore, Zoning Administrator, Department of City Planning, in which she writes, in part "...there aren't many uses for Carriage Houses nowadays except for residential use—an appropriate and desirable use." (See Exhibit B. 13.)

The carriage house needs a complete redoing. We believe it was built as a warehouse for carriages and hay (but not horses, which were kept across Divisadero Street.) We believe that it originally had two large doors for carriages and only one small window. The front of the structure is imbedded in the dirt, and, since the building is down slope, rainwater runs under floor and has rotted the wooden substructure. There is no real foundation.

We hired an engineer for foundation plans and a building designer for the façade and interior floor plan, and then asked ourselves, how should the façade look?

HOW SHOULD THE FAÇADE LOOK? There are no known old pictures of the carriage house taken around the time it was built. It has obviously been substantially and unsympathetically altered. Those of us who do hands-on restoration work refer to what has been done as “remuddleing”.

To convert the carriage house into a workable space where real people are going to want to live, it should look like a house, but not a smaller version of the main house. Most importantly, it needs adequate light and ventilation that can only be accomplished by designing the windows that go clear up to the ceiling.

And yes, we had some fun with the design, but kept in mind that the work needed to be compatible with the unique, 3-sided mansard roof, and an attractive rental to command some sort of reasonable return on our substantial investment, but not a copy of the main house. Rather, the design makes a nod to Victorian backyard Follies of old. (See Exhibit C.)

We based our design on several factors:

(A) Many days were spent wearing white gloves and pouring through files of old photographs at the California Historical Society and the History Room at the San Francisco Public Library. The files are set up by streets, and every old street in the City was reviewed. Without exception, the carriage houses next to residences of 280 Divisadero quality had exterior ornamentation similar to the main house, at least on the second story. Some also had towered cupolas topped with weathervanes in the vintage photographs. An interesting Sanborn fire insurance map was also discovered. (See Exhibits B. 2, 3 and 6.)

When we studied the old photographs, we knew we were right: A large elaborate Victorian residence of the quality of 280 Divisadero would have also had an elaborate carriage house, and to do a plain and simple treatment to what now remains of the original structure would not be appropriate, especially for something we intend to rent. Please see Exhibit D in which the creators of the *Painted Ladies* books state the “Most Victorians were meticulous in making their carriage houses as carefully as their homes. Shoddy treatment of an “out” house would reflect badly on the “main” house.”

(B) Hinkel descendants were contacted to see if they had any vintage photographs of 280 Divisadero. They do not, but did supply the information that Mr. Hinkel started the house for a client who missed a progress payment, after which Mr. Hinkel took over the house, finished it, and lived there with his family for a number of years.

(C) Some review was made of historic carriage houses in San Francisco and around the country. Most, but not all, have since been converted to residential use, and most, but not all, can be determined to be former carriage houses by proximity to a prominent older

residence, and the size of the structure. Most, but not all, of the former large carriage house doors, hayloft doors, hay poles, etc. has been removed. Those structures that have been converted to residential use and still have the carriage house features in place also contain entry doors and adequate windows that are not visible from the street, a situation not available to the 280 Divisadero Street carriage house due to its siting along the side and rear property lines.

(D) Boards used to finish the ceiling of the carriage house ground floor were pulled back. In many parts of the ceiling, the spaces between the ceiling joists were full of old hay that had filtered down through the cracks in the floor boards from the hayloft above. This presented a question: There must have been a cupola to ventilate the hayloft to prevent the hay from becoming moldy or catching fire from spontaneous combustion.

But where was the cupola? There was no evidence of it in the second floor roof framing. The answer came both from our knowledge of typical mansard roof construction and from the vintage photographs. A classic mansard roof system is a low hipped roof atop steeply sloped sides (see Northeast corner of Sutter and Gough Streets for extant example). Both the main residence at 280 Divisadero Street and its carriage house have flat roofs.

We believe that both the main house and the carriage house were originally built with the low hipped roof above the mansard sides, and that the hipped roofs were torn off at some time in the past, along with the cupola and weathervane on the carriage house.

(E) The site and carriage house have both been significantly altered since the 1885-1903 period of significance when Charles and Tina Hinkel occupied the property. (See Exhibit B. 1.) The Landmarks Preservation Advisory Board Case Report for hearing on September 18, 2002 states: “The final Landmark Designation Report for the Charles L. Hinkel House defines the special architectural and historic character of Landmark No. 190 in pertinent part, as follows:

“The large lot allowed space for landscaping and a carriage house, completing the presentation of an intact nineteenth century residence.”

and

“Retaining its unusually large 50 by 137.5 feet lot, the building and carriage house convey an intact view of nineteenth century upper middle class lifestyle.”

(Emphasis added.) (See Exhibit E.)

According to the Hinkel family, at the time 280 Divisadero Street was built, Charles Hinkel owned most of the entire block, and planned to develop gardens along the lines of those shown in the old photo of Bush & Octavia Streets (see Exhibit B. 2.), or the Shumate House at Pine and Scott. Some evidence of this is still present in the carriage house; the first floor sliding door on what is now the northern property line.

In 1885, when the house was built, there were no other major buildings between the main residence and the corner, and the carriage house would have been highly visible from the street. In a time before mass media advertising, Mr. Hinkel would likely have trimmed out his carriage house with the same degree of ornamentation as the main residence to visually demonstrate his abilities as a builder and possibly architect.

Since the time of the original construction, some outbuildings have been demolished (again, according to the Hinkel family) the driveway and turnaround have been changed, the grade of the land has been filled and covered with modern bricks, a high wooden front fence has been added, along with a carport and a street-side garage door, the stableman's wing has been demolished and replaced with a modern carport.

Most of the trim, the upper hipped roof, cupola and weathervane have been stripped away, and unsympathetic modern elements have been added. The structure now more nearly resembles a barn rather than the "high style" structure it was originally. Conjecture? Yes, but, we think, highly likely. We believe that at least 75% of the original fabric of the façade has either been removed or will need to be removed in order to repair the dry rot and the compromised structural framing.

The carriage house has been exteriorly altered so significantly as to no longer present a historically meaningful view of the original structure. It is obvious that what currently exists is substantially other than "an intact view of nineteenth century upper middle class lifestyle".

PROCEDURAL HISTORY: The project initially was brought to the Architectural Review Committee in 2001. Committee member Paul Finwall suggested that the project be modified by simplifying the trim around the oval windows in the mansard, the spindles under the mansard, and the garage door. We responded to Mr. Finwall's recommendations. The Landmarks Board reviewed our simplified design and did not pass a motion. The Board's decision was no recommendation. Thereafter, the Planning Department notified us that the project required an Environmental Impact Report.

PROJECT SPONSOR COMMENTS ON THE ENVIRONMENTAL IMPACT REPORT

The following comments contain material that was not included in the EIR. The material is being brought forward for public view for the first time in these Comments as the Department decided not to include them in the EIR. They are longer than we would have preferred, but we note that the EIR contains more than 160 pages, with almost 60 pages of comments by others. We do not want to change the certification of the EIR but think the comments are important in your evaluation of the design.

This is the 5th revision of the EIR. In fact, the first draft arrived at the opposite conclusion and the City's historic consultant continues to maintain that the design is consistent with the Secretary of Interior Standards.

Omitted from a draft version of the EIR “Because the carriage house on its own would not be eligible for the National or California Registers, the only historical resource in question in the context of these registers would be the Hinkel House and Carriage House in its entirety. It is likely that even absent the carriage house (or even with the carriage house altered as proposed by the project), the overall Hinkel House and Carriage House site would retain sufficient integrity such that the overall site’s qualifications for listing on the state or national registers would be largely unchanged from conditions at present, so long as the main house were unaltered, as is proposed with the project. Therefore, the project would not substantially affect the site’s eligibility of the Hinkel House and Carriage House together, for the National or California Registers.”

In Chapter 1, Section B. Main Environmental Effects. Historic Architectural Resources, reference is made to an Interoffice Memorandum , included in the EIR as Appendix D, from N. Moses Corrette, Preservation Technical Specialist to Viktoriya Wise, Major Environmental Analysis, on November 20, 2006. In that memorandum, it is stated that the Planning Department Preservation Planning Staff found that the proposed project would create a false sense of historical development.

However, we believe that all the proposed alternatives to our proposed project, (including Alternative A: No Project) present or POTENTIALLY create a false sense of historical development. An example is the memorandum dated July 12, 2004 , written by N. Moses Corrette, Preservation Technical Specialist, after reviewing the 280 Divisadero Street carriage house, to Ms. Nannie Turrell, Major Environmental Analysis. In that memorandum, Mr. Corrette states that the building is not “terribly different” from the original appearance.

In fact, however, the 1886-1893 Sanborn Fire Insurance Map clearly shows the stableman’s wing of the carriage house has since been demolished, and replaced with a modern carport. (See Exhibit B. 6.) Knowledge of historic structures should lead to the suspicion that the building originally had a low hipped roof atop the mansard, with a cupola and weathervane, rather than a flat roof of tar & gravel. Wood shingles held in place with wire staples would not be a construction technique used in 1885, aluminum framed windows and sliding glass doors would be from a later period, as would the plywood used to construct the entry door. Specific knowledge of historic carriage houses should also lead to the suspicion that the front of a carriage house would not have had an entry door at all, but rather two large doors for carriages, and that the present entry door occupied a space where the former carriage door had been partially filled in.

During the years involved in having 5 lengthy reports prepared, Preservation Planning Staff sent us a drawing of a façade design they would accept. (Alternative C in the Environmental Impact Report.)

Preservation Planning Staff persists in viewing the structure as a basic barn, rather than the high style carriage house we believe it was once. (A barn of this period would have had a simple gable roof and board and batten siding.) The design recommended by

Preservation Planning Staff would paste phony barn doors on a residential structure, would not incorporate tall windows to capture the desirable high light, but would inject into the façade a 1950's style front entry way. It would not give us the attractive exterior appearance we require. Based on our experience, we see as unacceptable skylights on the second floor that serve as the only source for light and ventilation.

We consider the design alternatives, Alternatives B (Preservation Alternative), Alternative C (Reconstruction Alternative), and Alternative D (New Construction Alternative) proposed by Preservation Planning Staff, to all be inappropriate for the carriage house and absolutely unacceptable to us.

We believe it would be appropriate to restore the relationship shown in the old photographs (Exhibits B. 10-12.) between the elaborate main residence and the equally elaborate, but smaller, carriage house located behind.

**COMMENTS ON PLANNING DEPARTMENT INTEROFFICE
MEMORANDUM DATED 11/20/2006 THAT IS BASIS FOR FINDINGS IN EIR.**

The contents of this memorandum have been interspersed throughout the Environmental Impact Report. It seems to be best to go directly to the memorandum for comment rather than to pick out the points made in the memorandum as they appear in the report.

Planning Department: (If the proposed project is built) "There will be resulting impairments of the setting and feeling of the landmark site overall, with a change of the relationship between the two buildings as primary residence, and ancillary structure."

Project Sponsor: The carriage house currently is such an unattractive structure, that the project will improve the setting and feeling of the landmark site overall. The carriage house is a small, two story building located at the back of the lot behind a tall fence and not visible from the street. It sits in the shadow of the main residence, 49 down slope feet away. The main residence is a flamboyant example of Victorian exuberance over 40 feet tall, and in no way can the carriage house seriously compete with it.

Planning Department: "The (proposed) design of the building's exterior is not consistent with the historic relationship of structures on the site..."

Project Sponsor: Although conjectural, we believe that the 280 Divisadero street carriage house with its unique 3-sided mansard roof and channel rustic siding was built as a "high style" structure, and our proposed design would restore the historic relationship of the structures on the site, similar to those shown in the old photographs (Exhibits B. 10-12.)

Planning Department: "The measure of minimal change required to execute the project in order to meet this Standard (A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment) is not met.

Project Sponsor: The defining characteristics of the building are the three-sided mansard roof, the hay pole, and the channel rustic siding. It is uncertain if the gable roof above the hayloft door opening is in its original position. It should be noted, however, that the peak of the gable currently sits below the top of the main roofline. Similar gable roofs are above the roofline of the main residence, so it is possible that the carriage house gable was lowered when the hip roof above was removed.

In our proposed plan, the mansard roofline will be retained, the hay pole will be removed to raise the second floor center opening to the ceiling for maximum sunlight. The siding will be reapplied wherever possible.

Planning Department: (If the project is built)" the character of the space between the two buildings will be altered."

Project Sponsor: As far as we can see, there will be no difference in the character of the space, as we propose to make no changes. The carriage house will not increase in size.

Planning Department : "The proposed new building ...exceeds the complexity of a secondary structure on a landmark site."

Project Sponsor: That might be plausible if this were some sort of shed or barn, but it will be a residential structure that will be expensive to finish , and needs a pleasing facade to maximize rental value. A barn-like design for a residential unit attracts only a very specific and limited taste. Our market pool would be dramatically reduced. (See Exhibit F.)

Planning Department:" In the case at hand, the extant carriage house is *unchanged* from the time it was formally designated as Landmark #190, and the structure itself is the historical record of the development of the site, obviating the need for any conjectural elements in the new construction."

Project Sponsor: No photographs of the carriage house are known to exist that were taken at the time of the Landmark designation. What is available, however, (Exhibit G) is a letter dated March 15, 1988 from Planning Department files from then 280 Divisadero Street neighbor David Hudak to the President of the Landmarks Board. In his letter, Mr. Hudak writes"...its ornate carriage house is very much intact" and "its carriage house which is also ornate and unique..."

Therefore, it appears highly possible that the carriage house has been substantially externally stripped since the time of the Landmark designation.

Our proposed design does not contain any conjectural elements; rather, other than the mansard roofline, it is an entirely new design of the façade, which is appropriate given that the building technically is being demolished.

Planning Department: “Embellishing simple unadorned facades with high-style details, or adding features borrowed from a different period should be avoided. Conjectural changes create a false sense of historical development and are contrary to the Secretary of the Interior’s Standards for Rehabilitation. The proposed project fails to meet the Standards because the construction misrepresents the historic appearance of the site.”

Project Sponsor: This is a technical demolition, and the Secretary of the Interior’s Standards for Rehabilitation are not properly applied to this project. The present façade is simple and unadorned because it has likely been severely stripped of ornamentation.

There are no known Victorian era photos of the site, so the historic appearance is unknown. It is obvious, however, that both the carriage house and the site have been materially altered since the period in which the Hinkel family occupied the property.

Hinkel family descendants say the house next door to the North of 280 Divisadero, now known as 282-284 Divisadero Street, was built as a wedding gift for a Hinkel daughter. Although we have not been inside every Victorian house in San Francisco, this next door house is the only other one that features the highly unusual plaster ceiling cornice that adorns the front rooms at 280 Divisadero Street, which tends to confirm the story for us.

This house was originally built as a rectangular front bay Victorian, which can be verified by the flooring pattern in the rooms in the front of the house. It later suffered a fire in the front of the building. The repair after the fire reconstructed an angled front bay covered with Permastone. (See Exhibit H.)

That reconstruction might be said to misrepresent the historic appearance of the site. It certainly is highly visible from the street. But it does not detract from the magnificence of the 280 Divisadero Street house. Our proposed façade treatment to the carriage house won’t do so either.

Planning Department: “Advice given to the applicant to simplify the design of the façade has been given by several members of Planning Department Staff (2001-present), the Architectural Review Committee (December 19, 2001), and most attending members of the Landmarks Board hearing (September 18, 2002),

Project Sponsor: The Landmarks Board did not come to a final motion on the project and thus, it cannot be said that the Landmarks Board required us to simplify the design. The Planning Department staff has never offered any evidence to support its design of a barn-like structure. There is no evidence that the carriage house resembled a barn. To require the design for a technically new building to look like a barn when there is no evidence that its original design was in fact a barn, is conjectural at best.

But no matter what sort of facade design is put on the carriage house, the finished product is going to require a substantial amount of time, money and heart. We will not, we shall not, go to that great amount of effort only to find ourselves gritting our teeth each and every time we look at it.

As long time active members of the San Francisco preservation community, we would be ashamed and embarrassed to do work such as Preservation Planning Staff proposes to a structure at our own residence, and we're not going to do it.

Planning Department: "With the high level of ornamentation, the proposed design competes with the historic building instead of being harmonious with it, and is therefore incompatible."; "As proposed the new building would not appear to be subordinate to the historic Hinkel House in any terms other than location. It would appear to be a second historical dwelling of equal or greater ornamentation. The remaining historic building would appear as but one element of a new composition bearing little relationship to the historic appearance of the property. As a result, the historic character of the overall property and its environment would be destroyed."

Project Sponsor: Our proposed design does not have a high level of ornamentation, it is rather a middle of the road design. Please refer to Exhibit B. 15, the 40-foot tall design. This design is an example of a "high level of ornamentation" that would at least have some chance of competing with the main residence, which our proposal does not.

For a good example of an inharmonious design, please refer again to Alternative C: the Reconstruction Alternative design presented by the Preservation Planning Department Staff. This design, with its 1950's era first floor glass entryway and second floor casement window system, stuck into a Victorian era building frame clad with Victorian era siding, is clearly unharmonious.

Our proposed project would certainly appear subordinate to the historic house in terms of sheer volume. The carriage house occupies a footprint of a little more than 800 square feet. It has lower ceiling heights than most of the main residence. The proposed level of ornamentation, while not plain, is simpler than that found on the historic house.

The historic appearance of the property is unknown. It can be guessed at by studying the old photos presented as exhibits in these comments. But because we believe that the carriage house was once a high-style structure, by implementing our proposed design, the historic character of the overall property and its environment would not be destroyed, rather, it would be at least partially restored. It will be a happy place for somebody, possibly somebody you know, to someday live.

As to the site, some outbuildings have been demolished (according to the Hinkel family) the right-hand side (as seen from Divisadero Street) of the wrought iron fence and retaining wall that went down to Haight Street have been demolished and building constructed in the former garden, the driveway and turnaround have been changed, the grade of the land has been filled, and a high wooden front fence has been added, along with a carport and a street-side garage door.

As to the Carriage House, it should be evaluated based on 7 criteria: location, design, materials, workmanship, setting feeling, and association.

Location: There is no evidence that the carriage house has been moved from where it was originally constructed. It retains integrity in terms of location.

Design: Based on our study of historic carriage houses, the following is what we believe has happened to the carriage house since the period of significance, starting from the top: The weather vane has been removed, as well as the cupola which ventilated the hayloft. The low-pitched hip roof on which the cupola perched has also been removed. The steep-sided mansard roof still remains, but has been crudely re-shingled in a haphazard manner with shingles held in place by modern wire staples. It is uncertain whether the gable over the hayloft door has been reduced in elevation, but it should be noted that it sits below the roofline, while similar gables on the main house sit above the roofline, so it is possible that the gable was lowered when the hip roof was demolished.

The hayloft doors have been replaced with modern aluminum siding glass doors, with a modern wrought-iron guard rail underneath, the bracketed rain gutter system has been replaced with modern metal gutters, and the two double barn doors have been filled in, with one opening replaced with a modern plywood door. A modern aluminum and plastic skylight has been inserted into the roof, two modern aluminum windows have been added to the south side of the mansard, and the entire groomsman's wing of the structure has been demolished and replaced by a modern carport.

Neighbor Allan Klein is correct in writing that "Currently, the (carriage) house has little or no integrity at all."

Materials: Modern aluminum doors, windows and skylight, modern metal rain gutters, and a modern plywood entry door, even though some original siding and shingles away from the front and south side facades are still in place, require the structure to be rated fairly low in terms of integrity of materials.

Workmanship: The original workmanship evidenced in the carriage house appears to be average for the period. The subfloor support and structural framing was substandard for a structure expected to carry significant weight. Subsequent work was done in a slipshod manner, including compromised structural framing. Overall workmanship should be considered average to poor.

Setting: The site has been altered so significantly as to lack integrity of setting.

Feeling: The viewer is definitely not left with the feeling that the carriages and hay wagons are due back at any minute. Integrity of feeling is low.

Association: Although this is what is left of Charles Hinkel's old carriage house, what currently remains is so removed from the elaborate, eclectic exteriors that characterize his work that the resulting association is low.

Properly evaluated, the carriage house retains integrity only of location. The over-all integrity is low.

ADDITIONAL POINTS: The EIR states: “Both the cupola and the chimney would be visible from the opposite sidewalk...”. The Project Sponsor disputes that contention, and invites the Reader to make the following test: Cross Divisadero Street to the 3-flat building with the addresses 265-267-269 Divisadero, which is almost directly across from 280 Divisadero. See if you can see any portion of the carriage house from the sidewalk. We believe that you will not be able to do so, unless you are at least 7 feet tall. Then, climb the front staircase of 265-269. You will need to climb at least 3 steps before you will be able to see any portion of the carriage house roof. Even then, we do not believe that you will be able to clearly see the portions of the roof that will contain the tower or the chimney.

Although it is true that there are a number of designs that conceivably could be inserted into the facade of the carriage house, and we have considered quite a number that were not included in either the EIR or these Comments. We wish to make it clear that we have rejected all the others as being inferior to our proposed design.

The work on the carriage house will be quite extensive and expensive. It will involve a substantial amount of disruption to our lives, and the allocation of funds that could be placed to advantage elsewhere. It will require the cooperation and work on the properties of 4 different neighbors. Because of the deterioration of the building, lack of an adequate foundation, and the predictions of a major earthquake along the Hayward Fault, the carriage house can reasonably be considered an endangered structure. We in good conscience cannot build the Planning Department’s design as it would affect our enthusiasm for living on the site. We would maintain the building but would not go forward with the renovation.

Ours is a design of an emerging trend. There is always resistance to new ideas. During the many long years this project has dragged on through the approval process, it has become well known in certain preservation circles due to the beauty of the project, which one neighbor has termed an architectural masterpiece, and the perception of unfairness on the part of the Planning Department. It is hoped that the new Historic Preservation Commission will encourage architectural creativity in the remodeling, renovation and additions to historic San Francisco sites and buildings.

CONCLUSIONS: The comments of the Preservation architect who reported to the Planning Department and the Project Sponsor are the most knowledgeable, and should be given the greatest weight in evaluating this project. This is a good project that will save a historic structure, provide revenue and jobs to the City plus attractive housing, in keeping with the San Francisco General Plan, and will be a visual joy to future generations. We pride ourselves in doing quality restoration and preservation work. The project deserves your enthusiastic support.

The Reader might ask "Why do people like us live in Victorian houses and put up with all the problems that go with them, the time consuming and expensive maintenance, the heating difficulties, etc? "

And our answer is: The reason why people like us seek out, and lovingly restore and maintain houses like ours, and encourage others to do likewise, is because we thrill in the architectural exuberance. Just as others thrill at hearing a beautiful piece of music, or a great sunrise, or seeing a breathtaking sports play, we thrill at the architecture. Take that away, and you have removed reward, and have left only the drudgery. Remove the exuberance from our carriage house design, and you will have permanently affected our joy in living on this remarkable site.

Sincerely,

Handwritten signatures of Richard and Cher Zillman in cursive script.

Richard and Cher Zillman

Exhibit A

**Victorian Alliance 2009
Homes Tour Program
3976 Nineteenth Street**

This distinctive residence is a prime example of an emerging architectural style that might be called "Victorian Fantasy". This approach does not attempt to recreate an authentic Victorian building; instead, it reinterprets its architectural elements and applies them in a fantastic manner. The resultant design is not meant to be confused with, or considered as a veritable "Period Victorian"—rather, it is presented as an eclectic contemporary adaptation of the more typical elements of various 'classic' Victorian styles.

Exhibit B

law offices of
DAVID P. CINCOTTA

David P. Cincotta
Susanne B. Kelly

December 17, 2004

VIA MESSENGER

Ms. Nannie Turrell
Major Environmental Analysis
Department of City Planning
1660 Mission Street, 5th Floor
San Francisco, CA 94103

Re: 280 Divisadero Carriage House, Block 1238, Lot 23, Case No. 2001, 1056E
Historic Resource Project Impact Evaluation [EIR review]

Dear Ms. Turrell:

This letter is intended to serve as a basis for corrections to the Memorandum to you dated July 12, 2004 from N. Moses Corrette, Preservation Technical Specialist. Subsequent to receipt of Mr. Corrette's memorandum, Richard Zillman, the project sponsor, conducted extensive research on the property's history. Mr. Zillman prepared a description of the property's history, which forms the basis for statements contained in this letter and is enclosed for your records.

2. PROPERTY DESCRIPTION.

The carriage house is a full two story building. There is relatively little loss of use in the area under the sloping mansard rooflines that form three sides of the building.

Contrary to Mr. Corrette's statement that the building is not "terribly different" from the original appearance, in fact the building's original appearance was quite different from what is found on the façade today, as approximately three-quarters of the original fabric is missing or has been replaced with inappropriate materials.

Starting from the top of the structure, the weather vane, which sat atop the cupola, is gone, as is the cupola. The copula, in turn, was at the top of a hip roof, which is also gone. The hip roof sat on top of the mansard roof, which is still in place, but which has been re-shingled in a haphazard fashion. The original bracketed roof gutter system has been removed and replaced with a modern metal gutter. The original hayloft doors have been removed and replaced with a modern aluminum sliding glass door and modern

wrought iron outside railing. The southern elevation of the second floor has two modern aluminum windows cut into the side of the building, and as with the western elevation, the mansard roof has been poorly re-shingled. One of the original double-door carriage door openings has been closed in and fitted with a human-scale double doorway. The other original double carriage door has been boarded up. The southern wing of the carriage house that served as the stableman's living quarters has been demolished and replaced with a modern carport, which, when built, closed up the doorway that led from the main part of the carriage house to the stableman's personal space. (See attached photo)

In addition, windows have been crudely installed into the rear elevation of the building, and the sliding doorway on the north façade, (see attached photo) installed when the parcel was in its original, intact size, has been made inoperable by the removal of the exterior door track.

EVALUATION/ANALYSIS

Based on Mr. Zillman's research, we believe Mr. Corrette's analysis should be revised in the following way.

4. Integrity: The subject property has retained or lacks integrity from the period of significance noted above, as follows:

Design: Lacks (greatly diminished). Most of the original fabric is either changed or totally absent.

Materials: Lacks. Most of the original fabric is either changed or is totally absent.

Workmanship: Since most of the original materials are missing, the overall workmanship rating of the structure ranges from average [as to the original structure] to fair-to-poor, as to the subsequent remodeling.

Setting: The carriage house is no longer visible from the front street. The cumulative changes have been too substantial.

Feeling: Lacks. The carriage house is no longer visible from the front street. The carriage house is in a severely dilapidated condition. The viewer definitely does not get the feeling that the carriages and hay wagon might be due back at any minute.

Association: Lacks. The association between the carriage house and the main house is like "before" and "after" photos, with the carriage house the "before", due to its stripped and deteriorated condition, and the main house the "after."

The integrity of the building is low, due to the substantial changes and alterations.

DETERMINATION

1. Since the property is an historical resource, is the proposed project as currently proposed consistent with the Secretary of Interior's Standards or if any proposed modifications would materially impair the resource (i.e. alter in an adverse manner those physical characteristics which justify the property's inclusion in any registry to which it belongs).

The building is a historic resource, but a very marginal one at best. The project as proposed is consistent with the Secretary of the Interior's Standards in the following respect: the proposed project will retain the building and its most important remaining character-defining feature, which is the unusual three-sided mansard roof system.

As to any justification of the inclusion of the carriage house in any "registry" to which it belongs, it is obvious that the proper inclusion of the carriage house as part of an official San Francisco landmark or any other "registry" is rather doubtful at best.

N. Moses Corrette's memorandum states: "The proposed façade, as presently submitted for review will no longer maintain the constituent components of a carriage house." While that may be true, the Zillmans noted in their research that when they looked at residential use buildings that had once been carriage houses on a nation-wide basis, most [but not all] now only convey the feeling that they once were carriage houses by virtue of their size, shape, and location in relationship to the main house.

The reason for this is the insurmountable difficulty of adapting the structure from a use as a warehouse for carriages and hay to a space where real people are going to want to live. Most of the features that make a structure work well as a carriage house, i.e. large barn doors, few or no windows, a second floor hay loft door that opens to the outside at floor level, etc., do not work acceptably well in a residential use, and need to be changed or replaced. This structure has the additional problem of its location along lot lines, which preclude the insertion of windows for light and ventilation because they look out upon the property of a neighbor.

N. Moses Corrette continues: "Should the proposed project proceed as submitted, the resulting building would maintain integrity of location, workmanship and setting only, losing integrity of design, materials, feeling and association." As stated, the structure as it currently exists, does not have integrity of workmanship, due to the obvious remodeling that has taken place; setting, due to radical changes, such as the installation of the front gate and fence blocking view of the carriage house from the street, reconfigured driveway, filled, leveled and bricked turn-around area, and demolished stableman's house rebuilt as a carport; materials, due to the modern doors and windows that have been added; and feeling, due to the major changes that have taken place to the parcel since the period of significance.

We also disagree with Mr. Corrette's assertions that the project is inconsistent with the Secretary of the Interior's Standards for Rehabilitation.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal changes to the defining characteristics of the building and its site and environment.

Mr. Corrette's memorandum states:

The building is a carriage house, which has had periodic residential uses on the upper floor. The residential uses historically have not altered the façade beyond the insertion of a sliding glass door into the pre-existing opening of the hayloft.

The following underlined text should be added to Mr. Corrette's statement:

A modern wrought-iron railing has been added below that door, and two modern aluminum framed windows have been added to the southern second story façade of the building, one of the original carriage door openings has been closed in and a double door, human-scale opening created, which has been fitted with doors made of modern plywood.

It must be noted, however, that the weather vane, cupola, low-pitched hip roof and bracketed rain gutter system have almost certainly been removed. In addition, when studying the main residence, it can be noted that the low-pitched gable dormer roofs sit above the present roofline. Since the top of the carriage house dormer roof sits even with the present flat roofline, it is possible that the height of the carriage house dormer has been reduced. Five windows have been inserted in the rear facade of the building. It is quite possible that, since these are all lot-line windows, they will need to be closed in or made to be non-opening, which will create a great need for windows on the front facades for light and ventilation.

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

Mr. Corrette's memorandum states:

The project as proposed will not maintain the character of a carriage house, but will produce a building that appears strictly residential. It entails the removal of the existing dormer, and façade openings that characterize the building as a carriage house.

We request that you add the following text:

However, the Standards define in the Introduction "Rehabilitation" as the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural and cultural values."

Most other carriages house conversions from carriage and hay storage to residential use have required a treatment similar in their adaptation to what is proposed. The project would remove those elements that do not reflect the original character of the building while making it fit for residential use. Further, the very first line of the Standards states: The following STANDARDS are to be applied to specific projects in a reasonable manner, taking into consideration economic and technical feasibility." The building will not receive a market rent if it looks like and acts as a barn. It is not financially feasible to do this project unless market rent can be obtained.

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

Mr. Corrette's memorandum states:

There is no physical or other documentary evidence to demonstrate to suggest that this carriage house-itself a historic resource, ever had a greater level of ornamentation than what exists today. Additional ornamentation is purely conjectural, and serves merely to disguise the historic functions of the building.

We request that you delete this language and replace it with the following:

The 280 Divisadero Street landmark case file contains a letter dated March 15, 1988 from 280 Divisadero Street neighbor David Hudak (then residing at 963 Page Street) to the President of the Landmarks Board, whom he addresses as Paul McGrew. In the letter, Mr. Hudak writes" ..its ornate carriage house is very much intact...I would like to request that both the building and its carriage house which is also ornate and unique be given landmark status."

Although it is not possible today to determine how the carriage house appeared in March, 1988, it is a fairly plain structure now, so it is possible to speculate that substantial exterior trim was removed after 1988, possibly to make the exterior less expensive to paint.

Because of substantial changes both to the lot (construction of a front fence and gate, relocation of the driveway, leveling, filling and bricking the turn around, demolition

of the stableman's living quarter wing of the carriage house and the construction of a carport on its site) and substantial obvious removal and remodeling of the carriage house itself, what remains is quite removed from the original setting.

Further, the carriage house, with its unique three-sided mansard roof and channel rustic siding, is not a simple, utilitarian structure. The central bay is positioned slightly off center in the building in order to place it in under one of the carriage house doors, for example.

The proposed ornamentation is not conjectural; it is a complete redesign of the façade of the structure. It is not intended to disguise the historic functions of the building, but rather, to comply with the Standards, which allow for the "return (of) the property to a state of utility, through repair or alteration which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural and cultural values."

It should also be noted that in the memorandum to Nannie R. Turrell from Mr. Corrette, there was included a proposed design scheme. That scheme included elements of false historicism and conjectural detail; namely the rooftop weathervane, the diamonds in the mansard shingling, the right hand side 4/4 window and the phony barn doors pasted on either side of the entry opening. It appears reasonable to conclude that it is not probable that a workable design can be applied to this structure without employing certain elements of false historicism.

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

Again, we request that you delete the following text from Mr. Corrette's memorandum and replace it with the underlined language below:

It is not known if the existing façade arrangement is altered or original, therefore pending further investigation of the building, it can not be conclusively determined if there have been changes to the building, and when they may have occurred. If they occurred within the period of significance, the changes themselves (i.e. the present façade arrangement) ought to be preserved.

It is obvious that the existing façade would have had to have been substantially altered since the period of significance (1885-1896). Even if that was not the case, however, there must be significant changes to the existing façade to return it to an efficient contemporary use. Please see the Paragraph titled Property Description for a detailed description of the changes.

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

We request that you add the underlined text to Mr. Corrette's statement, which is reproduced below:

The proposed project removes the distinctive dormer, and replaces it with a tower feature that is a different size and character than that of the original design of the building, likewise the proposed façade arrangement alters what may be an original or early alteration of the ground floor.

However, the dormer may have been altered, and is required to be removed to raise the central window system to the roofline in order to gain as much natural light as possible, and the central tower is a characteristic of the Second Empire mansard- roofed style, characterized in the proposed redesign of the building. In order to provide sufficient natural light, large, high windows and a human-scale entry with glass must be incorporated into the design.

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

We request that you replace Mr. Corette's statement, which is reproduced below, with the underlined language.

The proposed project alters the historic materials of the carriage house that characterize the building as a carriage house. The new work is incompatible with the historic architectural detailing of the utilitarian nature of the building.

Approximately three-quarters of the historic materials of the carriage house have been removed or remodeled. The remainder, i.e. the second story dormer, the hay pole and the remaining carriage door opening, the 4/4 window and the existing channel rustic siding, must be removed to repair the building and return it to an efficient contemporary use.

The proposed project returns to the structure design elements that were probably original, namely a weathervane situated on a point above the main roofline, ornamental shingling on the mansard roof and an ornate detail comparable to that found on the main house. This was originally a "high style" building, not a simple utilitarian structure.

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

Mr. Corrette's statement is reproduced below. Again, we request that you add the underlined text.

The addition of the new tower feature will entail the removal of the historic fabric of the existing dormer, and the proposed façade of the ground floor will further remove historic material. If, in the future, the new elements were to be removed, the building would no longer be able to be returned to its essential form of a carriage house without a near-complete reconstruction. The only elements that would remain are the shape of the mansard roof, and secondary facades.

The project sponsor advises that this work is necessary to repair the dry-rotted and compromised framing of the structure and to return the building to a viable economic use. The work will result in the retention of the building, which is in poor structural condition. It must be noted that in 2003, an 1860's building, located on the corner of Octavia and Ivy Streets, collapsed from dry rot and structural failure and fell into the street. The project sponsor has expressed serious concern about advanced rot in the subfloor area of the structure.

2. If material impairments are noted, what character-defining features of the building or district could be retained or respected in order to avoid a significant adverse effect by the project, presently or cumulatively as modifications to the project to reduce or avoid impacts. Please recommend conditions of approval that may be desirable, but do not mitigate the project's adverse effects.

We request that the following underlined language be added to the end of Mr. Corrette's statement:

The project sponsor has consistently held that such recommended conditions of approval were inappropriate and absolutely unacceptable due to the resulting lack of harmony with the main house, i.e. the resulting structure would be too plain for a proper match with the architecture of the main house, and due to loss of potential rental income based on the resulting relatively less attractiveness of the completed structure, with an accompanying reluctance of potential tenants to rent and the reduction of achievable rental rates. (See attached letter from rental agent Jackie Tom.)

4. Whether the proposed project may have an adverse effect on off-site historical resources, such as adjacent historic properties.

We request that you delete the following portion of Mr. Corrette's statement and replace it with the underlined text.

Mr. Corrette states:

There will be resulting impairments of the setting and feeling of the landmark site overall, with a change of the relationship between the two buildings as primary residence, and ancillary structure.

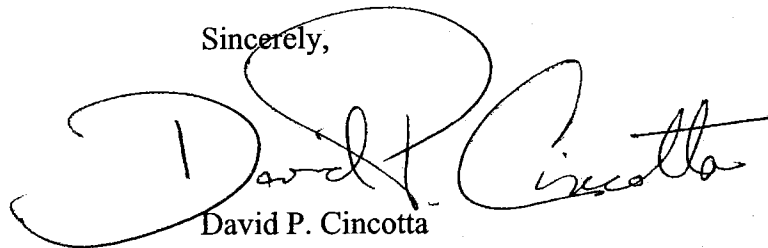
The new text should read:

It is unlikely that the project itself would have any material impairment to the main residence, the other part of the landmark site. Rather, it will have a positive effect on the main residence, as the carriage house is currently a dilapidated structure. There will be an improvement to the overall setting and feeling of the landmark site, because the original balance will be restored between the highly ornate, four-story residence in the front of the lot, and the shorter, two-story, somewhat less ornate secondary residence located downslope at the rear of the lot.

The project also will preserve the original setting by restoring the carriage house. If the project does not proceed as proposed, it will be financially unfeasible to fully and adequately protect the carriage house from further dilapidation.

We believe the changes requested above reflect the extensive research uncovered by the project sponsor and should be incorporated into the Planning Department's records. We look forward to discussing these changes with you.

Sincerely,



David P. Cincotta

Enclosure

cc: Mr. Richard Zillman
Ms. Leigh Kienker
Mr. Carl Heisler

RECEIVED

JUL 15 2004

PLANNING DEPT



PLANNING DEPARTMENT

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MEMORANDUM

TO: Nannie R. Turrell, Major Environmental Analysis Unit

CC: A. Green, Recording Secretary, Landmarks Preservation Advisory Board
O. Chavez/Historic Resource Impact Review File

FROM: N. Moses Corrette, Preservation Technical Specialist *NS*

REVIEWED BY: Neil Hart, Chief of Neighborhood Planning / Preservation Coordinator

DATE: July 12, 2004

RE: Address 280 Divisadero Carriage House
Block 1238, Lot 23
Case No. 2001.1056E
Historic Resource Project Impact Evaluation (EIR review)

PROPOSED PROJECT

1. **Project Description**
Rehabilitation of vacant carriage house for residential use.
2. **Property Description**
The subject building is a utilitarian structure at the rear of a high-style Victorian residence. The main form of the building is that of a rectangular one-and-a-half story carriage house, with the upper floor under a mansard roof at the northeast corner of the lot. The western façade of the building faces the interior of the lot, and the rear of the main residence. The southern elevation is partly exposed, and sheltered by a carport that fills the gap to the property line. The northern and eastern elevations of the building are located on the property line. The building itself is about 35 feet wide, and 21 feet deep, with the adjacent open carport being about 15 feet wide, and 20 feet deep.

As the building exists today, the front of the building is located slightly below grade, and the rear of the building at the rear property line is elevated about three feet from grade.

The interior's exposed framing gives clues to the building's possible original appearance, which is not terribly different from what is found on the façade today. The main building form is as it was constructed. The upper floor and mansard roof shape and centrally placed dormer are likewise original. The opening within the dormer is original, however, the door has been replaced with a glass window, and a metal railing applied to the lower portion. The lower façade

has seen some change. In three building bays, the first bay contains a single 4/4 wood sash window, the central bay contains a pair of doors together wide enough for human or horse. The third bay contains an opening large enough for a carriage or automobile, but is now boarded from the interior.

3. **Historic Rating/Survey**

The Charles L. Hinkel House and Carriage House are together City Landmark # 190. They are included in the survey and book, "Here Today", and published on page 127. They were also included in the Planning Department's 1976 Architectural Survey.

4. **Historic District/Neighborhood Context**

There is no existing or proposed historic district in the adjacent area. The property is located about two blocks from the San Francisco locally listed Alamo Square Historic District, and two blocks from the California Register District in Hayes Valley.

EVALUATION / ANALYSIS

1. **History**

See Landmark Designation Report

Note: a variance was granted in 1988/9 to legalize the use of the carriage house for a dwelling; however, there do not appear to be any completed building permits that followed the entitlements, which may themselves have now expired.

2. **Period of Significance**

(Include date of construction if eligible for architecture only)
See Landmark Designation Report

3. **Character-Defining Features**

The character-defining features of the carriage house are: the size and location of the building on the lot, the mansard-shaped roof, the horizontal shiplap siding, the original 4/4 wood double-hung window in the first building bay, an opening wide enough to admit the entry of a carriage and the second floor opening to the hayloft (although the openings themselves may be partially infilled), and the horizontal pole above the hayloft opening from which to hang a pulley.

4. **Integrity**

The subject property has retained or lacks integrity from the period of significance noted above, as follows:

location,	<input checked="" type="checkbox"/> Retains	<input type="checkbox"/> Lacks	
design,	<input checked="" type="checkbox"/> Retains	<input type="checkbox"/> Lacks	(slightly diminished)
materials,	<input checked="" type="checkbox"/> Retains	<input type="checkbox"/> Lacks	
workmanship,	<input checked="" type="checkbox"/> Retains	<input type="checkbox"/> Lacks	
setting,	<input checked="" type="checkbox"/> Retains	<input type="checkbox"/> Lacks	
feeling,	<input checked="" type="checkbox"/> Retains	<input type="checkbox"/> Lacks	
association.	<input checked="" type="checkbox"/> Retains	<input type="checkbox"/> Lacks	

The carriage house is in need of repair. The physical condition of the building is poor. In recent years, the roof has been replaced and/or repaired to the extent that it no longer allows water to intrude from above. The siting of the building at the front of the building at grade has led to the deterioration of the wooden sills, and the lower portion of the vertical framing members. The building noticeably sags down towards the center of the building. Two ad-hoc supports have been added to the interior space of the ground floor to shore the structure, and appear to have served this function for many years.

The integrity of the building is high. The only aspect of integrity that may have been diminished is that of design. The area of the building that has lost some design integrity is the ground floor second and third building bays. This is further limited by the absence of any specific knowledge of when the changes to the façade occurred. The siding on the exterior could be replaced, as it does not match the interior framing, or the owner could have altered the plan before the building was completed. It is assumed that if the façade has been altered, the change occurred in the first quarter of the 20th century with the improvements of transportation and the changing from reliance of horses to the acquisition of the automobile.

DETERMINATION

1. **Since the property is an historical resource, is the proposed project as currently proposed consistent with the Secretary of Interior's Standards or if any proposed modifications would materially impair the resource (i.e. alter in an adverse manner those physical characteristics which justify the property's inclusion in any registry to which it belongs).**

The proposed project would entail the near reconstruction of the existing building into a two-story residence. Elements of the existing building that would remain would include an augmented framing system, the majority of the exterior cladding, and the mansard roof design. The proposed façade, as presently submitted for review will no longer maintain the constituent components of a carriage house. Should the proposed project proceed as submitted, the resulting building would maintain integrity of location, workmanship and setting only, losing integrity of design, materials, feeling and association.

As proposed, the project is inconsistent with the following Secretary of the Interior's Standards for Rehabilitation:

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

The building is a carriage house, which has had periodic residential uses on the upper floor. The residential uses historically have not altered the façade beyond the insertion of a sliding glass door into the pre-existing opening of the hayloft.

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

The project as proposed will not maintain the character of a carriage house, but will produce a building that appears strictly residential. It entails the removal of the existing dormer, and façade openings that characterize the building as a carriage house.

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

There is no physical or other documentary evidence to demonstrate to suggest that this carriage house – itself an historic resource, ever had a greater level of ornamentation than what exists today. Additional ornamentation is purely conjectural, and serves merely to disguise the historic functions of the building.

4. Most Properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved:
It is not known if the existing façade arrangement is altered or original, therefore pending further investigation of the building, it can not be conclusively determined if there have been changes to the building, and when they may have occurred. If they occurred within the period of significance, the changes themselves (i.e. the present façade arrangement) ought to be preserved.

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

The proposed project removes the distinctive dormer, and replaces it with a tower feature that is a different size and character than that of the original design of the building, likewise the proposed façade arrangement alters what may be an original or early alteration of the ground floor.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property and its environment. The new work shall be differentiated from the old to protect the historic integrity of the

property and shall be compatible with the massing, size, scale, and architectural details to protect the historic integrity of the property and its environment.

The proposed project alters the historic materials of the carriage house that characterize the building as a carriage house. The new work is incompatible with the historic architectural detailing of the utilitarian nature of the building.

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

The addition of the new tower feature will entail the removal of the historic fabric of the existing dormer, and the proposed façade of the ground floor will further remove historic material. If, in the future, the new elements were to be removed, the building would no longer be able to be returned to its essential form of a carriage house without a near-complete reconstruction. The only elements that would remain are the shape of the mansard roof, and secondary facades.

2. **If material impairments are noted, what character-defining features of the building or district could be retained or respected in order to avoid a significant adverse effect by the project, presently or cumulatively, as modifications to the project to reduce or avoid impacts. Please recommend conditions of approval that may be desirable but do not mitigate the project's adverse effects.**

Several options that would not overwhelm the utilitarian nature of the building and allow the carriage house to be used for a residence exist.

The side entry last used for carriages or automobiles can be re-opened and infilled with a glass wall, with or without reconstructed barn doors – fixed in the open position. The central bay can be used for residential doors within the existing opening, and the single window maintained. On the second floor, the sliding glass door can be replaced with a fixed glass lower panel, and an operable casement window within the existing opening. The southern side of the building can be modified with a dormer to allow for access to light and air with new windows and doors onto the roof of a reconstructed non-historic carport.

A restoration approach can be employed, where the former symmetry of the façade is restored. The first bay's single window can be replicated onto a reconstructed wall of the third building bay, and the larger central bay enlarged to its former width. Within this large opening, a modern glass entry with sidelights and transom can be installed. Treatment of the second floor as noted above.

Each option can make full use of the range of architecturally patterned shingles on the mansard roof, similar to that found on the main house. A multi-colored

exterior paint scheme can further add to the embellishment of the western façade of the carriage house.

4. **Whether the proposed project may have an adverse effect on off-site historical resources, such as adjacent historic properties.**

Yes No Unable to determine

It is unlikely that the project itself would have any material impairment to the main residence, the other part of the landmark site. There will be resulting impairments of the setting and feeling of the landmark site overall, with a change of the relationship between the two buildings as primary residence, and ancillary structure.

November 29, 2004

OWNER COMMENTS ON 280 DIVISADERO STREET
CARRIAGE HOUSE ENVIRONMENTAL IMPACT REPORT

PROLOGUE

In 1988, the San Francisco Landmarks Preservation Advisory Board recommended, and the City Planning Commission approved, both by unanimous vote, landmarking the residence at 280 Divisadero Street. The property was going to be put for sale, and because of the large lot size, 50 by 137.50 feet, the parcel would be attractive to developers. Because the neighbors were concerned that if the rear yard was filled up with new construction they would lose some of their sunlight, the entire parcel was included in the landmarking, including the carriage house.

The Landmarks Board staff report stated that the carriage house “provided living space for his footman as well as his horse.” In addition, the text stated, “Charles Hinckel domestic life was framed by a gracious setting; his carriages and horses elegantly housed.”

The FINAL CASE REPORT stated “Constructed in 1885 as the personal residence of Charles L. Hinckel...” and “...the building and original carriage house convey an intact [underlining ours] view of nineteenth century upper middle class life style.”

There appear to have been no objections to the landmarking, but there was a problem: the information used to include the carriage house in the landmarking wasn't true, and it is probable that, had the Landmarks Board and the San Francisco Planning Commission been presented with the facts, they would not have included the carriage house in the landmarking.

CORRECTED INFORMATION:

We have been in touch with Hinckel family descendants. No Victorian era photographs of the house are known to exist, but the family did supply us with an 1874 photograph of Charles and Tina Hinckel, his wife. (See Exhibit #1)

Hinckel family members relate that at one time, Charles Hinckel owned most of the 280 Divisadero Street block. The house was started for a client who missed a progress payment. Sometime thereafter, Mr. Hinckel took over the ownership of the property, finished the house and lived there for a number of years with his family. In a time before mass media advertising, Charles Hinckel's ornate residence and equally ornate carriage house served as a prominent display of his talents as an architect and homebuilder.

It is not known if the portion of the block which Charles Hinckel owned was ever actually developed in an "nineteenth century upper middle class life style" manner, as stated in the 1988 case report, but several old photographs of intact [underlining ours] views of nineteenth century upper middle class life styles in San Francisco are included. (See Exhibit #2, the Bell Mansion, formerly located on Octavia Street, from Sutter to Bush, and Exhibit #3, the Milton S. Latham Mansion, formerly located at Folsom and Second Streets.)

It is quite obvious that these sites are both considerably larger than 50 by 137.50 feet, and that what remains at 280 Divisadero Street is considerably less than an "intact view".

Again, according to the Hinckel family, the horses were not housed at 280 Divisadero Street, but rather in the stable located across Divisadero Street that served the neighborhood. [See Exhibit #4] Horses produce substantial amounts of waste products well known

for the strongly unpleasant odor. Mrs. Hinckel would have wanted the horses housed as far away as possible from the kitchen and the dining room, both of which are located at the rear of the house, close to the carriage house. Finally, the carriage house shows no evidence of ever having contained horse stalls. It would have stored carriages [on the first floor] and hay [on the second floor] for the Hinckel's horses, but not the horses. The Hinckels refer to the former keeper of their horses as a stableman. It would have been his responsibility to see that the horses were lead from the stables to the carriage house, fed, and hitched and unhitched from the carriages, as required.

According to Hinckel family descendant Laurence Amstead, the stableman lived in a lean-to in the back yard, not in the main portion of the carriage house. [See Exhibit #5]

A review of the oldest available Sanborn Fire Insurance map of the block, covering the period 1886-1893, [Exhibit #6] shows a structure next to the carriage house at the rear of the lot. This structure is denoted with a "1". The attached carriage house is denoted with a "2". This must have been the house of the stableman. It is possible to still see, on the right hand side of the carriage house, as seen from the street, the paint scar from the location where the roof of that structure once attached to the carriage house. (Reference Exhibit #2, the Bell Mansion, for a view of how the stableman's house might have appeared.) The structure has since been demolished and replaced with a carport. Based on the appearance of the lumber used in the carport construction, the carport was probably built around 1978, when Building Permit #4450761 was taken out to relocate the driveway gate. [Exhibit #7] Along with the gate, a fence and a covered auto entry were built, the driveway was realigned, a turn-around area was filled level and bricked, and the dirt in front of the carriage house was filled above the level of the bottom of the wood siding. After this work was completed, the carriage house could no longer

be seen from the street, and a major change in the appearance of the property had been effected. [See Exhibit #8. 1961 Buick Special in photo with billboard, and Exhibit #9, current photo.]

At some unknown time in the past, the carriage house was converted to a crude living space without benefit of a known building permit. When the structure was examined in preparation for the proposed remodeling for which this environmental impact is a predecessor, it became obvious that substantial quantities of hay had at one time been stored in the hayloft. When the ceiling boards on the first floor were removed, the cavities between the ceiling joists were filled with hundred year-old hay.

The second floor roof framing bore no evidence of ever having been cut for a cupola, nor were there any evidences of any other vents or openings on the second floor other than the hayloft doors. But how could this have been? Ventilation for the new-mown hay would have been absolutely essential both to prevent the structure from catching fire from spontaneous combustion, and to prevent the hay from molding.

The answer to the question "where was the cupola?" is best answered by again reviewing Exhibit #2, the Bell Mansion. This house, which was built in the same Second Empire architectural style as 280 Divisadero Street, is a classic mansard-roofed structure. It features both the steeply pitched roof of the mansard roof style, topped with a low-pitched hipped roof, as does the adjoining carriage house. On the top of the low-pitched roof of the carriage house of the Bell Mansion sits the cupola, and if the photograph is studied very closely, the viewer can just make out the obligatory weathervane atop the cupola.

See Exhibit #2 (the Bell Mansion), Exhibit #3, [The Latham Mansion], Exhibit #10 [The Triest Mansion], Exhibit #11, [Oak Street at Buchanan], and Exhibit #12, [555 Harrison Street) for

Victorian era carriage houses in San Francisco, all with cupolas. 1362 Post Street at Gough Street, now occupied by the Korean Center, is an extant example of a mansard-roofed Victorian house with the low-pitched hip roof still intact above the steep mansard roof sides below. The hip roof can be seen from the crest of the hill on the 1400 block of Post Street.

280 Divisadero Street would have been built in the same style. At some point after the advent of the automobile, hay storage would no longer have been necessary, but eventually a new roof would have been needed. Since it would have been easier, and therefore cheaper, to re-roof both the main house and the carriage house with the present flat roofs, the low-pitched hipped roofs of both structures were torn off, along with the carriage house cupola. In other words, the carriage house cupola and weather vane above are the most important character-defining features of a historic carriage house, and they're gone! The resulting roofs on both the main residence and the carriage house are completely flat.(zero degree pitch).

Completely flat roofs were not used in upper-end Victorian architecture in San Francisco. Not until the advent of Mediterranean Style architecture, starting around 1915, did upper – end houses have completely flat roofs. The houses shown with flat rooflines in the old photographs had pitched roofs behind the false fronts.

In addition, the original wood shingling of the mansard roof sides has been reshingled in a haphazard manner. The side that is next to the carport has been cut with two aluminum windows, and the long side of the mansard roof that faces the main house has had the hayloft door replaced with a poorly-fitting aluminum sliding glass door. The bracketed rain gutter system, which would have matched the system on the main house, has been removed and replaced with a modern metal gutter. On the first floor level, it is

obvious from the framing (which is badly dry-rotted] that at one time there were two double carriage doors, one where the large opening is next to the carport, and one where the former opening has been closed in and replaced with a human scale doorway, again, probably when the structure was converted to a residential use.

So as nearly as we can determine, approximately 75% of the original historic fabric of the carriage house is gone, and most of what does remain on the façade will require removal to reinforce the structure, or to adapt the building to a viable living space; The carriage house was undoubtedly elegant once, but is no longer. It is today an unattractive and dilapidated structure. We believe that a responsible Landmarks Advisory Board and Planning Commission, would have declined to landmark the carriage house if they had full knowledge of the information set forth above. Though the main house is definitely a candidate for inclusion on the National Register of Historic Places, the carriage house should not be considered an acceptable candidate. In NATIONAL REGISTER BULLETIN #15, it states: If a building has lost any of its basic structural elements, it is usually considered a "ruin" and is categorized as a site.

And

If a structure has lost its historic configuration or pattern of organization through deterioration or demolition, it is usually considered a "ruin" and is categorized as a site.

(In other words, the carriage house as it exists today should be considered as part of a historic site and not as a historically significant structure. And "ruin" is close today to a reasonably apt description.)

And

The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style. (This description is also quite apt.)

Due to the carriage house's condition, serious consideration was given to petitioning the Landmarks Board to have the landmark status of the carriage house rescinded. We decided instead to retain the landmark status and to do landmark-quality work in the adaptive reuse of the structure to a living space worthy of a place behind the landmarked house in front. Sort of a prim and proper little sister to the great painted lady out on the street. [See Exhibit #13, letter dated January 24, 1989 to Robert Passmore, then Zoning Administrator, from Jean Kortum, then President, Landmarks Board.]

We decided that, since the carriages and hay were long gone and not expected back anytime soon, the completed structure needed to function and look like a house, where real people were going to live. We are going to need to rent the completed product, and need to build a design that is attractive to look at [our house is the only one to see the front of the structure to any great extent] and which will be well received by the San Francisco rental market.

In working out a design, a number of possibilities were considered. It was obvious that the design needed to be compatible with the most character-defining feature of the building, the mansard roofed shape of the building frame, indicative of the Second Empire style.

The Second Empire style takes its name from French designs built during the reign of the emperor Napoleon III [1852-70]. The hallmark of the Second Empire style is the mansard roof, adopted from the 17th-century French architect Francois Mansart [1598-1666].

The Second Empire style was in fashion in the United States [See Exhibit #14, house and carriage house [with cupola] in Vermont.] from about 1860 to 1890. According to historians, the style was never used in row housing in San Francisco, but mostly for

important commercial and public buildings, and for the houses of the wealthy.

As can be seen from the photographs, the accompanying carriage houses were typically trimmed out as ornately as the main houses, at least on the second floor. The first floor trim was often plainer, to be less likely to catch a corner of a carriage or hay wagon and cause damage.

One of the designs we considered was Exhibit #15. This design sits on the footprint of the existing structure, except for the first floor bay windows, which are popped out a little. It follows the criteria for Second Empire as set forth in the publication of the National Trust for Historic Preservation, entitled PRESERVATION YELLOW PAGES, on page 22:

Mansard roof

Prominent projecting and receding surfaces

Paired columns

Projecting central bay

Classical pediments and balustrades

Windows flanked by columns or pilasters

Arched windows with pediments and molded surround

Tall first-floor windows

While we truly love this design, it is probably a little too imposing to sit behind the main house, and would probably be too expensive to build.

The design we are submitting [Exhibit #16] is a middle-of-the-road design. It sits exactly on the existing building footprint. It has the tall first floor windows that are historically correct in a mansard-roofed frame. The bracketed gutter system sits down a little on the first floor siding to restore an architectural balance that is missing from the structure as it presently exists. The central tower has been raised to the roofline and crowned with a sharp peak that

holds the weathervane. Ornamental wood shingles have been replaced on the mansard roof, and oval windows have been inserted into the side of the mansard. Round or oval windows were occasionally used in the Mansard style. The oval design was employed here in order to fit the windows in between the existing roof rafter spacings. The roofline was topped with a metal cresting, which is consistent with the Mansard style and which also serves the function of partially masking the modern plumbing vent pipes.

We also considered a design submitted to us by Planning Department staff. [Exhibit #17] Of the numerous designs we considered, there were perhaps a dozen, we see this design as the least appropriate. Instead of being an honest house, this design presents a building posing as a barn, with fake barn doors tacked on to the side of the entryway, none of which is documented as original design. It is rather a mishmash of architectural styles, with the present entry doorway and sliding glass second floor doors replaced with 1950's style architectural elements.

Based on our observational studies of natural light in Victorian structures, we know that the high light is the best light. The shorter windows on the first floor of the Planning Staff design are not tall enough to capture that high light. Nor is the proposed window system on the second floor designed to capture that high light. The design omits additional windows in the mansard roof. Since the windows that are currently in the opposite side of the building on the second floor may need to be closed off, as they are on the property line and of questionable legality, those additional windows in the second floor mansard are absolutely essential. Finally, the design does not incorporate the bracketed gutter system shown in the other designs, in part for architectural balance, nor the roof cresting to conceal some of the modern roof vents shown in this design. Attempting to install large skylights would create numerous problems.

In short, this would be a design to be used if the goal was to complete the project in almost the least expensive manner possible. We have a pride in our home, we take pride in our work, we believe that we have an obligation to the general public, as the owners of a landmarked house, to open our home on a regular basis, and as long-time preservationists, we would not be true to our preservation ideals if we proceeded with a barn design that does not accurately reflect the original building.

1

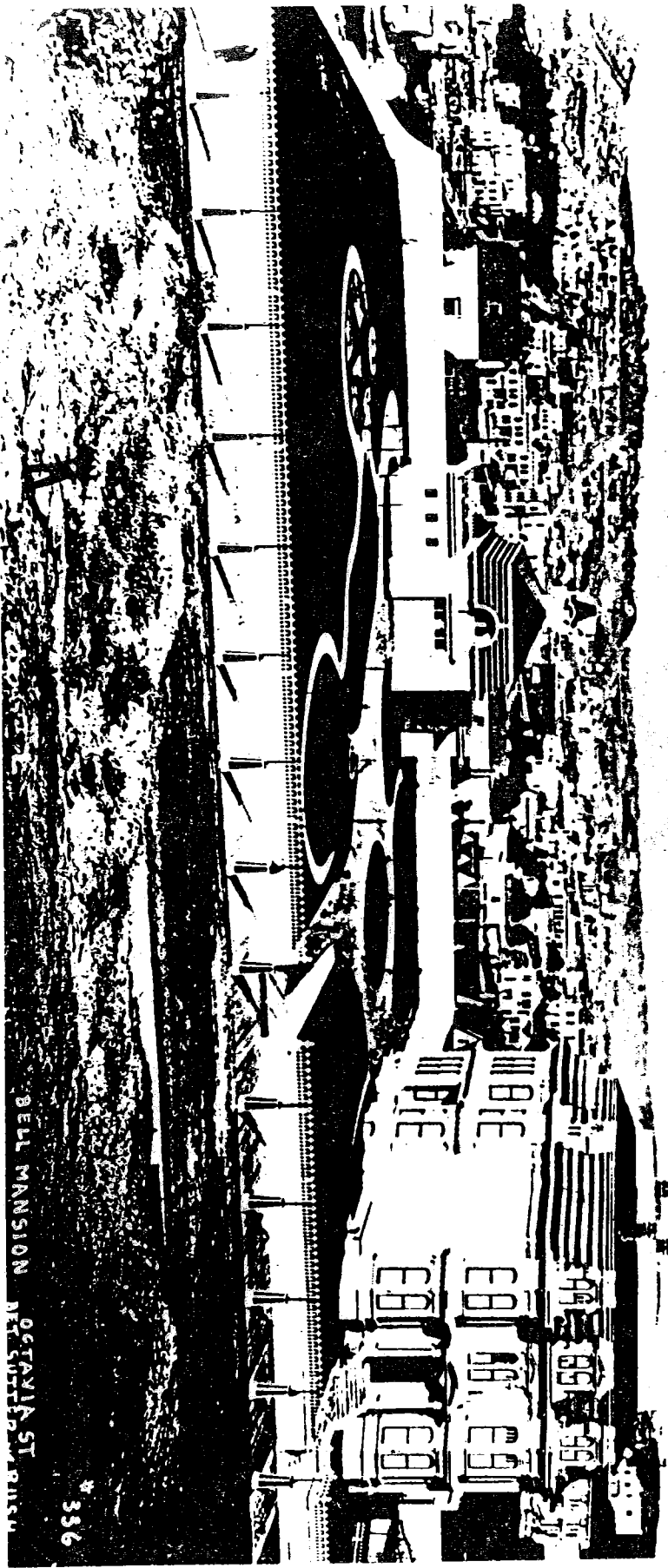


Photo: courtesy of Hinkel family, (415) 566-7179

Charles and Fina Hinkel

San Francisco California 1879

2

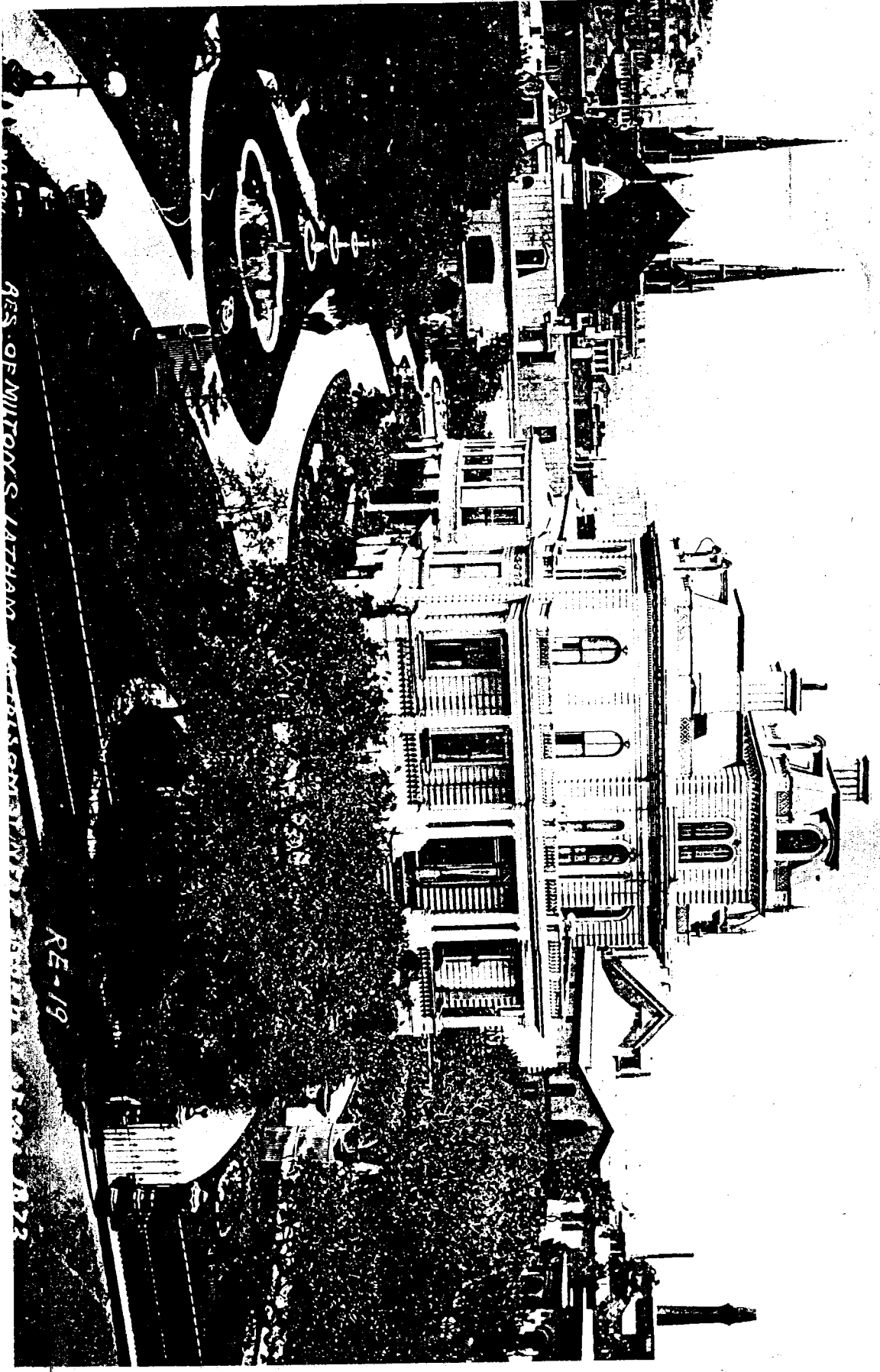


BELL MANSION OCTAVIA ST
N. SUTHERLAND BLVD

336



3



RES. OF MILTON S. LAZHAM

RE-19

L. M. Anstead
1125 Elder Avenue
Menlo Park, California 94025

May 6, 1979

Dear Mrs. Bloomfield;

I enjoyed talking with you on March 2. I am sorry, I can not give you any much information about my grandparents house at 280 Divisadero Street.

My Mother, Nobel Fine Anstead was about seven years old when the family moved to the new home at 740 Castro Street, built by their father Charles Kinshel.

My Mother remembers a carriage house in the rear and that a stableman-coachman lived in a little hen-to in the back yard. She relates that the family had two horses, and a Chinese cook ~~was~~ lived in the basement of the Divisadero house. When the family moved to Castro Street the cook returned to China.

As I understand, all of the Charles Kinshel children were born on Divisadero, in order of birth: Charles Jr., John, Walter, Charlotte, Ben, Ada, Arthur and Nobel. Maggie was the childrens nursemaid.

In the large room on the top floor,
Charles Kinkel had his desk and the room
was used for the Christmas tree.

All of the furniture was moved to 740
Castro street and in 1925 ^{was} to 835-38th Avenue
(The house at 39th ~~to~~ was built by Arthur
and Ben Kinkel.)

There were four large pictures of scenery
and two small ones. Three marble statues.
One large picture and a large statue were
destroyed at 740 Castro in the 1906 earthquake.
The large pictures are 30" x 48" and the former
42" x 60". The small ones are 20" x 30" and the
former 30" x 40". My mother relates that the
big pictures were in the ~~parlor~~ at Divisadero.
Also in the parlor was a Harmony Bros. ~~re~~
(Made in Los Francisco as 104 yrs old.) I have
the piano, statues, paintings and some of the
1880 furniture in my house at present.

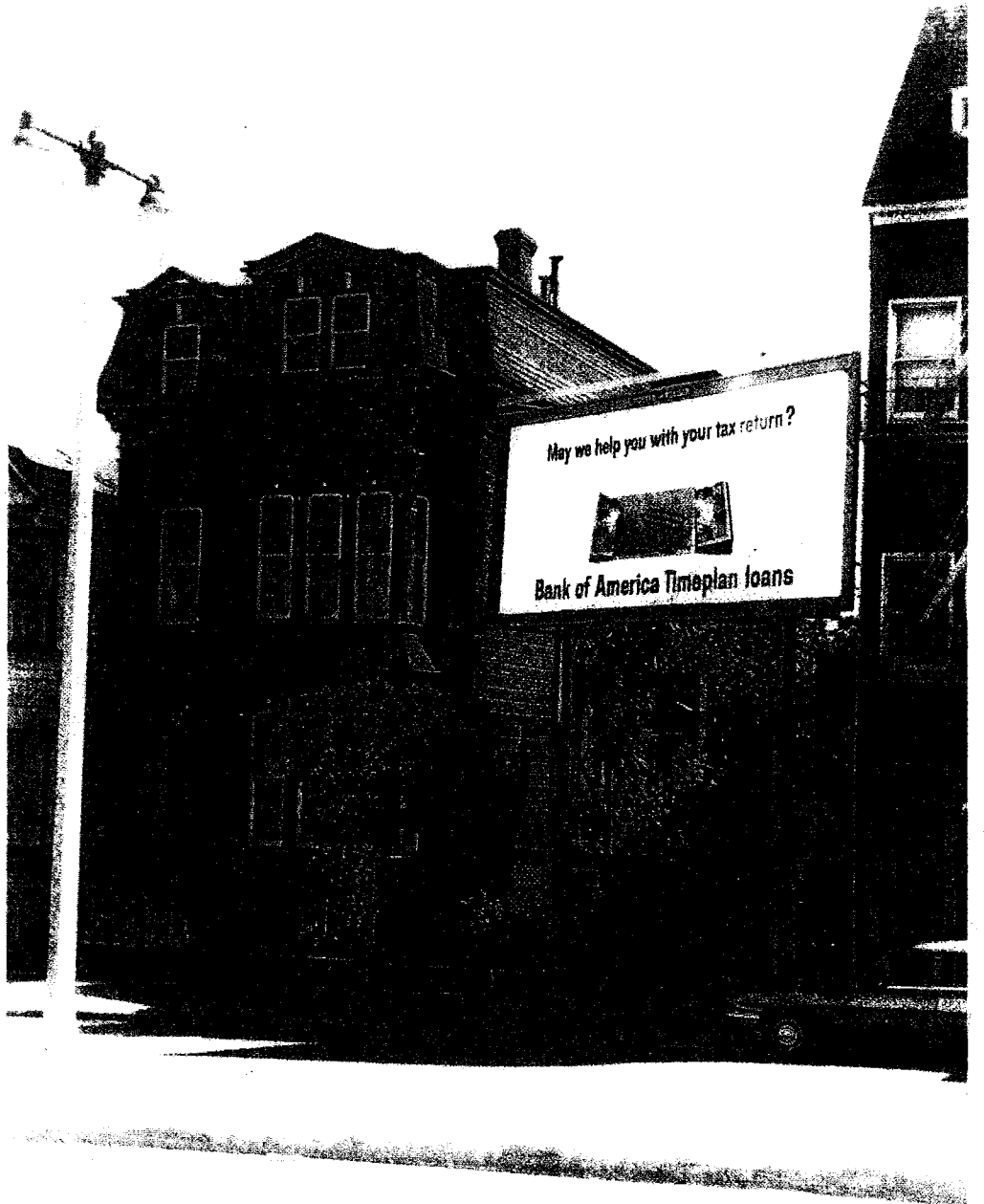
I sincerely wish I could be of more
help with interesting facts. Success with
your writing.

Best regards,
Lawrence Anstead

6

7

8



May we help you with your tax return?



Bank of America Timeplan loans



Front and South Side Facades of Carriage House



Front (Western) Facade of Main House at 280 Divisadero

SOURCE: Environmental Science Associates

Case No. 2001.1056E: 280 Divisadero Street (ESA 203259) ■

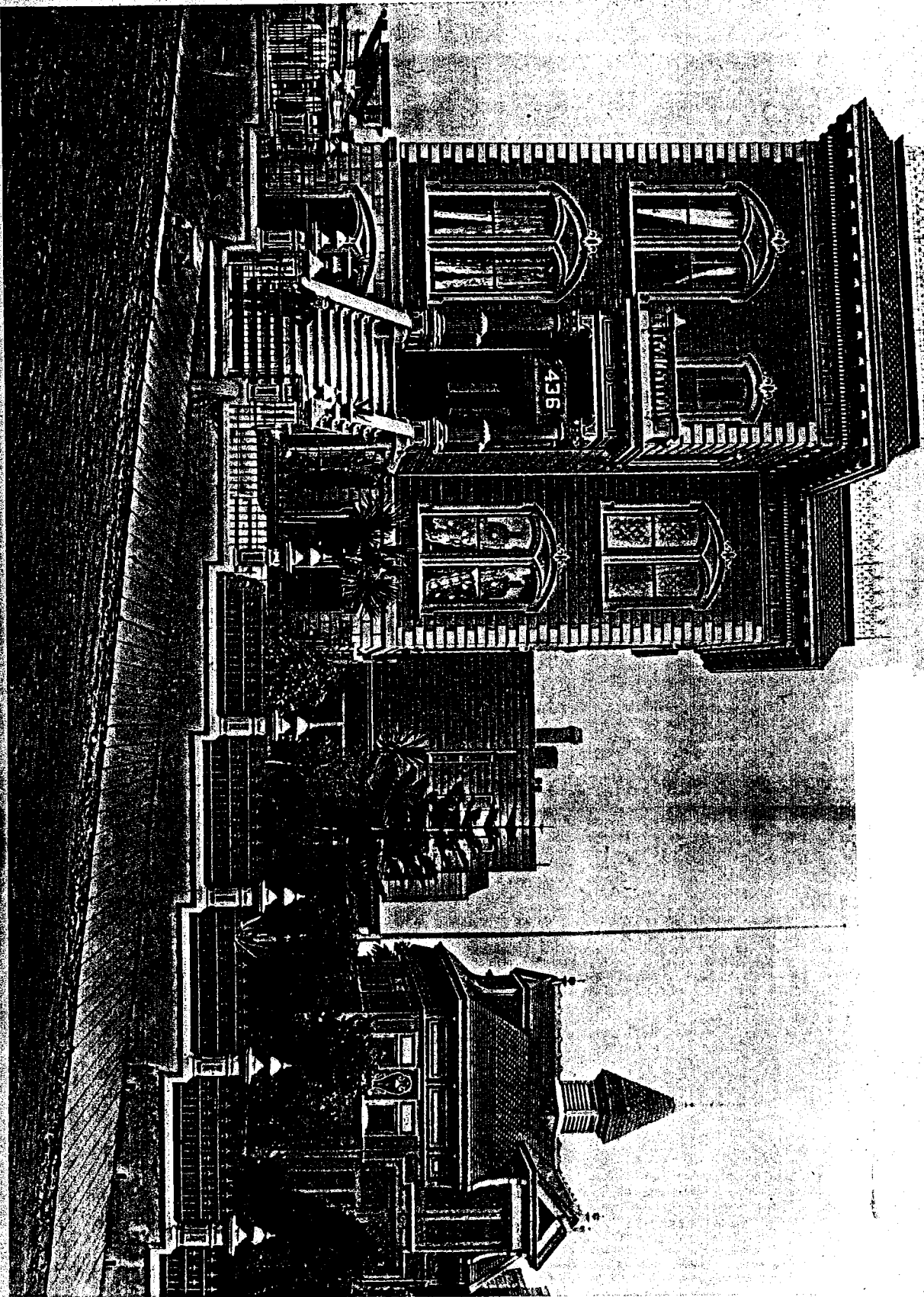
Figure x2 5
Photos of Project Site

SF - Sutter St. - Van Ness to Fillmore
"

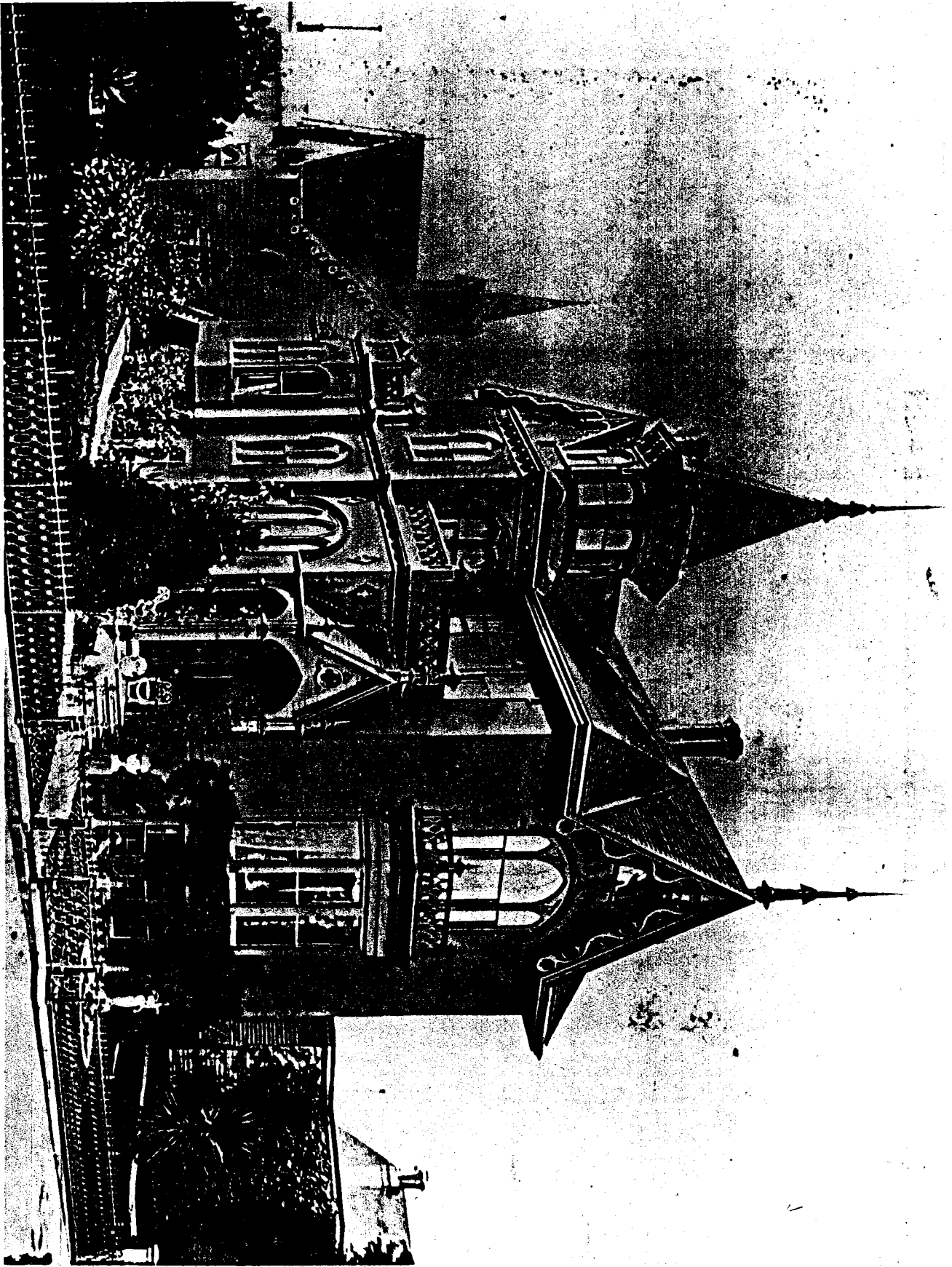
1421 Sutter St.
Residence of Bernard Trieste

For original see oversize





R



B





LANDMARKS PRESERVATION ADVISORY BOARD

450 McALLISTER STREET • SAN FRANCISCO, CA 94102 • TEL. 558-2816

January 24, 1989

Mr. Robert Passmore, Zoning Administrator
Department of City Planning
450 McAllister Street
San Francisco, CA 94102

Re: 280 Divisadero Street,
Application No. 88.755V

Dear Bob:

The Landmarks Board urges the granting of a rear yard variance for 280 Divisadero Street so that the Carriage House may continue to be used for residential purposes. The Board requested that this letter be sent.

The Haven's House and Carriage House are both part of the landmark designation, and as such represent a case unlike the average request for a rear yard variance.

There is evidence that historically housing has been in the Carriage House, but even if that were not the case, there aren't many uses for Carriage Houses nowadays except for residential use--an appropriate and desirable use.

The code allows several dwelling units on a double lot in a NC-2 district, but I understand the main house in this instance is considered one unit. Not being able to use the Carriage House for residential purposes would be an economic hardship to the owner--who concurred in the landmark designation.

Alternatives which would not necessitate a variance are not in the best interests of the landmarked buildings, such as demolition, additions to the main house, etc. A building, such as the Carriage House, should be lived in so that it is maintained and not allowed to deteriorate to the point where demolition is the only alternative.

Thank you for your consideration.

Sincerely yours,

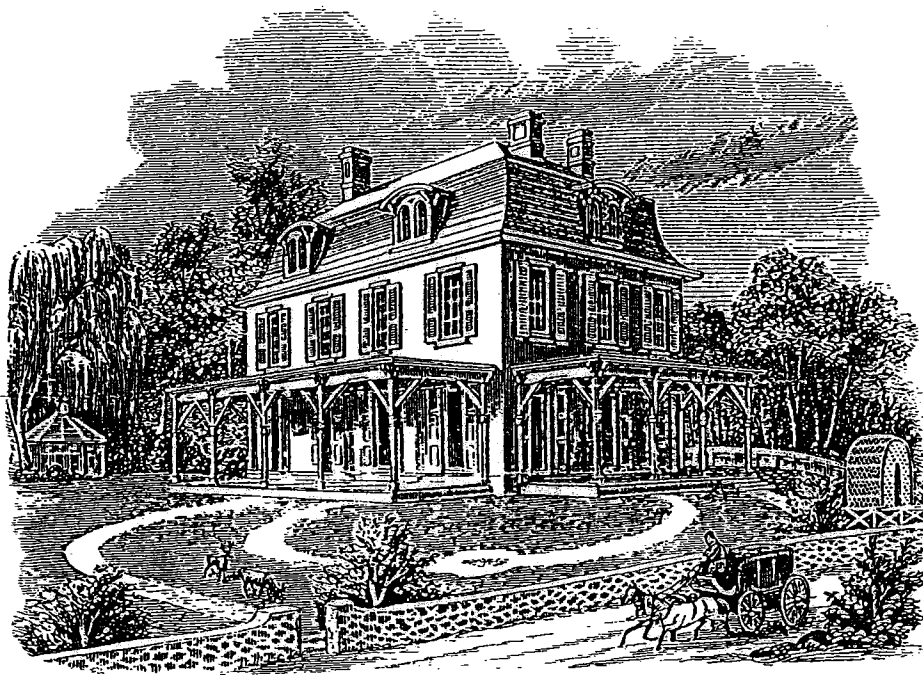
Jean Kortum
VM

Jean Kortum
President, LPAB

cc: Mr. Stephen L. Taber

VFM:atm/439

Model Residence for a Physician.



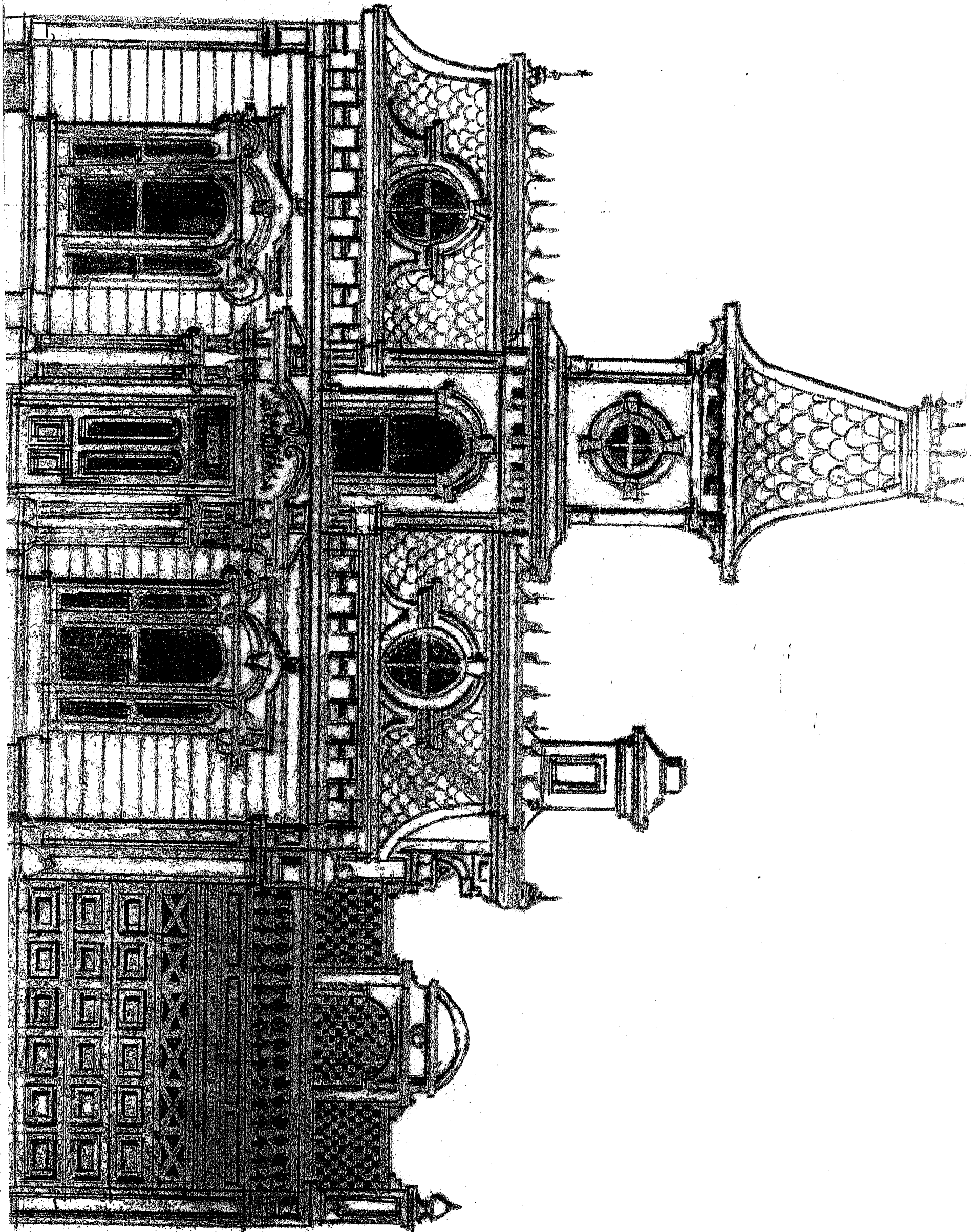
An early mansard home. The architect reports: "The estimate for this design, in the vicinity of West Chester, was \$3,000; but we think it was probably built for a little less under the careful management of the proprietor."

A Guide to Vermont states: "There were fewer great fortunes amassed here during the latter half of the Nineteenth Century and consequently fewer baroque mansions of the General Grant 'Gingerbread' manner. Occasionally one may be seen however with wide lawns and weathervaned coachhouse, dominating a village in ornate ugliness." Here is one of these "ugly" Vermont houses.

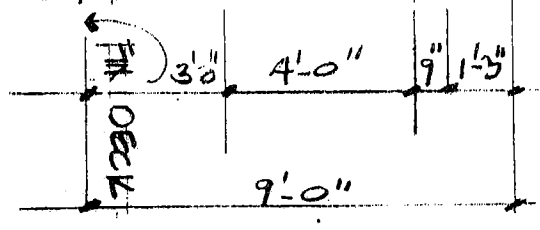
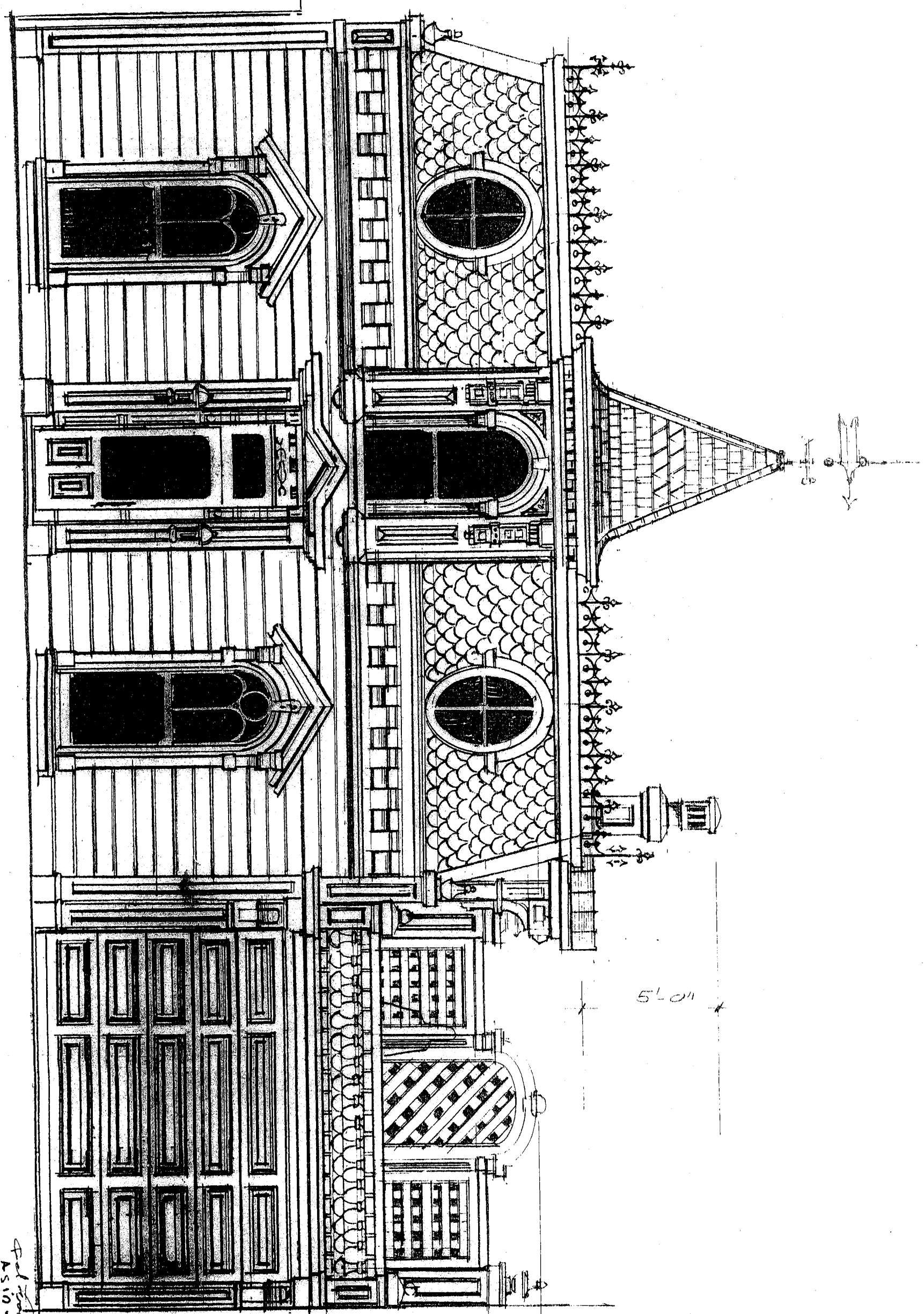
JOHN MAASS



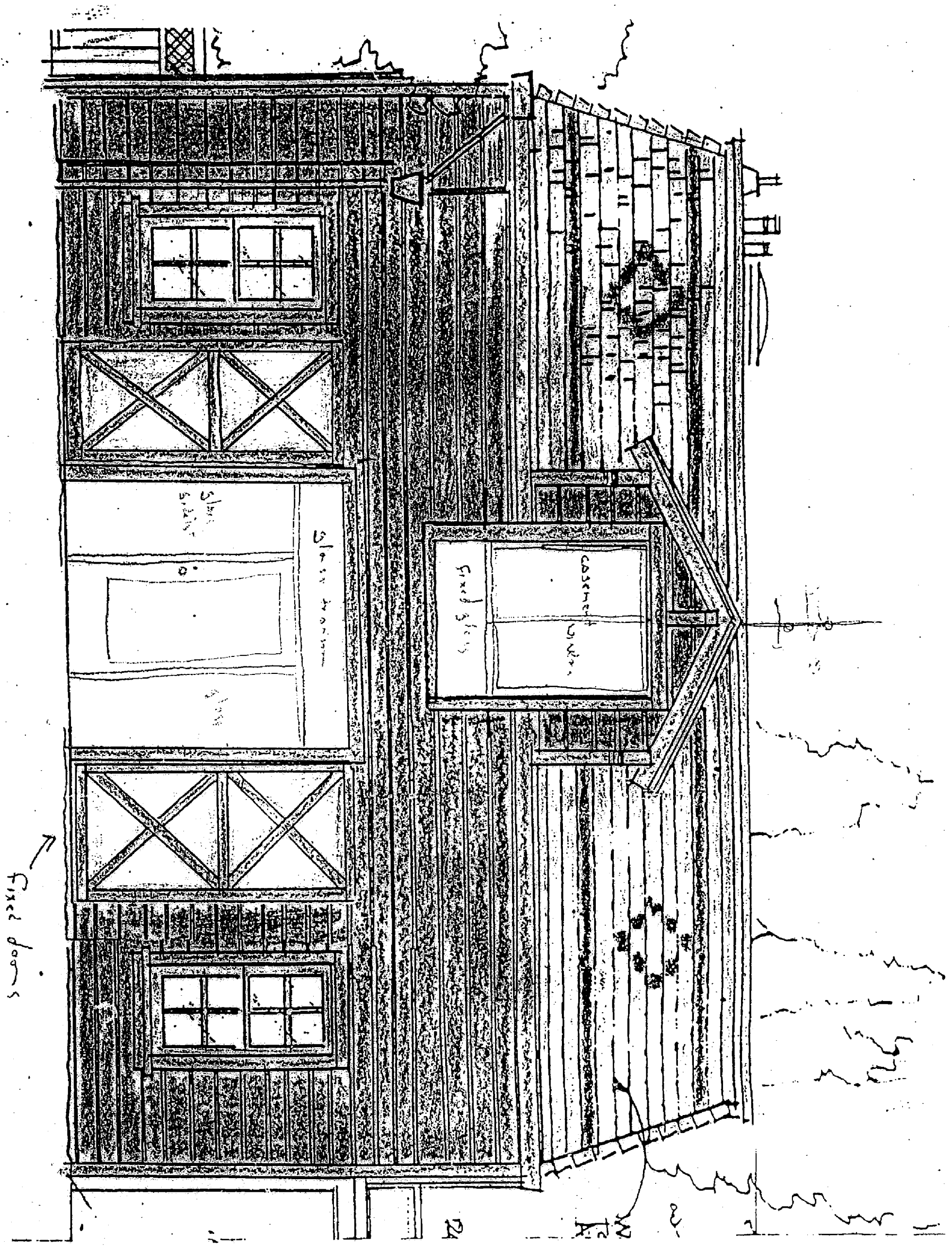
13



FRONT ELEVATION CARPENTER HOUSE



REVISED JULY 3, 1901
REVISED APRIL 16, 1901
F. S. H. A. S. I. O.



Fixed doors

Sliding door

Sliding door

Fixed glass

Sliding door

24

22

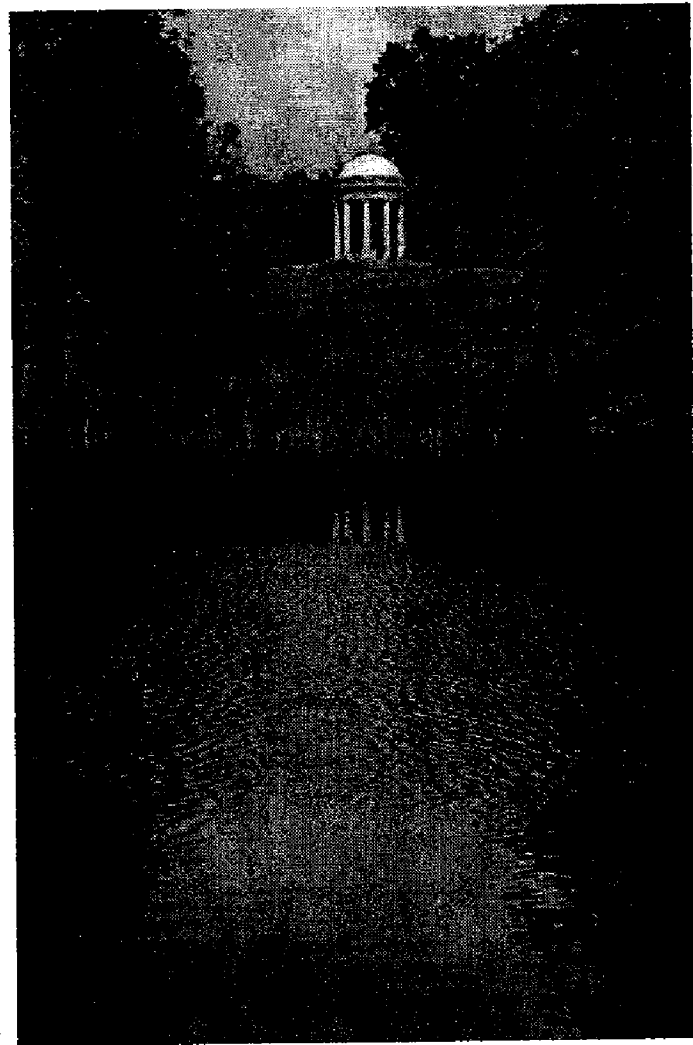
21

20

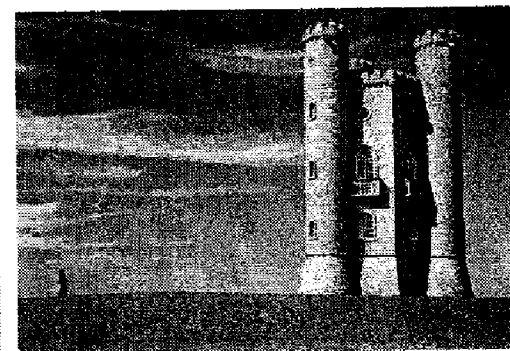
Exhibit C

Folly

In architecture, a **folly** is a building constructed primarily for decoration. In the original use of the word, these buildings had no other use, but from the 19-20th centuries the term was also applied to highly decorative buildings which had secondary practical functions such as housing, sheltering or business use. In the 18th century English gardens and French landscape gardening often featured Roman temples, which symbolized classical virtues or ideals. Other 18th century garden follies represented Chinese temples, Egyptian pyramids, ruined abbeys, or Tatar tents, to represent different continents or historical eras. Sometimes they represented rustic villages, mills and cottages, to symbolize rural virtues.^[1] "Folly" is used in the sense of fun or light-heartedness, not in the sense of something ill-advised.



Rotunda at Stowe Garden (1730-38)



Broadway Tower, Worcestershire, England

Exhibit D

To Whom it May Concern:

During the creation of the six books in the PAINTED LADIES SERIES: PAINTED LADIES: San Francisco's Resplendent Victorians; THE PAINTED LADIES REVISITED: Inside San Francisco's Victorians, DAUGHTERS OF PAINTED LADIES: America's Resplendent Victorians; AMERICA'S PAINTED LADIES; The PAINTED LADIES GUIDE TO VICTORIAN CALIFORNIA; and HOW TO CREATE YOUR OWN PAINTED LADY, we drove over 75,000 miles visiting well over 100 cities in 49 states. As you can imagine, we've seen a great number of Victorian houses. One of the most spectacular is the one at 280 Divisadero Street in San Francisco.

We know that Mr. Zillman wants to remodel the carriage house in the back, and it seems to us that the quality of the existing carriage house does not match or reflect the architectural quality of the main house. Most Victorian homeowners were meticulous in making their carriage houses as carefully as their homes. Shoddy treatment of an "out" house would reflect badly on the "main" house.

The remodeled carriage house would be a guest house, located at the rear of the lot. But Victorian homes did not typically have guest houses since visitors stayed in the main house. While the design incorporates some historic elements, it does not look like any historic house we have ever seen.

A mansard-sided roof would have been topped with a low pitched hip roof, which is not the case with this structure.

The first-floor windows are over-scaled compared with what would be found in a historic structure. Only in the South would they be fitted, so they could be opened for maximum cooling ventilation.

Please feel free to contact us at the address below, should you wish to discuss the matter further.

Yours for enduring beauty and the beauty of enduring!
Elizabeth Pomada and Michael Larsen

**Michael Larsen/Elizabeth Pomada Literary
Agents**

1029 Jones Street, San Francisco, CA 94109.

415 673-0939

www.larsenpomada.com

<<http://www.larsenpomada.com>>

www.sfwriters.org <<http://www.sfwriters.org>> .

www.paintedladies.com

Exhibit E

BUILDING NAME: Charles L. Hinkel House and Carriage House OWNER: Marjorie Y. Crosby, Trustee

BUILDING ADDRESS: 280 Divisadero Street BLOCK & LOT: 1238/23 ZONING: HC-2

ORIGINAL USE: Residence NO. OF STORIES: 3 LPAB VOTE: 4-1

CURRENT USE: Residence EXTERIOR MATERIALS: Wood siding

STATEMENT OF SIGNIFICANCE:

The Charles L. Hinkel Residence is significant in architecture, history, interior and environmental qualities as detailed in the following Evaluation Criteria/Findings section of this case report. Constructed in 1885 as the personal residence of Charles L. Hinkel, 280 Divisadero Street is an unusual example of transitional Second French Empire residential architecture. Hinkel was a member of San Francisco's prominent four generation family of house (over)

EVALUATION CRITERIA/FINDINGS

A. ARCHITECTURE

- (E) 1. Style: Second French Empire (transitional)
- (E) 2. Construction Type: Wood frame
- (VG) 3. Construction Date: 1885
- (E) 4. Design Quality: Excellent
- (E) 5. Architect: Charles L. Hinkel
- (E) 6. Interior Quality: Ornate original interior detailing mostly intact

B. HISTORY

- (E) 7. Persons: Charles Lewis Hinkel (1847 - 1908), house builder
- (FP) 8. Events: -
- (E) 9. Patterns of History: Charles Lewis Hinkel, second generation of the Hinkel family, constructed 280 Divisadero as his personal residence. His father, Charles E. Hinkel was a German native who (over)

C. ENVIRONMENT

- (relation to surroundings, specifically in terms of:
- (E) 10. Continuity: The structure dates from the earliest development of this block.
- (E) 11. Setting: Retaining its unusually large 50 by 137.5 feet lot, the building and original carriage house convey an intact view of nineteenth century upper middle class life style.
- (G) 12. Importance as a Visual Landmark: By its large landscaped lot and intact, unusual design, a conspicuous and familiar structure in the context of the neighborhood.

D. INTEGRITY

- (E) 13. Essentially intact, restored in the 1970's.

RATINGS

DCP: 3
HERE TODAY: Featured, p.127
SPLENDID SUPERVISORS: N/A
NATIONAL REGISTER: -
NATIONAL LANDMARK: -
STATE LANDMARK: -

BIBLIOGRAPHY:

(list sources on back)
PREPARED BY: JONATHAN MALONE
ADDRESS: 450 McAllister Street

PHONE: 558-6345
DATE: 3/29/88, 6/30/88 VM

JHM:514/jp



STATEMENT OF SIGNIFICANCE: (Cont)

builders/land developers. Together, their efforts significantly contributed to the development of the city. Charles L. Hinkel reserved a large size lot to build his residence at 280 Divisadero. Attention was paid to quality design, with finished detailing appearing on side and rear elevations. Interior finishings were of the quality a successful builder would select for his own home. The large lot allowed space for landscaping and a carriage house, completing the presentation of an intact nineteenth century residence.

B. HISTORY (Cont)

9. Patterns of History: (Cont)
arrived in San Francisco in 1852. Rows of Hinkel-built Italianate houses are evident from Pacific Heights, through the Western Addition and into Eureka Valley. Charles L. Hinkel's three sons and a grandson continued the house-building tradition into the family's fourth generation.

Exhibit F



JACKIE TOM
TENANT SEARCH &
PLACEMENT SPECIALIST

November 6, 2004

To whom it may concern:

My name is Jackie Tom. For more than ten years, I have been engaged in appraising older San Francisco apartments to determine asking rental amounts for marketing purposes, writing "for rent" advertising, showing apartments to prospective tenants, and doing background checks on those who apply. I started performing these service for my family and friends, and have been serving the general public for the past two years.

During that time, I have shown hundreds of older San Franciscan apartments and flats, plus several houses for rent. Much of what I have been able to show for rent are places that still retain much of the historic character of old San Francisco. Some, however, although they are in buildings that are more than 100 years old, have been largely or completely stripped of the original historic details.

I have also shown properties for rent that are modern "boxes".

Most prospective renters of apartments in historic neighborhoods prefer units that retain their historic character. Renters are extremely interested in having natural light in the space they will be living. Often they will refuse to even consider renting if they perceive the space as dark.

Based on my experience, I estimate an apartment or flat that retains its historic character would rent for between 15-20% more than the same space in the same structure that does not retain the historic character. It would also take far longer to rent the space with the non-historic "feel" and the best of the prospective tenants would not consider it at all. Some would even refuse to go into the building with a stripped exterior.

I have examined the carriage house located at the rear of the lot, owned by Cher and Richard Zillman at 280 Divisadero Street. I have also studied the remodeled design that they propose to build, as well as the two designs proposed by N. Moses Corrette of the San Francisco Planning Department. After careful consideration, my analysis is as follows:

1.) Most prospective san Francisco renters in this neighborhood are sophisticated urbanites. They do not wish to pay to live in barns, nor generally speaking, in spaces that look like barns. The "Living space masquerading as a barn" would likely not be well received.

2.) The second scheme presented by the Planning Department in rendered form is better,

350 Scott Street
San Francisco, CA 94117

p) 415.552.3263
f) 415.276.3263
e) Jackie@RentalsInSF.com

License # 01378367



JACKIE TOM
TENANT SEARCH &
PLACEMENT SPECIALIST

but would be too dark and too plain. On the second level, especially, the relative lack of windows would make the space dark and uninviting.

3.) The plan proposed by the Zillmans would be much better received, would rent much faster, and for considerably more rent. It features larger, higher windows, more and more separated windows on the second floor, and a considerably more attractive appearance.

I think the plans that the Zillmans have would make a very charming feel. I would like to live there myself when they complete this project!

350 Scott Street
San Francisco, CA 94117

p) 415.552.3263

f) 415.276.3263

e) Jackie@RentalsInSF.com

License #01378367

Exhibit G

David Hudak
963 Page St.
San Francisco, Ca. 94117
March, 15, 1988

Paul McGrew
President Landmarks Board
450 McCallister St. 5th Floor
San Francisco, Ca.
94102

Re: 280 Divisadero

Dear Mr. McGrew:

I am writing to ask that you give immediate and serious consideration to declaring the property at 280 Divisadero landmark status. Briefly this property was the private residence of one of San Francisco's premiere architects and builders Charles Hinkley. Although in desperate need of repair now, the entire property and its ornate carriage house is very much intact including original art glass, frescoed ceilings and carpet!

As an owner and restorer of a Victorian house myself I have a personal admiration for this period of architecture and the ingenious ability of these designers to load up their architecture both interior and exterior with an extraordinary amount of detail and still remain in proportion warm and pleasing to look at. Apart from my personal preference however, I have always felt that

San Francisco has a unique responsibility to itself and the country to preserve as much as it can of the extraordinary intact Victorian neighborhoods such as the Western Addition.

280 Divisadero has just gone up for sale. That fact together with its NC-2 Zone may make this a matter of some urgency at this time.

I would like to request that both the building and its carriage house which is also ornate and unique be given landmark status.

I am enclosing a copy of a very descriptive article on the property and its history written by a former owner as well as a Xerox of a drawing of 280 Divisadero.

Your earliest consideration would be appreciated.

Sincerely,

David Hall



Exhibit H

**280 Divisadero Main House
with altered house
shown on the left**

