



SAN FRANCISCO PLANNING DEPARTMENT

Discretionary Review Analysis

HEARING DATE JUNE 10, 2010

Date: June 3, 2010
Case No.: 2009.0085D
Project Address: 160 SAN MARCOS AVENUE
Permit Application: 2008.10.31.5629
Zoning: RH-1 (D) (Residential House, One-Family, Detached)
40-X Height and Bulk District
Block/Lot: 2861/011
Project Sponsor: Craig Steely
8 Beaver Street
San Francisco, CA 94114
Staff Contact: Michael Smith – (415) 558.6322
michael.e.smith@sfgov.org
Recommendation: **Do Not Take DR and approve project as proposed**

1650 Mission St.
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San Francisco,
CA 94103-2479

Reception:
415.558.6378

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415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The proposed project is the construction of a five-bedroom, 4,003-square-foot (sf), single-family home with 3,390 sf of living space on three levels over a 613 sf ground-floor garage with parking for two vehicles. The building would be 40 feet tall when measured from the existing sidewalk elevation at the front property line and would follow the contour of the property, never exceeding 40 feet above the natural grade line.

The proposed residence would have a two-car garage on the ground level; a family room and half-bath on the first floor; a living room, kitchen, two bedrooms and bathroom on the second floor; and three bedrooms and two bathrooms on the third floor. An elevator would run from the rear of the garage to the top level.

SITE DESCRIPTION AND PRESENT USE

160 San Marcos Avenue is a vacant lot on the north side of San Marcos Avenue at Santa Rita Avenue in the Forest Hill neighborhood, located within the block bounded by San Marcos Avenue to the south, Santa Rita Avenue to the east, Mesa and 9th Avenues to the north, and Hawk Hill Park to the west.

The project site is on a 43 percent grade, with the rear property line approximately 54 feet higher in elevation than the front elevation, measured from the top of the 12-foot-tall retaining wall at the front property line. The lot is approximately 3,702 square-feet.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

Due to the slope of the hillside, San Marcos Avenue is a divided roadway at the subject block. There is a steep retaining wall and landscaped median separating the upper portion of the roadway from the lower portion. The houses on the north side (subject side) of the street are taller at the front and shorter at the rear, following the upward slope of the terrain on the north side of the street. The houses on the south side of the street are shorter at the street wall and taller at the rear, following the downward slope of the terrain on the south side of the street. Architectural continuity in the neighborhood is mixed with no predominant era or style represented.

The subject block of San Marcos Avenue is very narrow and begins at Santa Rita/Mesa Avenues, approximately 500 feet uphill from the project site. The divided roadway dead-ends at Hawk Hill Park, approximately 600 feet west of the project site. Approximately 300 feet west of the project site is an opening in the median, where vehicles can enter the lower portion of the divided roadway. The upper portion of the roadway is one-way traveling west and the lower portion of the roadway is one-way traveling east.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Posted Notice	10 days	May 31, 2010	May 28, 2010	13 days
Mailed Notice	10 days	May 31, 2010	May 28, 2010	13 days

PUBLIC COMMENT

	SUPPORT	OPPOSED	NO POSITION
Adjacent neighbor(s)		X	
Other neighbors on the block or directly across the street		X	
Neighborhood groups	Forest Hill		

Several neighbors on San Marcos Avenue have contacted the Department to express opposition to the project because its construction will adversely impact parking and traffic on the block and it might further damage the block's infrastructure.

DR REQUESTOR

Tom Grasshoff, owner and occupant of 121 San Marcos Avenue, located across the street and approximately 200-feet to the east of the subject property.

DR REQUESTOR'S CONCERNS AND PROPOSED ALTERNATIVES

The DR requestor is concerned that the scale of excavation proposed is excessive and would adversely impact the livability of the neighborhood by causing traffic and stress on the roadway infrastructure.

To address his concerns, the DR requestor recommends reducing the depth of the building to align with the depth of the adjacent buildings, reducing the depth of the lower levels of the building, and moving the garage level closer to the street so that less excavation is required for the project.

PROJECT SPONSOR'S RESPONSE

The project sponsor responded to the concerns by reducing the amount of proposed excavation. This involved moving the ground and second floors closer to the street. The DR requestor thinks the change is minimal and does not go far enough to address his concerns regarding the excavation.

PROJECT HISTORY

In 2005 a similar project by the same architect was proposed for the subject property under permit No. 2005.03.16.7623. None of the neighbors requested discretionary review on that project and the project was approved by the Department. The permit was later cancelled due to a lack of response by the sponsor. The Department supported the original project and for consistency supported the current project when it was submitted over three-years after the 2005 permit was approved. The Department assumed that the neighbors who did not object to the 2005 project would not object to the 2008 project.

PROJECT ANALYSIS

The DR requestor's and the neighbors' concerns focus on the amount of excavation required to construct the project and the adverse impacts of the construction traffic that would result. After discussing the project with the DR requestor at length, staff understands that the building envelope itself is not a concern. The building envelope is only a concern as it relates to what it takes to construct it.

Initially the project was given a categorical exemption without further analysis of potential impacts on the environment. In general, CEQA exempts in-fill development projects within an urban environment pursuant to Class 32. The Department reexamined this environmental determination as a result of environmental concerns that were raised by the DR requestor and neighbors during the neighborhood notification period. Of concern was how to address the construction vehicles that would be entering the block. To further analyze the neighbors' environmental concerns the project sponsor was asked to initiate the environmental review process by submitting an environmental application and a \$5,434 fee. The Department subsequently issued a Certificate of Determination of Exemption from Environmental Review (see attached).

Approximately 1,600 cubic yards of material would be excavated from the project site. Estimating a fluff factor (volume expansion that results from excavation) of 30 percent, an estimated 2,080 cubic yards of excavation spoils would be removed from the project site. The excavation spoils would be removed by trucks with a capacity of 10 cubic yards, resulting in approximately 208 trips. During the excavation and shoring phase, the excavation equipment would be placed on the project site. Excavation spoils would be stockpiled on site and periodically removed as necessary. An access pad at the front of the lot would be

constructed during the initial site preparation phase and would provide a location for a small number of construction vehicles to remain off the street. Truck traffic during excavation would be limited to the removal of excavation spoils, and concrete/grout pumping. Trucks would pull up parallel to the property frontage to minimize or eliminate surcharge loads on the retaining wall in the median. The number of trucks per day would depend on the rate of excavation and maneuvering logistics at the site that dictate the amount of material that could be stockpiled; however, the overall phase of excavation and laying the foundation is estimated to last one to two months. Due to the narrow approach to the project site, the Department recommends that the City's Transportation Advisory Staff Committee (TASC) review the project's construction routing plan that addresses access to the site, temporary closures, and detours prior to the project receiving a building permit.¹ According to SFMTA, temporary or periodic road and pedestrian access closures are acceptable but should be addressed in the routing plan. SFDPW confirmed that the upper portion of San Marcos Avenue is 16'-4" in width, which is adequate for access by trucks, emergency vehicles, and other vehicles. It is acceptable to temporarily block the street with construction vehicles but a worker must be there to move the vehicle out of the way in case of emergency to create a 14-foot path of travel. The project sponsor has agreed to provide a construction routing plan that addresses access to the site, temporary closures, and detours and include the language within the plan set to be reviewed by SFDPW in the permit review process.

Although it is not a concern of the DR requestor, the building would have a fairly modern façade, particularly at the second floor above the garage where there is a large window that spans nearly the width of the building framed by a rectangular box that projects a few feet over the floor below. The window takes advantage of unobstructed views of the City and ocean to the south. The element is not compatible with the two adjacent buildings but it is more in context when the whole block is taken into consideration. There is no clear fenestration pattern or architectural style on the subject block face. To the west of the subject property there are several buildings that exhibit more glazing and a more horizontal fenestration. Within this mixed context the Department felt that architectural experimentation was acceptable. It should be noted that the Architectural Review Committee for the Forest Hill Neighborhood Association supports the project design and that none of the neighbors expressed opposition to the project design.

ENVIRONMENTAL REVIEW

The Department has determined that the proposed project is exempt/excluded from environmental review, pursuant to CEQA Guideline Section 15301 (Class 32 – In-Fill Development Projects).

RESIDENTIAL DESIGN TEAM REVIEW

The request(s) for Discretionary Review was reviewed by the Department's Residential Design Team (RDT). The RDT's comments include:

¹ The TASC consists of representatives from the Fire Department, Police Department, MTA Traffic Engineering Division, and Department of Public Works. TASC provides recommendations on construction projects that impact the public right-of-way.

- The Discretionary Review request does not present any exceptional or extraordinary circumstances that are of the purview of the Planning Department; construction-related impacts are not under the Planning Department's jurisdiction.
- Due to the diverse context which contains a variety of architectural expressions and eras, the proposal is of its time and of high quality materials.

The RDT supports the project as proposed.

Under the Planning Department's proposed DR Reform Policy, this project would not be referred to the Planning Commission as this project does not meet the threshold of exceptional or extraordinary.

BASIS FOR RECOMMENDATION

The Department believes the project does not have exceptional or extraordinary circumstances for the following reasons:

- The proposed building is consistent with the scale of the buildings on the block face..
- Concerns about construction related impacts are not within the purview of the Planning Department.
- The sponsor has made good faith efforts in revising the design to reduce the amount of needed excavation.

RECOMMENDATION: Do not take DR and approve project as proposed.

Design Review Checklist

NEIGHBORHOOD CHARACTER (PAGES 7-10)

QUESTION	
The visual character is: (check one)	
Defined	
Mixed	X

Comments: The neighborhood character is architecturally mixed with no predominant era or style represented.

SITE DESIGN (PAGES 11 - 21)

QUESTION	YES	NO	N/A
Topography (page 11)			
Does the building respect the topography of the site and the surrounding area?	X		
Is the building placed on its site so it responds to its position on the block and to the placement of surrounding buildings?	X		
Front Setback (pages 12 - 15)			
Does the front setback provide a pedestrian scale and enhance the street?	X		
In areas with varied front setbacks, is the building designed to act as transition between adjacent buildings and to unify the overall streetscape?	X		
Does the building provide landscaping in the front setback?	X		
Side Spacing (page 15)			
Does the building respect the existing pattern of side spacing?	X		
Rear Yard (pages 16 - 17)			
Is the building articulated to minimize impacts on light to adjacent properties?	X		
Is the building articulated to minimize impacts on privacy to adjacent properties?	X		
Views (page 18)			
Does the project protect major public views from public spaces?			X
Special Building Locations (pages 19 - 21)			
Is greater visual emphasis provided for corner buildings?			X
Is the building facade designed to enhance and complement adjacent public spaces?	X		
Is the building articulated to minimize impacts on light to adjacent cottages?			X

Comments: The subject block face is steeply upsloped resulting in a taller street wall. The garage extends to the front property line and the main front building wall is set back 15-feet from the front property line which is similar to how the adjacent properties are developed. The front setback is partially landscaped and the rest of the setback is grass pavers that reduce impermeable surface area. The project includes 3-foot side setbacks as required by the Code.

BUILDING SCALE AND FORM (PAGES 23 - 30)

QUESTION	YES	NO	N/A
Building Scale (pages 23 - 27)			
Is the building's height and depth compatible with the existing building scale at the street?	X		
Is the building's height and depth compatible with the existing building scale at the mid-block open space?	X		
Building Form (pages 28 - 30)			
Is the building's form compatible with that of surrounding buildings?	X		
Is the building's facade width compatible with those found on surrounding buildings?	X		
Are the building's proportions compatible with those found on surrounding buildings?	X		
Is the building's roofline compatible with those found on surrounding buildings?	X		

Comments: The building is four-stories over garage with the top floor set back 14-feet from the front building wall. With the setback the top floor will be minimally visible from the street providing an appropriate height transition from the taller building to the east to the shorter building to the west. The building's street wall is divided into three distinct forms (garage, entry level, living level). The middle level is composed of a large window framed by a rectangular box that spans nearly the width of the building. The element cantilevers over the lower level creating a small void beneath it that responds to the void beneath the adjacent building's front deck.

ARCHITECTURAL FEATURES (PAGES 31 - 41)

QUESTION	YES	NO	N/A
Building Entrances (pages 31 - 33)			
Does the building entrance enhance the connection between the public realm of the street and sidewalk and the private realm of the building?	X		
Does the location of the building entrance respect the existing pattern of building entrances?	X		
Is the building's front porch compatible with existing porches of surrounding buildings?			X
Are utility panels located so they are not visible on the front building wall or on the sidewalk?	X		
Bay Windows (page 34)			
Are the length, height and type of bay windows compatible with those found on surrounding buildings?			X
Garages (pages 34 - 37)			
Is the garage structure detailed to create a visually interesting street frontage?	X		
Are the design and placement of the garage entrance and door compatible with the building and the surrounding area?	X		

Is the width of the garage entrance minimized?	X		
Is the placement of the curb cut coordinated to maximize on-street parking?	X		
Rooftop Architectural Features (pages 38 - 41)			
Is the stair penthouse designed to minimize its visibility from the street?			
Are the parapets compatible with the overall building proportions and other building elements?			X
Are the dormers compatible with the architectural character of surrounding buildings?			X
Are the windscreens designed to minimize impacts on the building's design and on light to adjacent buildings?			X

Comments: The building entrance is located at the west side of the building and accessed by stairs. The entrance is compatible with the context because there is not entrance pattern. Some buildings have entrances at the sidewalk and others have side entrances or entrances that are otherwise hidden from view. The garage extends to the front property line but it is set back at an angle and detailed with a green wall to add visual interest.

BUILDING DETAILS (PAGES 43 - 48)

QUESTION	YES	NO	N/A
Architectural Details (pages 43 - 44)			
Are the placement and scale of architectural details compatible with the building and the surrounding area?	X		
Windows (pages 44 - 46)			
Do the windows contribute to the architectural character of the building and the neighborhood?	X		
Are the proportion and size of the windows related to that of existing buildings in the neighborhood?		X	
Are the window features designed to be compatible with the building's architectural character, as well as other buildings in the neighborhood?	X		
Are the window materials compatible with those found on surrounding buildings, especially on facades visible from the street?	X		
Exterior Materials (pages 47 - 48)			
Are the type, finish and quality of the building's materials compatible with those used in the surrounding area?	X		
Are the building's exposed walls covered and finished with quality materials that are compatible with the front facade and adjacent buildings?	X		
Are the building's materials properly detailed and appropriately applied?	X		

Comments: The large window at the second floor above the garage is not compatible with the scale of or ratio of glazing on the adjacent buildings but there are buildings with much larger ratios of glazing and similar fenestration beginning two properties to the west of the subject property. Furthermore, the windows are appropriately detailed and compatible with the modern character of the building. Exterior

materials will be concrete, stucco, and horizontal cedar siding. Most of the buildings on the block face have stucco siding but the two modern buildings located west of the site have wood siding. The building lacks superficial ornamentation and relies heavily on materials and detailing to give it sense of quality and character.

Attachments:

Block Book Map

Sanborn Map

Aerial Photographs

Environmental Determination

Section 311 Notice

DR Application

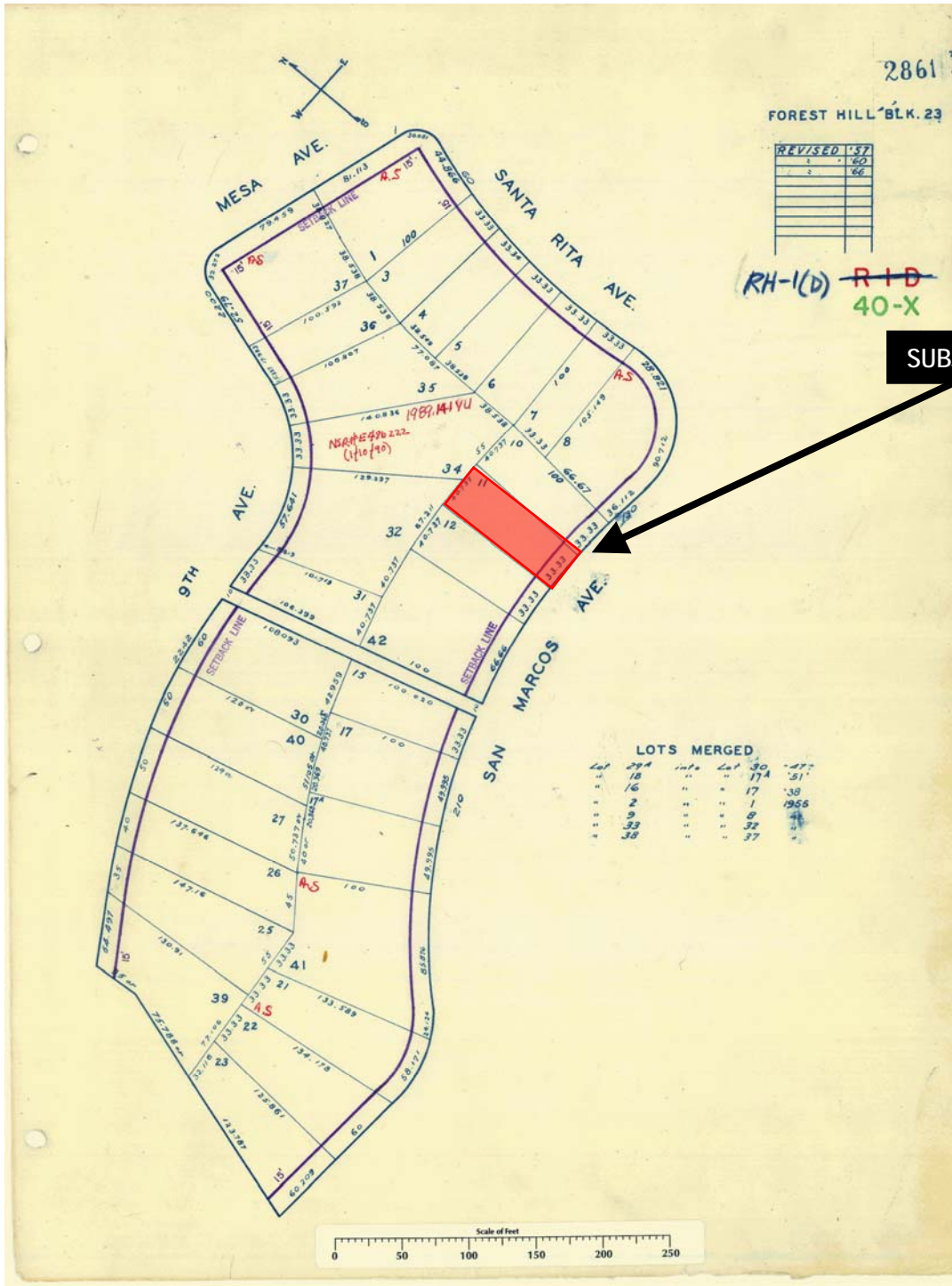
Photographs

Renderings

Reduced Plans

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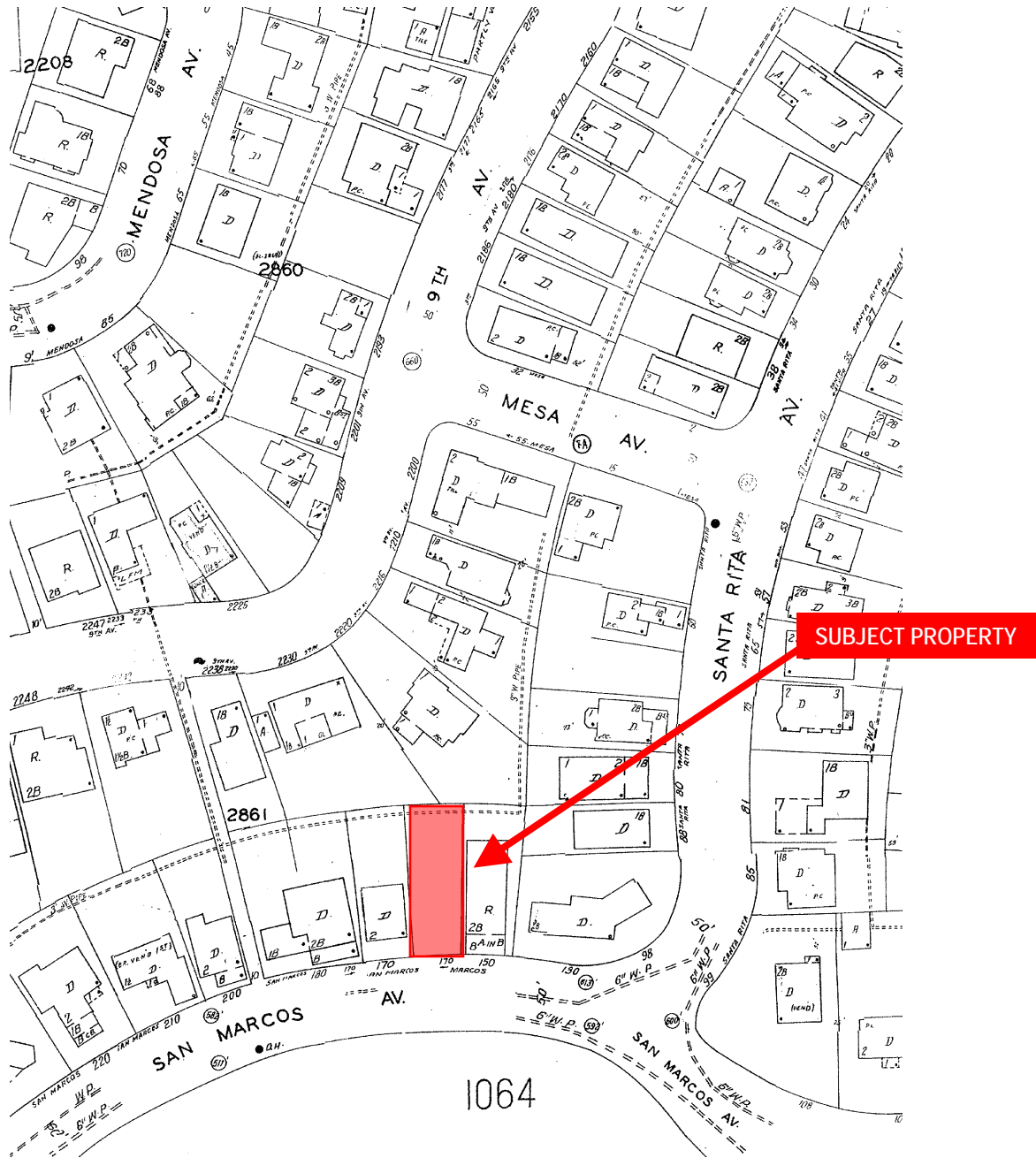
Parcel Map



Discretionary Review Hearing
Case No. 2009.0085D
160 San Marcos Ave.



Sanborn Map*



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



Discretionary Review Hearing
Case No. 2009.0085D
160 San Marcos Ave.

Aerial Photo



SUBJECT PROPERTY



Discretionary Review Hearing
Case No. 2009.0085D
160 San Marcos Ave.

Aerial Photo



SUBJECT PROPERTY



Discretionary Review Hearing
Case No. 2009.0085D
160 San Marcos Ave.

Aerial Photo



SUBJECT PROPERTY



Discretionary Review Hearing
Case No. 2009.0085D
160 San Marcos Ave.



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Exemption from Environmental Review

Case No.: 2009.0085E
 Project Title: 160 San Marcos Avenue
 Zoning: RH-1(D) District: One-Family (Detached Dwellings)
 40-X Height and Bulk District
 Block/Lot: 2861/011
 Lot Size: 3,702 square feet
 Project Sponsor: Kelton Finney, P.E., Santos & Urritia Structural Engineers, Inc.
 (415) 642-7722
 Staff Contact: Jeanie Poling – (415) 575-9072
 jeanie.poling@sfgov.org

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Reception:
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Fax:
 415.558.6409

Planning
 Information:
 415.558.6377

PROJECT DESCRIPTION:

The project site is a vacant lot on the north side of San Marcos Avenue in the Forest Hill neighborhood, located within the block bounded by San Marcos Avenue to the south, Santa Rita Avenue to the east, Mesa and 9th Avenues to the north, and Hawk Hill Park to the west. The proposed project is the construction of a five-bedroom, 4,003-square-foot (sf), single-family home with three levels of living space over ground-floor parking for two vehicles. The building would be 40 feet tall when measured from the existing sidewalk elevation at the front property line and would follow the contour of the property, never exceeding 40 feet above the natural grade line. (Continued on the next page.)

EXEMPT STATUS:

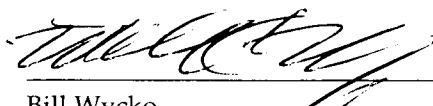
Categorical Exemption, Class 32 [State CEQA Guidelines Section 15332]

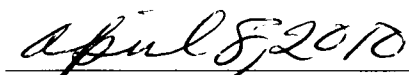
REMARKS:

See the next page.

DETERMINATION:

I do hereby certify that the above determination has been made pursuant to State and Local requirements.


 Bill Wycko
 Environmental Review Officer


 Date

cc: Kelton Finney, Project Sponsor
 Michael E. Smith, Neighborhood Planning Division
 Supervisor Sean Elsbernd, District 7

Virna Byrd, M.D.F.
 Distribution List

PROJECT DESCRIPTION (continued):

The project site is on a 43 percent grade, with the rear property line approximately 54 feet higher in elevation than the front elevation, measured from the top of the 12-foot-tall retaining wall at the front property line.

The proposed residence would have a two-car garage on the ground level; a family room and half-bath on the first floor; a living room, kitchen, two bedrooms and bathroom on the second floor; and three bedrooms and two bathrooms on the third floor. An elevator would run from the rear of the garage to the top level.

The project site is not located within any historic or special use district. The project would require a building permit from the Department of Building Inspection.

Site Access: The project site is accessed via a divided roadway that begins at Santa Rita/Mesa Avenues, approximately 500 feet uphill from the project site. The divided roadway dead-ends at Hawk Hill Park, approximately 600 feet west of the project site. Approximately 300 feet west of the project site is an opening in the median, where vehicles can enter the lower portion of the divided roadway. During excavation and construction, truck traffic would be restricted to the upper portion of San Marcos Avenue. This would be accomplished by backing down to the site from Santa Rita/Mesa Avenues. The lower level of San Marcos would remain passable throughout the entire construction operation. Due to the narrow approach to the project site, the City's Transportation Advisory Staff Committee (TASC) would review the project's traffic control plan prior to the project receiving a building permit.¹

Initial Site Preparation (3 to 7 days): During the initial site access and preparation phase of construction, the property line retaining wall would be demolished, an off-street access pad would be excavated, and a ramp would be cut into the hillside to create a route for full equipment access to the site. This phase of the project is projected to take three to seven days, depending on the conditions at the site.

Excavation and Shoring (1 to 2 months): Due to the steep grade of the property, the project sponsor has prepared an engineered shoring plan to ensure the stability of the excavated vertical cuts in the hillside and to support the foundations of adjacent properties during construction. All excavation and shoring activities would be performed under the supervision of the project geotechnical and structural engineers. The final shoring plan would be completed upon approval of the site plan.

Excavation and shoring would be done in sequence working from the top of the site down. For this method, the excavation of the site is divided into a series of sections that generally progress from the back of the site to the front, in multiple passes from the level of natural grade to the bottom of the excavations. The depth of each section is determined by the soil conditions and any surcharge loads from adjacent buildings so that the depth of the cut never exceeds the capacity of the soil. As each section is excavated, the exposed walls are stabilized by pneumatically placed concrete ("shotcrete") supported by

¹ The TASC consists of representatives from the Fire Department, Police Department, MTA Traffic Engineering Division, and Department of Public Works. TASC provides recommendations on construction projects that impact the public right-of-way.

soil anchors (“tie-backs”) before the excavation on the next section commences. The tie-backs are steel anchor bars that are cemented into bores drilled into the rock. They are arranged in a grid pattern to support the concrete walls and to resist the lateral forces from the soil and the weight of adjacent structures. Once a section has been excavated and the corresponding section of anchored concrete wall has been placed, that section of the excavation is completely stabilized, and the next section can be safely excavated. The process of installing tie-backs requires grout to be pumped into the bore holes to cement the anchor bars deep into the rock. As the grout is pumped, it is forced into adjacent cracks in the rock formations of the hillside. As a result, this process solidifies and ties together the rock adjacent to the excavated areas.

In the case of 160 San Marcos, temporary tie-backs would extend into adjacent properties to support the side cuts, while tiebacks at the rear of the excavations would extend only into the subject property and would provide permanent lateral bracing. The project sponsor would receive approval from the owners of adjacent properties (150 and 170 San Marcos Avenue) prior to extending tie-backs into their properties. Approximately 1,600 cubic yards of material would be excavated from the project site. Estimating a fluff factor (volume expansion that results from excavation) of 30 percent, an estimated 2,080 cubic yards of excavation spoils would be removed from the project site.

During the excavation and shoring phase, the excavation equipment would be placed on the project site. Excavation spoils would be stockpiled on site and periodically removed as necessary. The access pad at the front of the lot would provide a location for concrete and grout pumping equipment so that equipment would remain off the street. Truck traffic during excavation would be limited to the removal of excavation spoils, and concrete/grout pumping. The number of trucks per day would depend on the rate of excavation and maneuvering logistics at the site that dictate the amount of material that could be stockpiled; however, the overall phase of excavation and laying the foundation is estimated to last one to two months. Trucks would pull up parallel to the property frontage to minimize or eliminate surcharge loads on the retaining wall in the median.

The approximately 2,080 cubic yards excavation spoils would be removed by trucks with a capacity of 10 cubic yards, resulting in approximately 208 trips. Concrete trucks are estimated to deliver grout for the tie-backs and concrete for the retaining walls on approximately ten occasions. Concrete pumping operations during the excavation and shoring phase is estimated to occur on 25 occasions. Therefore, the total number of concrete trucks during the excavation and shoring phase of the project is estimated to be 35 trucks.

Construction (7 to 10 months): Once the excavation and site stabilization phase is complete, the garage area would be available for staging of materials as construction proceeds. Rough framing is estimated to take two to three months, and finishing is estimated to take five to seven months.

REMARKS:

In-Fill Development. California Environmental Quality Act (CEQA) State Guidelines Section 15332, or Class 32, provides an exemption from environmental review for in-fill development projects which meet the following conditions:

- a) *The project is consistent with applicable general plan designations and policies as well as with applicable zoning designations.*

The San Francisco General Plan, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The proposed project would not obviously or substantially conflict with any such policy, and would be consistent with the San Francisco General Plan and with applicable zoning designations. The site is located within the RH-1(D) zoning district, where the proposed density of development and uses would be permitted. The rear yard requirement for the subject property is 25 percent of the lot depth, but no less than 15 feet; the proposed building would not encroach into the required rear yard. The proposed project would be consistent with all other applicable zoning plans and policies.

- b) *The development occurs within city limits on a site of less than five acres surrounded by urban uses.*

The 0.8-acre (3,702 sf) project site is located within a developed area of San Francisco. The surrounding uses consist of residential buildings. Thus, the proposed project would be properly characterized as an in-fill development surrounded by urban uses.

- c) *The project site has no habitat for endangered, rare, or threatened species.*

The project site is located within a developed community on a hillside that crests approximately 700 feet northwest of the project site. Approximately 600 feet west of the project site is Hawk Hill Park, a 4.5-acre ridge-top natural area that is dominated by sand dunes and scrub habitat.² The California Natural Diversity Data Base (CNDDDB) does not report the occurrence of any sensitive species at Hawk Hill Park. Red-tailed hawks have been observed foraging at Hawk Hill Park, and the complex ground vegetation at Hawk Hill probably provides nesting and foraging habitat for smaller birds; however, the natural area has not been designated as an important bird habitat.³

On November 24, 2009, Planning Department staff surveyed the project area and Hawk Hill Park for special status habitats and evidence of occupation by special-status species or habitats that would support them. Access to the site was severely limited; nonetheless, a visual survey of the site indicated that the site is disturbed and provides habitat for mostly non-native and invasive plant species. Plant species on the project site include several small Monterey pine trees, small shrubs, and pampas grass. The small pine trees and other plants would be removed as part of the proposed project. The trees on the subject property are not Significant Trees as defined by the San Francisco Public Works Code,⁴ thus, their removal would not be a significant impact. No special status-plant species were observed during the

² San Francisco Recreation and Parks Department, *Final Draft Significant Natural Areas Management Plan*, February 2006.

³ *Ibid.*

⁴ San Francisco Public Works Code Article 16 Section 810A(a)(2) and (3) defines a significant tree as a tree on privately owned property with any portion of its trunk within 10 feet of the public right-of-way, and that satisfies at least one of the following criteria: (a) a diameter at breast height in excess of 12 inches, (b) a height in excess of 20 feet, or (c) a canopy in excess of 15 feet.

survey, and, given the small area of the lot (3,200 sf), the proposed project would not substantially affect special-status plant species or substantially diminish or interfere with any plant or animal habitats or animal migrations.

The project could result in the loss or destruction of active bird nests in the trees and shrubs on the project site. In addition, noise and disturbance during excavation and construction could potentially disturb hawks and other nesting birds within the mature trees adjacent to the project site. If construction (including tree removal) occurs during bird breeding season (January 31 through August 31), a preconstruction survey for breeding pairs of birds within the vicinity of the project would be conducted. If no nesting birds are observed, no further action would be required, and construction would occur within one week of the survey to prevent “take” of individual birds that could begin nesting after the survey. If bird nests are observed during the pre-construction survey, a disturbance-free buffer zone, appropriate to the species and proximity of the nest to the project, would be established around the nest tree/shrub until the young have fledged, as determined by a qualified biologist. With this project element, the proposed project does not have the potential to adversely affect active bird nests.

The green hairstreak butterfly (*Callyphors dumetorum*) is a small, nickel-sized butterfly isolated in three remaining remnant habitats within the city: Hawk Hill, a rocky outcropping four blocks to the north of Hawk Hill, and the coastal bluffs of the Presidio. The Department of Public Works has given permission to the nonprofit group Nature in the City to cultivate unused pieces of land along the corridor between Hawk Hill and the rocky outcropping four blocks to the north with street-level plantings of host and nectar sources in an effort to connect the butterfly populations.⁵ The green hairstreak butterfly is not listed on the California Department of Fish and Game’s California Natural Diversity Database (CNDDB) or the U.S. Fish and Wildlife Service’s Endangered Species Program.⁶ Thus, the development of the project site would not adversely impact any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

Across San Marcos Avenue from the project site and in the street median are mature Monterey pine and coast redwood trees – conifer trees with profuse root systems that collect groundwater during the rainy season and are adapted to fog, wind, and dry soil conditions in summer months, when they collect much of their water from fog.⁷ No mature trees exist in the median directly downhill from the project site. The addition of one infill building in an area otherwise covered with buildings and would not result in a significant impact on the amount of water that the trees receive. Thus, impacts on trees in the project vicinity due to a change in groundwater flow would be less than significant.

⁵ Nature in the City, The Green Hairstreak Project, <http://natureinthecity.org/gh.php>, accessed January 13, 2010.

⁶ <http://www.fws.gov/endangered/wildlife.html> and <http://www.dfg.ca.gov/biogeodata/cnddb/>, accessed March 2, 2010.

⁷ During the summer months, a redwood tree may get up to 30 percent of its water from fog, and fog can account for 13 to 45 percent of its water uptake annually (T.E. Dawson, 1998. Fog in the California redwood forest: ecosystem inputs and use by plants. *Oecologia* 11:476-485.)

Based on the conditions discussed above, the proposed project would not have a significant impact on rare, threatened, or endangered species or their habitats, or resident or migratory species or their habitats.

d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*

Traffic: The proposed project would result in the construction of a 4,003 sf single-family residence with off-street parking for two vehicles on an existing vacant lot. This increase in land use would not result in a substantial traffic increase relative to the existing capacity of the surrounding street system and would be mostly indiscernible to residents and drivers in the area.

During excavation and construction, truck traffic would be restricted to the upper portion of San Marcos Avenue. This would be accomplished by backing down to the site from Santa Rita/Mesa Avenues. The lower level of San Marcos would remain passable throughout the entire construction operation. During construction, truck traffic would be limited to non-commute hours.⁸ While truck traffic is not advised on the divided roadway, it is of adequate width for access by trucks.⁹ Given the narrow, winding streets and truck advisory, the project sponsor would be required to submit a traffic control plan to the City's Traffic Advisory Staff Committee (TASC) that shows the proposed route for delivery of materials and supplies and for trucks hauling excavated materials.¹⁰ The plan would also show all areas where parking would be prohibited, if necessary, to allow trucks to access the project site, and the dates and times of such parking prohibitions. The TASC representatives from the Fire Department, Police Department, MTA Traffic Engineering Division, and Department of Public Works would provide recommendations on the project. The San Francisco Municipal Transportation Agency (SFMTA) would review the proposed plan and parking restrictions and modify the plan as necessary prior to approval. The Police, Fire, and the Public Works Departments would also review the MTA construction permit to confirm that emergency access remains adequate during all phases of construction. The truck haul route plan would be reviewed by TASC prior to the project receiving a building permit.

Due to their temporary and limited duration, construction-related impacts on traffic generally would not be considered significant. Therefore, the proposed project would not result in any significant adverse traffic impacts.

Noise: An approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels noticeable to most people. The project would not cause a doubling in traffic volumes and therefore would not cause a noticeable increase in the ambient noise level in the project vicinity. The noise generated by the occupants of the proposed new buildings would be considered common and generally acceptable in an urban area, and would not be considered a

⁸ Rodrigo Santos, S.E., Santos & Urrutia Structural Engineers, Inc., letter to Jeanie Poling, August 28, 2009.

⁹ John Kwong, San Francisco Department of Public Works, Bureau of Streets and Mapping, telephone conversation with Jeanie Poling, San Francisco Planning Department, October 15, 2009.

¹⁰ Dan Arellano, Manager, SFMTA Sustainable Streets, Traffic Routing Services, email to Jeanie Poling, October 16, 2009.

significant impact. The proposed construction could generate noise and possibly vibration that may be considered an annoyance by occupants of nearby properties. Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the City Police Code). Section 2907 of the Police Code requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 A-weighted decibels (dBA) at a distance of 100 feet from the source. Impact tools (such as jackhammers and impact wrenches) must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Police Code prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works. Noise impacts would be temporary and intermittent in nature. Considering the above discussion, the proposed project would not result in a significant impact with respect to noise.

Air Quality: The Bay Area Air Quality Management District (BAAQMD) has established thresholds for projects requiring its review for potential air quality impacts. These thresholds are based on the minimum size of projects that the BAAQMD considers capable of producing air quality problems due to vehicle emissions or stationary sources of pollution. The BAAQMD considers residential projects greater than 510 apartment units, office projects greater than 280,000 gsf, and retail development greater than 87,000 gsf to result in potentially significant vehicular emission impacts. The proposed project would create one single-family residence and would not exceed the BAAQMD thresholds. Therefore, no significant air quality impacts would be generated by the proposed project.

The San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI). The Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from DBI. The Director of DBI may waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust. These regulations and procedures set forth by the San Francisco Building Code would ensure that potential dust-related air quality impacts would be reduced to a level of insignificance.

Water Quality: The proposed project would not generate wastewater or result in discharges that would have the potential to degrade water quality or contaminate a public water supply. Project-related wastewater and storm water would flow to the City's combined sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge. Therefore, the proposed project would not result in significant water quality impacts.

e) The site can be adequately served by all required utilities and public services.

The project site is located in a dense urban area where all public services and facilities are available; no expansion of public services or utilities would be required.

Other Environmental Concerns

Visual Quality: Design and aesthetics are by definition subjective, and open to interpretation by decision-makers and members of the public. A proposed project would, therefore, be considered to have a significant adverse effect on visual quality only if it would cause a substantial and demonstrable negative change. The proposed project has a non-reflective façade that would not create a new source of light or glare. The proposed project would comply with the San Francisco Planning Code and the Planning Department's *Residential Design Guidelines*. As described above, the proposed project meets Planning Code requirements for the RH-1(D) Zoning District. Thus, the proposed project would not have a significant impact on aesthetics.

Geology and Soils: A foundation investigation was performed for the proposed residential building at 160 San Marcos Avenue on June 28, 2005,¹¹ and an update of the report with supplemental recommendations was issued on May 2, 2009.¹² The site is primarily composed of surficial dune sands that overlay Radiolarian Chert bedrock. Chert is a hard, brittle sedimentary rock formed primarily from quartz. Locally, it is typically bedded in ribbons, which tend to be more weathered and fractured close to the surface. The geotechnical report notes that the building could be safely supported on spread footings that extend any surface soils to bear on the weathered bedrock materials, which underlie the site. The geotechnical report concluded that the site is suitable for the proposed construction.

The project would require the excavation of approximately 1,600 cubic yards of soil.¹³ Excavations would be made in sequence, and exposures would be limited to a depth that can be supported by the conditions at the site as determined by the geotechnical engineer. All excavations would be monitored by the geotechnical engineer in accordance with San Francisco Building Code. The foundation of the proposed building would be designed for controlled removal of subsurface moisture. In addition, surface runoff from the proposed building would be permanently directed off site via the City's combined sewer/stormwater system, thus reducing surface runoff. Excavation would not be undertaken during inclement weather or if the potential for excessive runoff or erosion is determined to be present.

The proposed project would be required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the City. Decisions about appropriate foundation and structural design would be considered as part of the Department of Building Inspection (DBI) review process. Background information provided to DBI would provide for the security and stability of adjoining properties and the subject property during construction. Therefore, potential damage to structures from

¹¹ Harold Lewis & Associates Geotechnical Consultants, *Foundation Investigation, Proposed Residential Bldg., 160 San Marcos Avenue*, June 28, 2005.

¹² Harold Lewis & Associates Geotechnical Consultants, *Up-Date of Existing Foundation Investigation Report, Supplemental Recommendations, Proposed Residential Bldg., 160 San Marcos Avenue*, May 2, 2009.

¹³ Rodrigo Santos, S.E., Santos & Urrutia Structural Engineers, Inc., letter to Jeanie Poling, August 28, 2009.

geologic hazards on the project site would be addressed through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the Building Code. Any changes incorporated into the foundation design required to meet the Building Code standards that are identified as a result of the DBI review process would constitute minor modifications of the project and would not require additional environmental analysis. In light of the above, the proposed project would not result in a significant effect related to seismic and geologic hazards.

Hazardous Materials: The project site is a vacant lot in a residential neighborhood. There is no evidence of current or previous uses on the project site or in the project vicinity that would indicate the presence of hazardous materials on site; thus, the proposed project would not result in significant impact related to hazardous materials.

Neighborhood Concerns. A “Notification of Project Receiving Environmental Review” was mailed on September 24, 2009, to owners and occupants of properties within 300 feet of the project site. In addition, responses to Planning Code Section 311 notification on December 29, 2008, were reviewed for concerns on the proposed project’s environmental effects. Twelve members of the public expressed concerns regarding the following issues: (1) construction-period impacts on public infrastructure (roadways, retaining wall, and curbs), parking, and emergency access; (2) noise and vibration impacts during construction due to jackhammers and trucks; (3) dust impacts during construction; (4) slide hazards and soil erosion due to excavation, (5) exposure of hazardous materials due to excavation and transport of excavated soil; (6) impacts on trees, birds, and butterflies; (7) impacts on offsite trees due to diversion of onsite groundwater flow; and (8) glare from the proposed building’s mirrored glass façade. All of these concerns have been addressed in this document.

Other issues that were raised by members of the public include clarification of the project approval process and confirmation of the project sponsor’s liability for damage to private property and public infrastructure. Since these concerns do not relate to physical environmental effects, they have not been addressed in this document.

SUMMARY

CEQA State Guidelines Section 15300.2 states that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. There are no unusual circumstances surrounding the current proposal that would suggest a reasonable possibility of a significant effect. The proposed project would have no significant environmental effects. As described above, the proposed project is an in-fill development that would meet the conditions set forth under CEQA Guidelines Section 15332. Accordingly, the proposed project is appropriately exempt from CEQA under Section 15332.

For the above reasons, the proposed project is appropriately exempt from environmental review.



160 San Marcos Avenue



SAN FRANCISCO PLANNING DEPARTMENT

1650 Mission Street Suite 400 San Francisco, CA 94103

NOTICE OF BUILDING PERMIT APPLICATION (SECTION 311)

On **October 31, 2008**, the Applicant named below filed Building Permit Application No. **2008.10.31.5629** (Alteration) with the City and County of San Francisco.

CONTACT INFORMATION

Applicant: **Luigi Silverman**
Address: **8 Beaver Street**
City, State: **San Francisco, CA 94114**
Telephone: **(415) 864.7013**

PROJECT SITE INFORMATION

Project Address: **160 San Marcos Ave.**
Cross Streets: **Santa Rita Ave.**
Assessor's Block /Lot No.: **2861/011**
Zoning Districts: **RH-1(D) /40-X**

Under San Francisco Planning Code Section 311, you, as a property owner or resident within 150 feet of this proposed project, are being notified of this Building Permit Application. You are not obligated to take any action. For more information regarding the proposed work, or to express concerns about the project, please contact the Applicant above or the Planner named below as soon as possible. If your concerns are unresolved, you can request the Planning Commission to use its discretionary powers to review this application at a public hearing. Applications requesting a Discretionary Review hearing must be filed during the 30-day review period, prior to the close of business on the Expiration Date shown below, or the next business day if that date is on a week-end or a legal holiday. If no Requests for Discretionary Review are filed, this project will be approved by the Planning Department after the Expiration Date.

PROJECT SCOPE

- DEMOLITION and/or NEW CONSTRUCTION or ALTERATION
- VERTICAL EXTENSION CHANGE # OF DWELLING UNITS FACADE ALTERATION(S)
- HORIZ. EXTENSION (FRONT) HORIZ. EXTENSION (SIDE) HORIZ. EXTENSION (REAR)

PROJECT FEATURES

EXISTING CONDITION

PROPOSED CONDITION

FRONT SETBACK	N/A.....	15 feet
FRONT SETBACK AT THE GARAGE LEVEL.....	N/A.....	0 feet
BUILDING DEPTH	N/A.....	60 feet
REAR YARD	N/A.....	25 feet
HEIGHT OF BUILDING(measured to top of parapet)....	N/A.....	34 feet
NUMBER OF STORIES	N/A.....	3 over garage
NUMBER OF DWELLING UNITS	N/A.....	1
NUMBER OF OFF-STREET PARKING SPACES	N/A.....	2

PROJECT DESCRIPTION

The proposal is to construct a three-story over garage single-family dwelling on a vacant lot. The third floor over the garage will be set back 44-feet from the front building wall. The materials on the building are a combination of glass panels, cedar siding, stucco, and painted steel. The project is virtually identical to the single-family dwelling that was previously proposed for the lot in 2005. (See attached plans)

PLANNER'S NAME: **Michael Smith**

PHONE NUMBER: **(415) 558-6322**

EMAIL: **michael.e.smith@sfgov.org**

DATE OF THIS NOTICE:

EXPIRATION DATE:

12/29/2008
1/28/2009

APPLICATION REQUESTING DISCRETIONARY REVIEW ("D.R.")

This application is for projects where there are exceptional and extraordinary circumstances that justify further consideration, even though the project already meets requirements of the Planning Code, City General Plan and Priority Policies of the Planning Code.

D.R. Applicant's Name Paul D. KASLOFF Telephone No: 627-7411

D.R. Applicant's Address 12 DILLON AVENUE
Number & Street (Apt. #)
ST. LOUIS
City Zip Code

D.R. Applicant's telephone number (for Planning Department to contact): 627-7411
If you are acting as the agent for another person(s) in making this request please indicate the name and address of that person(s) (if applicable):

Name _____ Telephone No: _____

Address _____
Number & Street (Apt. #)
City Zip Code

Address of the property that you are requesting the Commission consider under the Discretionary Review: 100 SAN ANTONIO AVE

Name and phone number of the property owner who is doing the project on which you are requesting D.R.: ANTHONY V. LOCANTORE / 650 341 1241

Building Permit Application Number of the project for which you are requesting D.R.: 2005-10-31-11601

Where is your property located in relation to the permit applicant's property?
ADDRESS IS NEAR 700' OF APPLICANT

A. ACTIONS PRIOR TO A DISCRETIONARY REVIEW REQUEST
Citizens should make very effort to resolve disputes before requesting D.R. Listed below are a variety of ways and resources to help this happen.

1. Have you discussed this project with the permit applicant? YES NO
2. Did you discuss the project with the Planning Department permit review planner? YES NO
3. Did you participate in outside mediation on this case? Community Board Other NO

1) The exceptional circumstances that justify discretionary review of the project are:

- 1) The proposal is to excavate 3000 cu. yds. of primarily red rock from the site. This translates into well over 300 dump truck loads. This is excessive, five to six times what might be expected for such a site. (The zoning is residential not industrial.)
- 2) The site is situated on an unusual narrow single lane, winding, two block long cul de sac with very restricted access.
- 3) The design of the new building includes a subterranean oversize garage (22' wide x 32' to 40' deep x 11'+ high) and a "empty" floor containing a large "sculpture garden" and small office all primarily below grade.
- 4) It is the scale of the excavation that places an undue burden on the neighbors. I know that all buildings require excavation and of course some excavation is acceptable but this proposal is over the top (or perhaps I should say under the bottom).

2) The adverse effects, which are contrary to the public interest, include but are not limited to:

- 1) The noise and vibration associated with jack-hammering over a 2 month . . . period to accomplish the excavation.
- 2) The undermining of adjacent properties.
- 3) The destabilizing of residences on the down-slope side of San Marcos Ave due to prolonged vibration caused by excessive heavy truck traffic.
- 4) The frequent need to yield to heavy trucks and the disruption of access for over 30 families living beyond the construction site and for services they . . . need, as well as the disruption of on street parking for a period of 2 months.

3) The alternatives that would mitigate these effects are:

- 1) Reduce the size of the garage to a standard two car capacity as existing adjacent properties have.
- 2) Raise the building up so the sculpture garden level would be substantially on grade. This can be done without exceeding legal height limits.
- 3) Or relocate the sculpture garden behind the structure (bringing its rear wall in line with adjacent residences) is another option. The current proposal extends 10 to 15' beyond adjacent homes at the back. (The current proposal is a normal building turned upside down.)
- 4) Require all construction vehicles, equipment and supplies to access the site Via Mesa Ave which is a street of standard dimension unlike San Marcos. This would eliminate the adverse effects on $\frac{3}{4}$ of the neighbors otherwise effected on San Marcos.

Alternatives 1 through 3 would reduce the amount of excavation by 80% and reduce the cost of the project substantially. Alternative 4) should be done in any case.

Please write (in ink) or type your answers on this form. Please feel free to attach additional sheets to this form to continue with any additional information that does not fit on this form.

CHECKLIST FOR APPLICANT:

Indicate which of the following are included with this Application:

REQUIRED:

- G** Check made payable to Planning Department (see current fee schedule). ✓
- G** Address list for nearby property owners, in label format, plus photocopy of labels. -
- G** Letter of authorization for representative/agent of D.R. applicant (if applicable). NA
- G** Photocopy of this completed application.

OPTIONAL:

- G** Photographs that illustrate your concerns.
- G** Covenants or Deed Restrictions.
- G** Other Items (specify). EMAILS WITH ARCHITECT

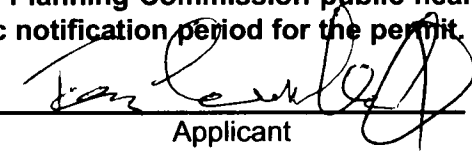
PHOTOS

LETTERS FROM CONCERNED NEIGHBORS

File this objection in person at the Planning Information Center. If you have questions about this form, please contact Information Center Staff from 8 a.m. to 5 p.m., Monday to Friday.

Plan to attend the Planning Commission public hearing which must be scheduled after the close of the public notification period for the permit.

Signed



Applicant

1-27-09

Date

LAW OFFICES OF
BRUCE E. KRELL, INC.
A PROFESSIONAL CORPORATION
345 Grove Street
San Francisco, CA 94102
Telephone: 415-861-4414
Facsimile: 415-431-4526

BRUCE E. KRELL
RUSSELL A. ROBINSON
MICHAEL COHEN

OF COUNSEL
JEROME SACK [1912-1981]
RICHARD WERTHIMER [1921-2001]

January 27, 2009

**Re: BUILDING PERMIT APPLICATION 2008.10.31.5629
APPLICATION REQUESTING DISCRETIONARY REVIEW**

To Whom It May Concern:

As a former member of the Board of Directors of Forest Hill Association, I have reviewed numerous building permit applications in the Forest Hill area. I am in agreement with the Application for Discretionary Review. There appears to be substantial neighborhood involvement with this proposed building project expressing concern about the risks and hazards brought on by the project. The potential for damage to surrounding properties appears to be highly probable with resulting injury a likelihood.

Alternative designs involving less excavation appear to be a necessary alternative. I therefore request that this letter in support of the discretionary review be made a part of the record.

Very truly yours,



BRUCE E. KRELL

BEK:djm

09.0085D

**Christine M. Willemsen
171 San Marcos Avenue
San Francisco, CA 94116**

January 26, 2009

Mr. Thomas Grasshoff
121 San Marcos Avenue
San Francisco, CA 94116

Re: Application for Discretionary Review
Permit Application: 2008.10.31.5629
Property Address: 160 San Marcos Avenue, San Francisco, CA 94116\

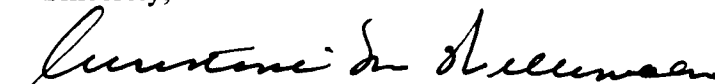
Dear Tom:

I am preparing this letter in support of, and to join in, your request for Discretionary Review of the above referenced project. My home is directly below the project site. My support of the application for discretionary review is based on my concerns, as follows:

- The project involves the excavation of 3,000 cubic yards of primarily bedrock from the site. I have requested a copy of the soil engineer's report or some other expert opinion regarding the impact this excavation will have on the stability of my home. I have not received any information from the architect or general contractor in this regard.
- A related concern is that the prolonged vibration caused by the heavy truck hauling required may cause destabilization of my home site.
- I share my neighbors' concerns regarding the safety hazard caused by the considerable traffic of large over-sized vehicles on our very narrow street. I understand that every project causes some disruption. However, our specific location, its limited and difficult physical access, gives rise to specific issues. The size and design of this project will cause a significant burden to the San Marcos Avenue residents.

Our recent meeting with the architect and general contractor did not respond to my specific and significant issues in a way that alleviated my concerns. A request for Discretionary Review is necessary to assure the San Marcos neighborhood that this project is appropriate and will not cause us undue harm.

Sincerely,


Christine M. Willemsen

09.00850



Re: 160 San Marcos

Wednesday, January 21, 2009 8:16 PM

From: "Craig Steely" <craigsteely@craigsteely.com>
To: "tom hoff" <rikeandtom@yahoo.com>

No problem Tom, I can empathize. The best thing to come out of it is that Vladimir knows your concerns and is willing to accommodate them.

Regarding your options for excavation work below the ground, I wouldn't be too surprised if when the actual costs involved are proposed there will be some compromises...the most obvious being to reduce the amount of excavation.

I appreciate your Email. Thanks again, Craig

Craig Steely
Architect
www.craigsteely.com
SF (415) 864-7013
HI (808) 965-9720

E M A I L S
W I T H
A R C H I T E C T

On Jan 21, 2009, at 5:21 PM, tom hoff wrote:

Hi Craig,

Sorry to come on so strong yesterday evening. It was past my bedtime. Please accept my apologies.

My concern about truck traffic on San Marcos remains however . I want to reinforce the suggestion that the loaded 10 yd dumps exit the site moving uphill toward Mesa St. and then down 9th Ave. and off the hill. This would prevent further damage to the retaining walls on upper and lower San Marcos as well as the buildings on lower San Marcos that are on the down-slope from the street. From the point of view of everyone on San Marcos it would be best if all trucks would back down to the site from Mesa as well since this would practically eliminate the issues of parked cars, narrow streets and turning around.

As far as actually reducing the number of trips for the dump trucks the only option is to reduce the size of the excavation. Some random thoughts with this in mind:

Must their be a four car garage?

Perhaps the sculpture garden would be better if it were above grade. It certainly would have better light. Since the height limit follows the slope of grade it would make sense for the building to step up as it moves back from the street.

One of the best things your site has to offer is great winter sun. You should capitalize on this asset. We frequently enjoy breakfast on our deck which has a similar exposure.

Hope this is helpful. I really don't want to usurp the architect's prerogative.

Good luck!

Tom

--- On Wed, 1/14/09, Craig Steely <craigsteely@craigsteely.com> wrote:

From: Craig Steely <craigsteely@craigsteely.com>
Subject: 160 San Marcos

09.00851



160 San Marcos Ave

Tuesday, January 27, 2009 9:06 PM

From: "fmsantos@comcast.net" <fmsantos@comcast.net>

To: "tom hoff" <rikeandtom@yahoo.com>

Tom,

Thank you for your ideas, time and effort. You are correct in identifying the excavation as the issue of main concern. However, these are our current thoughts on the Alternatives:

4 - This would likely happen by default, but at any rate, it could be amiably presented to the proper parties without need for DR.

1 to 3 - We do not mind the "specs" of the planned house.

Nonetheless, do not let us discourage you from otherwise applying for a DR. You seem eminently more qualified on these matters than us.

If there are other ways we can help you, please let us know.

Thank you again,
Ferdinand

----- Original message -----

From: tom hoff <rikeandtom@yahoo.com>

Good evening neighbors~

Since there has been no response from those I have communicated with exclusively via email, it occurs to me that perhaps you were unable to open the attachment. Therefore, I have pasted the reasons for a DR (the attachment) into the body of this email. I hope this works better. Please let me know if you have trouble receiving it. Your input is appreciated.

Tom

The exceptional circumstances that justify discretionary review of the project are:

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Alternatives 1 through 3 would reduce the amount of excavation by 80% and reduce the cost of the project substantially. Alternative 4) should be done in any case.



2 of 41 | Picture, Right Front Corner

NOTE: Buyers are responsible for reviewing the entire inspection report, including all the inspector comments, when evaluating an item's condition. [Return to Inspection](#)

BED 8' WIDE

N WEIGHT ~~(EMPTY)~~ 60,000 LBS
↓



View looking north at subject vacant lot.



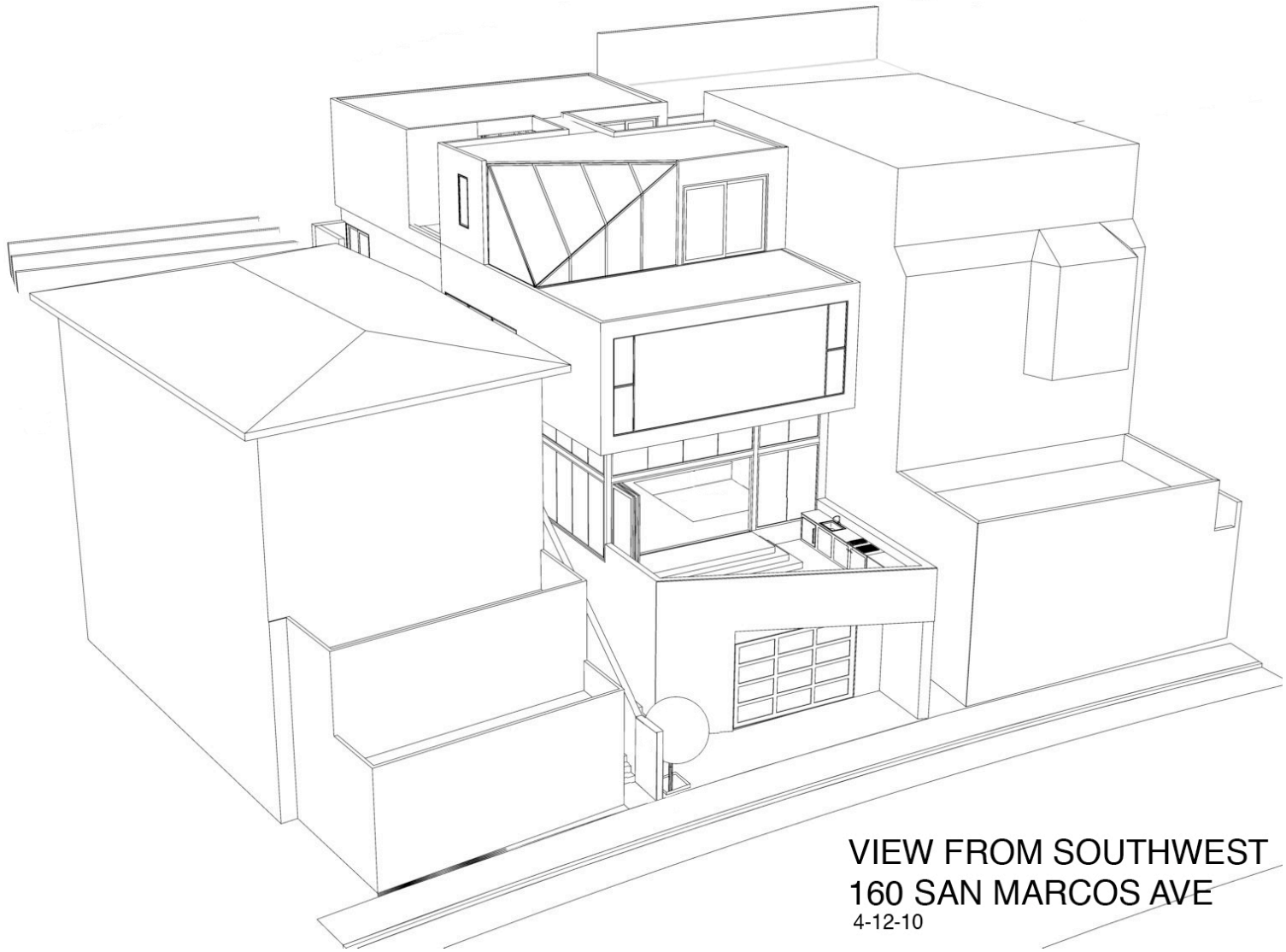
View from the subject property looking south at houses across the street.



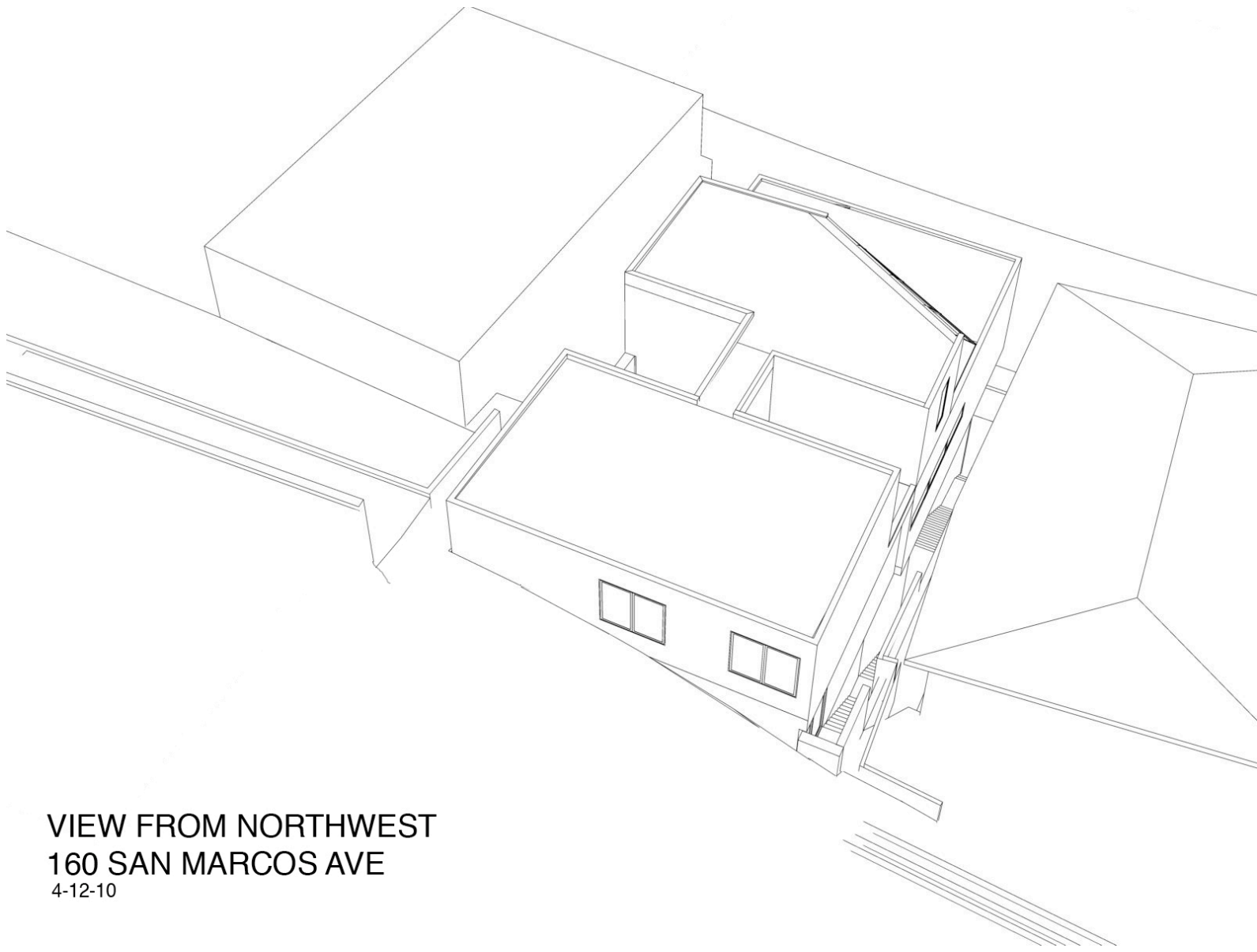
View of building with lots of glazing located to the east of the subject property.



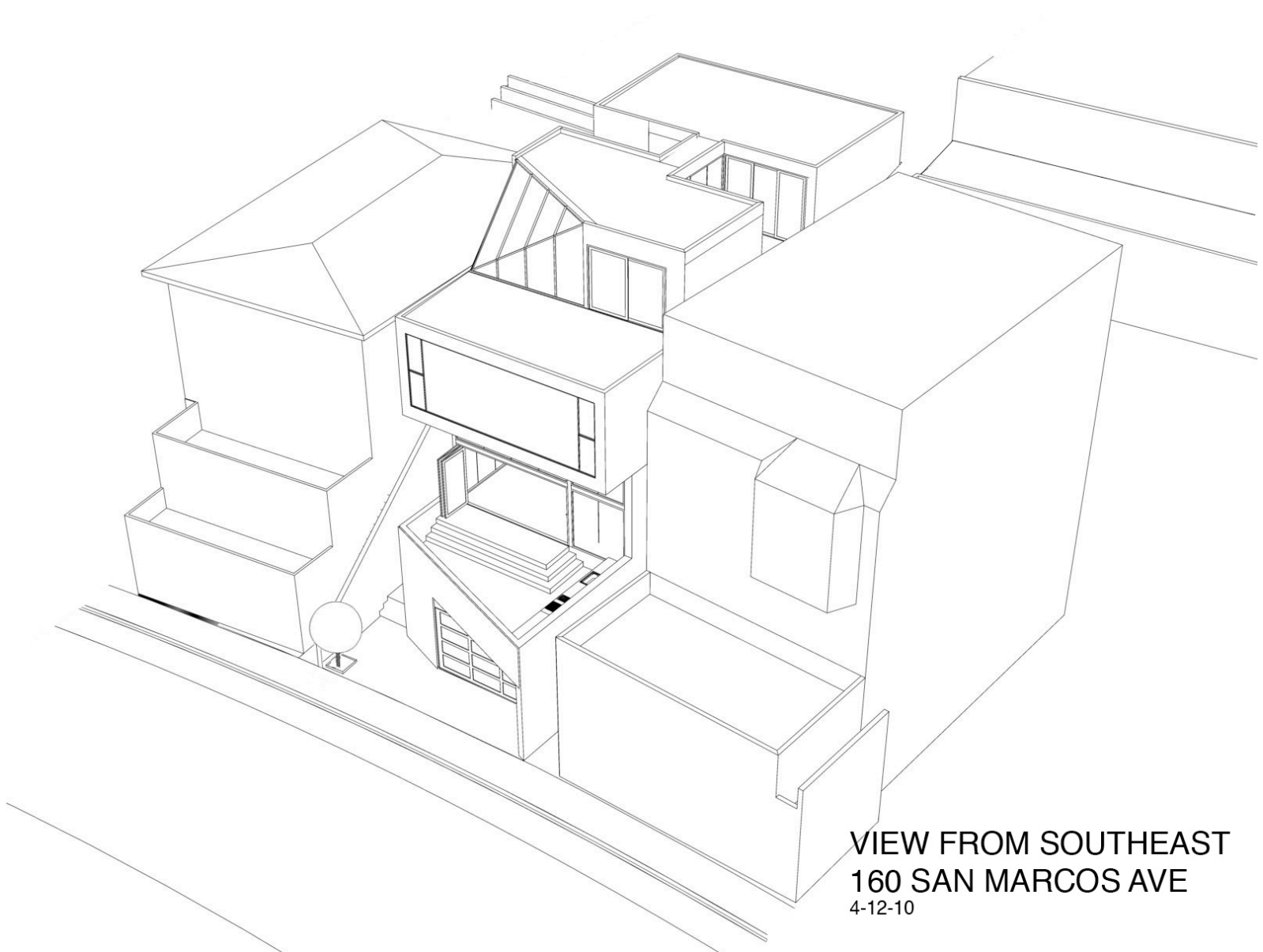




VIEW FROM SOUTHWEST
160 SAN MARCOS AVE
4-12-10

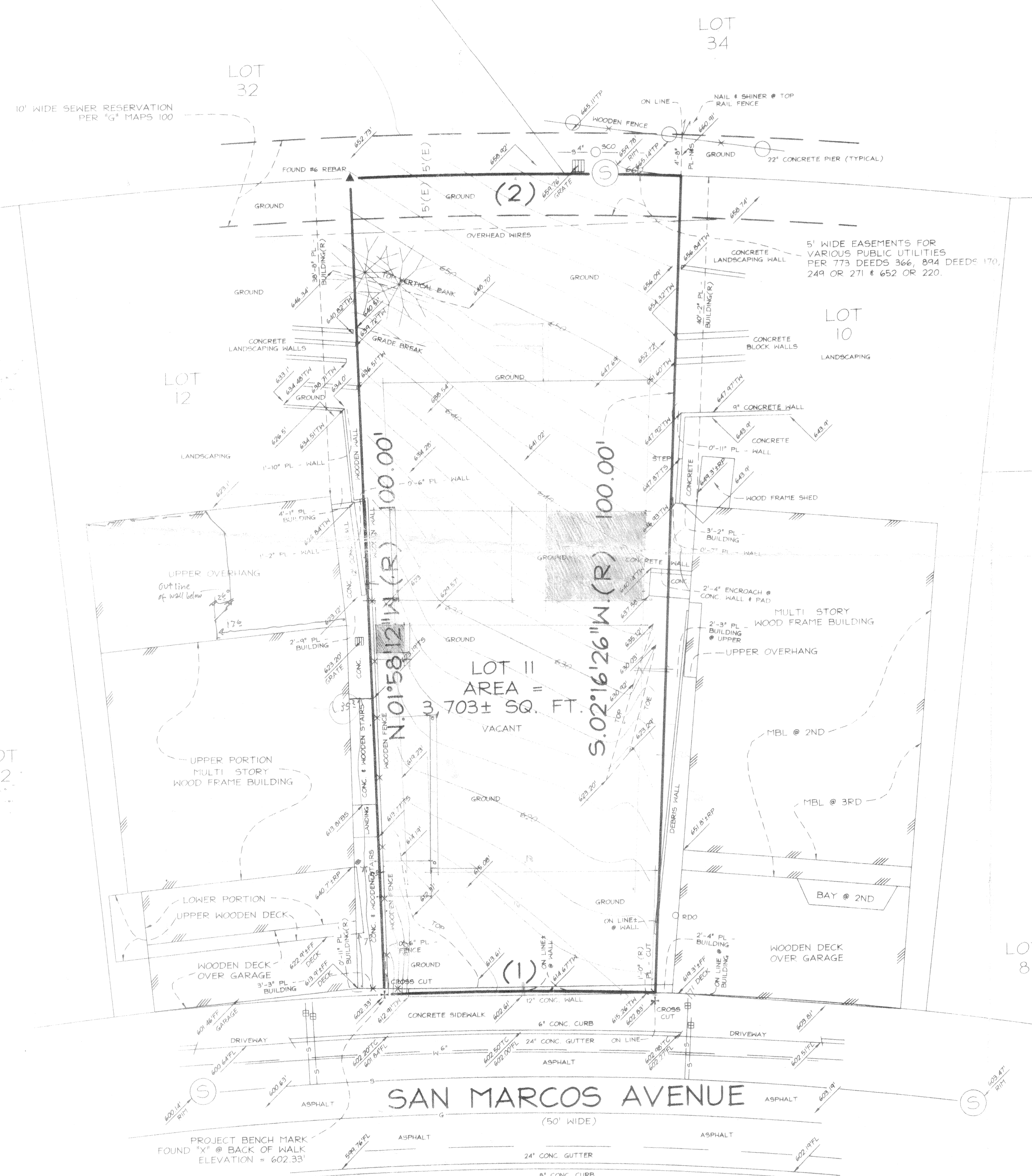


VIEW FROM NORTHWEST
160 SAN MARCOS AVE
4-12-10



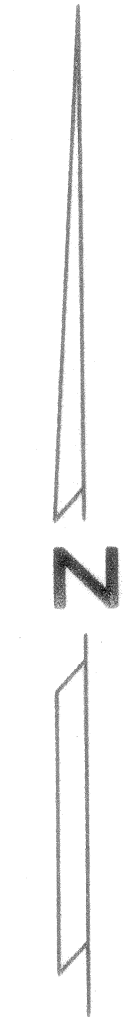
VIEW FROM SOUTHEAST
160 SAN MARCOS AVE
4-12-10

10' WIDE SEWER RESERVATION PER 'G' MAPS 100



LEGEND

	TREE
	SEWER MANHOLE
	STORM WATER INLET
	SEWER CLEANOUT
	ROOF DRAIN OUTLET
	SEWER VENT
	COMBINED SEWER
	WATER
	ELECTRIC
	GAS LINE
	TELEPHONE
	OVERHEAD
	TOP OF WALL
	TOP OF CURB
	FLOW LINE
	PROPERTY LINE
	ROOF PARAPET
	BUILDING
	BOTTOM STEP
	TOP STEP
	FINISHED FLOOR
	TOP PIER
	MAIN BUILDING LINE
	RADIAL
	CONCRETE
	EASEMENT DIMENSION
	NAIL & SHINER



Curve number 1
 Radius= 450.00'
 Delta= 04°14'37"
 Arc= 33.33'

Curve number 2
 Radius= 550.00'
 Delta= 04°14'37"
 Arc= 40.74'

BASIS OF SURVEY:
 DEED, RECORDED JULY 9, 2004, IN BOOK 1676 AT PAGE 8 OF THE OFFICIAL RECORDS OF THE CITY AND COUNTY OF SAN FRANCISCO.

SINCE A TITLE INSURANCE POLICY WAS NOT AVAILABLE AT THE TIME OF THIS SURVEY, THE SURVEYOR IS NOT RESPONSIBLE FOR THE OMISSION HEREON OF ANY FACTS SUCH AS, BUT NOT LIMITED TO, THE EXISTENCE OF EASEMENTS OR DEFECTS IN TITLE WHICH ARE NORMALLY DISCLOSED BY SUCH A POLICY.

THE PREMISES SURVEYED IS LOT 11 IN BLOCK 23 AS THEY ARE SHOWN ON 'G' MAPS 100, RECORDS OF THE CITY AND COUNTY OF SAN FRANCISCO.

BASIS OF BEARINGS:
 BEARINGS SHOWN HEREON ARE BASED UPON FOUND MONUMENTS AS THEY ARE SHOWN ON 'G' MAPS 100, RECORDS OF THE CITY AND COUNTY OF SAN FRANCISCO.

GENERAL NOTES:
 DETAILS NEAR PROPERTY LINES ARE NOT TO SCALE AND HAVE BEEN EXAGGERATED FOR CLARITY.
 MEASUREMENTS TO IMPROVEMENTS SHOWN HEREON WERE MADE PERPENDICULARLY TO THE ADJACENT PROPERTY LINE.
 ELEVATIONS SHOWN HEREON ARE ON CITY OF SAN FRANCISCO DATUM.
 THE PREMISES SURVEYED IS SUBJECT TO THE EFFECT OF THE FOLLOWING DOCUMENTS RECORDED IN THE OFFICIAL RECORDS OF THE CITY AND COUNTY OF SAN FRANCISCO:
 773 DEEDS 366
 4090 OR 56
 REFERENCE IS MADE HEREBY TO THESE RECORDED DOCUMENTS FOR THE FULL PARTICULARS THEREOF.

UTILITY NOTE:
 THE UTILITIES EXISTING ON THE SURFACE AND SHOWN HEREON HAVE BEEN LOCATED BY FIELD SURVEY. ALL UNDERGROUND UTILITIES DEPICTED HEREON HAVE BEEN DELINEATED USING PAVEMENT MARKINGS OR SURFACE INDICATIONS. THE SURVEYOR IS NOT RESPONSIBLE FOR COMPLETENESS, INDICATED LOCATION, OR SIZE. UNDERGROUND UTILITY LOCATION, SIZE AND DEPTH SHALL BE CONFIRMED BY THE OWNER OR ANY OTHER USER OF THIS MAP BY EXCAVATION OR INSPECTION.

NOTICE TO CONTRACTORS:
 IF YOU REQUIRE SURVEYING FOR BUILDING OR OTHER LAYOUT YOU MUST CALL ME TO SCHEDULE AN APPOINTMENT AT LEAST 30 WORKING DAYS IN ADVANCE. NO EXCEPTIONS WILL BE MADE.



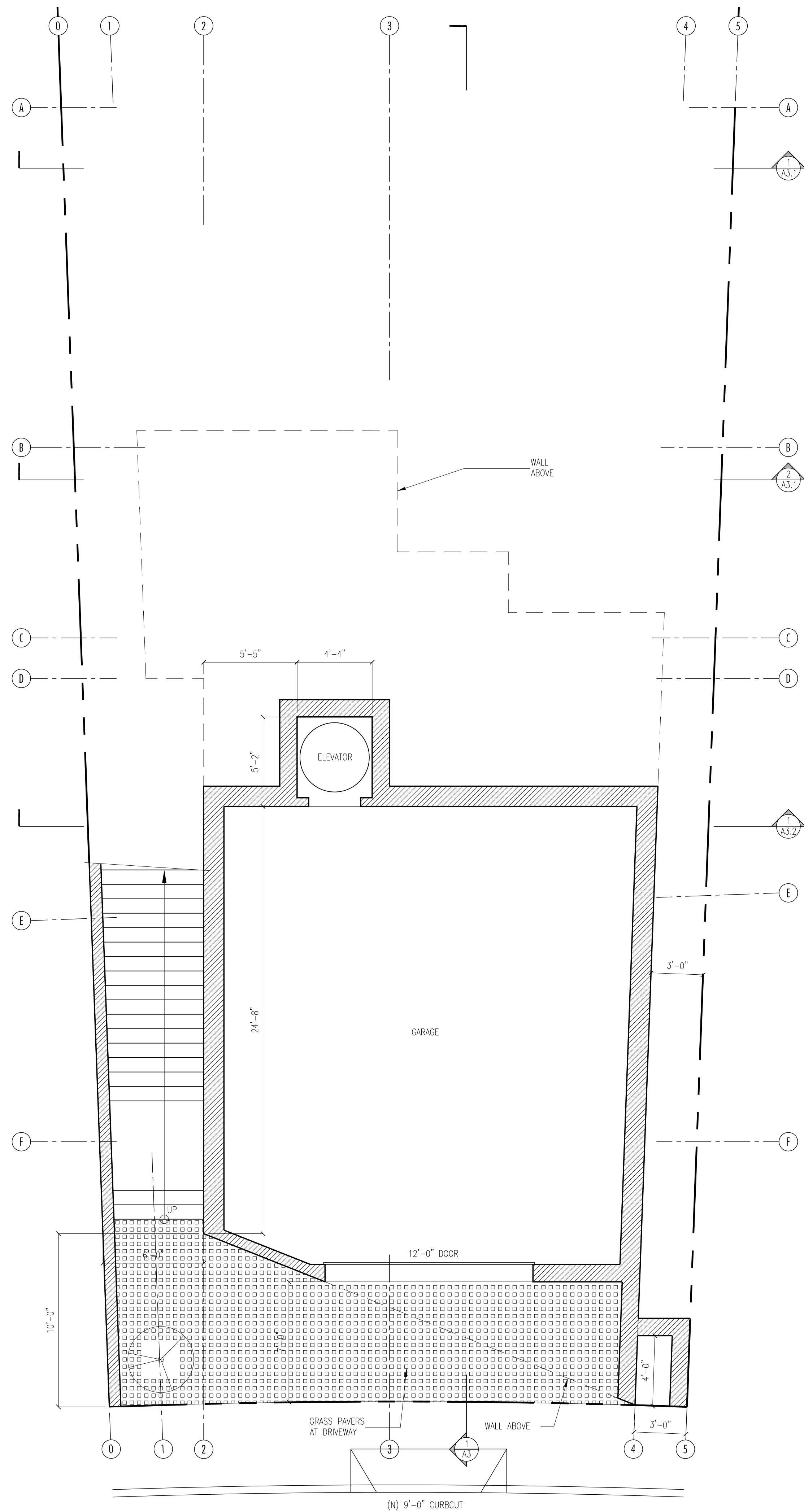
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 (SURVEYING LICENSE EXPIRES 6-30-07)

SURVEY OF ASSESSOR'S BLOCK 2861, LOT 11 FOR LEON TAYLOR CALIFORNIA

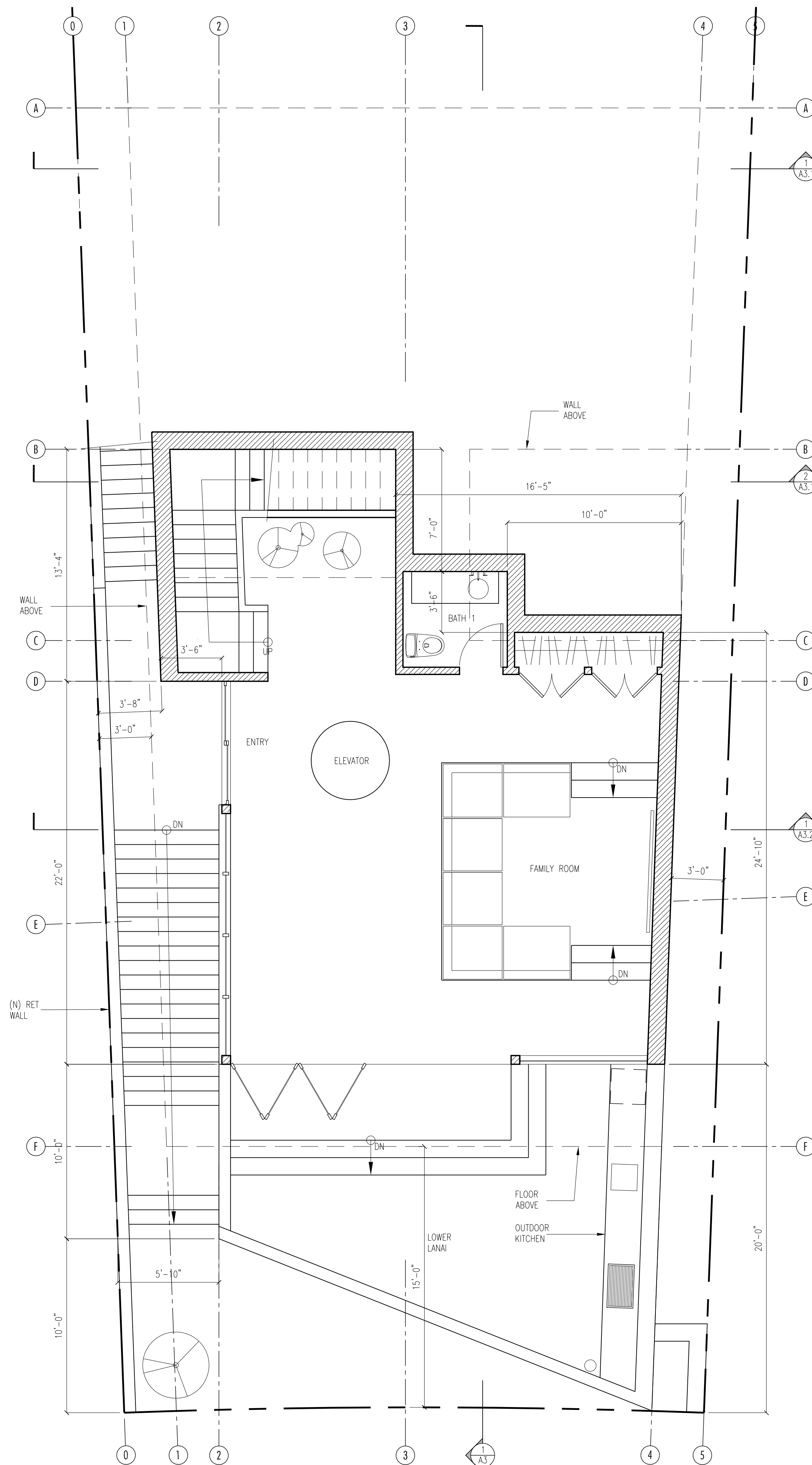
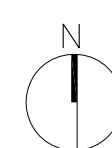
PERI COSSEBOOM LICENSED LAND SURVEYORS 584 CASTRO STREET, Ste. 840 SAN FRANCISCO, CALIFORNIA 94114 (415) 391-9900 FAX (415) 391-9906

Revisions:
 10/15/04 Added 2' contours at architects request
 Date: 8/2004
 Scale: 1"=8'
 Surveyed: P.C.
 Drawn: G.R.S.
 Checked: P.C.

Sheet 1 of 1
 Job No. 2934



1 GARAGE PLAN (613 sf)
1/4" = 1'-0"



2 1ST FLOOR PLAN (758 sf)
1/4" = 1'-0"



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8 Beaver Street
San Francisco
California, 94114
www.craigsteely.com

Architect Craig Steely

SAN MARCOS AVENUE RESIDENCE

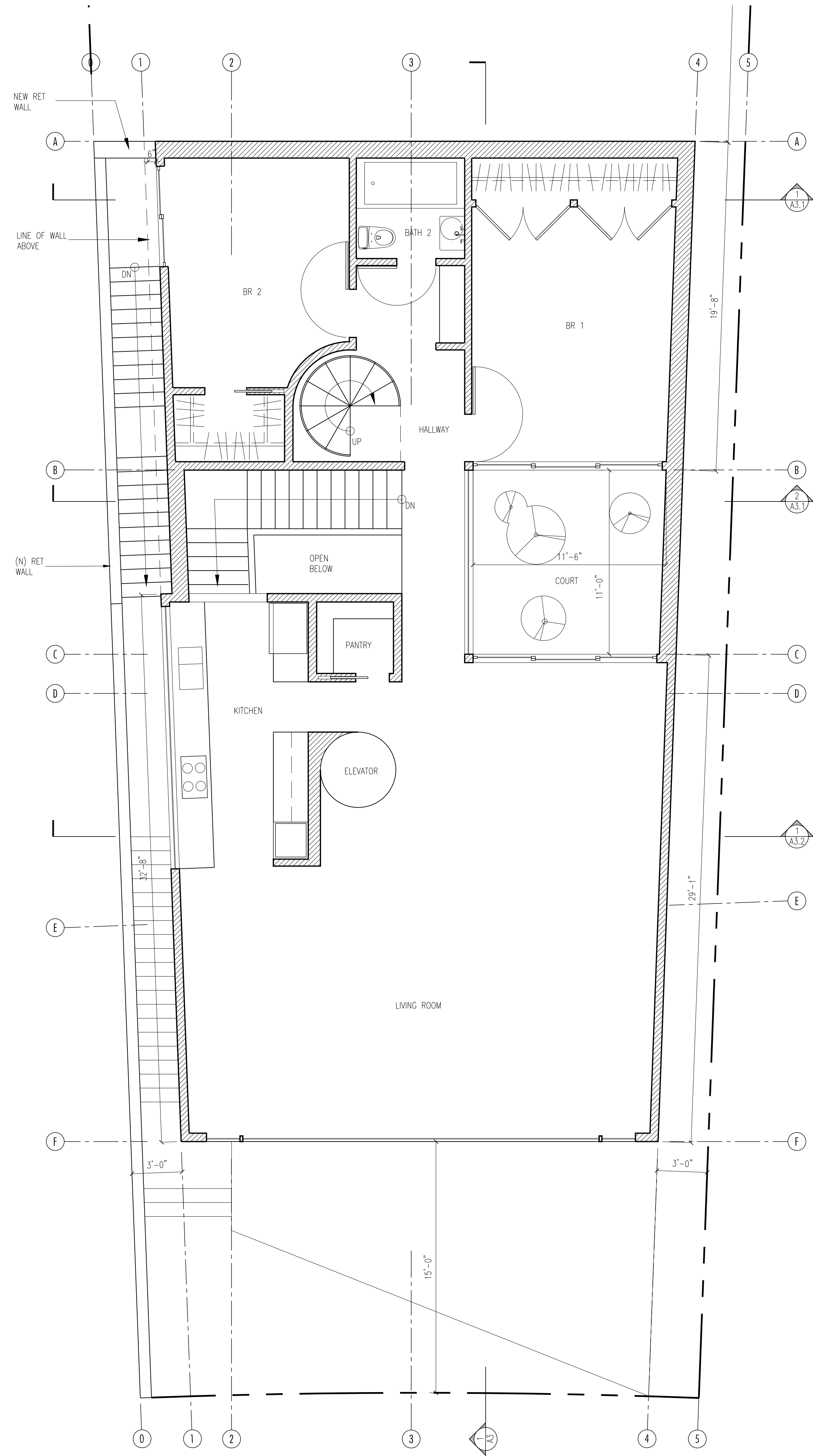
160 SAN MARCOS AVENUE
SAN FRANCISCO, CA 94116

SCALE: AS NOTED
REVISED DESIGN - PLANNING SUBMITTAL 6-26-09

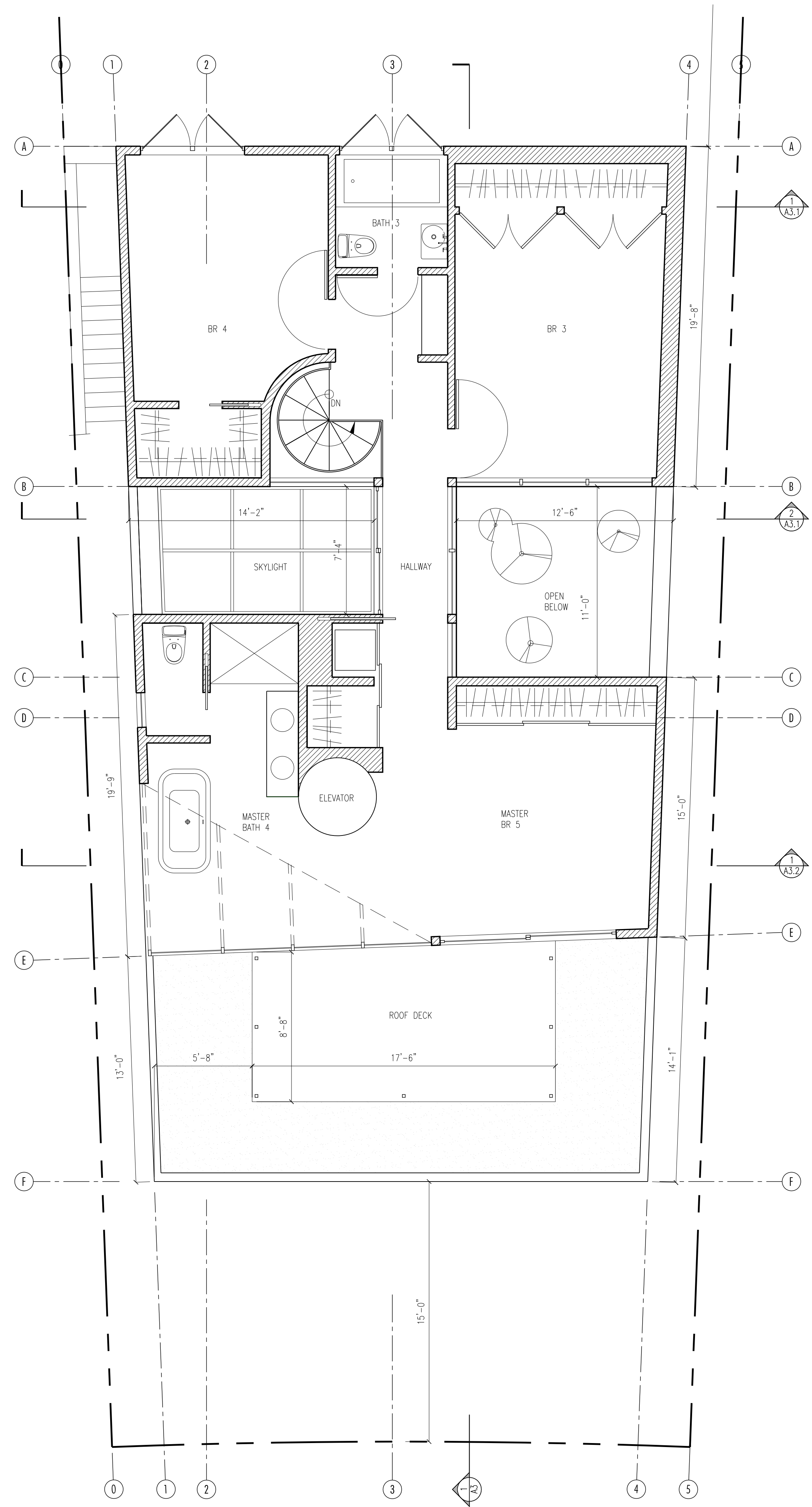
FLOOR PLANS

A2

X of X
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1 2ND FLOOR PLAN (1,547 sf)
1/4" = 1'-0"



2 3RD FLOOR PLAN (1,085 sf)
1/4" = 1'-0"

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Architect Craig Steely

SAN MARCOS AVENUE RESIDENCE
160 SAN MARCOS AVENUE
SAN FRANCISCO, CA 94116

SCALE: AS NOTED
REVISED DESIGN - PLANNING SUBMITTAL 6-24-09

FLOOR PLANS

A2.1 of X
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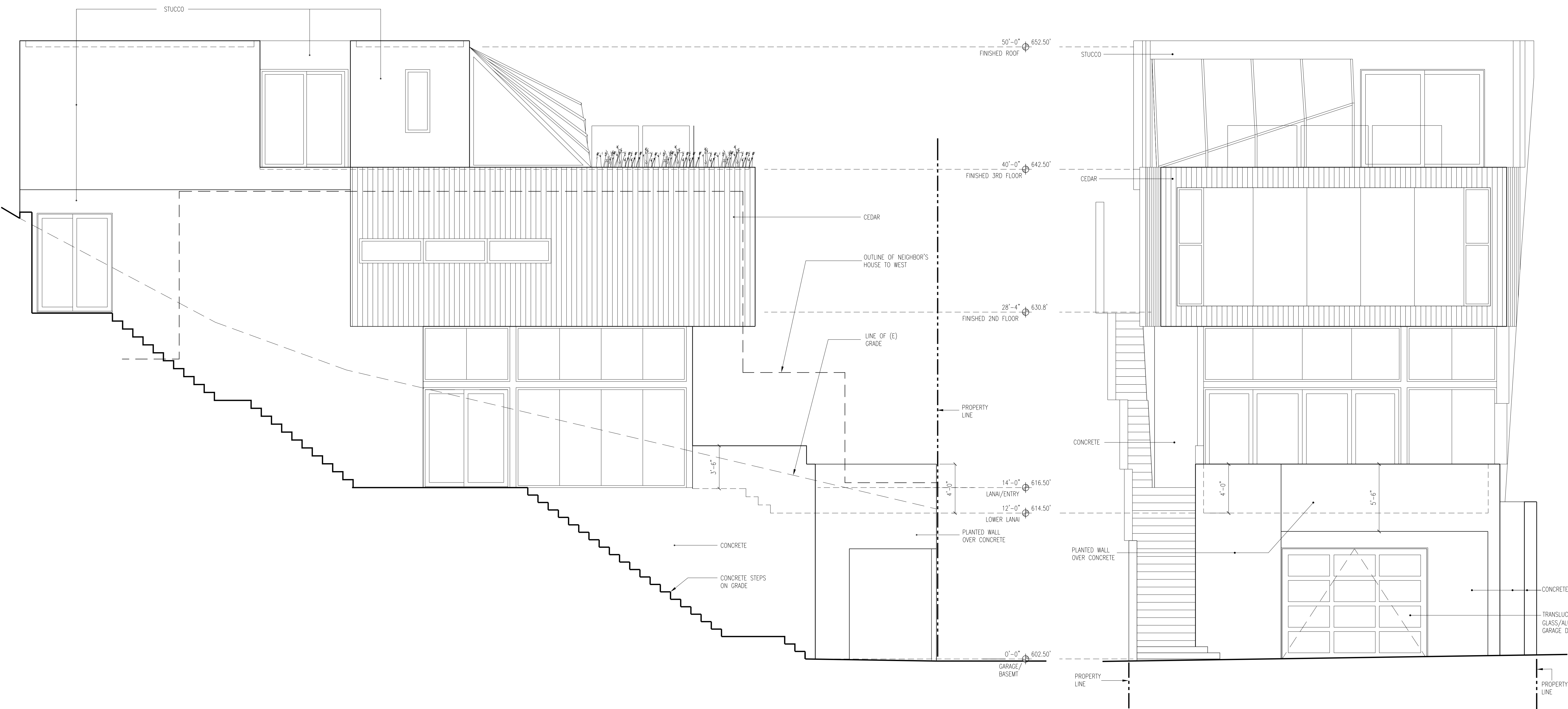
SAN MARCOS AVENUE RESIDENCE

160 SAN MARCOS AVENUE
 SAN FRANCISCO, CA 94116

SCALE: AS NOTED
 REVISED DESIGN - PLANNING SUBMITTAL 6-26-09

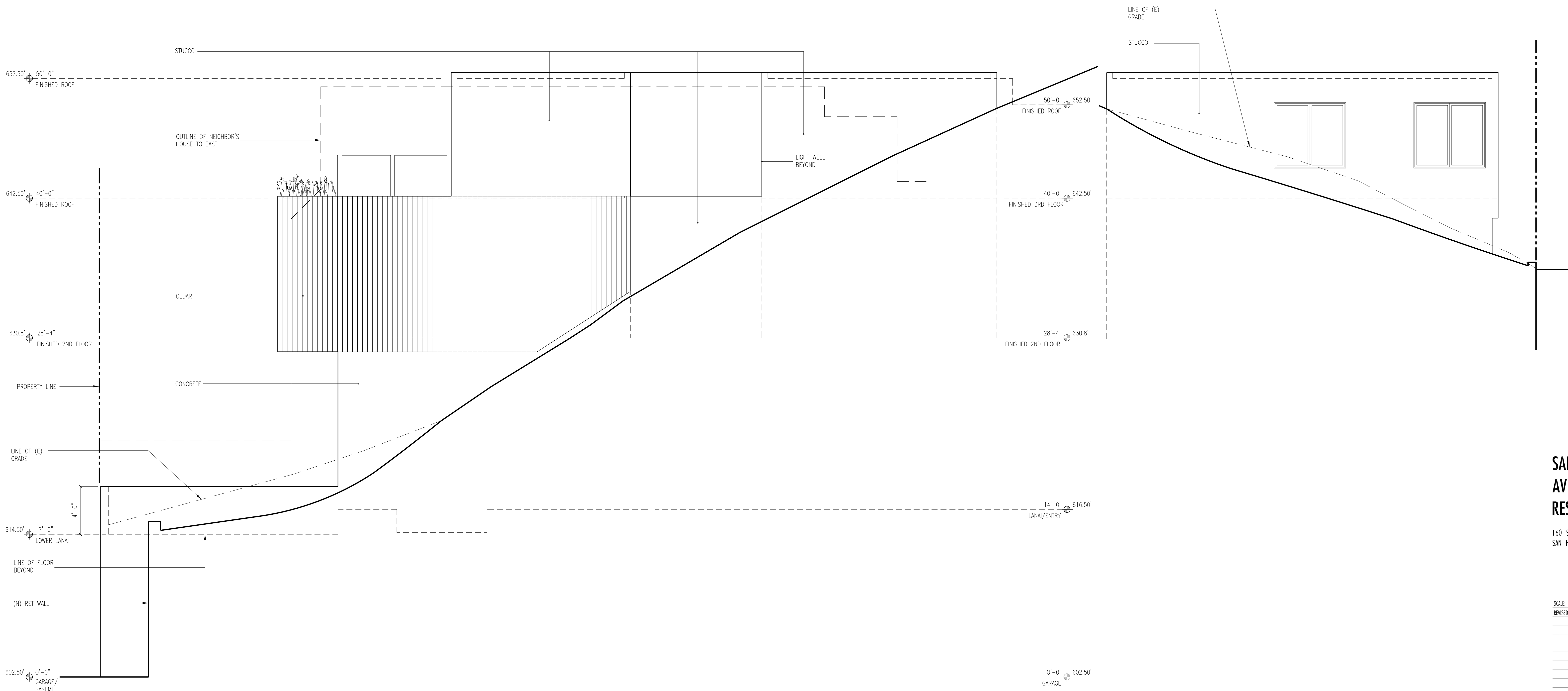
BUILDING SECTIONS

A4



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

2 ELEVATION - SOUTH
 1/4" = 1'-0"



1 ELEVATION - WEST
 1/4" = 1'-0"

2 ELEVATION - SOUTH
 1/4" = 1'-0"

SAN MARCOS AVENUE RESIDENCE

160 SAN MARCOS AVENUE
 SAN FRANCISCO, CA 94116

SCALE: AS NOTED
 REVISED DESIGN - PLANNING SUBMITTAL 6-26-09

BUILDING SECTIONS