



SAN FRANCISCO PLANNING DEPARTMENT

Memo to the Planning Commission

HEARING DATE: SEPTEMBER 22, 2010

Date: September 15, 2011
Case No.: **2008.1395X**
Project Address: **1501 15th STREET**
Zoning: UMU (Urban Mixed Use) District
58-X Height and Bulk District
Block/Lot: 3553/054
Project Sponsor: David Silverman
One Bush Street Suite 600
San Francisco, CA 94104
Staff Contact: Kimberly Durandet – (415) 575-6816
kimberly.durandet@sfgov.org
Recommendation: **Approval with Conditions**

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BACKGROUND

On July 7, 2011 packets were submitted to the Planning Commission for hearing of the Project on July 14, 2011. At the scheduled hearing the case was continued to September 22, 2011 so that the Project Sponsor could meet with the neighbors to address concerns regarding the parking entrance and the design of the project. In the interim, the project sponsor revised the plans and submitted additional information.

CURRENT PROPOSAL

The following modifications were made from the July 7, 2011 proposal (Attachment A).

- The revised drawings show the addition of a light-well beginning at the first floor of occupancy (A1.3-1.7);
- Windows were added on the west façade (A3.1);
- The residential and garage entries were further defined on the north façade (A3.1);
- The massing on the bay closest to the residential building on 15th Street was reduced through introduction of a setback (A1.6, A1.7, A3.1, A3.2 and rendering).

ISSUES AND CONSIDERATIONS

Neighborhood Outreach and Response.

The Project Sponsor held two separate public meetings one on July 6, 2011 at 6:00pm at 245 Valencia (sixteen people attended) with the original design and one on August 24, 2011 at 6:00pm at 245 Valencia Street (seven people attended) with the revised design. The main concern expressed by members of the public is the location of the ingress and egress on 15th Street due to the proximity to Marshall Elementary School which is located to the west at Capp and 15th Streets (Block 3553, Lot 031) and they want the

garage entrance to be located on South Van Ness Avenue citing concern for automobiles crossing the sidewalk on a street that has been identified as walking route in the Safe Routes to School program.

- As part of the City's Safe Routes to School program, 15th Street is designated as a recommended walking route to the school and traffic calming bulb outs have been constructed at the intersection of 15th and Capp.
- Further traffic calming measures are proposed for the area in the 15th-Adair-Capp-Minna-Natoma Traffic Calming Project (Attachment B).
- SFMTA has proposed a 15 mile per hour school zone between South Van Ness and Mission as well as Capp between 14th and 15th Streets.
- The Marshall School provides three crossing guards on duty before and after school at 15th and Mission, 15th and Capp, and 16th and Capp.

The Department does not recommend changing the auto ingress and egress from 15th Street to South Van Ness. South Van Ness is a major arterial and the General Plan does not support curb cuts along such streets.

Design Concerns and Response.

The Department requested several design modifications. The Department's requests are followed by the Project Sponsor's responses:

- The Department suggested adding glazing to the South Van Ness facade. The Project Sponsor added glazing.
- The Department requested the Project to be altered to preserve the light-well of the adjacent property to the west. The Project Sponsor added a light-well, that while not matching, meets the intent of the Department's request.
- The Department requested that the bay adjacent to the neighboring property on 15th Street be altered to better relate to the context of the street. The Project Sponsor added a top floor setback on the bay closest to the neighboring property on 15th Street.
- The Department suggested making the residential entrance on the 15th Street façade more prominent. The Project Sponsor has made some changes to the residential entry that separates it from the garage entry.

The Department has received from the Project Sponsor four comments in support of the project and one letter of support expressing appreciation for the design and development of housing on a vacant lot (Attachment C). The Department has not received any further public comment.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant Large Project Authorization pursuant to Planning Code Section 329 with exceptions for rear yard and exposure.

BASIS FOR RECOMMENDATION

- The Project Sponsor has amended the project to closely match an existing light-well.
- The Project Sponsor has amended the project to better relate the design to the adjacent residential building.

- Changing the auto ingress and egress from 15th Street to South Van Ness is not recommended by the Department. South Van Ness is a major arterial and the General Plan does not support curb cuts along such streets.
- The public's concerns regarding traffic calming are underway by the MTA.
- The Project is a residential with ground floor commercial development in an underutilized site in close proximity to transit to downtown.
- The Project site is an opportunity site that is currently used as a vacant automobile service station which significantly degrades the built and pedestrian environment that surrounds it.
- The area around the Project site was recently rezoned from C-M (Heavy Commercial) to UMU (Urban Mixed Use) as part of a long range planning goal to create a mixed use neighborhood that provides a higher ratio of family and affordable housing. This project meets these goals.
- The project provides 60% 2 bedroom units and 18% affordable units.
- The ground floor character of the building is active and commercially oriented along South Van Ness Avenue and 15th Street.
- Curb cuts are minimized to one parking access point for entire project.

RECOMMENDATION: Approve with Conditions

ATTACHMENT A



ONE WAY

15TH ST

farri

bar

1515

Heritz

15TH ST

REVISIONS	

Stanley Sallowitz |
Natomia Architects Inc.
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E: 1027@NATOMIA.COM

1515 15TH STREET
1515 15TH STREET, SAN FRANCISCO, CA

SITE PLAN
CODE ANALYSIS

75% BUILDER'S SET

Date 07/01/2011

Scale 1/8"=1'-0"

Drawn

Job NATOMA

File BE-A1.0

Sheet

A0.3

Of Sheets

ADDRESS: 1501 15th Street, San Francisco, CA
Corner of 15th and South Van Ness

BLOCK/LOT: 3553 / 054

ENVIRONMENTAL /PROP K: 98.891E/98.791K

PROJECT DESCRIPTION: New 40 Unit, 6 Story, Condominium Residential, (Flat-Level, Multi-Family), Commercial (at grade), Automatic Sprinkled, Elevator serviced, Accessible Adaptable Building. The 6 stories will include a ground level of Commercial (Type IA), Basement level of parking (Type IA), and 4 levels of Residential (Type VA) construction above. There is four typical unit types - ranging from studios (578 sqft) to 2 bedrooms (1,032 sqft). Non of the units are to have mezzanines.

CODE USED: 2007 UBC, 2007 CBC, 2007 SFBC, NFPA 13

ZONING: UMU

EXISTING SITE CONDITION: Subject property is comprised of a single lot with measurements of 124'-9"x113'-0". The lot contains an existing one story gas station. This structure is to be demolished.

OCCUPANCY: R-2 Multi-Residential, S-2 Private Garage(>3000sf), A2 (assembly)

ACCESSIBILITY: As per the multi level model in CBC Sec 1107b and The California Multi Family Disabled Access Regulations book Sec 11, this is a multi-level, elevator building. It is in full compliance with CBC Section 11-b, accessible in all common areas accessed by the elevator and accessible adaptable in private dwelling units on accessible floors. The commercial space is accessible. Mezzanine has occupant load <49 therefore not accessible. There is one accessible parking stall as per 1109A.2 (32'x26'=0.6). As per 1129B.4 this stall is a van sized space with a clear 96 inch access aisle.

CONSTRUCTION and TYPE and BUILDING TYPE: R2 residential area is separated with a 1-hour Occupancy Separation as per CBC Sec 508.4, from A-2 assembly area. The A-2 assembly area is separated with a 1-hour Occupancy Separation as per CBC Tbl 508.4 from S storage space.

TYPE VA Non combustible R2 Stories 2-5 residential
TYPE IA Non combustible A-2 restaurant Story 1
TYPE IA Non combustible S-2 basement Story -1

NUMBER OF STORIES: 6 Stories (Automatic Sprinkled)
THE ENTIRE BUILDING IS TO BE FULLY SPRINKLED. THIS WILL BE UNDER SEPERATE PERMIT.

HEIGHT: As per SFPC UMU the height of the building is 58' as measured from the front of the lot. See A2.1
The buildings height has been set at 58' as per SFPC UMU. 15th street is to be defined as the front of the project. As per CBC sec 509.5, 60' maximum height is permitted for Type VA - 1hr building.
Exemptions:
1. The roof access stairs and elevator penthouse extend above the roof line as permitted under SFPC Sec 260.B
2. Open seating / deck areas and related sunshades are exempt from the height limit to a maximum of 10 feet.
3. Mechanical features such as roof vents and flues are exempt as per SFPC Section 260.

LOT SIZE/AREA: 124'-9"x113'-0"= 14,100 sq ft

LOT COVERAGE: Ground Level: 11,575 sq ft
Level 2(plaza): 10,265 sq ft

REAR YARD: Rear yard: 27% (3,825 sq ft) distributed

OPEN SPACE: 4 units have private open space at the plaza level, which are located immediately adjacent to the units. The open spaces are 325 sq ft each > 80 sq.ft required. No dimension is less than 6 feet.
2 units have private decks on the third level
34 units are to share common outdoor space on the roof deck. Common space is 2,880 sq ft. No dimension is less than 15 feet. The common outdoor space is to be accessible.
Commercial open space: two courtyards totaling 1,816 sq ft are provided at grade adjacent.

PARKING: There will be a total of 36 private residential parking stalls. 36 Parking stalls permitted at the following ratio's: 0.75 ratio for 1 bedroom 1.00 ratio for 2 bedrooms As per UBC Table 11B-6 1 accessible parking space is required. As per UBC Sec 1129B4-2 this space is van accessible. 20 secured bicycle spaces have been provided as per SFPC 155.2 There will be 3 Commercial parking stalls

STRUCTURE: Concrete slab foundation. Concrete 1st level slab separating the S2 garage from the upper A2/R-2 Residential. 3 HR concrete Property Bearing Walls at the A2 / S2 Garage Ground Story. Non-Combustible metal stud framing at the ground level lobby. Type V wood framing up to 60 foot height permitted per Sec. 504. Height measured as per Sec 509.4. Wood framing includes: 2 x 6 and 2 x 4 wood studs.

EXTERIOR MATERIALS: Color impregnated cementitious wood fiber board. Aluminum Framed Doors Windows Aluminum siding panels

RESIDENTIAL UNIT TYPES:

Residential	sq ft	%	Level 2	Level 3	Level 4	Level 5	Total
Studios (Type 1)	578		2	2	2	2	8
1 Bedroom (Type 1)	674	40%	2	2	2	2	8
2 Bedroom (Type 1)	1,032		4	4	4	4	16
2 Bedroom (Type 2)	850	60%	2	2	2	2	8
		100%	10	10	10	10	40

GROSS BUILDING AREA: AREA BY USE:

Level	Area	Use	Area	Per Level
Level -1	13,392	Parking	10,908	
Level 1	11,575	Commercial	8,222	
Level 2	10,269	Residential	35,868	8,967
Level 3	10,269			
Level 4	10,269			
Level 5	10,269			
Total	66,643			

PERMITTED AREA PER FLOOR:

Provided	Permitted	39,000 As per Tbl 503 and Sec 508
10,269	39,000	

where $A = (A' + (A'' * F) / (A' * I))$ Where $F = (F/P - 25)W/30$
 A' = 12,000 F = 232
 I = 0.25 P = 464
 W = 2 W = 30
 At = 39,000

EXCLUDED FROM GROSS BUILDING AREA: (SEC102.9):

2,880 sq ft	R-2	Common deck
1,300 sq ft	R-2	Private deck

OCCUPANCY LOAD CALCULATIONS:

44.8	8,967/200	R-2 Load Factor = 200 as per UBC Tbl 10-A
54.5	10,908/200	Garage Load Factor = 200 as per UBC Tbl 10-A Not including ramp or areas with >7' head room
192.0	Governs 2,880/15	Common outdoor deck
57.6" < 96" OK	192*3	Required Stair widths

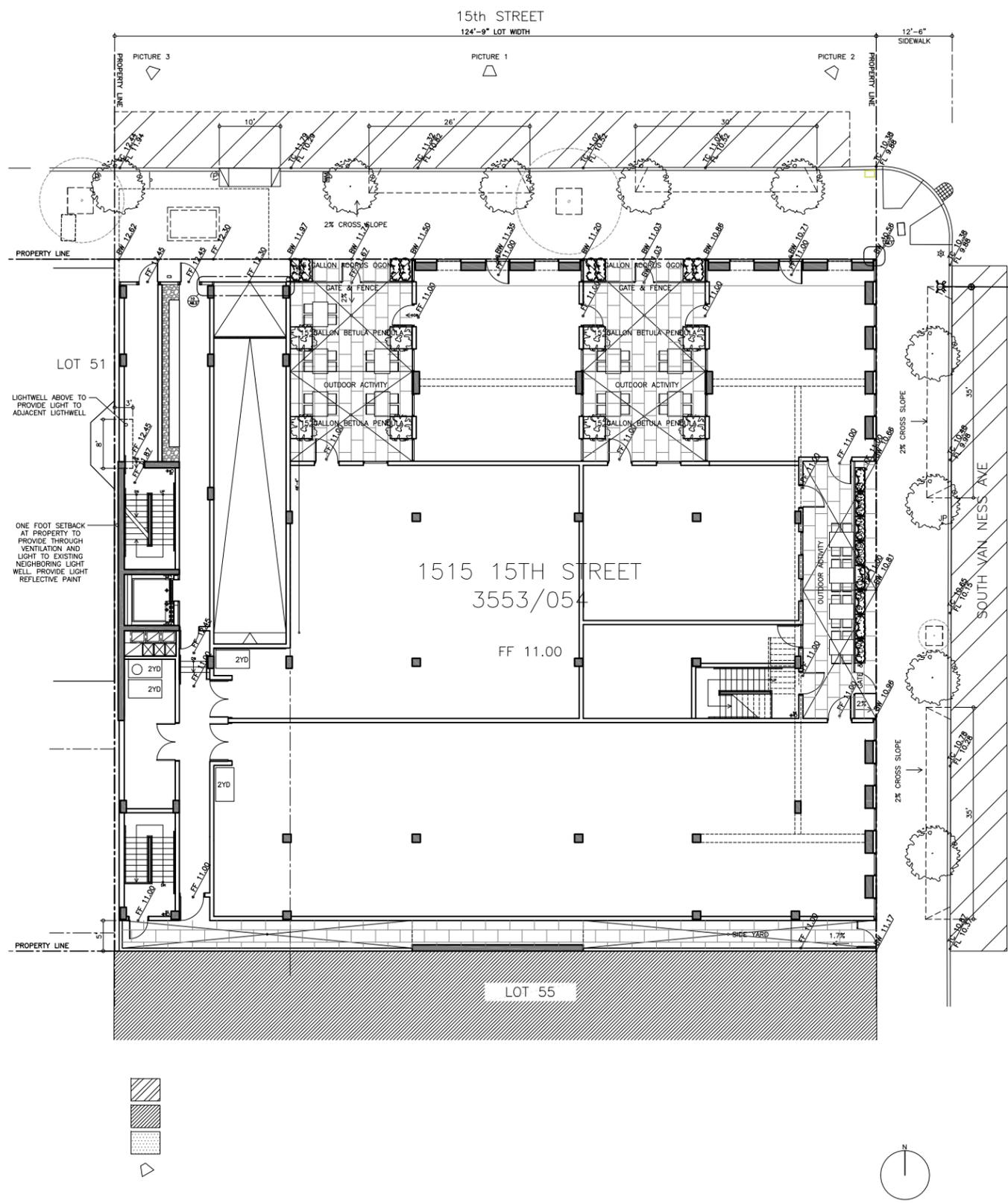
ALLOWABLE AREA: TOTAL ALLOWABLE AREA PER ZONE UMU
 FAR: 5.0
 FAR does not apply to residential
 Maximum commercial space:
 5.0 X 14,100 = 70,500 > 8,274 so ok.

OCCUPANCY SEPARATION: Non combustible 1-hr slab between garage level S2 and ground level A as per CBC sec. 508.4
 Non combustible 1-hr slab between ground level A and 2nd Story R-2 Residential as per CBC Sec. 508.4
 All bearing walls at level 1 (property line) to be 4 hours non combustible construction. Exterior side court property line wall to be 1 hour construction

TYPE VA- 1 HR CONST. 6 Story Stairs w/ 2 HR enclosure as per CBC Sec. 1005.3.3.2
 2 HR. SHAFT WALLS: 1-1/2 HR Door as per SFBC Sec. 713.1

TYPE VA- 1 HR CONST. Bearing, Property, Party, Corridor, Lobby, Mechanical
 1 HR WALLS: 20 Min. Doors as per CBC Sec. 1005.8.1 in Corridors

TYPE VA- 1 HR CONST. Non Bearing Interior Partitions. Non Roted Doors
 NR WALLS:



SITE PLAN 1/8" = 1'-0" ①

PROJECT DATA ②

REVISIONS

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1515 15TH STREET
 1515 15TH STREET, SAN FRANCISCO, CA

BASEMENT LEVEL
 PLAN

75% BUILDER'S SET

Date 07/01/2011

Scale 1/8"=1'-0"

Drawn

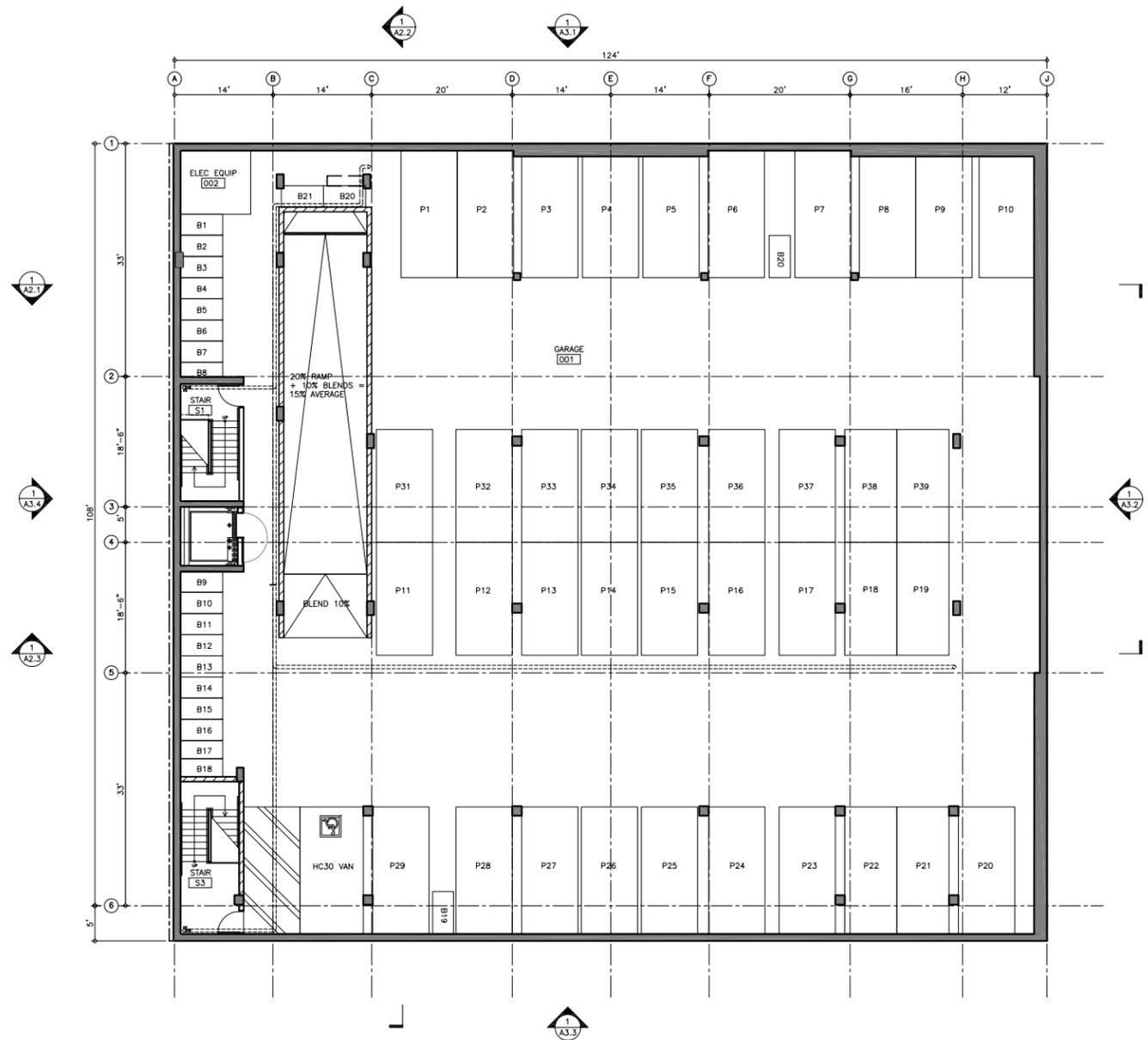
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BASEMENT LEVEL PLAN



1

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1515 15TH STREET
 1515 15TH STREET, SAN FRANCISCO, CA

LEVEL 2 PLAN

75% BUILDER'S SET

Date 07/01/2011

Scale 1/8"=1'-0"

Drawn

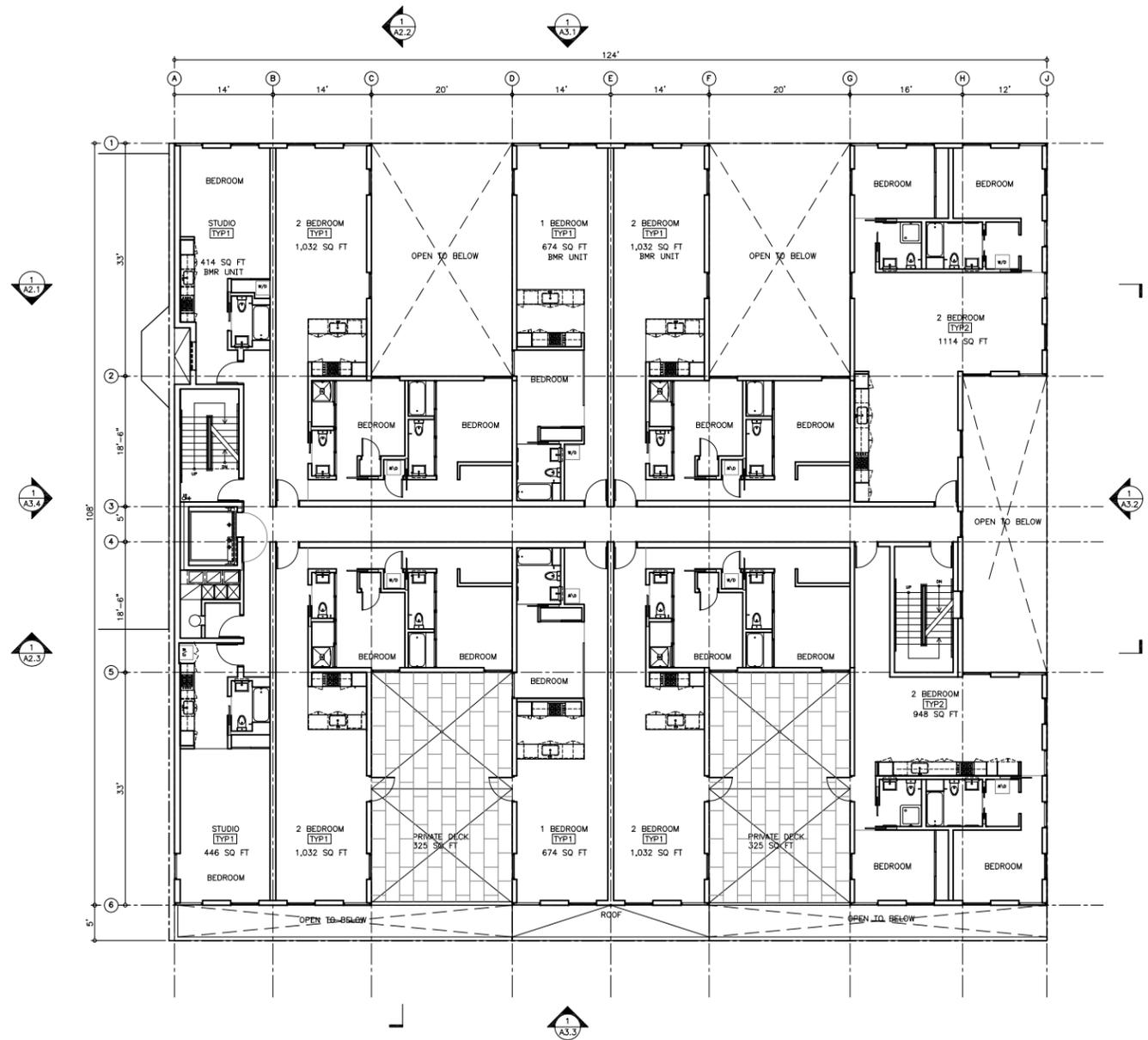
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Of Sheets



LEVEL 2 PLAN



1

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1515 15TH STREET
 1515 15TH STREET, SAN FRANCISCO, CA

LEVEL 5 PLAN

75% BUILDER'S SET

Date 07/01/2011

Scale 1/8"=1'-0"

Drawn

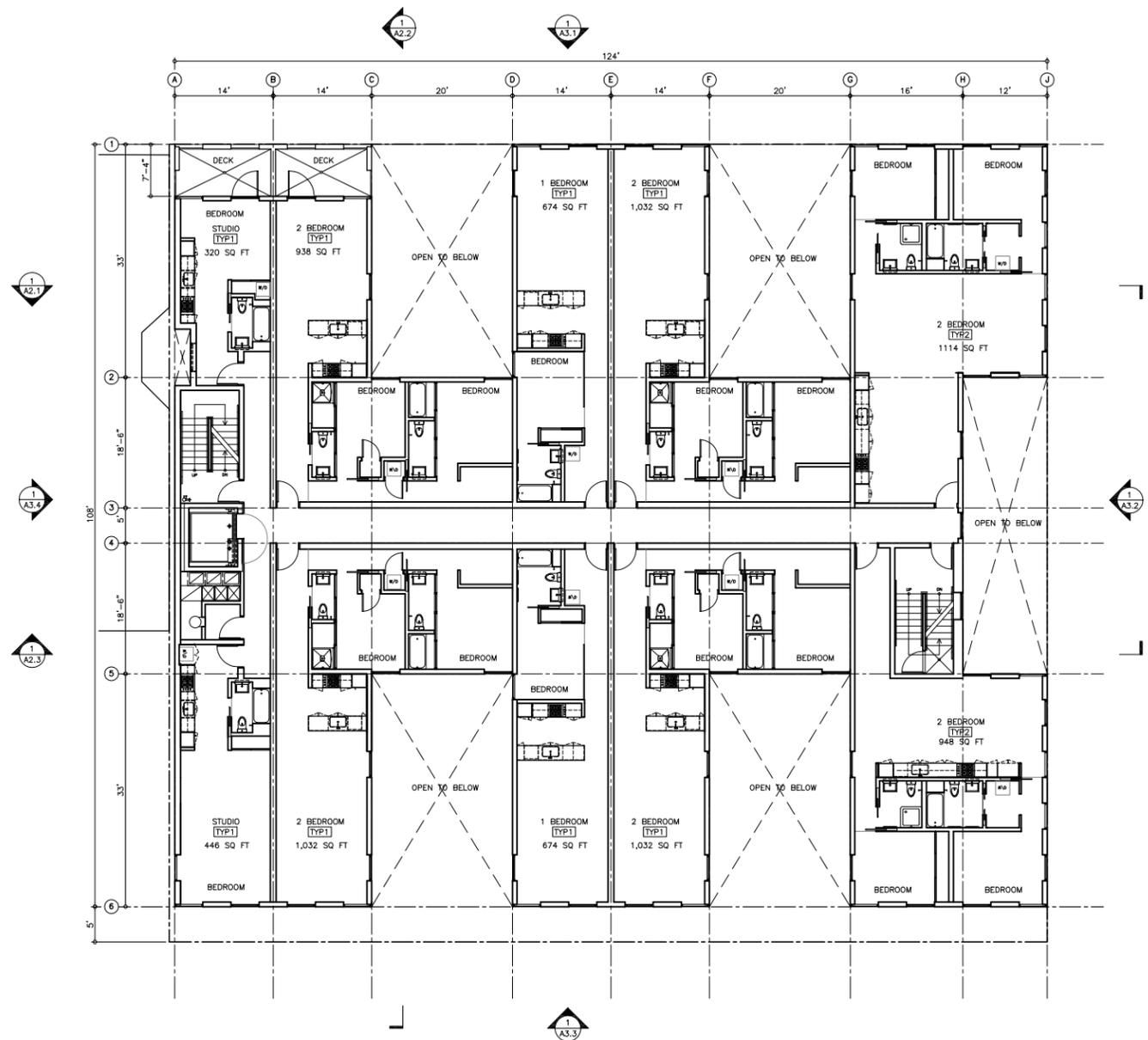
Job NATOMA

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LEVEL 5 PLAN



1

NO.	DESCRIPTION

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 E ss@natoma.com

1515 15TH STREET
 1515 15TH STREET, SAN FRANCISCO, CA

ROOF LEVEL PLAN

75% BUILDER'S SET

Date 07/01/2011

Scale 1/8"=1'-0"

Drawn

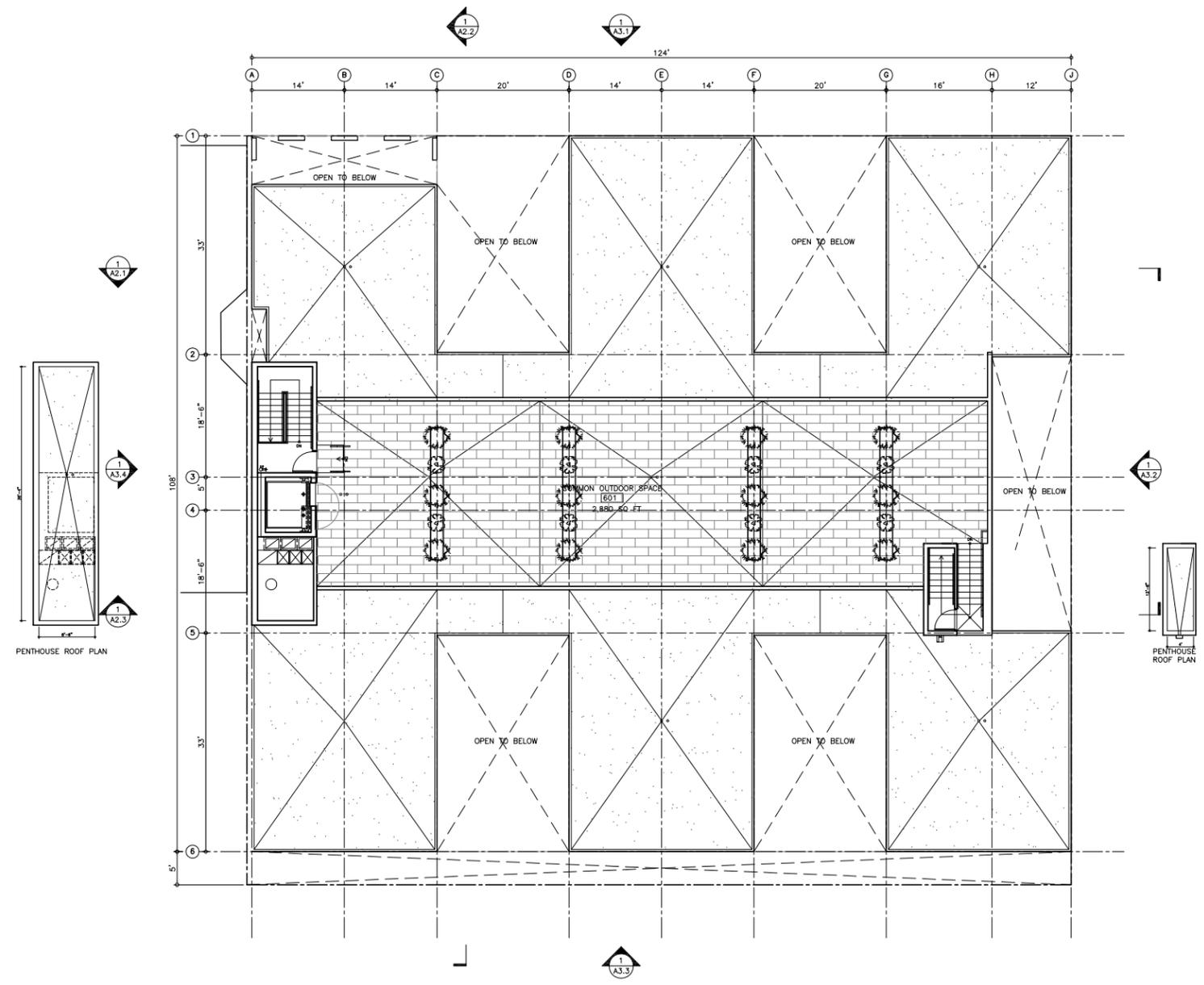
Job NATOMA

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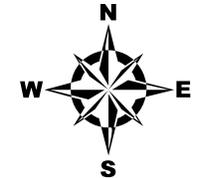
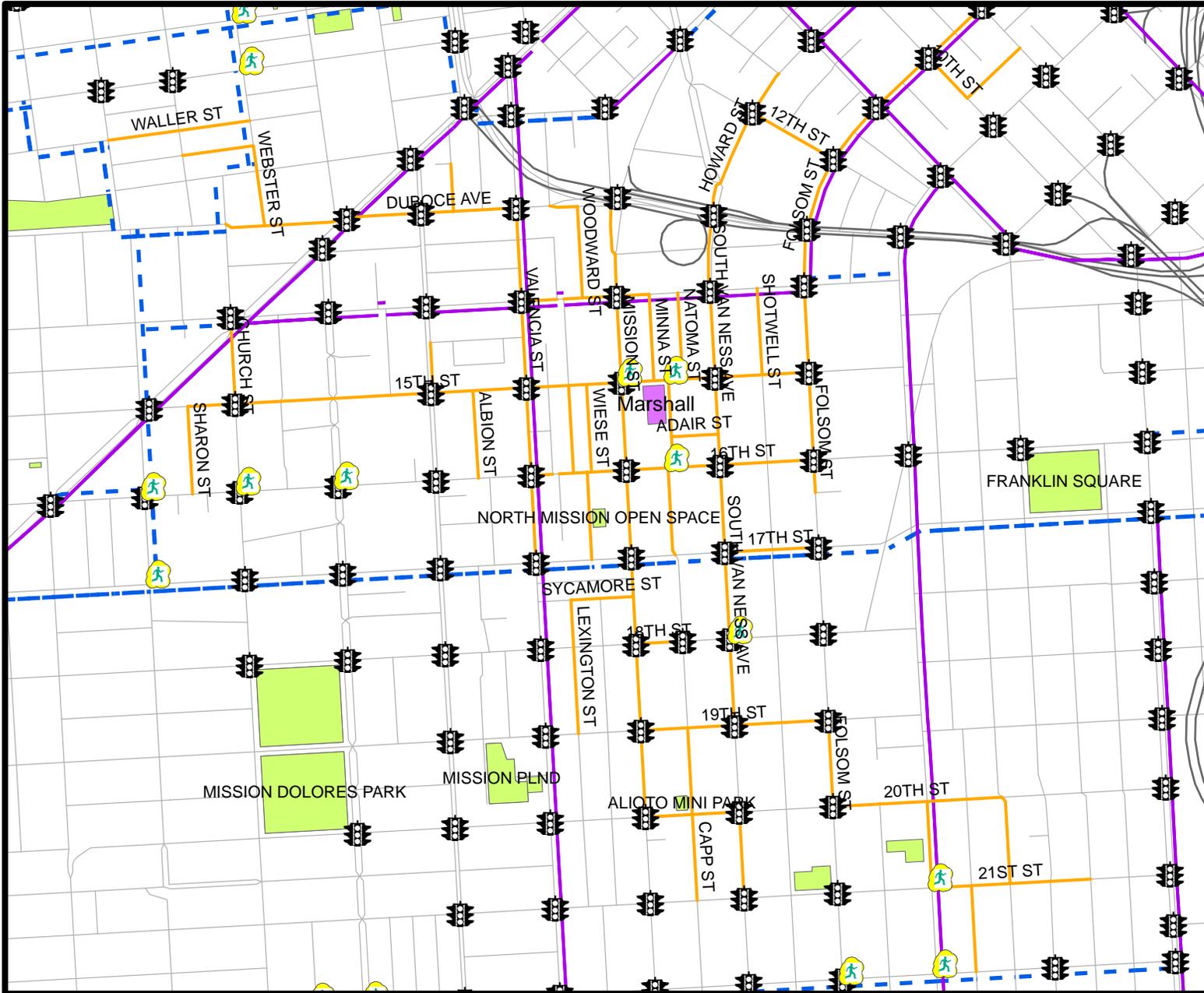
ROOF LEVEL PLAN



1

ATTACHMENT B

Marshall Elementary - Safe Routes Walking and Biking Map

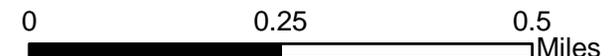


Legend

- Crossing Guard
- Signal
- Recommended Walking Routes
- Parks and Playgrounds
- Marshall ES
- Bike Lanes
- Bike Routes
- Busy intersection

Date: September 2010 **Disclaimer:**

1. New hazards or conditions may arise. Parents and children should exercise common sense in following the maps.
2. Safe Routes to Schools does not guarantee the safety of the routes.
3. Parents must make final determination regarding whether child is ready to safety travel on any given route.



Marshall Elementary School

About the Marshall Elementary School Safe Routes to School Project

This project was made possible in part by the San Francisco County Transportation Authority through a grant of Proposition K Local Transportation Sales Tax funds.



Project Summary

Caltrans awarded the Marshall Elementary School Safe Routes to School Project to the San Francisco Department of Parking and Traffic in 2004 to help improve several intersection crossings around the school surrounding the school. The project emphasized the crossings immediately adjacent to the school at the intersection of 15th and Capp Streets. Due to the sudden high cost of construction materials in recent years, the original plan to install more sidewalk extensions (also known as bulb-outs) along other walking routes to Marshall Elementary School were scaled back. What was constructed was a gateway treatment at the intersection of 15th and Capp Streets for both streets to narrow down the street and warn drivers that this was a school zone.

Additional traffic calming measures are planned for the area as part of the [Minna-Natoma Traffic Calming Project](#) now in development. In addition, plans for further traffic calming on Capp Street are also being studied.



Overall, these improvements have been well received by the school and neighborhood and helped create a better walking environment to the school from the surrounding neighborhoods. The project was completed in 2010.

15th-Adair-Capp-Minna-Natoma Traffic Calming Project

This project was made possible in part by the San Francisco County Transportation Authority through a grant of Proposition K Local Transportation Sales Tax funds.

Project Update

Construction of traffic calming measures in the Minna-Natoma area has been delayed slightly while the SFMTA, the Department of Public Works (DPW) and the Public Utilities Commission (PUC) coordinate three local projects in order to minimize disruption to the neighborhood and maximize cost-effectiveness.

Two small changes have been necessary as the traffic calming plan has moved to construction. The raised crosswalk at 15th and South Van Ness Avenue proved unfeasible from an engineering perspective, and will be replaced with a speed hump on 15th Street between South Van Ness Avenue and Natoma Street. The mid-block bulb-out on the west side of Capp Street, that was posed in front of the Marshall School yard has been deleted from the plan. This bulb was a phase 2 measure but may now be delayed after Capp street is repaved in 2012. The street will have a five year moratorium on excavation, so this bulb will either have to be built temporarily or delayed until the moratorium is over.

Construction of the speed humps and raised crosswalks will commence in coordination with the two existing paving and sewer contracts. These projects are scheduled to begin this winter and next spring respectively, and we will announce when specific traffic calming measures will be built as soon as that timeline has been finalized.

Phase 2 measures (as shown on the map below) will still be contingent on the relative success of Phase 1 construction measures in reducing speeds and cut-through traffic on local streets. Phase 2 measures will only be if needed to continue to calm traffic on area streets.

A Final Report on the planning phase of this project can be found here: [Minna-Natoma Final Report](#).

The Home Zone Concept

The home zone idea is a concept developed in Europe that is spreading quickly in European and American cities. Originally called “woonerfs” in northern Europe, “home zones” in the United Kingdom, and “slow zones” in New York City, the goal of a home zone is to create streets that put people first, making them safe and comfortable to use whether you are in a vehicle, on a bike, or walking. This effect is possible through effective street design, where drivers are given visual cues to keep speeds at or under the speed limit. People walking, bicycling and others are encouraged to explore and to enjoy the space for recreational purposes.

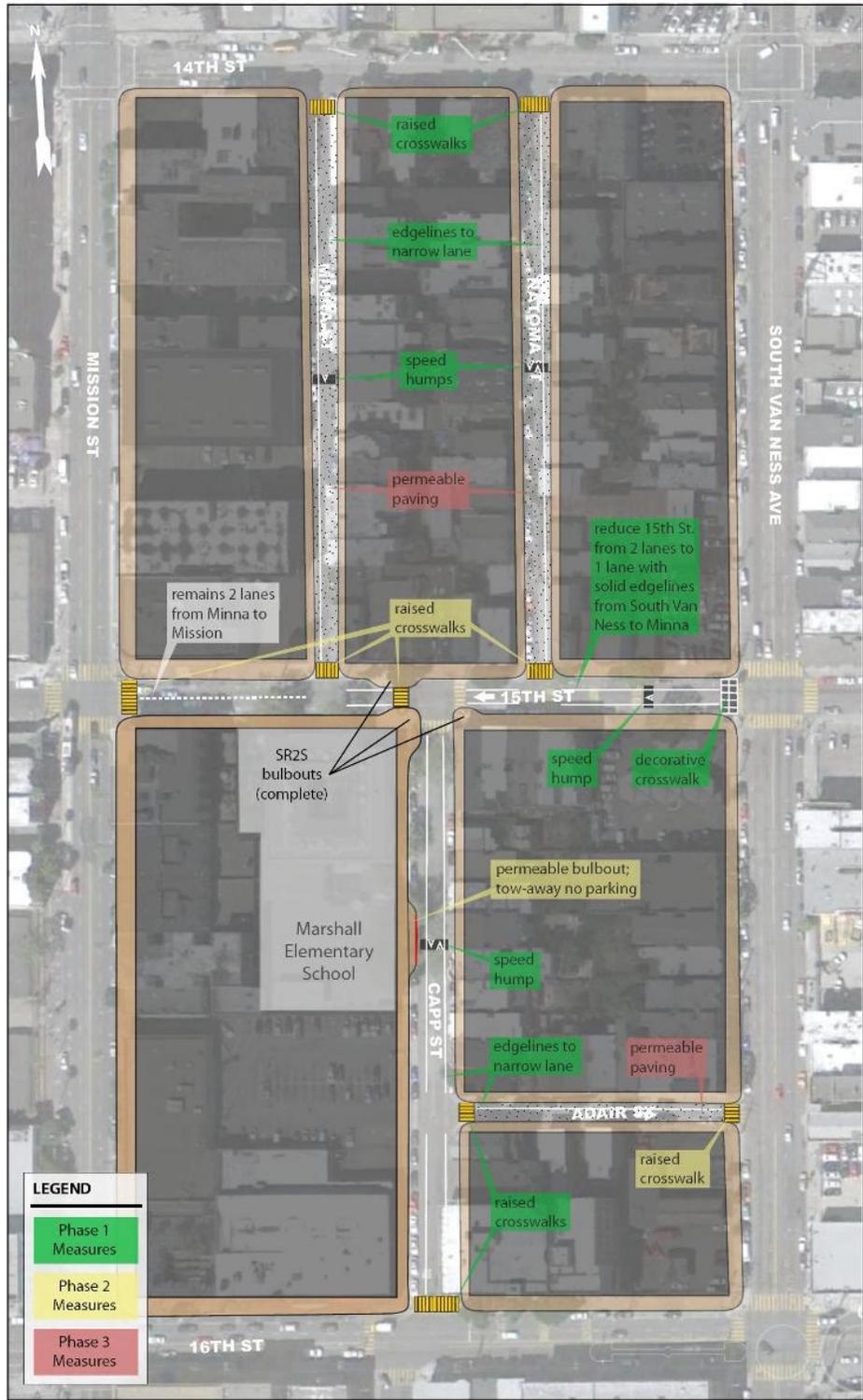
For more information on "home zones" in San Francisco, see this [Fact Sheet](#).

The San Francisco Municipal Transportation Agency (SFMTA) is excited to test out this approach to increasing the livability and safety of residential streets in San Francisco. Taking advantage of an existing traffic calming process, SFMTA's Sustainable Streets Division identified a small neighborhood around Marshall Elementary School in the Mission District as an ideal candidate for a trial home zone. The two square block area between South Van Ness Avenue and Mission Street, and between 14th and 16th streets is made up of five small streets. The characteristics that make this area prime for designation as San Francisco's first home zone include the following:

- Existing public process to vet the concept and design (traffic calming process started in June 2010)
- Small residential area, bordered by arterial and collector streets, that has documented speeding, and cut-through traffic
- Destinations that attract people walking, riding bikes, and using transit, such as Marshall Elementary School, the BART station, Mission Neighborhood Health Center, Mission Dolores, and Mission Street's commercial activities

This pilot proposes the use of traffic calming measures to discourage speeding and cut-through traffic to foster increased community activity in the area. Specifically, we are recommending the installation of raised crosswalks around the border of the area, with speed humps and traffic striping on interior blocks to visually narrow the roadway and to slow traffic. More walking and street life will discourage the social and public health issues which have long plagued Capp Street and the area adjacent to the 16th Street BART Plaza.

15th-Adair-Capp-Minna-Natoma
"Home Zone" Measures



Next Steps

Construction of speed humps and painting of new edge lines was anticipated to begin this summer, but has been delayed slightly while the SFMTA is coordinating construction efforts with two local sewer and paving projects in order to impose less

ATTACHMENT C

12 July 2011

via email - r.turner@js-sullivan.com

Rachel Turner, Project Manager
JS Sullivan Development, LLC
1699 Valencia Street
San Francisco, CA 94110

re: 1501 15th Street, San Francisco

Dear Rachel;

I am writing to support the project proposed for 1501 15th Street. I believe that housing over street-oriented retail is an ideal use for this location, and was also happy to see modern architecture by an extremely well respected yet still local architect. Due to the team involved and its track record I am sure that this will be a high quality project that, by providing additional housing, will also help ameliorate San Francisco's chronic housing shortfall.

This housing shortfall in particular is important to me. I recently moved out of the City, in large part due to a lack of mid-priced, mid-sized, modern housing like this project. Projects like these which provide additional housing, while obviously a drop in the bucket, are the only way to consistently increase and improve the housing stock, eventually increasing the supply, increasing available stock, and reducing prices at all housing levels. I actually believe that smaller and mid-sized projects like these are the best approach, as they do not have the neighborhood-changing impact that larger projects or towers can have.

Again, I strongly support this project, and urge the City to approve it.

Sincerely,

Matthew Foss
matt.foss@gmail.com
+1 310 227 6577

Jonathan Raval

From: dcp99@me.com
Sent: Thursday, July 07, 2011 4:50 PM
To: info@1501-15thStreet.com
Subject: New Form Entry: Contact Form

You've just received a new submission to your Contact Form.

Submitted Information:

Name

Dorian Papadopoulos

Email

dcp99@me.com

Comment

Anything is better than an empty gas station.

Jonathan Raval

From: Information @ 1501 15th Street [info@1501-15thstreet.com]
Sent: Thursday, July 07, 2011 12:46 PM
To: Rachel Turner
Subject: FW: New Form Entry: Contact Form

From: matt.foss@gmail.com [mailto:matt.foss@gmail.com]
Sent: Wednesday, July 06, 2011 6:18 PM
To: info@1501-15thStreet.com
Subject: New Form Entry: Contact Form

You've just received a new submission to your [Contact Form](#).

Submitted Information:

Name

Matt Foss

Email

matt.foss@gmail.com

Comment

I like the architecture and think this is a great use for the site with dense residential over street retail. I support the project and hope to see it built.

Jonathan Raval

From: ryan@knock-ad.com
Sent: Friday, July 08, 2011 12:42 PM
To: info@1501-15thStreet.com
Subject: New Form Entry: Contact Form

Flag Status: Flagged

You've just received a new submission to your [Contact Form](#).

Submitted Information:

Name

Ryan Knock

Email

ryan@knock-ad.com

Comment

Beautiful project!

Jonathan Raval

From: christopher_elmendorf@yahoo.com
Sent: Friday, July 08, 2011 1:49 PM
To: info@1501-15thStreet.com
Subject: New Form Entry: Contact Form

You've just received a new submission to your [Contact Form](#).

Submitted Information:

Name

Chris Elmendorf

Email

christopher_elmendorf@yahoo.com

Comment

Looks like a great project. Love the ground-floor open space. I do think this location can and probably should accommodate more density though (a taller building). It's density going up that puts people on the street below--good for business, good for safety, good for fun.

Chris Elmendorf
1227 Guerrero St.

IMPROVE OUR NEIGHBORHOOD

AND

CREATE NEW HOUSING

Dear San Francisco Planning Commission:

We want to improve our neighborhood and make it safer. PLEASE VOTE FOR THE APPROVAL of the proposed project at 1501 15th Street. We understand the building will consist of 40 residential units (7 affordable units on site), 9000 square feet of commercial retail and 39 off-street parking spaces.

Name	Address	Live or Work (Circle One)
Laura Stonehill	1461 15 th St	<input checked="" type="radio"/> L/W
		L/W
		L/W
		L/W
		L/W
		L/W
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Name	Address or Email	Live or Work (Circle One)
Ramon Torres	304 CAPP SF CA	<input checked="" type="radio"/> L <input type="radio"/> W
Alejandro Villacorte	518 Minna #305 st. SF. CA. 94102	<input checked="" type="radio"/> L <input type="radio"/> W
Alberto Martinez Perez	208 South Van Ness	<input checked="" type="radio"/> L <input type="radio"/> W
Isacas Perez	Perez 808 South Van Ness	<input checked="" type="radio"/> L <input type="radio"/> W
RUTILIO GIRON	SOUTH VANNESS ST.	<input checked="" type="radio"/> L <input type="radio"/> W
Yanny Carrillo	19 Mission 2284 N.P. #15	<input checked="" type="radio"/> L <input type="radio"/> W
Wilfredo Perez	CRUZ 77 X SANANES #T.3202	<input checked="" type="radio"/> L <input type="radio"/> W
Lilian Isaquirres	3010 Mission St SF. C.A 94110	<input checked="" type="radio"/> L <input type="radio"/> W
Ana Barbara Can UC	3223 17 th st.	<input checked="" type="radio"/> L <input type="radio"/> W
Ama Ayala	20 WABAMAST. #867	<input checked="" type="radio"/> L <input type="radio"/> W
Alberto Martinez	2754 Folsom	<input checked="" type="radio"/> L <input type="radio"/> W
Juan Ramirez	3435 20 TH ST "A" SF CA 94110	<input checked="" type="radio"/> L <input type="radio"/> W
Patricia Gorman	1374 Natoma 94103	<input checked="" type="radio"/> L <input type="radio"/> W

IMPROVE OUR NEIGHBORHOOD

AND

CREATE NEW HOUSING!

Dear San Francisco Planning Commission:

We want to improve our neighborhood and make it safer. PLEASE VOTE FOR THE APPROVAL of the proposed project at 1501 15th Street. We understand the proposed building will consist of 40 residential units (7 affordable units on site), 9000sf of commercial retail and 39 off-street parking spaces.

Name	Address or Email	Live or Work (Circle One)
Steve Singh	sssingh01@hotmail.com	W
Maria Gamino	3074 24 ST APT #6	L/W
M. POTTER	252 14th ST "PLAN 15.004"	L/W
MIGUEL WOLF	2106 FOLSOM ST APT #11	L/W
Wilson May Geary	APT #61	L/W
RUTILIO GIRON	808 SOUTH VANNESS ST.	L/W
JOSE LAINEZ	2717 FOLSOM ST APT #2	L/W
VICTOR MANTO	van) 3090 ST.	L/W
CARLOS MEJIA	240 SHOTWELL ST	L/W
Selyna Audilio Cardona Rodriguez	2918 CESAR CHAVEZ	L/W
Nilda Cruz	24 SALZAR APT 3057	L/W
MILTON RAMOS	CESAR CHAVES & BRYAN N: 2918	L/W
PAULINO NAVAS	19-Y CAP N: 222	L/W

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Name	Address or Email	Live or Work (Circle One)
"TT" ALEXANDER	talexander@gmail.com	W
Pearl gam@alch...	861 Valencia St Apt #3 S.F CA 1070 1070 Jones Ave. S.F. CA	L/W
Billy Chingcuangco	2901 16th St, San Francisco 94103	L/W
APRIL GREGGSON	2901 16th STREET, SAN FRANCISCO CA	L/W
Angel Martinez	150 Dublin 94112 San Francisco CA	L/W
Cullen Antonio Castillo	cullen-antonio-1991@yahoo.com	L/W
Sebastian A. Martinez	805 S. VANNS. AV.	L/W
Anielka Rodriguez	2972 Mission St Apt B SF CA 94110	L/W
		L/W

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<u>Name</u>	<u>Address or Email</u>	<u>Live or Work (Circle One)</u>
MARIA CRISTINA C. REYES	BURGER KING 16 th ST. SAN FRANCISCO	L/W
TANIA MONTALVO	BURGER KING 16 th ST. SAN FRANCISCO	L/W
SAMANTA	BURGER KING 16 th ST. SAN FRANCISCO	L/W
LEO DORANTES	2978 16 TH SAN FRANCISCO 94199	L/W
VICTOR DIAZ	Burger King 16 th San Francisco	L/W
EPIGENIA	burger king san francisco 94199	L/W
Douglas Ladd	520 So. Van Ness #334 SF CA 94110	L/W
Alex	1700 - 16 th SF CA 94103	L/W
Maria Gonzalez	Maria.gonzalez@gmail.com	L/W
ISIDRO SÁENZPARDÓ	ISISABN269@gmail.com	L/W
Nik Charalaghi	NIKKCHARALAGHI@gmail.com	L/W
Amir Kuchi San Francisco	amirkuchi@gmail.com	L/W

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<u>Name</u>	<u>Address or Email</u>	<u>Live or Work (Circle One)</u>
Leónidas Morán	1 Victoria St. SF CA 94132	<input checked="" type="radio"/>
Lilian	Isagünes 3010 Mission St. CA 94110	<input type="radio"/> L <input type="radio"/> W
Yenny	Carrillo 19 Mission Apartamento #15 2284	<input type="radio"/> L <input type="radio"/> W
		L/W