



SAN FRANCISCO PLANNING DEPARTMENT

Memo to the Planning Commission

HEARING DATE: JUNE 16, 2011
Continued from the May 19, 2011 Hearing

Date: June 9, 2011
Case No.: **2010.0162DDV**
Project Address: **1945 HYDE STREET**
Permit Application: 2010 0517 2557
Zoning: NC-1 (Neighborhood Commercial Cluster) District
40-X Height and Bulk District
Block/Lot: 0123/002
Project Sponsor: Zoe Prillinger
Ogrydziak, Prillinger Architects
2148 Larkin Street
San Francisco, CA 94109
Staff Contact: Rick Crawford – (415) 558-6358
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SUBMITTALS FROM DR REQUESTOR AND PROJECT SPONSOR

The Project Sponsor and one of the DR Requestors have submitted additional materials for the Planning Commission's review.

- The Project Sponsor has submitted a time line detailing contacts the project architect and the project developer have had with the owner of the apartment building to the north at 1221 Union Street, an adjacent building to the rear of the Project Site. The sponsor has been working with this neighbor to preserve light and air to south facing windows in the upper floor units of the building. The document is titled 1945 Hyde Street North Neighbor Timeline.
- Russian Hill Community Association, one of the DR Requestors, has submitted a memorandum providing additional support for their Discretionary Review request. The document is titled Memorandum to the Planning Commission.

1945 HYDE STREET PARKING TIMELINE

March 10, 2011 DR hearing.

March 11, 2011 Project sponsor John Willis (Willis) and Architects begin discussion on ways to increase parking in the building.

March 17, 2011 Willis and Architects and other team members reviewed several hypothetical schemes to determine feasibility.

March 24, 2011 Willis and Marvin Frankel (Frankel) from Russian Hill Neighbors (RHN) discussed the outcome of his meeting with neighborhood groups and provided to Willis the names of several parking system manufacturers that could hypothetically provide significantly increased parking in the building. These included the parking systems shown on these sites:

www.5by2parking.com

<http://www.accesscarparking.com/products.html>

<http://www.jiglift.com/ParkingSystem.aspx>

<http://www.wpsparkingsystems.com/parksafe580.html>

http://www.alibaba.com/product-free/104903071/Car_Parking_Systems.html

http://www.tradekorea.com/product-detail/P00158148/Puzzle_Parking_system.html

March 25, 2011 Willis researched these manufacturers and contacted each of them to determine if there was local availability and service. Only the first firm has any US presence. Since it is a small firm Willis contacted a European reference listed on the website.

March 25, 2011 Site meeting with Rick Rombach, local Klaus parking representative. Klaus parking is the global leader in automated parking with over 600,000 spots in 25,000 buildings in 80 countries worldwide. Rick introduced several new technical considerations for integration into the project: (1) the accessible van spot cannot be integrated with automated parking as had been initially assumed; (2) all “puzzle” type lifts require an access aisle with gate in front of the puzzle spots; and (3) these access aisles must be approximately 24’ wide. Willis and Architects only reviewed semi-automatic puzzle type lifts, as RR dismissed a fully automatic system as both prohibitively expensive and unnecessary in this context.

April 9, 2011 Willis sends out a group email to members of RHN and RHCA requesting a meeting to go over the groups' concerns.

April 12, 2011 Frankel meets Willis and Architects and Architects’ office for over two hours. Frankel reviews range of parking layout developed since DR for discussion. These show a range of possible configurations, along with technical considerations. Frankel introduces the idea of a fully automatic parking system. More specifically, he recommends looking at European fabricator 5x2, which

specializes in fully automatic systems. Frankel asks Willis and Architects to look at a fully automatic configuration with an entry off Hyde Street rather than Russell.

April 12-19, 2011 Willis and Architects work out fully automatic parking schemes. After further email communication with 5By2 we eliminated it since there was no available servicing in CA. European reference failed to respond to Willis's inquiry. Since Klaus has a similar fully automatic system which would work for this application, Architects work with Klaus to develop and price code compliant options. Ultimately, the only viable fully automatic option would be prohibitively expensive as well as requiring a second curb-cut on Russell Street which would eliminate the master bedroom suite at unit 7.

April 20, 2011 Two hour meeting at Architects office with Willis, Architects and various interested neighborhood group representatives: Sarah Taber, Jamie Cherry (Cherry), Heather Cogswell, Kathleen Courtney, and MF. Willis and Architects present process drawings of parking explorations along with technical and pricing parameters for discussion.

April 20, 2011 Willis issues PDFs to attendees of both semi- and fully- automatic parking schemes for reference and review.

April 28, 2011 Cherry emails Willis regarding RHCA concerns with schematic plans.

April 28, 2011 Willis responds to group email regarding parking concerns. In particular, Willis notes difference in pricing between semi- and fully- automatic systems as follows. The estimated cost for a 17 or 19 space semi-automatic "puzzle" system is around \$300k (not including contractor mark up and financing). The estimated cost for a 25 spot fully-automatic system would exceed \$2.1m (including contractor mark up, financing, and requisite structural modifications to the existing building). Consequently, the marginal cost for an additional 6 or 8 spaces (from 17 or 19 to 25) is over \$1.8m, or \$300k per extra spot. In addition, using a fully-automatic system would require eliminating a bedroom from unit 7 and adding a second curb cut on Russell Street.

April 26, 2011 Willis and Architects present parking schematics to Project Planner Rick Crawford (Crawford) for feedback.

May 2, 2011 Willis responds in detail to the stated concerns of RHCA. See attachment.

May 2, 2011 Architects submit proposed 17 spot parking layout to Crawford for memo.

1945 HYDE STREET NORTH NEIGHBOR TIMELINE

June 2010 Story-poles are erected showing the massing of the proposed rooftop addition for Planning review. These story-poles have been visible on site since.

November 2, 2010 John Willis (Willis) discusses project with Joe Harney (Harney) prior to Harney purchase of the north neighboring property. Harney pledges support for Willis' project and subsequently purchases north neighboring property. Willis agrees to remove at his expense the large existing three story rooftop mechanical duct which partially blocks views from upper floor units of north neighbor. This existing duct was removed within a week.

March 9, 2011 The day before the DR hearing, Harney speaks with Willis for the first time since November to indicate he will oppose the project as submitted because he feels it will negatively impact light, air, and views to his building.

March 10, 2011 Fifteen minutes before the start of DR hearing, Harney and his architect Harvey Hacker (Hacker) present a schematic drawing of several massing modifications necessary for their support. These modifications include elimination of the west facing overhang and alignment of the west edge of the rooftop addition with the east edge of the east-most window of the north neighbor – a line approximately 15'-6" off of the west property line. At this point, all discussion focuses on protection of light, air, and views to east top unit.

March 23, 2011 The 1945 Hyde Street project Architects present a modified massing scheme to Harney and Hacker at Hacker's office. The project is modified to not impact light and air, and minimally impact existing views. This is the scheme we are currently submitting as part of the continuation process. An hour after this meeting, Hacker issues an email saying the proposal does not satisfy the conditions of Section 134.e.1.B

March 24, 2011 Willis requests clarification from Harney regarding what specific aspects of proposal Harney did not like.

March 25, 2011 Harney responds with a photograph taken from the window of the west top floor unit, stating he wants "no diminution of the light and view" presently enjoyed by any of his units.

March 28, 2011 Harney walks Willis and Architects through all units to review conditions and photograph views through rear windows.

April 13, 2011 Willis and Fred Lyon return to top floor west unit to re-photograph view with less contrast for compositing with view of computer model.

April 18, 2011 Harney issues letter to Planning Department and Zoning Administrator opposing variance.

April 19, 2011 Willis contacts Harney and requests articulation of specific parameters required for support, noting possibility of submitting March 23 scheme to City for determination.

April 26, 2011 Willis and Architects present proposed massing modification to Project Planner Rick Crawford (Crawford) for feedback.

May 2, 2011 Architects submit proposed massing modification to Crawford for memo.

**1945 HYDE STREET
NORTH NEIGHBOR TIMELINE – PART 2**

June 6, 2011 Meeting on roof of 1945 Hyde Street to view story poles and discuss project.

Relevant attendees:

John Willis	Project Sponsor
Joe Harney	Owner of 1221 Union Street
Andrew Gregg	Lobbyist for Joe Harney
Zoë Prillinger	Project Architect
Luke Ogrydziak	Project Architect

June 7, 2011 Zoë Prillinger emails Joe Harney with proposal for further massing reduction. (See attached email.)

Luke Ogrydziak

Subject: 1945 Hyde Street, SF

From: OPA <oparch@gmail.com>

Date: Tue, Jun 7, 2011 at 12:26 PM

Subject: Re: 1945 Hyde Street, SF

To: Joe Harney <jharney@hcmcommercial.com>

Cc: John Willis <johnparkerwillis@me.com>, svettel@fbm.com, Andrew Gregg <andrewtgregg@mac.com>

Dear Joe,

Thanks again for making the time to meet with us yesterday to review the storypoles.

While we still maintain that our most recent proposal (as represented by the modified storypoles) will protect light and air to your property, we have looked at additional design modifications to meet the concerns you voiced yesterday.

We found it difficult to remove additional area from the penthouse public space without rendering the room non-functional due to low head-heights and minimal natural light. We focused instead on the overhang, which has greater visibility, and propose reducing its projection by 18". In other words, the overhang would extend 4'6" instead of 6'. The 6' overhang reduces solar heat gain by 50%, while the reduction we propose will reduce heat gain by 35% -- less, but still valuable to us since we are trying to avoid adding air conditioning to this unit.

John Willis is also still extending his offer to provide skylights for the units in your building that are affected.

Please let us know if you find this modification agreeable.

Best,

Zoë

Memorandum to the Planning Commission

Hearing Date: **June 16, 2011**
Continued from Hearings on March 10 and May 19th 2011

Memo Date: June 8, 2011

Case No: 2010.0162DDV

Project Address: **1945 Hyde Street**

Permit Application: 201005172557

Zoning: NC-1 (Neighborhood Commercial Cluster) District, and
40-X Height and Bulk District

Block/Lot: 0123 / 002

DR Sponsor: Russian Hill Community Association (RHCA)

Contact: Jamie Cherry, 415.346.5524, email jcherry@rhcasf.com)

Recommendation: **Take DR Based on Extraordinary Circumstances**

Summary

Basis for Taking Discretionary Review, 1945 Hyde St.

Discretionary Review (DR) is the Planning Commission's authority to review projects that comply with the Planning Code and **take action if it is found that the case demonstrates an exceptional and extraordinary circumstance**...Conceptually, DR is a second look...to judge whether the design guidelines were interpreted correctly **or whether there are circumstances unique to a case that warrant further modifications of the proposed project**, beyond the standards of the Code and applicable design guidelines.

As part of DR reform the Commission defined exceptional and extraordinary circumstances as the following:

*"Exceptional and extraordinary circumstances occur where the common-place application of adopted design standards to a project does not enhance or conserve neighborhood character, or **balance the right to develop the property with impacts on near-by properties or occupants**. These circumstances may arise due to complex topography, irregular lot configuration, unusual context or other conditions not addressed in the design standards."*

–SF Planning Dept.: Discretionary Review Reform FAQs

Exceptional and Extraordinary Circumstances Supporting 1945 Hyde Street

- The NC zoning was inherited by a use, a lot, and a building that predated the Planning Code. As a result, little if any planning attention has been paid to the effects of that zoning applied to the oversized lot and parking structure.
- The application of existing zoning through the proposed project does not produce much NC value, and produces a residential project of unintended scale and character that violates the spirit of the NC district and key Urban Design Element policies.
- The existing building, use, and mass/character conflict with the surrounding residential and small NC area is justifiable for the historic neighborhood parking use, but not for any other use. The building was designed for parking, not for any other use.
- The proposed project reduces the neighborhoods mixed uses, limits commercial functionality, and forecloses forever the continuation of the last location for neighborhood parking, car-share, bike-share, and associated transit services that are key to a successful multi-modal transit system and that amplify the value of transit first investments.

Action Required

Based on these extraordinary circumstances of history, lot size, existing land use character and mass impacts that are justifiable for the transportation services use, but not for any other, **we request you take the DR and** (1) maintain the entire building in neighborhood parking/transit uses, or (2) to maintain half the building in parking/transit and half in residential (two floors residential, two floors parking/transit, entrance on Hyde.)

The current solution set of accommodations that the project sponsor would entertain do not address the fundamental land use conflict, and produces the opposite planning results and value called for in the General Plan and design guidelines when applied to the existing lot and structure.

Detail

Background

The Russian Hill Community Association and Russian Hill Neighbors filed this Discretionary Review (DR) to resolve the land use conflict that unintentionally emerges from the set of extraordinary circumstances surrounding the proposed project on the existing lot and structure.

As a result, and in contrast to the good intentions of existing planning controls, the project proposal irreversibly and unnecessarily compromises instead of enhances neighborhood livability.

Although the project appears to be plan conforming and code complying, it produces the opposite of the intended planning results and value when applied to the existing lot and structure and because of exceptional circumstances.

Exceptional Circumstances Supporting the DR

The exceptional circumstances that arise under the project proposal are as follows:

- The NC zoning was inherited by a use, lot, and building that predated the Planning Code. As a result, little if any planning attention has been paid to the effects of that zoning applied to the oversized lot and parking structure.
- The application of existing zoning through the proposed project does not produce much NC value, and produces a residential project of unintended scale and character that violates the spirit of the NC district and key Urban Design Element policies.
- The existing building, use, and mass/character conflict with the surrounding residential and small NC area is justifiable for the historic neighborhood parking use, but not for any other use. The building was designed for parking, not for any other use.
- The proposed project reduces the neighborhoods mixed uses, limits commercial functionality and forecloses forever the continuation of the last location for neighborhood parking, car-share, bike-share, and associated transit services that are key to a successful multi-modal transit system and that amplify the value of transit first investments.
- The loss of one component and opportunity for the Planning Commission's emerging neighborhood parking policy—retain the remaining existing neighborhood parking/ automotive facilities that can also meet future neighborhood transportation needs.
- Future multi-modal transit needs increasingly require a neighborhood-based component that could easily evolve from existing neighborhood parking/automotive service uses already embedded in the neighborhoods.
- Compliance with the NC zoning on the 1945 lot and structure produces an out-of-scale, out-of-character, fortress residential project that violates the spirit if not the letter of the zoning code and General Plan Urban Design policies (see Attachment 1).
- A Code-Complying project would suggest a proposal with more NC off Hyde, NC down Russell Street on the basement level, and less residential, possibly limited to the existing third floor and/or the proposed fourth floor. Is that really the best plan for the future of this lot?

- A General Plan-conforming residential project would suggest demolition to eliminate the massively out-of-scale and out-of-character structure, subdivision to create the smaller lot size of surrounding lots, and rezoning to apply land use controls that reflect surrounding character and scale (RH-2 to the 4 interior lots and retention of the NC applied to an appropriately-sized lot fronting Hyde Street). This option is possible through a focused EIR and overriding considerations for the significant historic building trade off. A variation would re-sculpt the western and southern facades to modulate building mass by setting back the existing and proposed top floors. Although extensive, these options are not out of proportion to the 100-year reinvestment event of the project proposal.
- The proposed adaptive reuse fatally compromises the building's historic architectural integrity, while CEQA statutes and case law may not go that far in terms of protecting historical value the City and County of San Francisco can.

These extraordinary conditions illustrate that the proposed project is not plan-conforming or code-complying and suggests that retaining the building in the existing use is the highest value for the neighborhood and the City, and that an alternative involving demolition and rebuilding to surrounding Planning Code would be a lower-value, second best option.

A 2+2 Compromise to Resolve the Land Use Conflict

Following the Planning Commission's direction of March 10th to reach a compromise with the project sponsor, the RHCA and the project sponsor met several times. It became apparent that the solution set considered by the sponsor is limited to the provision of a small number of additional parking spaces, none of which address the needs of the neighborhood commercial district. More importantly, these solutions do not address the fundamental land use conflict arising from the proposed change of use from scarce current neighborhood parking/future neighborhood transportation to abundant high-end residential.

Although retention of the building suggests continuation of the existing and future transportation related use in total, since the last hearing, the RHCA has developed a compromise that addresses the fundamental land use conflict. We call this compromise the 2+2 Solution: two floors of residential over two floors of neighborhood parking/transportation services with entrance on Hyde. The details about how to structure ownership and operation can be resolved once the planning commission defines the appropriate use for the project site and structure by taking DR and either denying the project or prescribing the 2+2 Solution.

Neighbors' Requested Action

Take the DR based on the extraordinary circumstances described above, and

1. Deny the proposed project and maintain the entire building in neighborhood parking/transit uses; or
2. Direct the project sponsor to revise the project proposal to a 2+2 alternative (residential on the top two floors; transportation on the bottom 2 floors with one unit of NC in the northeast corner of the Hyde street frontage.)

ATTACHMENTS

Attachment 1 -- Relevant General Plan Urban Design Element Objectives and Policies

Attachment 2 – Statement by Neighborhood Merchants

Attachment 1

Relevant General Plan Urban Design Element Policies Violated by the 1945 Hyde Street Project Proposal

The change of use, through renovation or new construction, should not result in an out-of-scale, out-of-character residential building that conflicts with the surrounding residential character and General Plan objectives and policies, particularly those of the Urban Design Element, as follows: Objective 3, Policies 3.1, 3.2, 3.3, 3.5, 3.6.

OBJECTIVE 3

MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT.

POLICY 3.1

Promote harmony in the visual relationships and transitions between new and older buildings.

POLICY 3.2

Avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance.

POLICY 3.3

Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.

POLICY 3.5

Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.

POLICY 3.6

Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

Attachment 2

Statement by Neighborhood Merchants

Russian Hill Merchants

To Retain Our Vital Neighborhood Commercial District

As merchants and restaurateurs on Russian Hill, we recognize that we all benefit when a vital commercial neighborhood district is created.

Over the last three plus years, many of the businesses in our area have come to appreciate the hourly parking offered at the community parking facility at 1945 Hyde Street (the Valencia Garage) to provide convenient parking for customers, particularly in the evenings and on weekends. All the merchants in the neighborhood benefit from the increased foot traffic from this increased business.

Therefore, in order to retain and support our neighborhood commercial district, *We, the undersigned*, urge the Planning Department, the Planning Commission, and, if necessary, the Board of Supervisors to ensure neighborhood parking, particularly hourly neighborhood parking equal to the amount currently in use, is retained in the building at 1945 Hyde Street.

1. Name of Business: (Print) Denise Kohne Address: 1210 Union St.
Phone 415-921-2100 Signature [Signature] Years in Business 3.5 # Employees 0
 2. Name of Business: (Print) JAE SUNG, KTM Address: 127 Union St
Phone 415 531-8614 Signature [Signature] Years in Business 8 # Employees 10
 3. Name of Business: (Print) ATELIER DES MODISTES Address: 1903 HYDE STREET SF 94109
Phone (415) 775-0545 Signature [Signature] Years in Business 19 # Employees 6
 4. Name of Business: (Print) ANAREHA RESTAURANT Address: 2162 USR KIM ST
Phone 415-519-7985 Signature [Signature] Years in Business 9 # Employees 9
 5. Name of Business: (Print) Swensen's Ice Cream Address: 1999 Hyde St.
Phone 415-775-6818 Signature [Signature] Years in Business 63 # Employees 11
- Name of Contact _____ No. _____

Attachment 2 (cont.)

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1. Name of Business: (Print) 2A PIZZA
Roots Bernstein Address: 1919 Hyde
Phone _____ Signature [Signature] Years in Business 20 # Employees 10
2. Name of Business: (Print) LEWANSKI & ROCKWELL ARCHITECTS Address: 1878 HYDE ST.
Phone 415 776 1220 Signature [Signature] Years in Business 10 # Employees 4
3. Name of Business: (Print) Luella Address: 1896 Hyde St
Phone 674-4343 Signature [Signature] Years in Business 7 # Employees 17
4. Name of Business: (Print) Hyde cleaner Address: 1900 Hyde St
Phone 474-8843 Signature [Signature] Years in Business 10 # Employees 6
5. Name of Business: (Print) Russian Hill Dog Grooming Address: 1929 Hyde St
Phone 415-776-9529 Signature [Signature] Years in Business 17 # Employees 4
- Name of Contact Patricia Montgomery No. _____

Attachment 2 (cont.)

Statement by Neighborhood Merchants

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1. Name of Business: (Print) Lulla Restaurant Address: 1946 Hyde St
Phone 415 674 4543 Signature [Signature] Years in Business 6 # Employees 15
 2. Name of Business: (Print) RAY'S FRENCH CLEANERS Address: 1205 Union
Phone 415 385 4126 Signature [Signature] Years in Business 20 # Employees
 3. Name of Business: (Print) JINAP on Hyde Address: 1800 Hyde St.
Phone 415 775 2517 Signature [Signature] Years in Business 5 # Employees 3
 4. Name of Business: (Print) SEARCHLIGHT Market Address: 1964 Hyde St
Phone 415-672-1010 Signature [Signature] Years in Business 7 # Employees 3
 5. Name of Business: (Print) FRASCATI Address: 1901 Hyde St
Phone (415) 928-1406 Signature [Signature] Years in Business 6 # Employees 13 (8)
- Name of Contact JOE RAYDON No.



SAN FRANCISCO PLANNING DEPARTMENT

Memo to the Planning Commission

HEARING DATE: MAY 19, 2011
Continued from the March 10, 2011 Hearing

Date: May 12, 2011
Case No.: **2010.0162DDV**
Project Address: **1945 HYDE STREET**
Permit Application: 2010 0517 2557
Zoning: NC-1 (Neighborhood Commercial Cluster) District
40-X Height and Bulk District
Block/Lot: 0123/002
Project Sponsor: Zoe Prillinger
Ogrydziak, Prillinger Architects
2148 Larkin Street
San Francisco, CA 94109
Staff Contact: Rick Crawford – (415) 558-6358
rick.crawford@sfgov.org
Recommendation: **Do not take DR and approve the project as proposed.**

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BACKGROUND

The proposed project is the adaptive reuse of a 2-story over basement, existing concrete parking garage containing 58 parking spaces, to a three-story over basement, seven-unit residential project, including fourteen parking spaces provided by seven stackers and one car share space, and one commercial unit of approximately 860 sf.

Specifically, the project includes the following alterations: Conversion of the ground floor front to commercial use; the second floor, and rear portion of the ground floor to residential condominiums; insertion of a pedestrian entrance to the residential spaces in the northern arch on Hyde Street; infill of the remaining arches with compatible glazing and a retail entrance; conversion of the blind arch in the first Russell Street bay to a window; conversion of one of the ground floor windows on Russell Street to a vehicular entrance; addition of a penthouse structure set back 12+ feet from the Hyde Street elevation and within the Russell Street parapet; replacement of non-repairable windows with visually identical units. The project requires a rear yard modification to permit a 10-foot rear yard for the one-story vertical addition, where a setback of 25-feet is required.

At the hearing on March 10, 2011, the Planning Commission heard evidence from the Project Sponsor, property owner, DR Requestors, and concerned neighbors. The Commission continued the case and directed the Sponsor to work with the Requestors and the owner of the adjacent building at 30-32 Russell Street to address issues relating to parking, design and, light and air to residential units at 30-32 Russell. The Commission also asked the Sponsor to investigate the intensity of the use of the parking garage in the past.

The Project Sponsor has held two meetings with DR requestors and neighbors and has corresponded by e-mail with interested parties. The Sponsor has also met with a parking lift vendor to explore additional mechanical parking options. The Sponsor visited the dwelling units at the adjacent building to the north to discuss impacts on light and air.

CURRENT PROPOSAL

The Project Sponsor has revised the project as follows:

Parking. The Sponsor has revised the plans to provide for 17 off-street parking spaces, an addition of 3 spaces from the 14 in the original plans. All the spaces are unbundled from the dwelling units and one space is proposed for car share. With the unbundling of the parking from the residential units and the addition of three more parking spaces to the garage, the project now has the potential to provide hourly public or community monthly parking for the neighboring commercial uses. The Sponsor explored options for up to 25 off-street parking spaces, however, providing additional spaces required a drive to Hyde Street or, two drives to Russell Street or, elimination of the commercial unit. All higher parking options also required the elimination of a dwelling unit or reduction in the size of one unit to a one-bedroom or studio unit not suitable for family occupancy.

The Commission also asked the Sponsor to investigate the intensity of use of the parking garage in the past. The Sponsor has investigated the history of parking use since 2001 and found that prior to 2008 there was no hourly parking in the garage. The Sponsor has provided the following information:

- From 2001 to 2007, there was no hourly parking in the building. The building has been used as a repair garage and for monthly parking and vehicle storage. Past repair use is referenced in the Historic Resource Evaluation Report for the project.
- 2/2007 The garage is sold to Trophy Properties XI LLC,
- 10/2008 Hyde Park LLC commences hourly parking in the garage,
- 1/2009 Trophy Properties XI deeds the property to Ref SF Properties in lieu of foreclosure,
- 8/2009 Monthly parking is suspended for several weeks
- 9/2009 1945 Hyde is purchased by Green Garage. Green Garage contracts with Hyde Park for monthly and hourly parking.

Light and Air to 30-32 Russell Street. The Sponsor met with the owner of 30-32 Russell (Russell Building), the adjacent building to the north. The Sponsor had previously removed a large vent pipe at the rear of 1945 Hyde removing an obstruction that had blocked light and air to one of the apartments at the rear of the top floor of the Russell Building. The property owner seeks to preserve the newly improved situation, as well as preserve light and air to a second top-floor-rear apartment, after the construction of the project. In response to the owner of the Russell Building, the Sponsor has modified the project by sculpting the rear of the new third floor so that the mass of the building does not encroach into any significant view plane from both of the rear apartments on the top floor of the Russell Building.

This modification should be sufficient to protect light, air and any significant views from the top rear apartments at the Russell Building.

Front Building Elevation, Arched Windows. At the hearing on March 10, 2011 Commissioner Sugaya suggested that the project be modified to have the arched windows on the front elevation of the building be continued to the ground level rather than partially filling in the arches with a solid wall. The sponsor has modified the project so the arched windows extend to the ground.

CEQA. The project as revised now includes the potential to provide hourly public or community monthly parking for the neighboring commercial uses. The Categorical Exemption for the project has been reissued to include the public or community monthly parking options. No action by the Planning Commission is required for this reissuance.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must not take Discretionary Review and approve the project as modified to allow the adaptive reuse of the parking garage to residential units with one ground floor commercial unit in the NC-1 District.

BASIS FOR RECOMMENDATION

- The project advances the Policies and objectives of the General Plan,
- The project advances the City's Transit First policy,
- The project includes a building addition that responds appropriately to both the historic nature of the building and the neighborhood,
- The project provides new housing units to increase the City's housing stock.

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

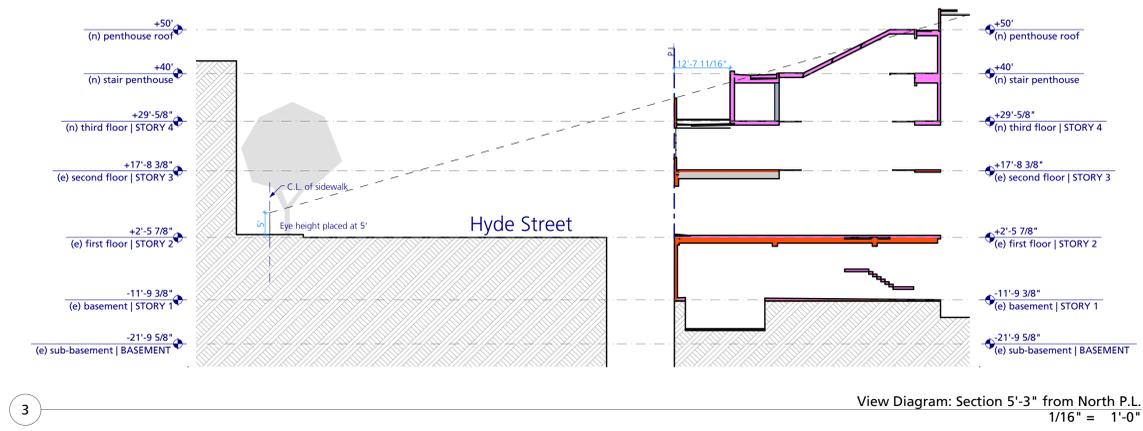
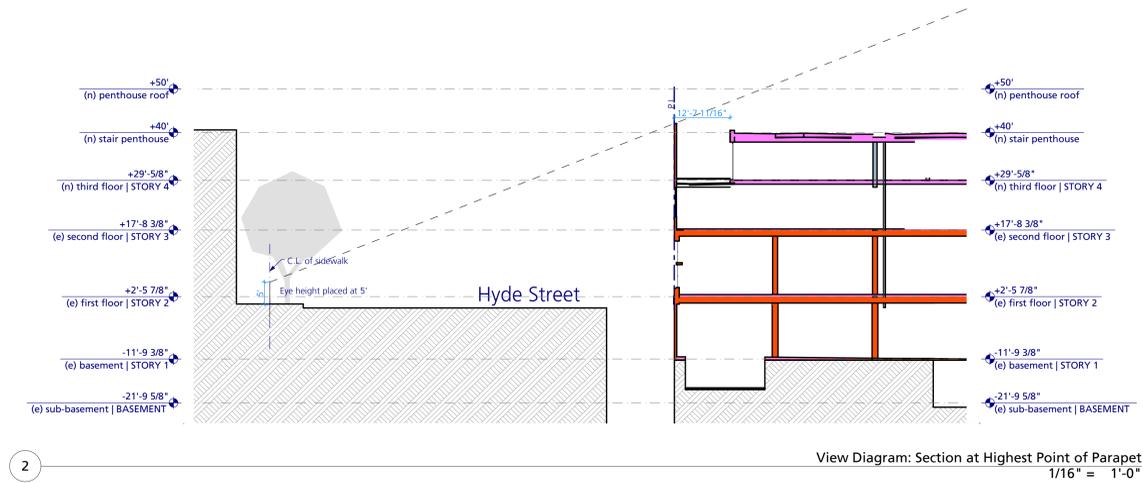
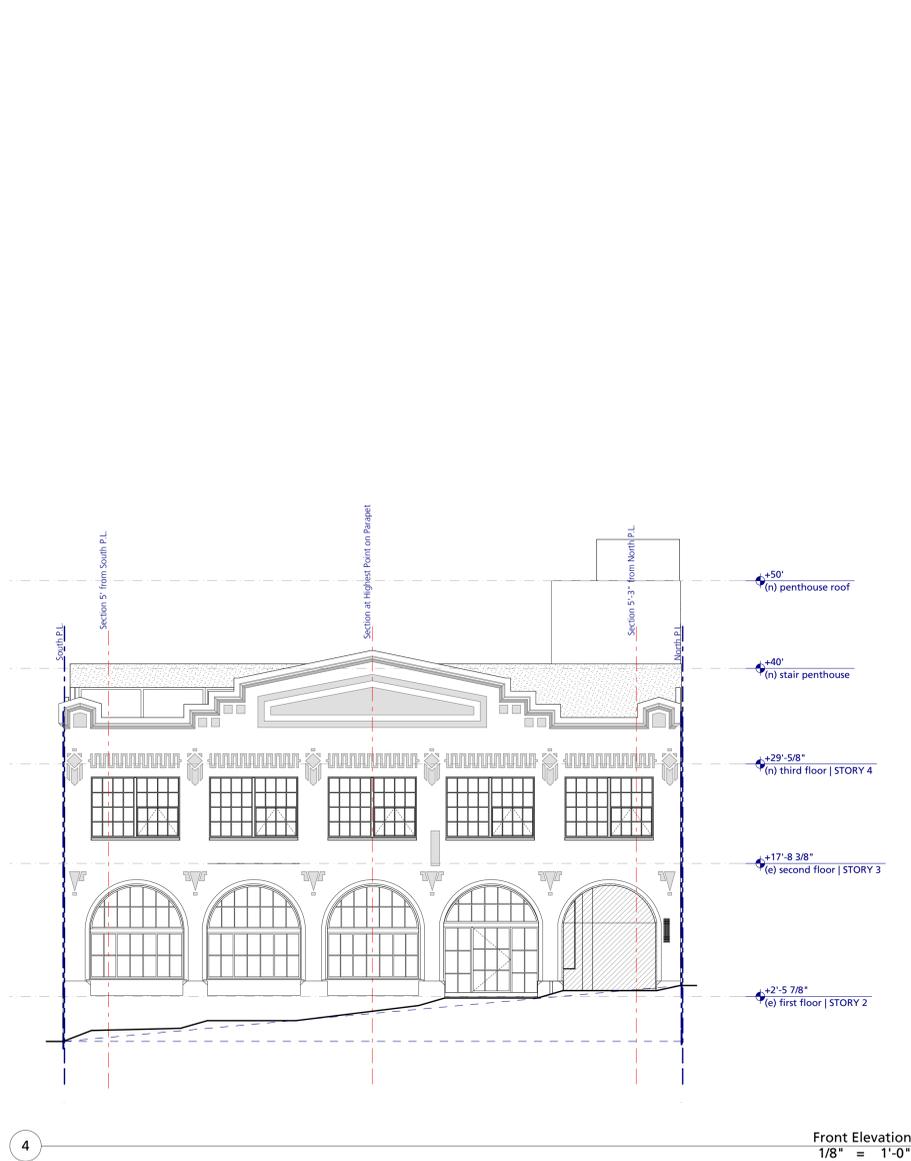
Attachments:

3-D Rendering

Reduced Plans

Letter from Russian Hill Community Association (DR Requestor)

SITE PERMIT - not for construction



3

4

1

2

1945 Hyde St.
San Francisco, CA

BLOCK: 0123 LOT: 002

OGRYDZIAK/PRILLINGER ARCHITECTS
www.oparch.net
2148 Larkin St., San Francisco, CA 94109
TEL. 415.474.6723 FAX. 415.474.5097

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BUILDING PERMIT
initial submittal

Progress Set 03.01.2011

Site Permit-
Initial Submittal 05.06.2010

Scale: 1/8" = 1'-0"

Checked: LO

Drawn: DB, DF

Project: 0901

Architect Stamp:

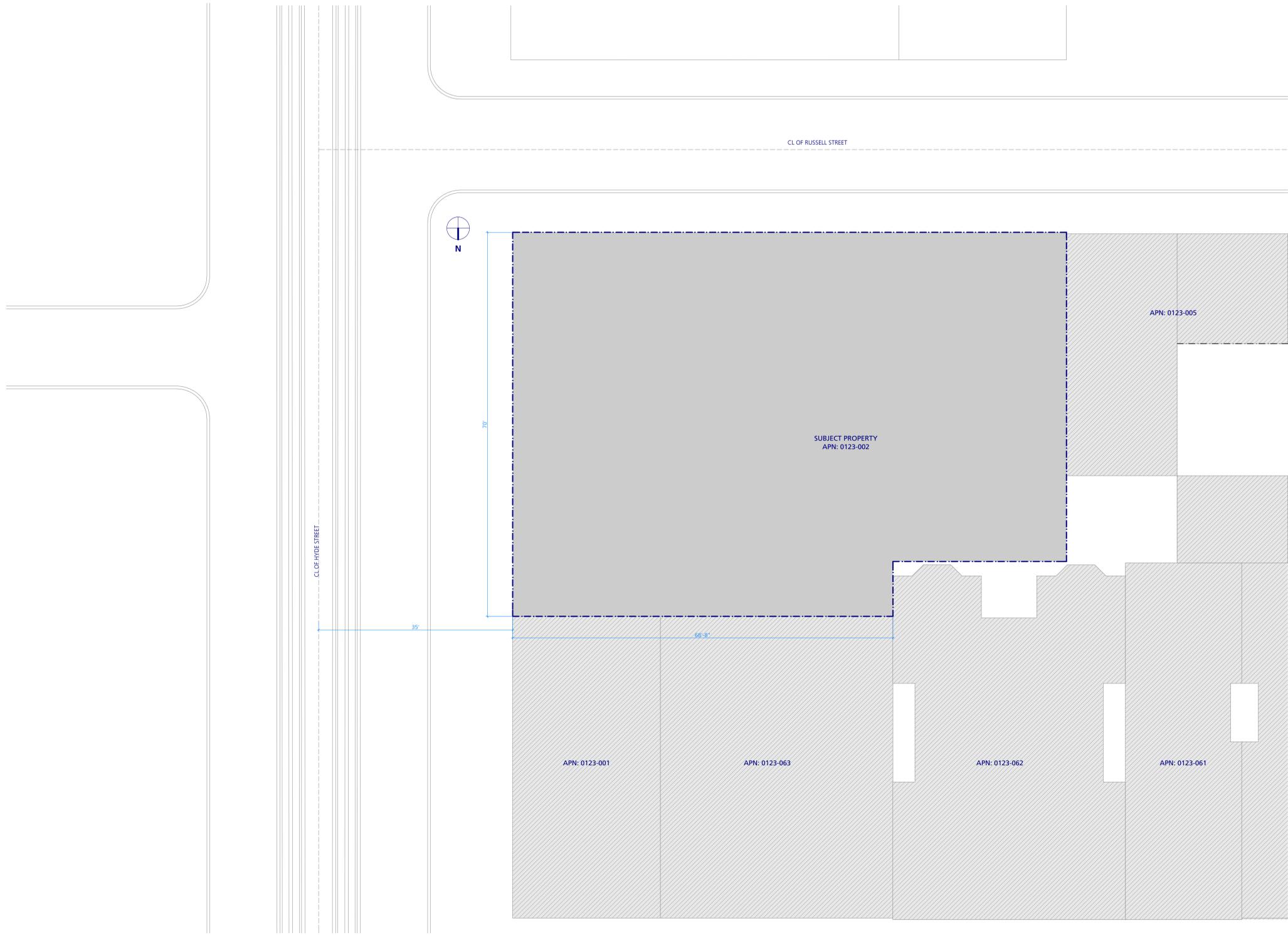
Sheet Title:

SITE PLAN: Existing

SITE PERMIT - not for construction

1945 Hyde St.

A1.1



1

(e) Site Plan
1/8" = 1'-0"

BUILDING PERMIT
initial submittal

Progress Set 03.01.2011

Site Permit-
Initial Submittal 05.06.2010

Scale: 1/8" = 1'-0"

Checked: LO

Drawn: DB, DF

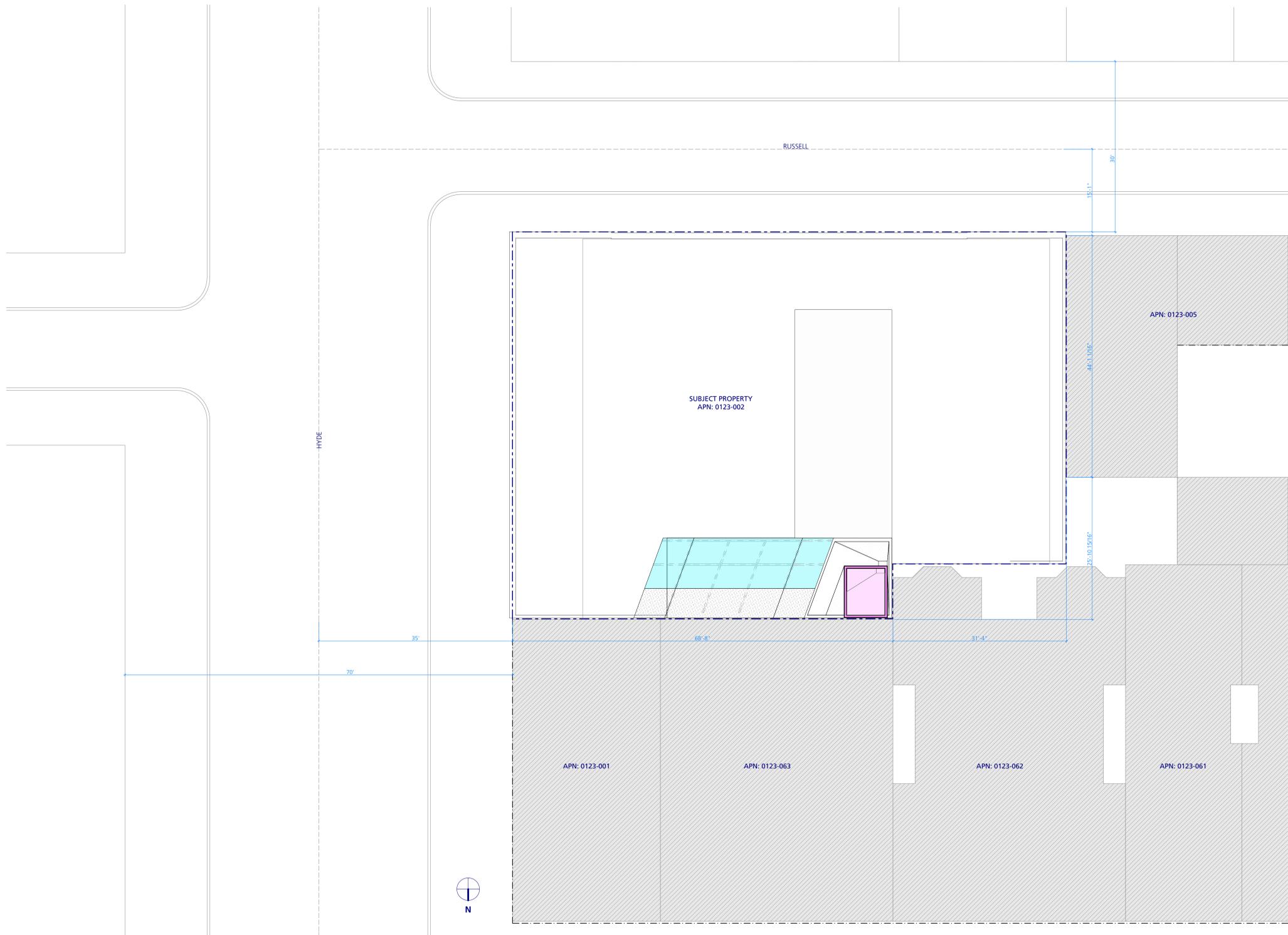
Project: 0901

Architect Stamp:

Sheet Title:

SITE PLAN: Proposed

SITE PERMIT - not for construction



BUILDING PERMIT
initial submittal

Progress Set 03.01.2011

Site Permit-
Initial Submittal 05.06.2010

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

Checked: LO

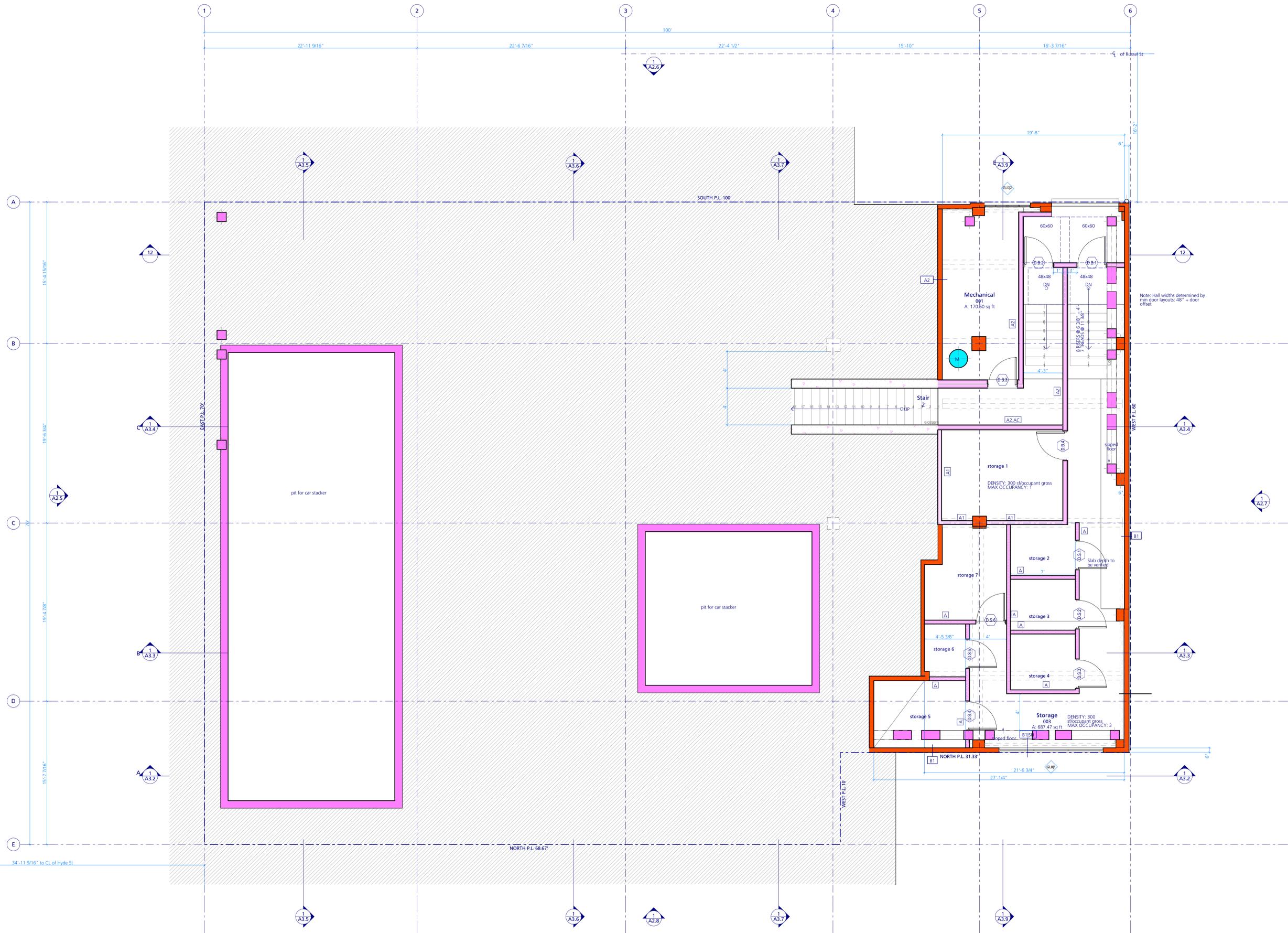
Drawn: DB, DF

Project: 0901

Architect Stamp:

Sheet Title:
PROPOSED FLOOR
PLAN: 0

SITE PERMIT - not for construction



NOTE:

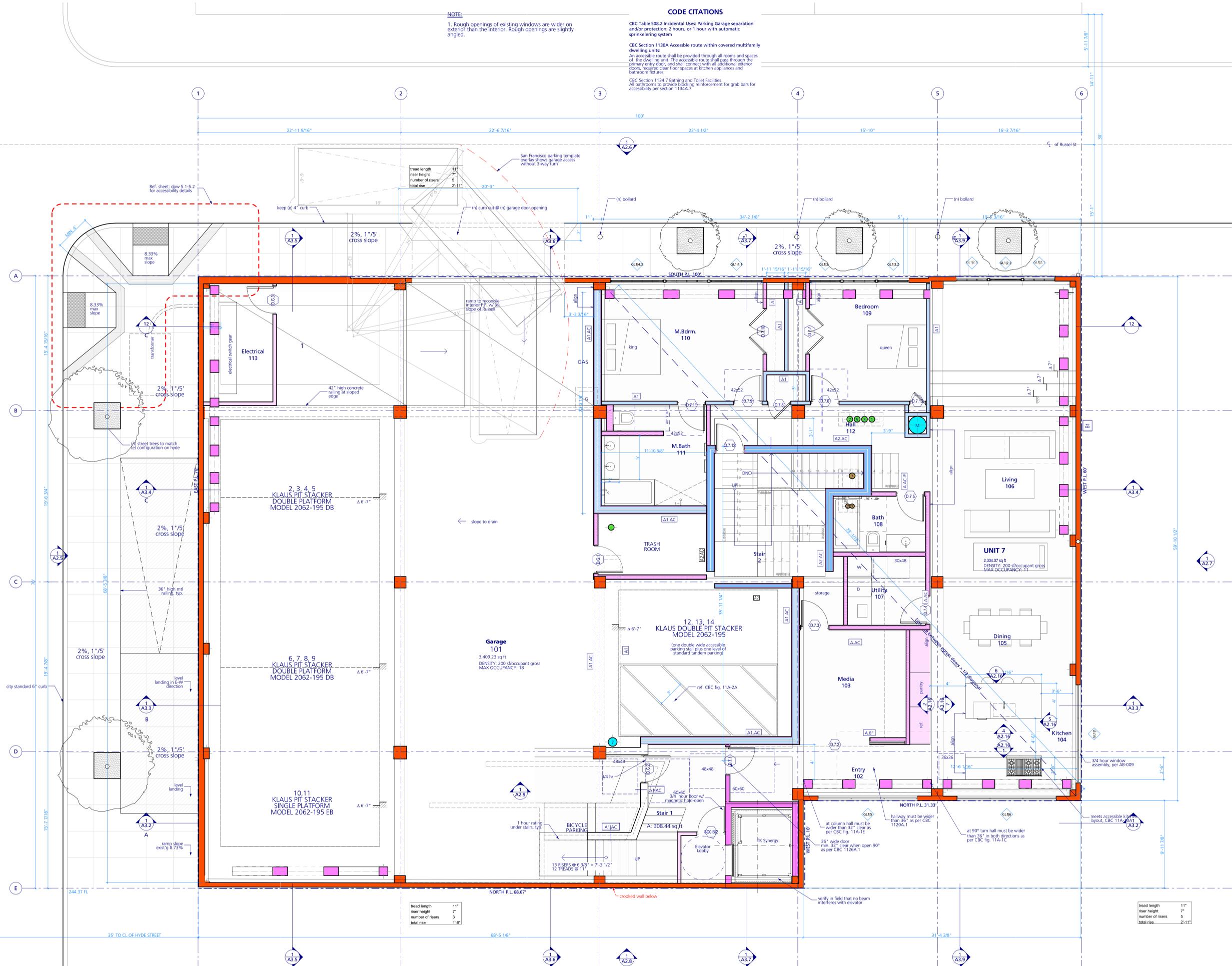
1. Rough openings of existing windows are wider on exterior than the interior. Rough openings are slightly angled.

CODE CITATIONS

CBC Table 508.2 Incidental Uses: Parking Garage separation and/or protection: 2 hours, or 1 hour with automatic sprinklering system

CBC Section 1130A Accessible route within covered multifamily dwelling units:
An accessible route shall be provided through all rooms and spaces of the dwelling unit. The accessible route shall pass through the primary entry door, and shall connect with all additional exterior doors, required clear floor spaces at kitchen appliances and bathroom fixtures.

CBC Section 1134.7 Bathing and Toilet Facilities
All bathrooms to provide blocking reinforcement for grab bars for accessibility per section 1134A.7



tread length	11"
riser height	7"
number of risers	3
total rise	1'-9"

tread length	11"
riser height	7"
number of risers	5
total rise	2'-11"

SITE PERMIT - not for construction

BUILDING PERMIT
initial submittal

Progress Set 03.01.2011

Site Permit-
Initial Submittal 05.06.2010

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

Checked: LO

Drawn: DB, DF

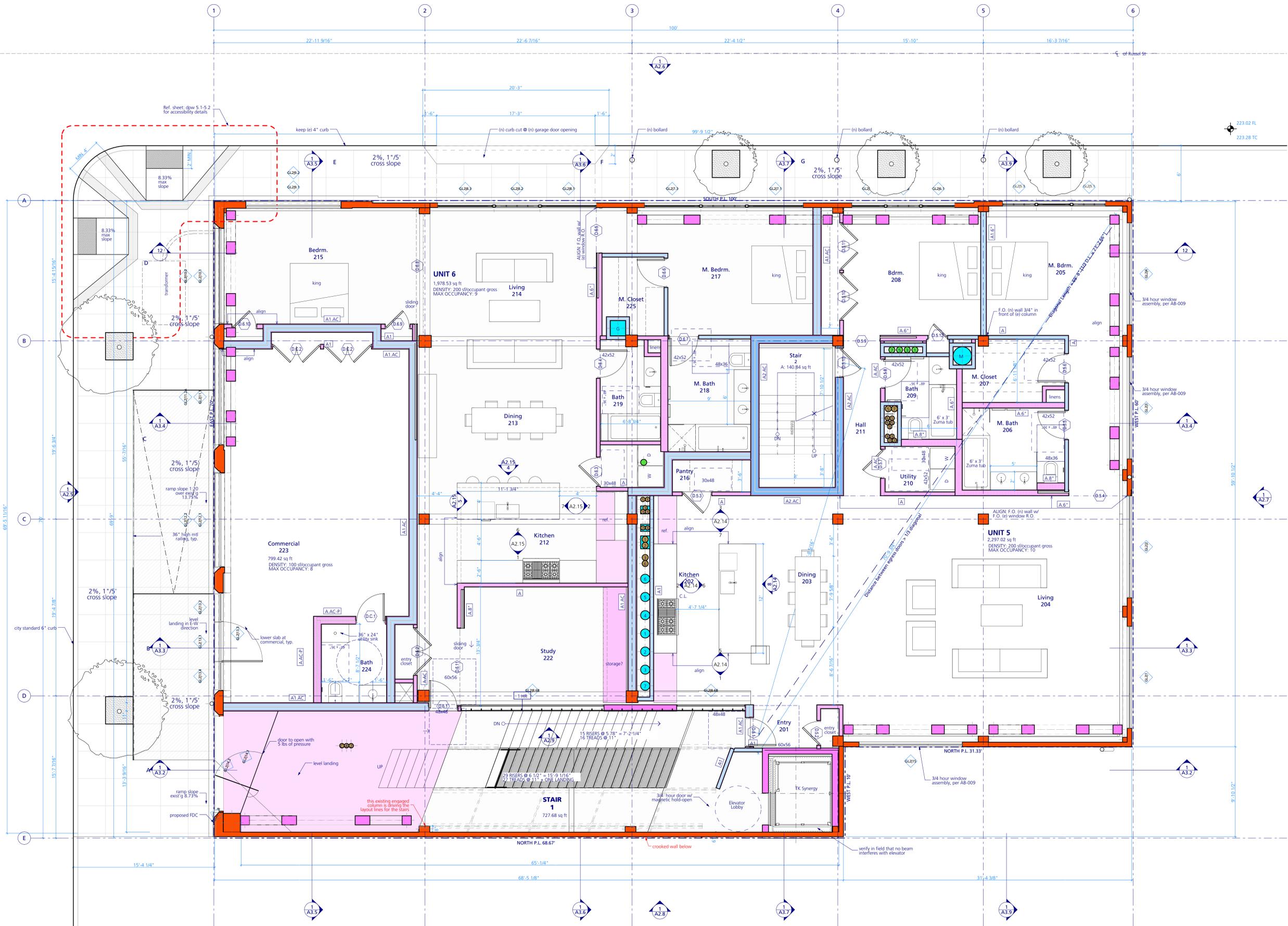
Project: 0901

Architect Stamp:

Sheet Title:
PROPOSED FLOOR
PLAN: 2

1. Rough openings of existing windows are wider on exterior than the interior. Rough openings are slightly angled.

CBC Section 1130A Accessible route within covered multifamily dwelling units:
An accessible route shall be provided through all rooms and spaces of the dwelling unit. The accessible route shall pass through the primary entry door, and shall connect with all additional exterior doors, required clear floor spaces at kitchen appliances and bathroom fixtures.
CBC Section 1134.7 Bathing and Toilet Facilities:
All bathrooms to provide blocking reinforcement for grab bars for accessibility per section 1134A.7



SITE PERMIT - not for construction

BUILDING PERMIT
initial submittal

Progress Set 03.01.2011

Site Permit-
Initial Submittal 05.06.2010

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

Checked: LO

Drawn: DB, DF

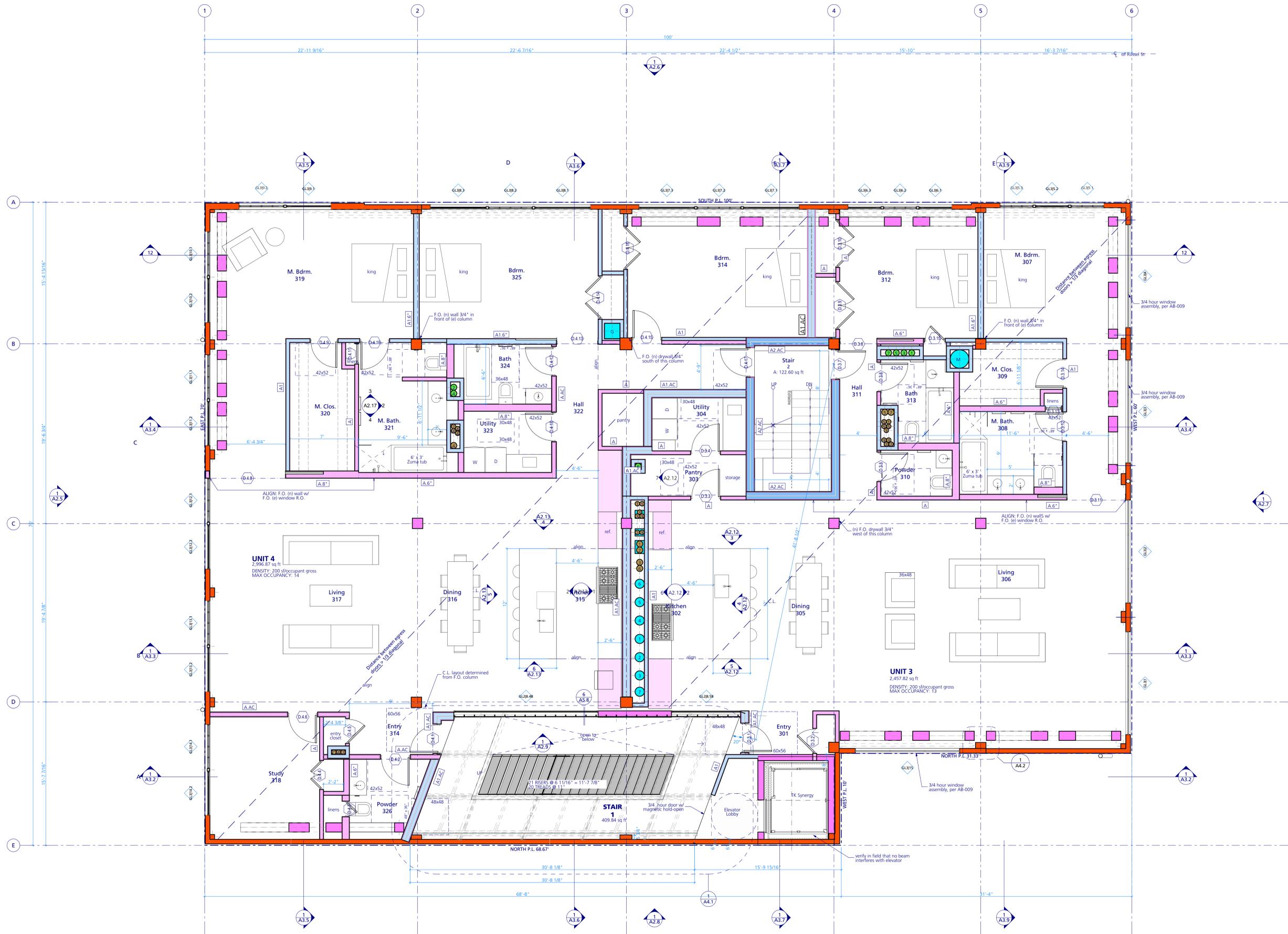
Project: 0901

Architect Stamp:

Sheet Title:
PROPOSED FLOOR
PLAN: 3

CBC - Section 1130A
Bathing and Toilet Facilities.
All bathrooms to provide blocking reinforcements for grab bars per accessibility per section 1130A.7

NOTE:
1. Rough openings of existing windows are wider on exterior than the interior. Rough openings are slightly angled.



SITE PERMIT - not for construction

BUILDING PERMIT
initial submittal

Progress Set 03.01.2011

Site Permit- Initial Submittal 05.06.2010

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

Checked: LO

Drawn: DB, DF

Project: 0901

Architect Stamp:

Sheet Title:
PROPOSED FLOOR
PLAN: 4

doorways shall be required where one of the following conditions exists:
1. The occupant load of the space exceeds the values on Table 1015.1.

Table 1015.1
Occupancy type R
Maximum occupant load 10.

CBC Section 1004
Residential: 200 sq. ft./occupant.

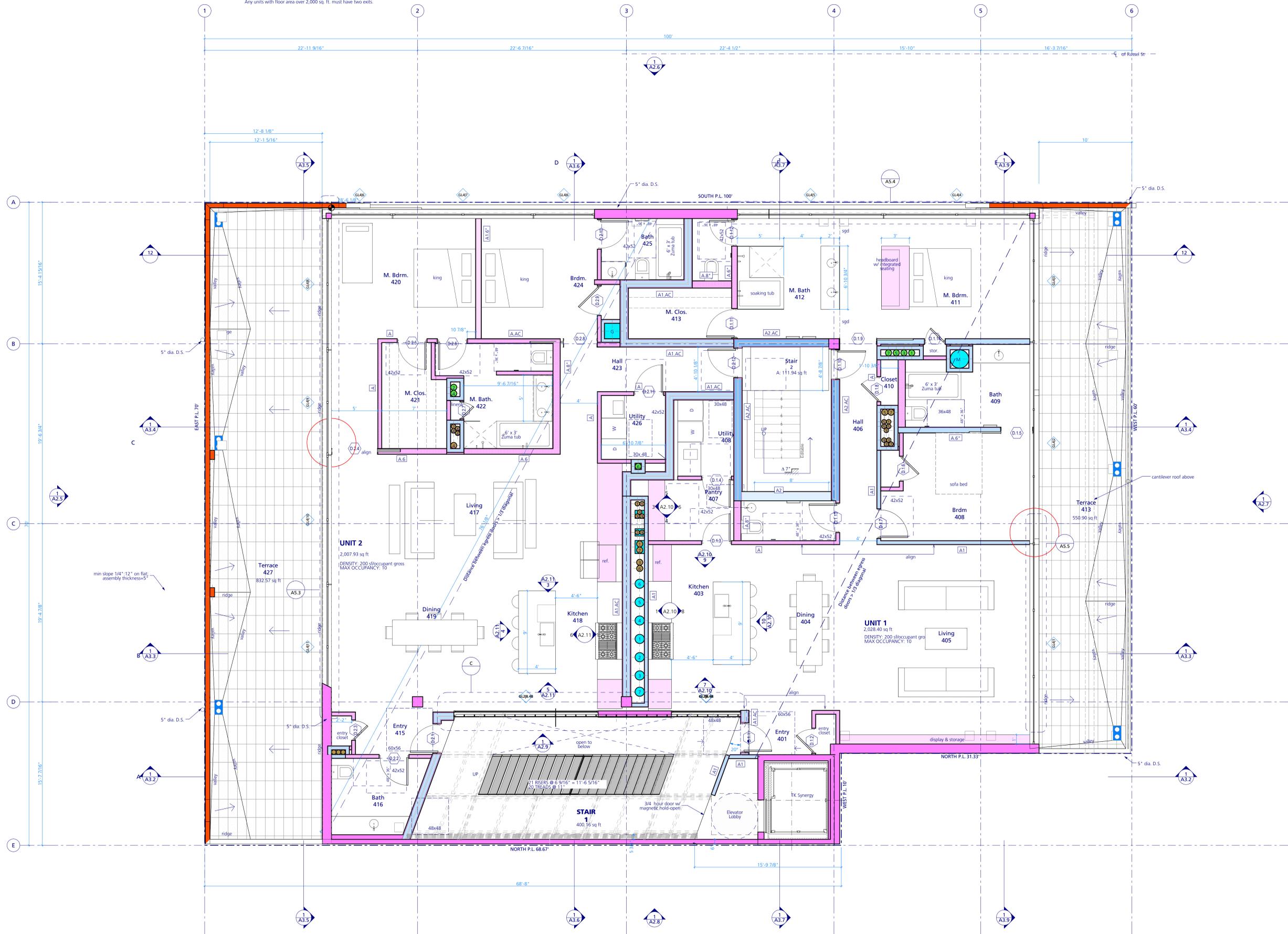
Interpretation
Any units with floor area over 2,000 sq. ft. must have two exits.

Section 1015.2.1
Exception 2
Where a building is equipped throughout with an automatic sprinkler system in accordance with sections 903.3.1.1 or 903.3.1.2, the separation distance of the exit doors or exit access doorways shall not be less than one-third of the length of the maximum overall diagonal dimensional area served.

Interpretation
No requirement for swing in direction of egress travel.

direction of egress travel where serving an occupant load of 50 or more persons or a Group H occupancy.
Stair tread depths shall be 11 inches (279 mm) minimum.

accessibility per section 1134A.7



SITE PERMIT - not for construction

PLANNING NOTES
Required min. area of shared roofdeck to be used as in lieu open space.
5 x 133 sq ft = 665 sq ft
ROOF TERRACE DENSITY 15 sf/occ.
For 49 people max occ, max size of roof terrace 735.
Thus, to meet planning req. and only req. one means of egress, roof terrace area constraints are 665 < x < 735

LOW SLOPE ROOFING NOTES
Min. slope at roof planes 1/4" : 12" in primary direction of water flow, typ.

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BUILDING PERMIT
initial submittal

Progress Set 03.01.2011

Site Permit- Initial Submittal 05.06.2010

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

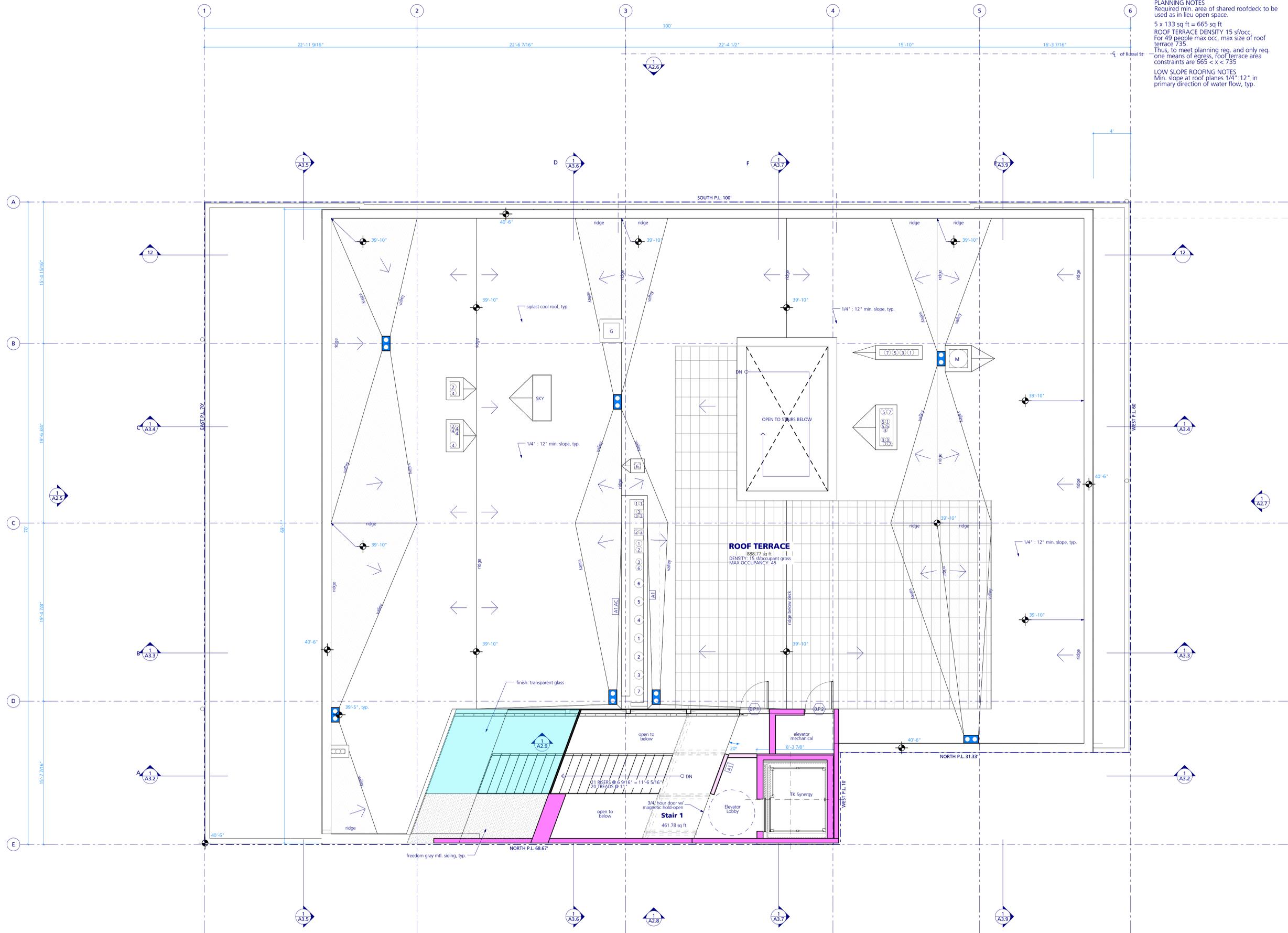
Checked: LO

Drawn: DB, DF

Project: 0901

Architect Stamp:

Sheet Title:
PROPOSED FLOOR PLAN: Penthouse



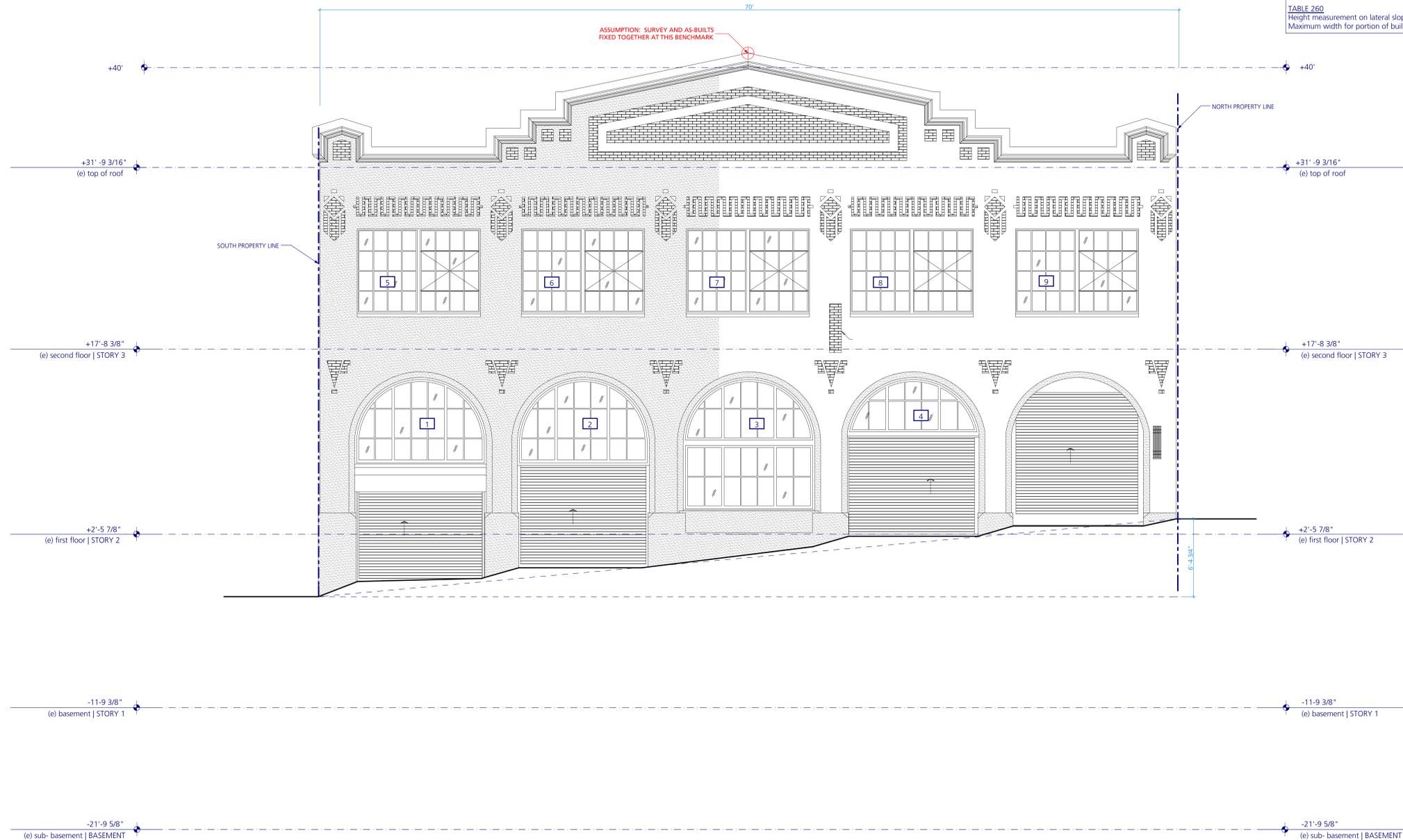
Stair Penthouse
1/4" = 1'-0"

SITE PERMIT - not for construction

ALL EXISTING WINDOWS TO BE REPLACED.
NUMBERS CORRESPOND TO
'EXISTING WINDOW SURVEY' REPORT

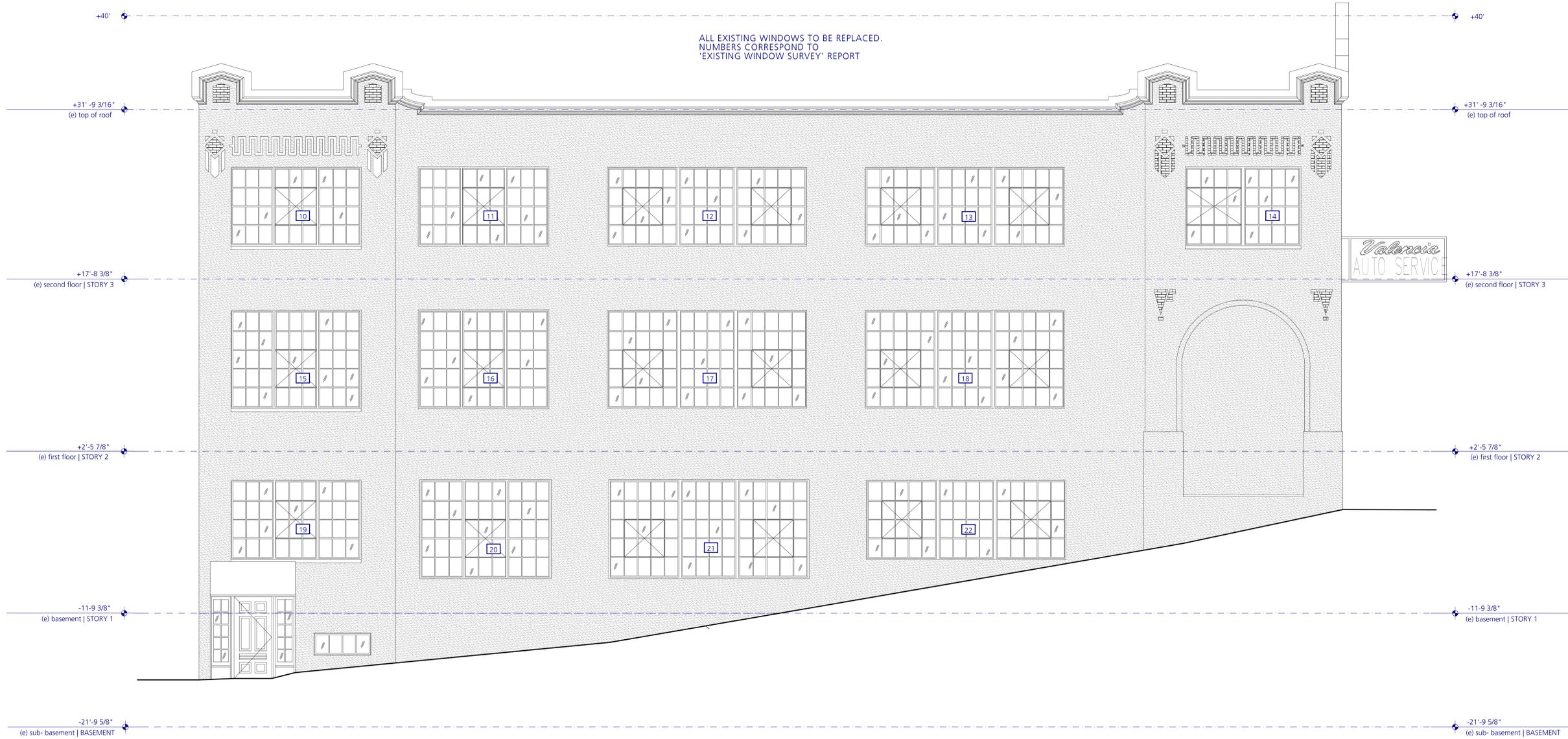
Lot width at front elevation: 70'
Height difference across front elevation: 6.347'
Total slope: 6.347' / 70' = 9.07%
TABLE 260
Height measurement on lateral slopes where height limit is 65 feet or less.
Maximum width for portion of building that may be measured from a single point: 65'

ASSUMPTION: SURVEY AND AS-BUILTS
FIXED TOGETHER AT THIS BENCHMARK



(E) East (Front) Elevation
1/4" = 1'-0"

SITE PERMIT - not for construction



ALL EXISTING WINDOWS TO BE REPLACED.
NUMBERS CORRESPOND TO
'EXISTING WINDOW SURVEY' REPORT

Progress Set 03.01.2011

Site Permit-
Initial Submittal 05.06.2010

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

Checked: LO

Drawn: DB, DF

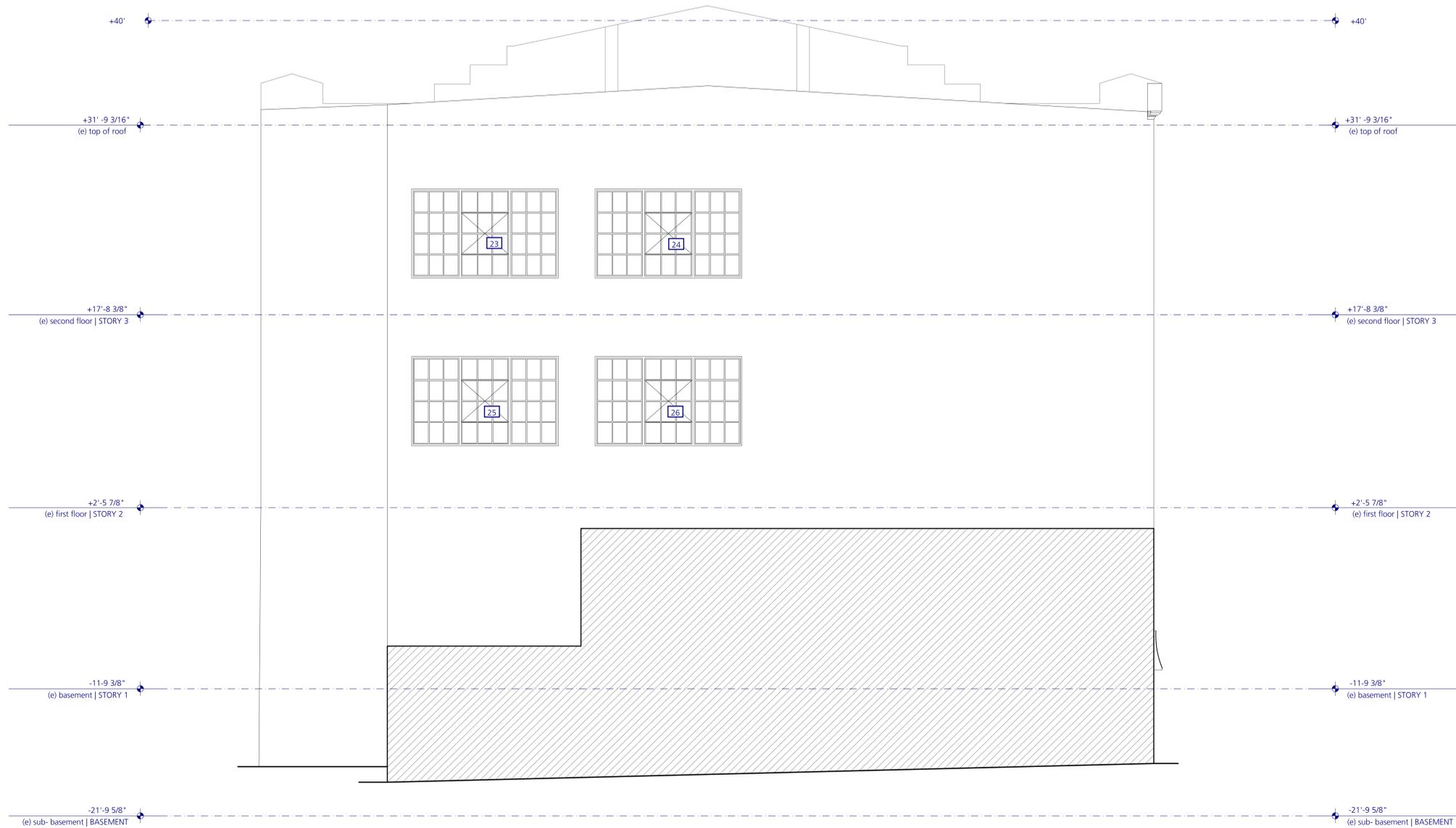
Project: 0901

Architect Stamp:

SITE PERMIT - not for construction

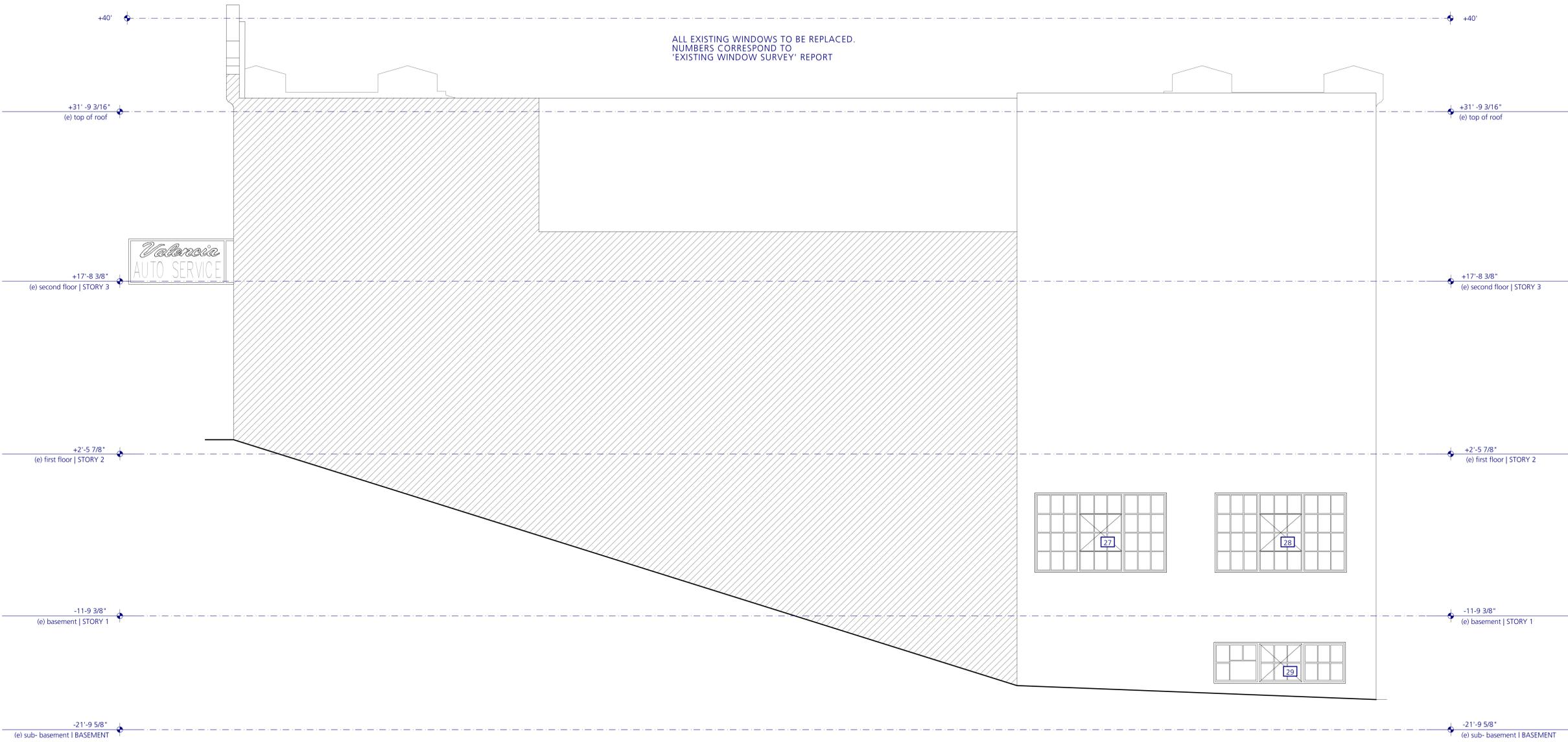
Sheet Title:
EXISTING ELEVATION:
Side (South)

ALL EXISTING WINDOWS TO BE REPLACED.
NUMBERS CORRESPOND TO
'EXISTING WINDOW SURVEY' REPORT



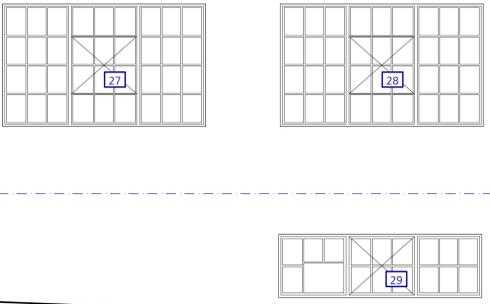
(E) West Elevation
1/4" = 1'-0"

SITE PERMIT - not for construction



ALL EXISTING WINDOWS TO BE REPLACED.
NUMBERS CORRESPOND TO
'EXISTING WINDOW SURVEY' REPORT

Valencia
AUTO SERVICE



(E) North Elevation
1/4" = 1'-0"

SITE PERMIT - not for construction

BUILDING PERMIT
initial submittal

Progress Set 03.01.2011

Site Permit-
Initial Submittal 05.06.2010

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

Checked: LO

Drawn: DB, DF

Project: 0901

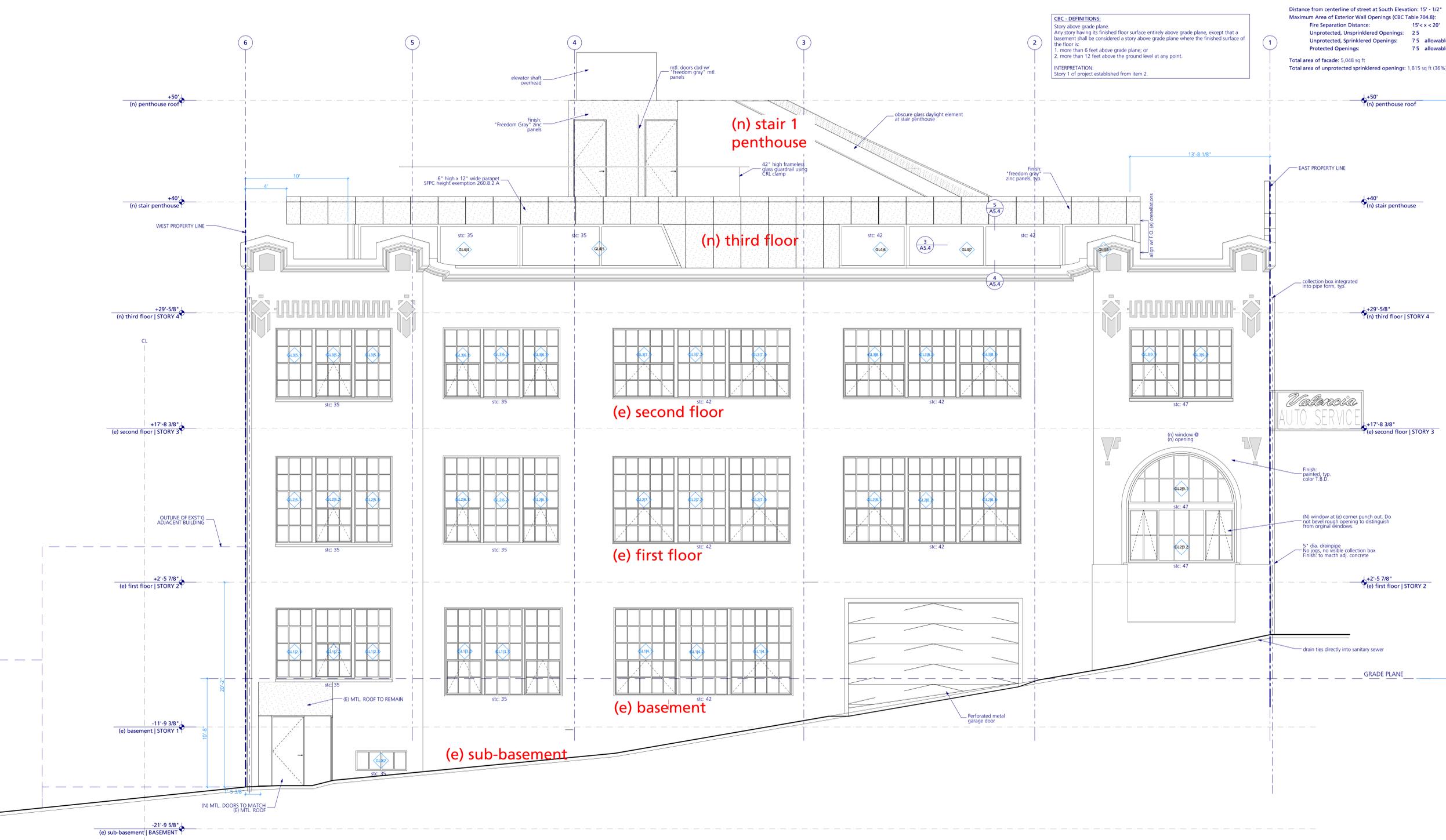
Architect Stamp:

Sheet Title:
PROPOSED
ELEVATION: Side
(South)

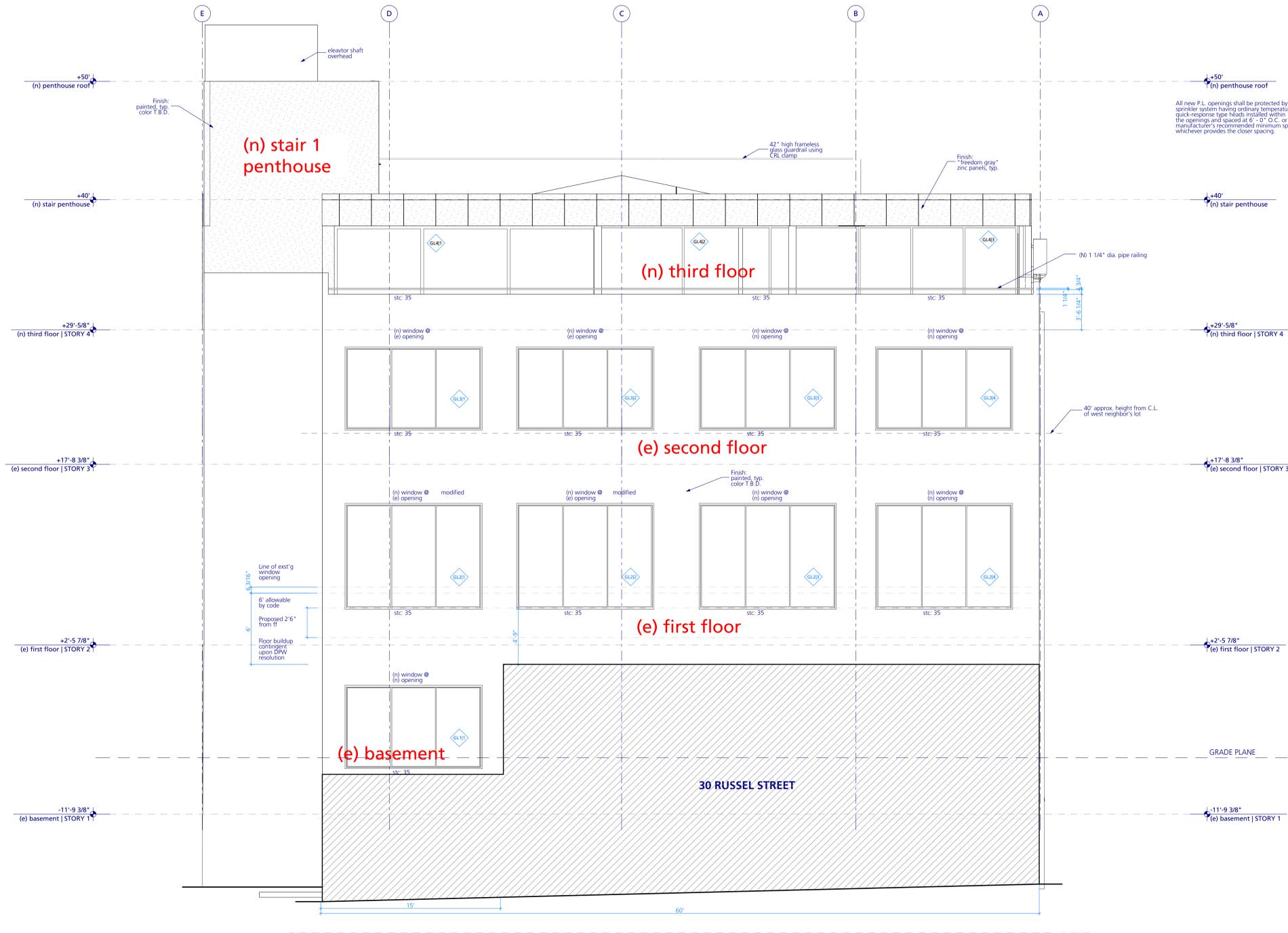
SITE PERMIT - not for construction

CBC - DEFINITIONS:
Story above grade plane.
Any story having its finished floor surface entirely above grade plane, except that a basement shall be considered a story above grade plane where the finished surface of the floor is:
1. more than 6 feet above grade plane; or
2. more than 12 feet above the ground level at any point.
INTERPRETATION:
Story 1 of project established from item 2.

Distance from centerline of street at South Elevation: 15' - 1/2"
Maximum Area of Exterior Wall Openings (CBC Table 704.8):
Fire Separation Distance: 15' x < 20'
Unprotected, Unsprinklered Openings: 2.5 allowable
Unprotected, Sprinklered Openings: 7.5 allowable
Protected Openings: 7.5 allowable
Total area of facade: 5,048 sq ft
Total area of unprotected sprinklered openings: 1,815 sq ft (36%)

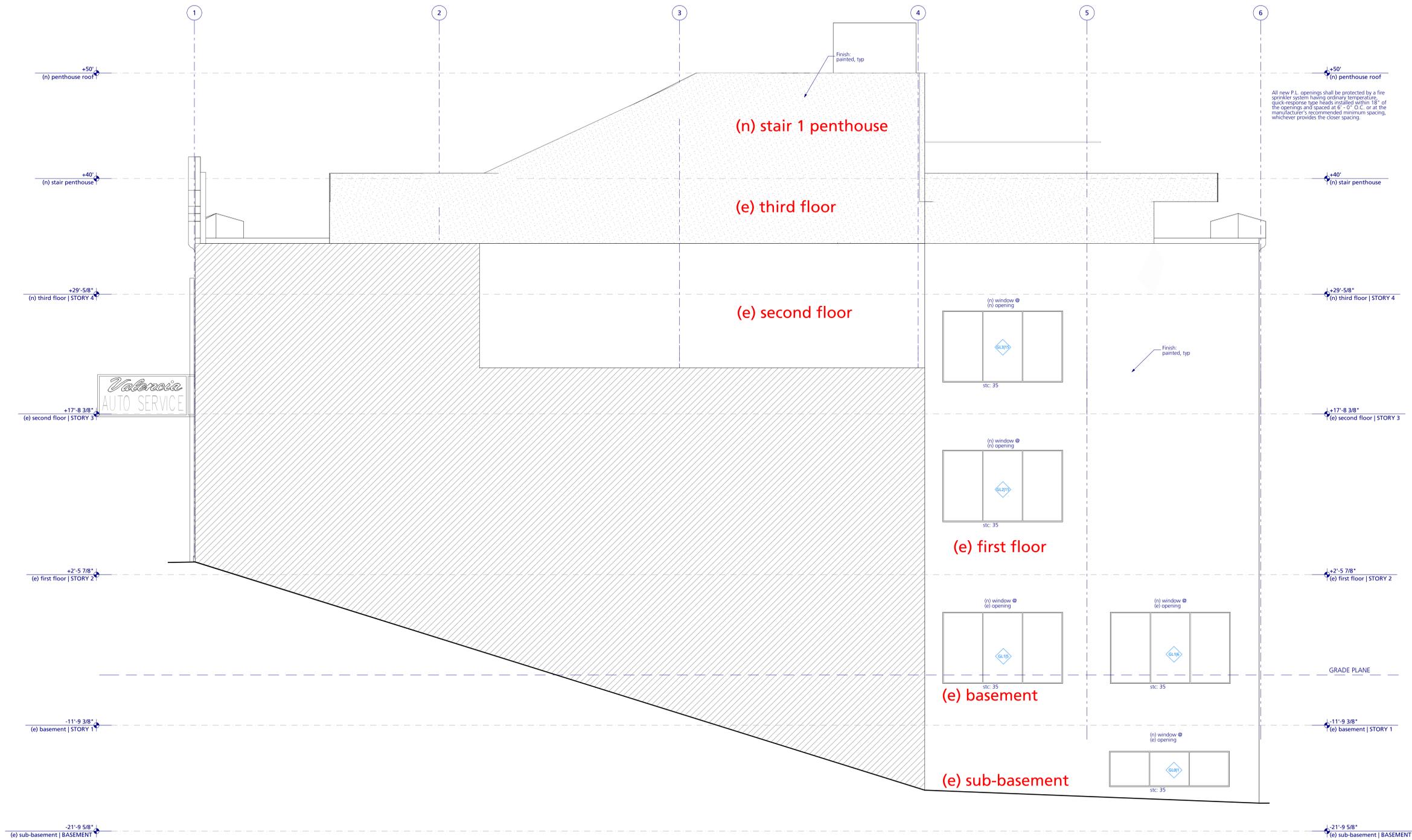


(N) South Elevation
1/4" = 1'-0"

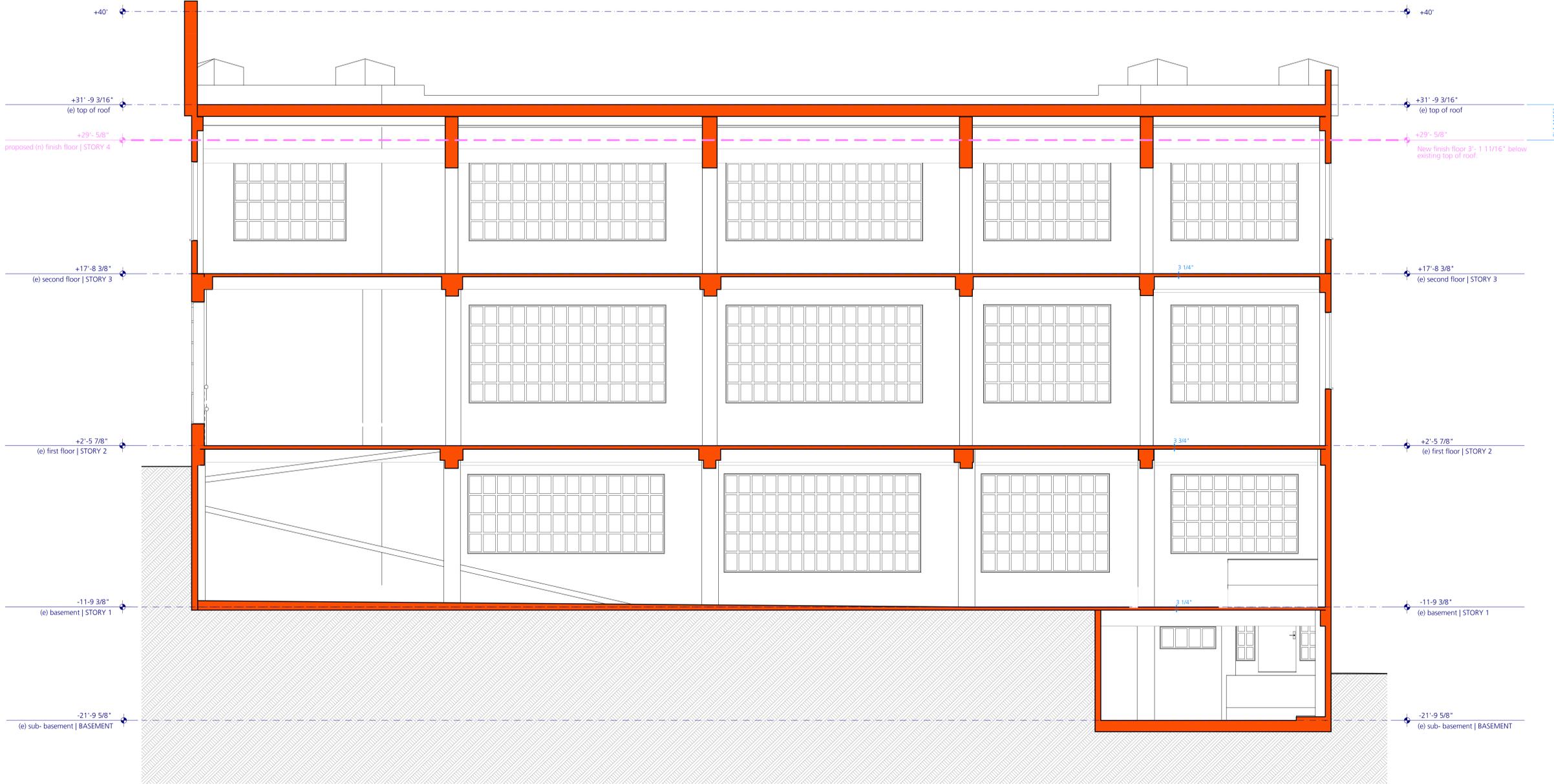


SITE PERMIT - not for construction

SITE PERMIT - not for construction



(N) North Elevation
1/4" = 1'-0"



Progress Set 03.01.2011

Site Permit-
Initial Submittal 05.06.2010

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

Checked: LO

Drawn: DB, DF

Project: 0901

Architect Stamp:

Sheet Title:
EXISTING SECTION
(Long)

Longitudinal Section
1/4" = 1'-0"

SITE PERMIT - not for construction

BUILDING PERMIT
initial submittal

Progress Set 03.01.2011

Site Permit-
Initial Submittal 05.06.2010

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

Checked: LO

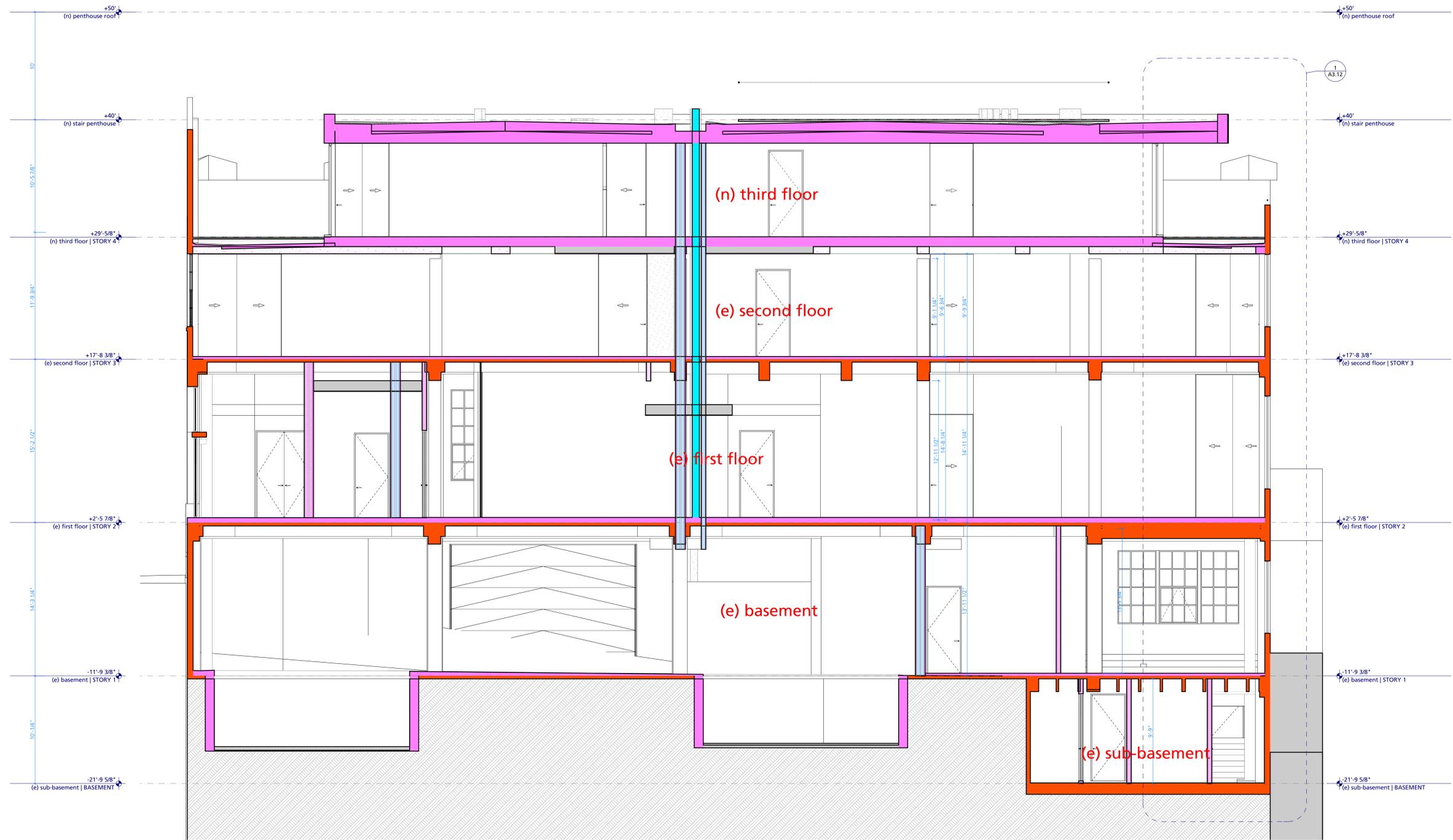
Drawn: DB, DF

Project: 0901

Architect Stamp:

Sheet Title:
**PROPOSED SECTION:
B (Long)**

SITE PERMIT - not for construction



1 Longitudinal Section
1/4" = 1'-0"



Progress Set 03.01.2011

Site Permit-
Initial Submittal 05.06.2010

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

Checked: LO

Drawn: DB, DF

Project: 0901

Architect Stamp:

Sheet Title:
PROPOSED SECTION:
H (Cross)

SITE PERMIT - not for construction



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1945 HYDE ST
05.11.11

Modified aerial view from south east

1945 HYDE STREET PARKING TIMELINE

March 10, 2011 DR hearing.

March 11, 2011 Project sponsor John Willis (Willis) and Architects begin discussion on ways to increase parking in the building.

March 17, 2011 Willis and Architects and other team members reviewed several hypothetical schemes to determine feasibility.

March 24, 2011 Willis and Marvin Frankel (Frankel) from Russian Hill Neighbors (RHN) discussed the outcome of his meeting with neighborhood groups and provided to Willis the names of several parking system manufacturers that could hypothetically provide significantly increased parking in the building. These included the parking systems shown on these sites:

www.5by2parking.com

<http://www.accesscarparking.com/products.html>

<http://www.jiglift.com/ParkingSystem.aspx>

<http://www.wpsparkingsystems.com/parksafe580.html>

http://www.alibaba.com/product-free/104903071/Car_Parking_Systems.html

http://www.tradekorea.com/product-detail/P00158148/Puzzle_Parking_system.html

March 25, 2011 Willis researched these manufacturers and contacted each of them to determine if there was local availability and service. Only the first firm has any US presence. Since it is a small firm Willis contacted a European reference listed on the website.

March 25, 2011 Site meeting with Rick Rombach, local Klaus parking representative. Klaus parking is the global leader in automated parking with over 600,000 spots in 25,000 buildings in 80 countries worldwide. Rick introduced several new technical considerations for integration into the project: (1) the accessible van spot cannot be integrated with automated parking as had been initially assumed; (2) all “puzzle” type lifts require an access aisle with gate in front of the puzzle spots; and (3) these access aisles must be approximately 24’ wide. Willis and Architects only reviewed semi-automatic puzzle type lifts, as RR dismissed a fully automatic system as both prohibitively expensive and unnecessary in this context.

April 9, 2011 Willis sends out a group email to members of RHN and RHCA requesting a meeting to go over the groups' concerns.

April 12, 2011 Frankel meets Willis and Architects and Architects’ office for over two hours. Frankel reviews range of parking layout developed since DR for discussion. These show a range of possible configurations, along with technical considerations. Frankel introduces the idea of a fully automatic parking system. More specifically, he recommends looking at European fabricator 5x2, which

specializes in fully automatic systems. Frankel asks Willis and Architects to look at a fully automatic configuration with an entry off Hyde Street rather than Russell.

April 12-19, 2011 Willis and Architects work out fully automatic parking schemes. After further email communication with 5By2 we eliminated it since there was no available servicing in CA. European reference failed to respond to Willis's inquiry. Since Klaus has a similar fully automatic system which would work for this application, Architects work with Klaus to develop and price code compliant options. Ultimately, the only viable fully automatic option would be prohibitively expensive as well as requiring a second curb-cut on Russell Street which would eliminate the master bedroom suite at unit 7.

April 20, 2011 Two hour meeting at Architects office with Willis, Architects and various interested neighborhood group representatives: Sarah Taber, Jamie Cherry (Cherry), Heather Cogswell, Kathleen Courtney, and Frankel. Willis and Architects present process drawings of parking explorations along with technical and pricing parameters for discussion.

April 20, 2011 Willis issues PDFs to attendees of both semi- and fully- automatic parking schemes for reference and review.

April 28, 2011 Cherry emails Willis regarding RHCA concerns with schematic plans.

April 28, 2011 Willis responds to group email regarding parking concerns. In particular, Willis notes difference in pricing between semi- and fully- automatic systems as follows. The estimated cost for a 17 or 19 space semi-automatic "puzzle" system is around \$300k (not including contractor mark up and financing). The estimated cost for a 25 spot fully-automatic system would exceed \$2.1m (including contractor mark up, financing, and requisite structural modifications to the existing building). Consequently, the marginal cost for an additional 6 or 8 spaces (from 17 or 19 to 25) is over \$1.8m, or \$300k per extra spot. In addition, using a fully-automatic system would require eliminating a bedroom from unit 7 and adding a second curb cut on Russell Street.

April 26, 2011 Willis and Architects present parking schematics to Project Planner Rick Crawford (Crawford) for feedback.

May 2, 2011 Willis responds in detail to the stated concerns of RHCA. See attachment.

May 2, 2011 Architects submit proposed 17 spot parking layout to Crawford for memo.

May 4, 2011 Frankel calls Willis regarding RHN idea to use sub-basement for additional parking. Frankel asks Willis to explore possibilities for parking at this location, contingent upon adding additional curb-cuts on Russell Street.

May 9, 2011 Willis responds in detail to RHN suggestion to explore use of sub-basement for parking. See attachment.

1945 HYDE STREET NORTH NEIGHBOR TIMELINE

June 2010 Story-poles are erected showing the massing of the proposed rooftop addition for Planning review. These story-poles have been visible on site since.

November 2, 2010 John Willis (Willis) discusses project with Joe Harney (Harney) prior to Harney purchase of the north neighboring property. Harney pledges support for Willis' project and subsequently purchases north neighboring property. Willis agrees to remove at his expense the large existing three story rooftop mechanical duct which partially blocks views from upper floor units of north neighbor. This existing duct was removed within a week.

March 9, 2011 The day before the DR hearing, Harney speaks with Willis for the first time since November to indicate he will oppose the project as submitted because he feels it will negatively impact light, air, and views to his building.

March 10, 2011 Fifteen minutes before the start of DR hearing, Harney and his architect Harvey Hacker (Hacker) present a schematic drawing of several massing modifications necessary for their support. These modifications include elimination of the west facing overhang and alignment of the west edge of the rooftop addition with the east edge of the east-most window of the north neighbor – a line approximately 15'-6" off of the west property line. At this point, all discussion focuses on protection of light, air, and views to east top unit.

March 23, 2011 The 1945 Hyde Street project Architects present a modified massing scheme to Harney and Hacker at Hacker's office. The project is modified to not impact light and air, and minimally impact existing views. This is the scheme we are currently submitting as part of the continuation process. An hour after this meeting, Hacker issues an email saying the proposal does not satisfy the conditions of Section 134.e.1.B

March 24, 2011 Willis requests clarification from Harney regarding what specific aspects of proposal Harney did not like.

March 25, 2011 Harney responds with a photograph taken from the window of the west top floor unit, stating he wants "no diminution of the light and view" presently enjoyed by any of his units.

March 28, 2011 Harney walks Willis and Architects through all units to review conditions and photograph views through rear windows.

April 13, 2011 Willis and Fred Lyon return to top floor west unit to re-photograph view with less contrast for compositing with view of computer model.

April 18, 2011 Harney issues letter to Planning Department and Zoning Administrator opposing variance.

April 19, 2011 Willis contacts Harney and requests articulation of specific parameters required for support, noting possibility of submitting March 23 scheme to City for determination.

April 26, 2011 Willis and Architects present proposed massing modification to Project Planner Rick Crawford (Crawford) for feedback.

May 2, 2011 Architects submit proposed massing modification to Crawford for memo.



luke ogrydziak <oparch@gmail.com>

1945 Hyde | parking in sub-basement

John Parker Willis <johnparkerwillis@mac.com>**Mon, May 9, 2011 at 2:45 PM**

To: Marvin Frankel <marvin@frankelproperties.com>, heather cogswell <hcogswell@sbcglobal.net>, Jamie Cherry <jcherry@rhcasf.com>, Kathleen Courtney <kcourtney@xdm.com>, Sarah Taber <Sarah@sstaber.com>
Cc: OPA ogrydziak <oparch@gmail.com>

Marvin, my architects have completed a feasibility analysis of the subbasement parking plan you described to me in loose terms last week. It is attached below.

I am not inclined to pursue it further for the reasons stated and I hope you agree that is just doesn't work in the space we have given the other non-negotiable things like fire exit stairs that HAVE to be in the that space.

Marvin I have spent approximately \$10,000 in supplemental design fees since March 10 looking solely at increasing parking in the building. I can say with a high degree of confidence that is simply not possible to reach the parking level RHN has requested and still preserve project viability. No one seems willing or able to pay the enormous cost of the fully automated system with its limitations of size, mechanical frailties and high maintenance costs. I suspect this is why the local representative for Klaus calls it prohibitively expensive and told us not to consider it.

Thanks again for your time in working on this project.

GREEN GARAGE LLC

JOHN PARKER WILLIS, MANAGER
3298 PIERCE STREET
SAN FRANCISCO, CA 94123

C [415-710-4921](tel:415-710-4921)
O [415-474-8600](tel:415-474-8600) ex 10
F [415-474-8696](tel:415-474-8696)

Begin forwarded message:

From: Luke Ogrydziak <luke@oparch.net>
Date: May 9, 2011 2:13:32 PM PDT
To: 'John Parker Willis' <johnparkerwillis@mac.com>
Cc: 'Zoe' <zoe@oparch.net>, dave@oparch.net
Subject: 1945 Hyde | parking in sub-basement

John –

Once we add the steel moment frame, we have approximately 56' feet clear length for parking in the sub-basement. Given the now familiar variables, this implies the following possible scenarios:

1 SIMPLE IN-LINE PARKING

A curb cut and garage door at the west-most bay would yield three additional in-line spots. These spots would not be independently accessible and would require car-juggling out on Russell Street. Also, adding these spots would create a conflict with the current secondary

stair egress – which would probably need to be shifted over near the Kerouac window. As per several previous discussions, we need to keep the second stair away from the perimeter until it is down to the sub-basement level. As such, the only reasonable solution would keep the parking at the west perimeter with the stair at the second bay.

2 IN-LINE PLUS PIT

With layout option 1 we could add a pit stacker at the end of the in-line parking to yield an additional space, bringing our total to 4. (Again, these would not be independently accessible spots.)

3 PUZZLE

My suspicion is that the neighbor's were imagining a more efficient puzzle type scenario. This would require additional (and costly) excavation for sub-basement pits. And we would need to level out within the building footprint. Considering these constraints, we could have two garage doors off of Russell on the two west bays, leading into level outs followed by an on grade puzzle (3 cars) then a pit puzzle (5). Such a layout would trigger a number of undesirable consequences. First, the most efficient rear pit puzzle would create a formal conflict with the potential pit puzzle on the main floor of parking. (In the plan area which was formerly the media room of unit 7.) This is a kind of zero-sum situation, as we would be taking from one pit to create another. Second, the two curb cuts would block our secondary stair egress, would present a major problem.

Given the limited gains and significant collateral damages, I am not seeing how any of these solutions are worth pursuing further. Perhaps Marvin had something else in mind that we have missed? Or maybe RHN considers 3 in-line spots worth a Russell Street curb cuts (plus additional space constraints for you).

Let me know if any of this needs more elaboration or documentation in your opinion.

Best, - Luke

Luke Ogrydziak AIA
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San Francisco, California 94109
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www.oparch.net

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From: John Parker Willis <johnparkerwillis@mac.com>
Subject: Response to RHCA Review of Parking Options
Date: May 2, 2011 12:59:37 PM PDT
To: Marvin Frankel <marvin@frankelproperties.com>, Sarah Taber <Sarah@sstaber.com>, Kathleen Courtney <kcourtney@xdm.com>, heather cogswell <hcogswell@sbcglobal.net>, Jamie Cherry <jcherry@rhcasf.com>
Cc: OPA ogrydziak <oparch@gmail.com>
Bcc: "Steven L. Vettel" <svettel@fbm.com>

Dear Group,

I wanted to more fully respond to the various issues Jamie raised in her earlier email and have attempted to do so below.

John

On Apr 28, 2011, at 9:42 AM, Jamie Cherry wrote:

Hello John,

We reviewed the parking options emailed to us on 4/21, with the larger RHCA group. While they are all good first iterations, they all fall a little short in practicality, as you are aware. Also, only one of the 4 options had an entrance on Hyde Street. The general consensus is that the main parking entrance needs to remain on Hyde St, so we would like to explore further options, particularly ones that meet the commercial district's needs for hourly parking.

- Have you explored the 19 Puzzle space option with the entrance on Hyde -- with the southeastern corner being an elevator down to the basement level?

Yes we have studied the elevator in that corner location and discovered the following problems:

1.) Entrance to the building would involve essentially driving across the crosswalk and handicap curb. The elevator down to the lower level would create the same mechanical vulnerability that the fully automated system presents, i.e. no elevator no parking at all. 2.) Once on the lower level the car needs to make an awkward and very hard right turn to access the puzzle spots. Were there another car(s) leaving and heading to the elevator significant congestion issues would arise. 3.) The elevator location removes the second bedroom from the front unit as well as requiring a new home for the electrical service, bike storage and trash. Electrical entry point relocation would entail a cost of about \$300/linear foot. The trash area and bike storage would likely move to where single side-accessed spot is shown in the 19 car scheme, making it an 18 car scheme.

The merchants and neighbors particularly feel a need for hourly parking or valet parking. If there are a fewer spaces does it open up more for easier valet/ or hourly parking?

We are neutral on the topic of valet versus community parking. That is an economic decision.

- Cost? Clearly everyone wants this to be as cost-effective for all concerned. To put in a option that is cost-prohibitive, i.e.the automatic cube which can put all cars out of service if one slot malfunctions, seems unproductive.

We agree and the issue of mechanical malfunctioning is one of several reasons we are reluctant to pursue an elevator-based system.

Have you explored floors 1 and 2 remaining as is with parking, and building condos on floors 3 and 4 only, or leave parking on floors 1 and half of 2 on the Hyde Street side, with a unit on the west side of floor 2? Would a total valet supported parking area be more cost effective? For both resident, monthly and hourly parking?

As I mentioned in the earlier email, removing the commercial unit and the residential unit in front dramatically impacts project viability and yields only a few spots which would require a valet and leave all the curb cuts on Hyde. Our plan is to increase on street parking by doing away with those curb cuts and creating four new spaces for the community. Such a scheme would directly conflict with Planning Staff directives

An all valet system would have to be in effect 24 hours a day. Assuming one person was sufficient at all times (???), such an arrangement would cost over \$200,000/year. Assuming that we could get 24 spaces, the monthly valet cost per space per month, w/o mechanical maintenance costs, is over \$730.

- the penthouse condos. The group at large feels it's critical to have a set-back on the south side/Russell Street side in order for the building not be an even greater monolith. While we realize you have requests from the Union St. neighbor for a larger set back from the west wall, it is unclear to us why there would not be setbacks on all 3 sides, West, South and East? The two penthouse units are currently 2000sq ft each have you explored a smaller footprint of 1500sqft to accommodate the setbacks? There are many 1500sqft, two bedroom units on Russian Hill.

My personal opinion is that one of the many wonderful things about Russian Hill is the diversity of both building scale and design. The addition of 7' does not feel overpowering to me and to my eye provides relief from the undifferentiated cement monolithic form. We have selected an understated material for the penthouse with a low sheen and included as much glazing as possible. We are sensitive to Heather's concern about light emission from the existing windows and would consider a provision in the CC&Rs that addressed that issue if it is important to her or others.

- it seems there needs to be further brainstorming to address options that will be best for both you and the neighborhood -does it make sense to ask the commission to continue the DR as we continue to explore other options fully?

Three capable people on our team have worked nearly full time since the last meeting to address concerns that were raised and I need to go ahead with the scheduled hearing date. If you have more suggestions, we continue to be receptive.

Thanks

Thanks John, and we'll look forward to more options.

Jamie

Jamie Cherry

Chair, 1945 Hyde Street Project Team
Russian Hill Community Association



luke ogrydziak <oparch@gmail.com>

RHCA Review of Parking Options

Jamie Cherry <jcherry@rhcasf.com>

Thu, Apr 28, 2011 at 9:42 AM

To: John Parker Willis <johnparkerwillis@mac.com>

Cc: OPA ogrydziak <oparch@gmail.com>, Marvin Frankel <marvin@frankelproperties.com>, Sarah Taber <Sarah@sstaber.com>, Kathleen Courtney <kcourtney@xdm.com>, heather cogswell <hcogswell@sbcglobal.net>

Hello John,

We reviewed the parking options emailed to us on 4/21, with the larger RHCA group. While they are all good first iterations, they all fall a little short in practicality, as you are aware. Also, only one of the 4 options had an entrance on Hyde Street. The general consensus is that the main parking entrance needs to remain on Hyde St, so we would like to explore further options, particularly ones that meet the commercial district's needs for hourly parking.

- Have you explored the 19 Puzzle space option with the entrance on Hyde -- with the southeastern corner being an elevator down to the basement level? The merchants and neighbors particularly feel a need for hourly parking or valet parking. If there are a few spaces does it open up more for easier valet/ or hourly parking?

- Cost? Clearly everyone wants this to be as cost-effective for all concerned. To put in an option that is cost-prohibitive, i.e. the automatic cube which can put all cars out of service if one slot malfunctions, seems unproductive. Have you explored floors 1 and 2 remaining as is with parking, and building condos on floors 3 and 4 only, or leave parking on floors 1 and half of 2 on the Hyde Street side, with a unit on the west side of floor 2? Would a total valet supported parking area be more cost effective? For both resident, monthly and hourly parking?

- the penthouse condos. The group at large feels it's critical to have a set-back on the south side/Russell Street side in order for the building not to be an even greater monolith. While we realize you have requests from the Union St. neighbor for a larger set back from the west wall, it is unclear to us why there would not be setbacks on all 3 sides, West, South and East? The two penthouse units are currently 2000sq ft each. Have you explored a smaller footprint of 1500sqft to accommodate the setbacks? There are many 1500sqft, two bedroom units on Russian Hill.

- it seems there needs to be further brainstorming to address options that will be best for both you and the neighborhood - does it make sense to ask the commission to continue the DR as we continue to explore other options fully?

Thanks John, and we'll look forward to more options.

Jamie

Jamie Cherry
Chair, 1945 Hyde Street Project Team
Russian Hill Community Association



luke ogrydziak <oparch@gmail.com>

parking access and car count issues

john willis <johnparkerwillis@mac.com>

Thu, Apr 28, 2011 at 6:31 PM

To: Marvin Frankel <marvin@frankelproperties.com>, Jamie Cherry <jcherry@rhcasf.com>, Sarah Taber <Sarah@sstaber.com>, Kathleen Courtney <kcourtney@xdm.com>, heather cogswell <hcogswell@sbcglobal.net>

Cc: OPA ogrydziak <oparch@gmail.com>

I am in LA visiting family and busy but I wanted to respond quickly to the parking issues, i.e. car count and access point. I will respond tomorrow to the other issues.

Any system that required the use of the fully automated devices get crazily expensive on a per car basis and the cost of the additional spaces obtained compared to the number of spaces allowed with more straight forward "puzzle" and "pit stacking" systems is astronomical.

The 17 and 19 space systems using "puzzle" or "pit stacking" cost around \$300,000 (not including contractor mark up and financing costs).

When we increase parking to say 25 which requires the fully automated systems; the cost exceeds \$2.1 million with contractor markup, financing cost and conservative allowances for moving one or two structural columns in the garage. I am not including acoustic isolation issues and seismic accommodation which are unknowns at this time, as are other "unknowns".

As a result getting the additional 6 or 8 (from 17 or 19 to 25) spaces has a marginal cost of over \$1.8 million which is up to \$300,000 for each of those extra spots!!!

As you know running up the construction budget by another \$1.8 million means much more cash is required for financing and I am not able to do that especially under circumstance where I have no reason to believe that there are 25 people who will want to pay for a mechanized spot with all of its short comings, reliability issues, maintenance costs and the "scary" factor it presents to many would be users.

Access on Hyde with the automated system is a big problem. We loose the commercial space and residential unit on that street level in front gets mangled in its floor plan and loses an important bedroom.

Retaining the front (east side) of the Hyde Street level entirely for parking and deleting that unit and the commercial space has a devastating impact on project viability and only yields six or less tandem additional spots for valet use. It also conflicts with clear directives we have from the City. That low number of additional spaces does not warrant an attendant and I strongly suspect that a system of all valet parking is not practical in this size building as 24 hour access increases labor cost dramatically. I can confirm this later.

I will respond to the other issues tomorrow.

John



1945 HYDE STREET NEIGHBORHOOD PARKING SURVEY

- 1.) Nob Hill parking: 1320 Washington Street (Jones Street)
\$375/mo for independently accessible covered parking
offered by Hyde Park LLC which operate 1945 Hyde
- 2.) 1550 Union offers dead car storage with no in and out for
\$200/mo.
- 3.) 2001 Union Street charges \$350/mo. but closes at midnight and
does not open until 10:00 on some days. Garage charges \$225 for
Monday -Friday available only from 7am -6 pm .
- 4.) \$365/mo. Covered parking at Polk and Filbert advertised on
Craigslist 3/28/11
- 5.) \$300/month Vallejo and Polk very small spot for short term
advertised on Craigslist 3/21/11
- 6.) \$250/month tandem spot on Filbert and Polk advertised on
Craigslist 3/17/11
- 7.) \$375/month at 1000 Chestnut advertised weekly on Craigslist.
Unlimited in and out privileges via doorman. No direct access to
car.

Parking rates at 1945 Hyde were I believe set at the time of the sale to Trophy Properties in 2007. I have had no involvement in pricing. Hyde Park LLC operates many parking facilities in SF and in the East Bay. They assure me that \$400 is the market rate for unrestricted in and out covered parking at this location.

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\$375 Parking Available at Chestnut/Hyde! (russian hill) (map)

Date: 2011-04-26, 3:47PM PDT

Reply to: hous-ur5t9-2348016083@craigslist.org [Errors when replying to ads?]

1000 Chestnut is offering monthly parking to non-residents. Parking is indoors and gated. Call Trinity Management Services at 415-474-5333 for more information. Don't worry about tickets any longer.

We also have great apartments for rent.

TMS333

1000 Chestnut St. ([google map](#)) ([yahoo map](#))

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PostingID: 2348016083

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\$350 North Beach Parkign @ 2140 Taylor! (north beach / telegraph hill)

Date: 2011-04-26, 9:31AM PDT

Reply to: hous-uvvvh-2347184193@craigslist.org [Errors when replying to ads?]

Parking Spaces Available Now for Non-Resident Parkers. >\$200 Exterior, \$250 Indoor Specials!<

Don't miss this opportunity. Call Ditas at (415) 885-0333 today to schedule an appointment

TMS333

2140 Taylor ([google map](#)) ([yahoo map](#))

it's NOT ok to contact this poster with services or other commercial interests

PostingID: 2347184193

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\$300 Indoor, non-tandem parking spot (russian hill) (map)

please flag with care: [?]

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[best of craigslist](#)

Date: 2011-04-25, 2:28PM PDT

Reply to: hous-pcthg-2345829988@craigslist.org [Errors when replying to ads?]

Hi, we've got a parking spot in our multi-unit building garage, totally secure and clean, well-lit, safe. A beautiful building and most people who park there own their apartments in the building. You'd have an easy-to-access spot, not shared or tandem at all. It's a long spot but not extremely wide, so slimmer/smaller cars will get priority. (Even an SUV would fit, but we want to be respectful of neighboring spots, and it'd be easier for them if it was a smaller car.) We'll provide automatic garage opener. Please respond with the make of your car, and a phone # to set up a time to meet. Month to month lease. Thanks!

Hyde at Greenwich ([google map](#)) ([yahoo map](#))

· it's NOT ok to contact this poster with services or other commercial interests

PostingID: 2345829988

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Sales/Use History of the 1945 Hyde Street Garage

2/2/2007: Repair Garage operators (Nogawa, Tom and others) sells to Trophy Properties XI LLC. Prior to that time there was no hourly parking in the building which had been used as a repair garage and for monthly parking and automobile storage for many years. This use is confirmed by photographs taken in 2001 showing covered stored cars and auto repair activities. Past repair usage is also referenced in the Kelley & VerPlanck Historical Resource Evaluation Report.

10/21/2008: Hyde Park LLC commences hourly parking in the garage. No previous hourly parking.

1/12/2009: Trophy Properties XI LLC deed the property to Ref SF Properties (UBS) in lieu of foreclosure

8/2009: Monthly parking shuts down for several weeks.

9/19/2009: 1945 Hyde Street purchased by Green Garage

9/25/2009: Green Garage contracts with Hyde Park for monthly and hourly parking at the same monthly rate as had been in effect since the repair garage closed.

Luke Ogrydziak

From: SVettel@fbm.com
Sent: Tuesday, March 08, 2011 2:21 PM
To: rick.crawford@sfgov.org
Cc: johnparkerwillis@mac.com; luke@oparch.net
Subject: 1945 Hyde Street | additional parking info

Rick, attached is the most up-to-date information on parking usage of 1945 Hyde.

-----Original Message-----

From: John Parker Willis [<mailto:johnparkerwillis@mac.com>]
Sent: Tuesday, March 08, 2011 1:00 PM
To: Luke Ogrydziak
Cc: Vettel, Steven (25) x4902; zoe@oparch.net
Subject: Re: 1945 Hyde Street | additional parking info

I just met with the Hyde Park LLC managers who operate the garage and they have given me the current income roll for monthly parking . As background it should be noted that monthly parkers come and go. As of last month (February) there were 20 entities renting 23 spaces. They break down as follows:

One property manager rents two spaces for furnished rentals in the neighborhood.
Two other managers each rent one space for local rentals (probably furnished).
One person rents three spaces and essentially stores two cars and uses one.
Two businesses each rent one space.
Fourteen neighbors rent one space.

The hourly parking runs as follows

Sunday-Wednesday average 20 parkers who stay between 1 and 2 hours
Thursday approximately 25 parkers stay for 1-2 hours
Friday and Saturday 30 parkers stay for 1-2 hours

There is very small number overnight parkers.

GREEN GARAGE LLC

JOHN PARKER WILLIS, MANAGER
3298 PIERCE STREET
SAN FRANCISCO, CA 94123

C 415 -710-4921
O 415 - 474-8600 ex 10
F 415 -474-8696

On Mar 8, 2011, at 11:24 AM, Luke Ogrydziak wrote:

John –

Rick Crawford just called with an additional request, based on some questions a Commissioner asked him yesterday.

Would it be possible for you (John) to provide a more specific breakdown of the current garage usage as follows:

* Current number of leased spots – broken down into two categories: local residents and people outside the neighborhood (Russian Hill).

* Some approximation of hourly usage. An overall average is probably not so useful since it is primarily used during peak weekend hours; a few samples of typical usage at different times of the week seems to be what Rick is after.

If you email or call us with this info we can put it in an official looking format for the City.

Best, - Luke

Luke Ogrydziak AIA
Ogrydziak / Prillinger Architects
2148 Larkin Street
San Francisco, California 94109
(415) 474-6724
www.oparch.net

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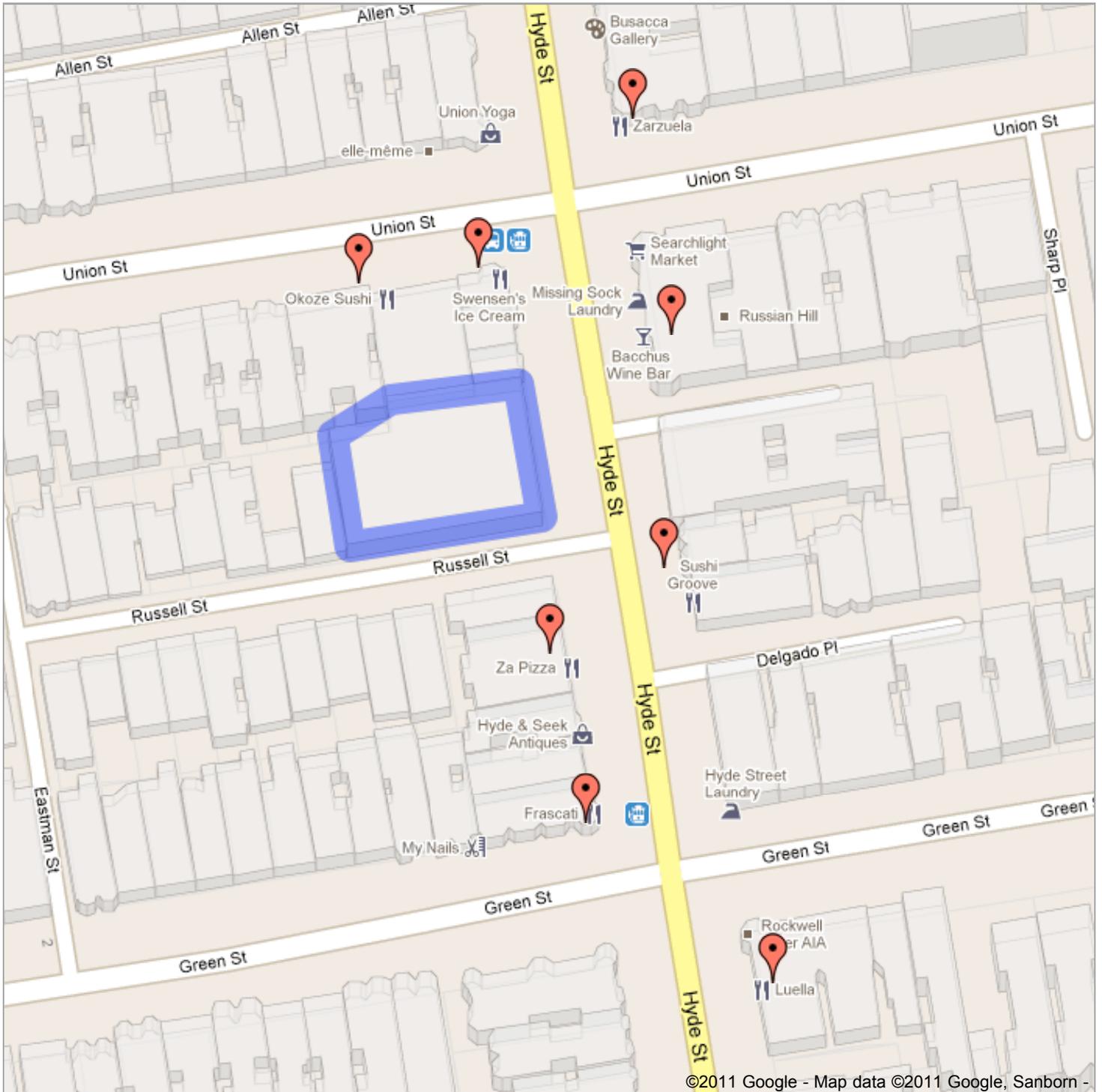
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Farella Braun + Martel LLP



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1945 Hyde Nearby Restaurants

restaurants near the garage

0 views - Unlisted

Created on Mar 12 - Updated yesterday

By [john](#)

-  [Bachus Wine Bar](#)
-  [Sushi Groove](#)
-  [Za Pizza](#)
-  [Frascati](#)
-  [Luella](#)
-  [Zarzuela](#)
-  [Okoze Sushi](#)
-  [Swensen's](#)
-  [1945 Hyde](#)

1945 Hyde Street Restaurant Outreach Program

On March 12, 2011 I hand delivered to food and beverage establishment near the garage the letter attached hereto. It asked each owner/manager to call me to discuss any concerns about the proposal to convert the garage to a primarily residential use. I provided office and cell numbers and times I would be available.

That list included:

- 1.) Zarzuela, 2000 Hyde Street:
- 2.) Bacchus Wine Bar, 1954 Hyde Street
- 3.) Za Pizza, 1919 Hyde
- 4.) Frascati, 1901 Hyde
- 5.) Sushi Groove, 1916 Hyde
- 6.) Swensen's Ice Cream, 1999 Hyde Street
- 7.) Luella, 1896 Hyde
- 8.) Amarena, 2162 Larkin Street
- 9.) Okoze Sushi, 1207 Union Street

In response to that letter I received a phone call from Jae Sung Kim owner of Okoze Sushi . He indicated that the garage was important and I told him I would send out a questionnaire to him and the other restaurants in the next few days where he could elaborate

On March 16th a received a voicemail from the owner of Swensens responding to my letter of March 12th. That message stated :

"I don't really have too many concerns about the garage I kind of miss having the parking there at night for our customers but it is good also to have more families in the neighborhood and more people because that could be business so I don't have too many concerns quite frankly"

About a week after the March 12 letter I hand delivered a document entitled Russian Hill Restaurant Questionnaire (attached) to the same group together

with a cover letter. In that document I promised to come dine in any restaurant that responded. As of March 26th only Okoze Sushi and Za Pizza have responded. Za Pizza indicated that the impact of commencement of hourly parking in October 2008 on their business was "minimal" and the garage was only "slightly" important.

One neighborhood merchant suggested to me that were meters installed on Hyde there would be more parking rotation and this could benefit restaurants and shops. This potential change was included in the questionnaire and both of the returned copies expressed opposition.

Beginning in the third week of March I went out to the local restaurants and attempted to speak with the owners directly and encourage the return of the questionnaires. On March I went to Bachus Bar and met with the owner. He did not return the survey but told me very clearly that he had no objection to the proposed change for the garage. I then went Luella for dinner and introduced my self to Ben Devries, the owner, and encouraged him to return the questionnaire. I have not received it as of today

A week or so later I dined at Frascati and spoke with the manager. He told me that the garage reduced diner stress but that when the garage opened it only a "small" impact on business. I gave him my card and asked him to have the owner contact me or return the survey. He did not.

On March 26 Andy 15 year plus owner of Zarzuela called me to say that he had no issue with the garage and thought that at most one patron used it each night . He has been there for many years with the garage and without saw "no difference". "I don't want to interfere with what is your business. The project is fine with me."

In addition I instructed the operator of the hourly parking Hyde Park LLC (which has no relationship with me other than the parking operating agreement) to inquire of the hourly customers as to their dining destination in the area. A number of customers refused to provide this information and the project was abandoned.

Green Garage LLC
John Parker Willis, Manager
May 4, 2011

GREEN GARAGE LLC
3298 PIERCE STREET
SAN FRANCISCO, CA 94123

March 12, 2011

Dear Restaurant Owner/Manager:

I am the owner of the garage at 1945 Hyde Street and would like to discuss with you my plans and hear any concerns you might have about possible impact on your business.

Would you please give me a call on Monday at your convenience. I can be reached in my office at 415-474-8600 x 10; my cell is 415-710-4921.

My email is johnparkerwillis@mac.com.

I hope we can talk soon.

John Parker Willis
Manager Green Garage LLC

GREEN GARAGE LLC
3298 PIERCE STREET
SAN FRANCISCO, CA 94123

March 17, 2011

Dear Restaurant Owner:

I own the garage at 1945 Hyde Street and have a plan before the City to convert it to 7 homes plus one small commercial space on Hyde Street.

The current plan before the City would have 14 parking spaces in the garage which could be used by residents or by neighbors. The proposed plan would add four on street parking spaces in front of the building where the garage doors are now. The decision as to whether to keep the garage open after this spring is under consideration.

Some neighbors have expressed concern about the loss of hourly parking for neighborhood restaurants and the reduction in the number of parking spaces in the building under the current plan.

Since none of the local restaurant owners have contacted me about my plans, I am asking you to share your views with me by filling out the attached questionnaire. I would also be happy to discuss this with you in person or on the phone.

If you fill out the attached Questionnaire and return it, I promise to join you for dinner.

Thank you for your time.

John Parker Willis
Manager , Green Garage LLC
415-474-8600 ex 10 office
415-710-4921 cell

RUSSIAN HILL RESTAURANT QUESTIONNAIRE

Today's Date:_____

Restaurant name_____

Number of seats _____

Your name _____

Title (owner/manager) :_____

Contact Information (phone and email):

1.) In what year did you first open for business? _____

2.) The garage has been offering hourly parking since October 2008. Does this service impact your business? If so, how much?

ANSWER:_____

ANSWER_____

8.) If spaces were available in the garage on a permanent basis for restaurant parking, would you be willing to provide or help pay for the required valet parking staffing?

ANSWER_____

9.) How much would you be willing to pay monthly for a dedicated parking spot for your dinner patrons that could be used at any time.

ANSWER_____

10.) Would you support a proposal for installing meters on Hyde street between approximately Filbert and Green as a means to make more parking available for restaurants and businesses? The meter time could run into the evening past 6:00 pm In other words would such a change help with restaurant parking by increasing the turnover of on street parking spots in the area ?

ANSWER_____

**AFTER YOU COMPLETE IT, PLEASE RETURN THE
QUESTIONNAIRE IN THE ENCLOSED STAMPED
ENVELOPE. THANK YOU**

3.) On a scale of 1-5 how would you rate the garage's importance to the success of your restaurant?

- 1 being "slightly important"
- 2 being "somewhat important"
- 3 being "important"
- 4 being "very important"
- 5 being "essential to you business"

ANSWER_____

4.) How many of your patrons do you think park in the garage on average per week? (This includes all nights you are open.)

ANSWER_____

5.) Approximately how many park in the garage on Friday night?

ANSWER_____

6.) Approximately how many park in the garage on Saturday night?

ANSWER_____

7.) How long is the average dinner seating in your restaurant (in hours) ?

ANSWER_____

8.) Do you validate parking in the garage for your restaurant patrons? If so, how much of the parking cost to you pay?

RUSSIAN HILL RESTAURANT QUESTIONNAIRE

Today's Date: 3/24/11

Restaurant name Za Pizza

Number of seats 20-25

Your name Buzz

Title (owner/manager) : Buzz, Brodes

Contact Information (phone and email):
(415) 971-3100 NA

1.) In what year did you first open for business? 1992

2.) The garage has been offering hourly parking since October 2008. Does this service impact your business? If so, how much?

ANSWER: impact is minimal for Za Pizza.

3.) On a scale of 1-5 how would you rate the garage's importance to the success of your restaurant?

- 1 being "slightly important"
- 2 being "somewhat important"
- 3 being "important"
- 4 being "very important"
- 5 being "essential to you business"

ANSWER 1

4.) How many of your patrons do you think park in the garage on average per week? (This includes all nights you are open.)

ANSWER unknown

5.) Approximately how many park in the garage on Friday night?

ANSWER unknown

6.) Approximately how many park in the garage on Saturday night?

ANSWER unknown

7.) How long is the average dinner seating in your restaurant (in hours) ?

ANSWER 30-1hr.

8.) Do you validate parking in the garage for your restaurant patrons? If so, how much of the parking cost to you pay?

No

ANSWER NO

8.) If spaces were available in the garage on a permanent basis for restaurant parking, would you be willing to provide or help pay for the required valet parking staffing?

ANSWER NO

9.) How much would you be willing to pay monthly for a dedicated parking spot for your dinner patrons that could be used at any time.

ANSWER ?

10.) Would you support a proposal for installing meters on Hyde street between approximately Filbert and Green as a means to make more parking available for restaurants and businesses? The meter time could run into the evening past 6:00 pm In other words would such a change help with restaurant parking by increasing the turnover of on street parking spots in the area ?

ANSWER absolutely no.

**AFTER YOU COMPLETE IT, PLEASE RETURN THE
QUESTIONNAIRE IN THE ENCLOSED STAMPED
ENVELOPE. THANK YOU**

RUSSIAN HILL RESTAURANT QUESTIONNAIRE

Today's Date: 3/22/2011

Restaurant name OKOZE SUSHI

Number of seats 36 seat

Your name Jae sung, Kim

Title (owner/manager) : owner

Contact Information (phone and email):

(415) 531-8814 (cell)

1.) In what year did you first open for business? _____

2.) The garage has been offering hourly parking since October 2008. Does this service impact your business? If so, how much?

ANSWER: Yes, about 25% of my customers

use your service. More on weekends.

3.) On a scale of 1-5 how would you rate the garage's importance to the success of your restaurant?

1 being "slightly important"

2 being "somewhat important"

③ being "important"

4 being "very important"

5 being "essential to your business"

ANSWER 3

4.) How many of your patrons do you think park in the garage on average per week? (This includes all nights you are open.)

ANSWER ± 50 cars/week

5.) Approximately how many park in the garage on Friday night?

ANSWER 10 plus

6.) Approximately how many park in the garage on Saturday night?

ANSWER 10 plus

7.) How long is the average dinner seating in your restaurant (in hours) ?

ANSWER 1-1/2 hour

8.) Do you validate parking in the garage for your restaurant patrons? If so, how much of the parking cost do you pay?

ANSWER NO

8.) If spaces were available in the garage on a permanent basis for restaurant parking, would you be willing to provide or help pay for the required valet parking staffing?

ANSWER Depends on system

9.) How much would you be willing to pay monthly for a dedicated parking spot for your dinner patrons that could be used at any time.

ANSWER Depends on system

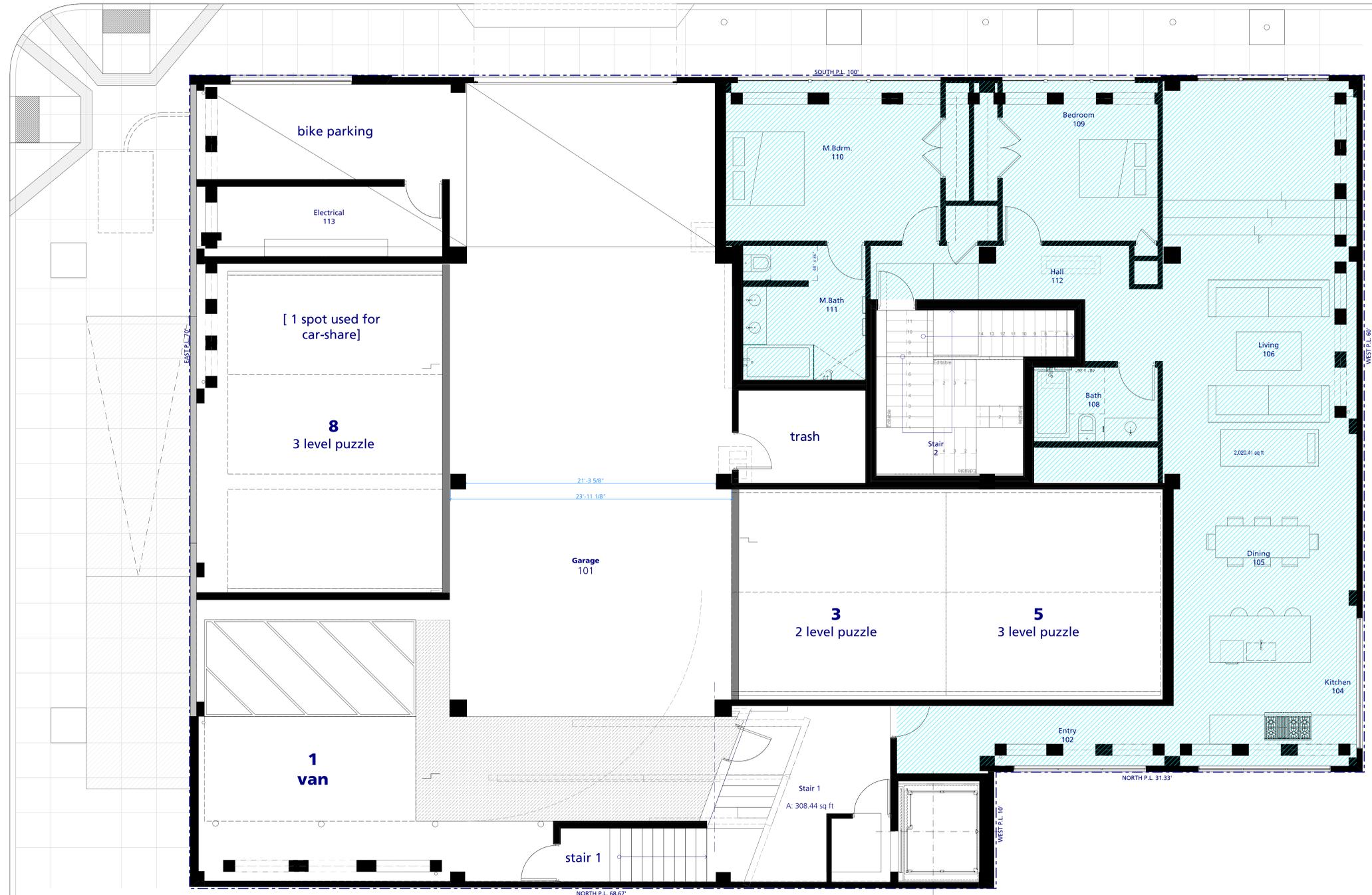
10.) Would you support a proposal for installing meters on Hyde street between approximately Filbert and Green as a means to make more parking available for restaurants and businesses? The meter time could run into the evening past 6:00 pm In other words would such a change help with restaurant parking by increasing the turnover of on street parking spots in the area ?

ANSWER Yes

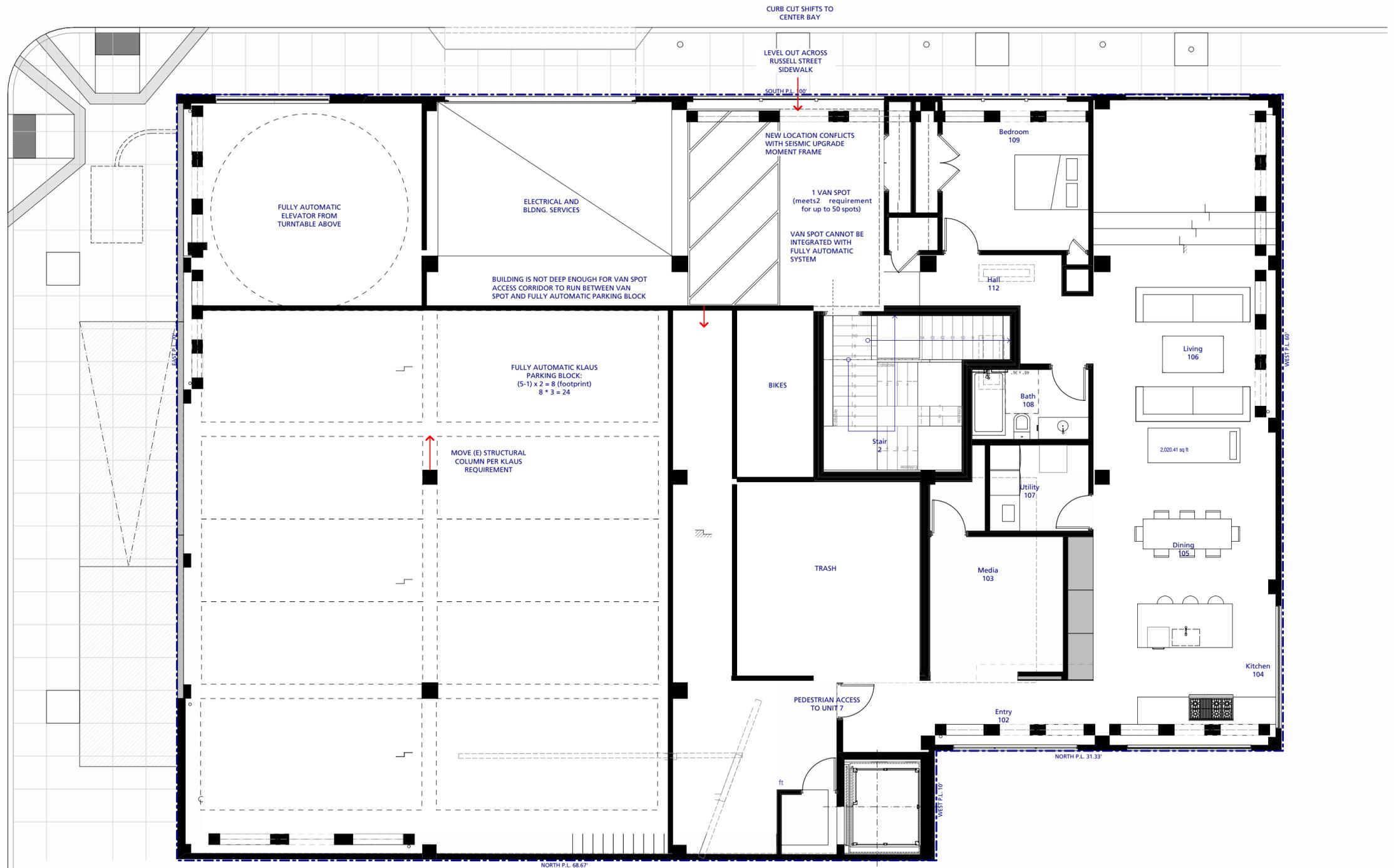
**AFTER YOU COMPLETE IT, PLEASE RETURN THE
QUESTIONNAIRE IN THE ENCLOSED STAMPED
ENVELOPE. THANK YOU**

HYDE STREET

RUSSELL STREET



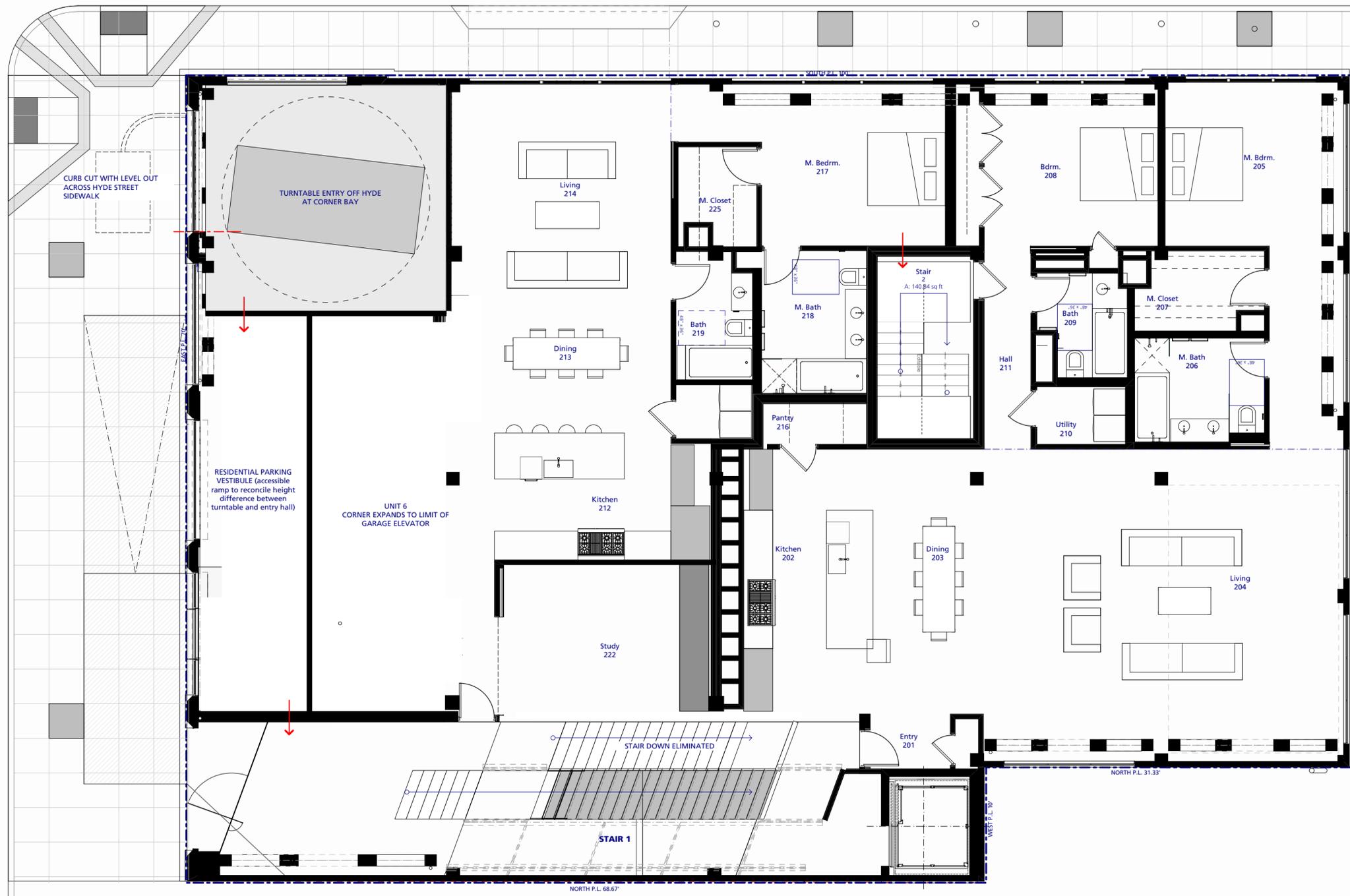
Total Parking: 17



Total Parking: 25
Fully Automatic
option A

1

(e) basement | STORY 1
1/8" = 1'-0"



1

(e) first floor | STORY 2
1/8" = 1'-0"

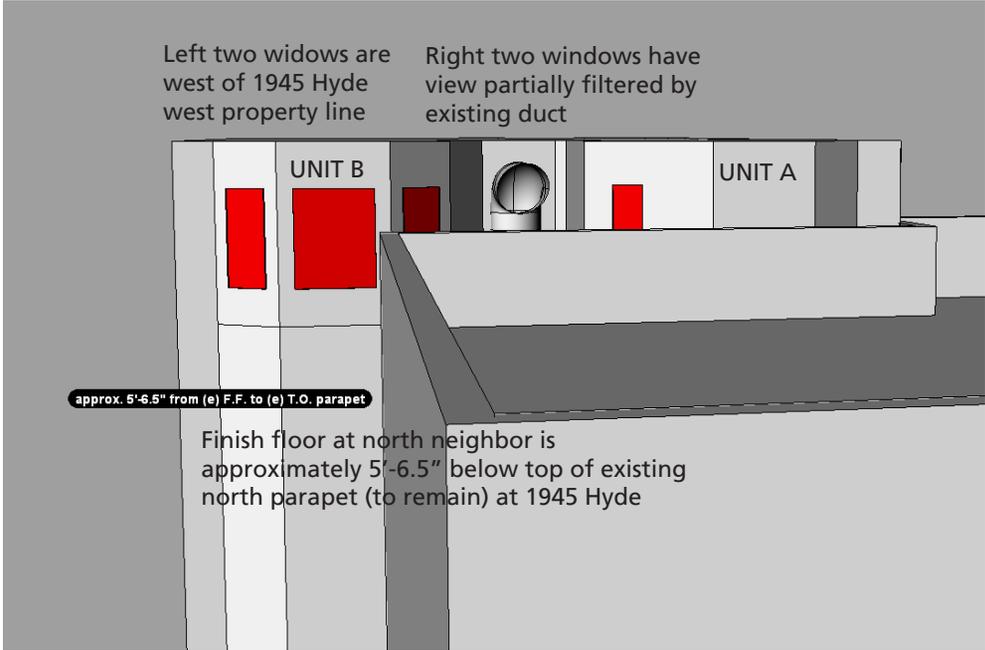
NORTH NEIGHBOR MASSING MODIFICATIONS

1. EXISTING CONDITIONS

Photograph and digital model showing existing conditions at north neighbor. Note existing mechanical duct (to be removed) in front of windows under review.



Photograph at west property line looking north.

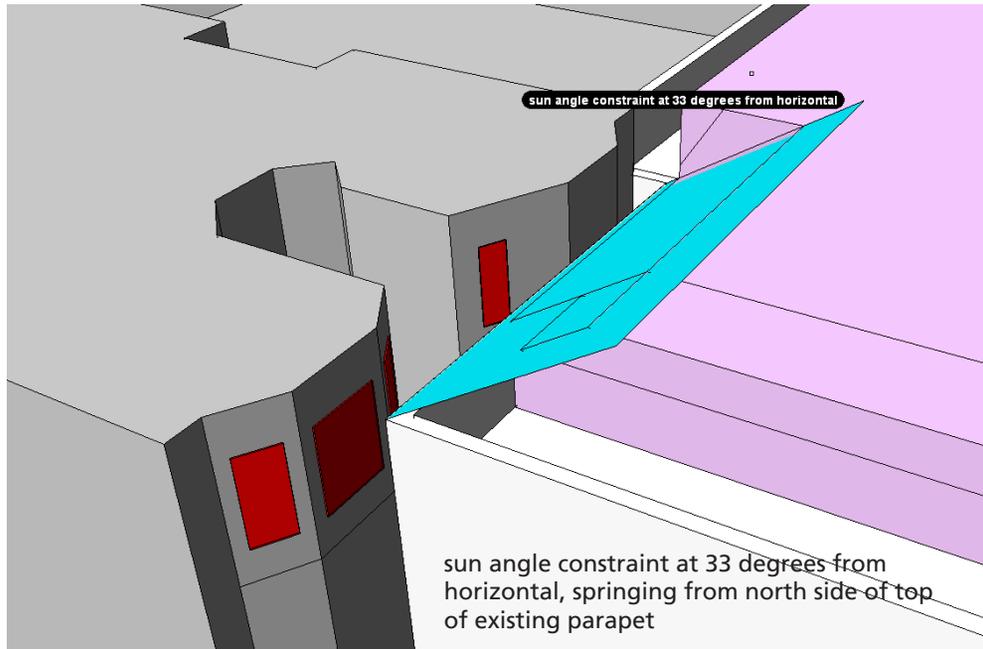


Digital model at west property line looking north.

NORTH NEIGHBOR MASSING MODIFICATIONS

2. LIGHT AND AIR

Originally proposed massing is sliced at 33 degrees from horizontal to ensure addition does not impact light or air to north neighbor.



Digital model showing light and air constraint applied to original massing.

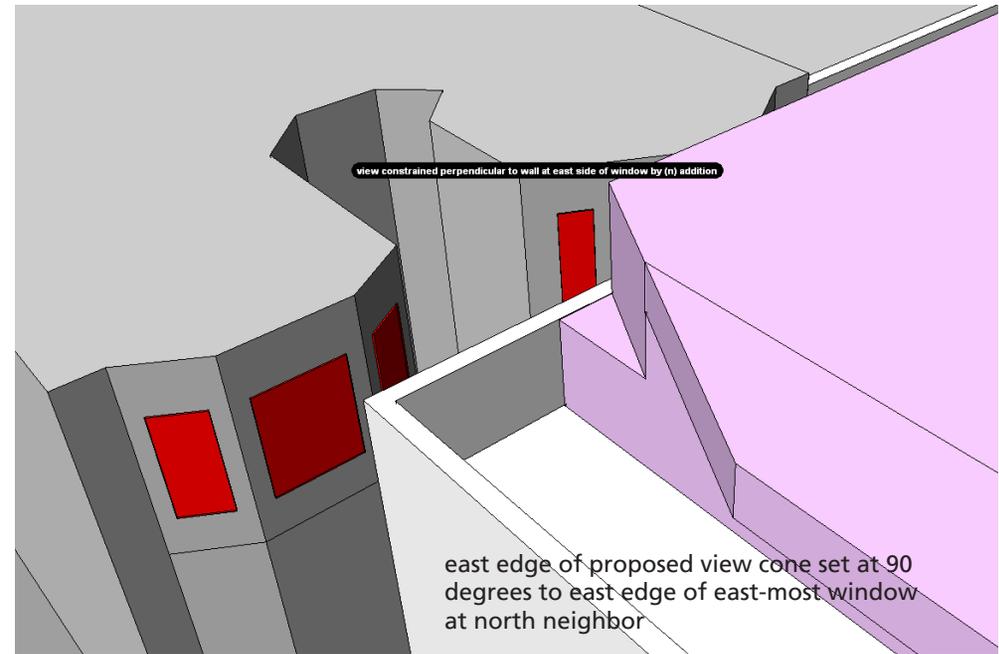
NORTH NEIGHBOR MASSING MODIFICATIONS

3. VIEW

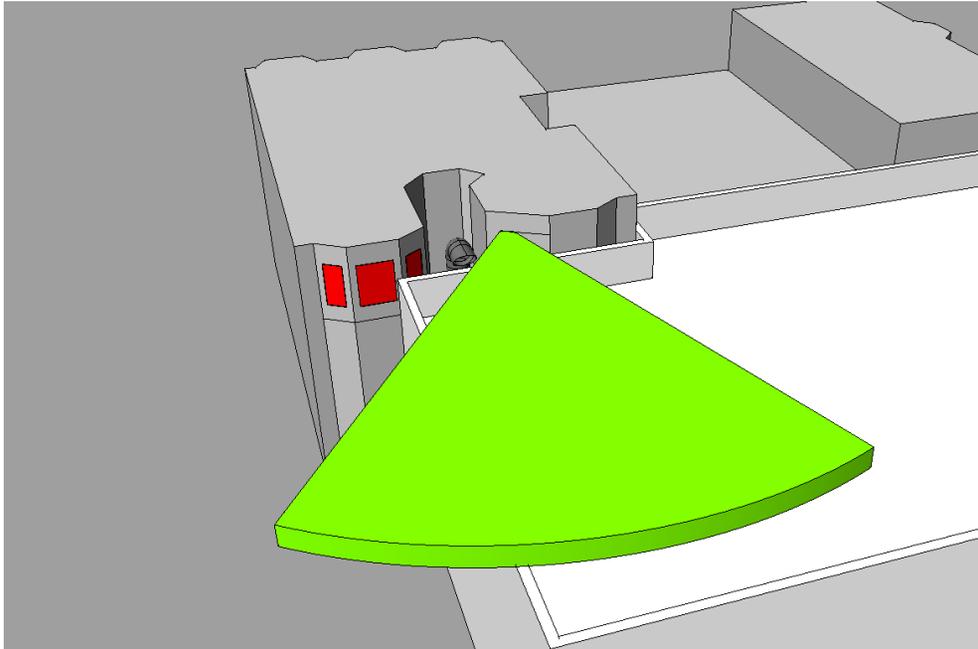
The existing finish floor at the north neighbor appears to be approx. 5'-6.5" below the existing (to remain) north parapet of 1945 Hyde. This is above average eye height. Thus, any existing views across the rear of 1945 Hyde from the north neighbor are already partially obscured by the existing parapet.

Our analysis started by mapping the existing view cone from the east-most window at the north neighbor. This view is currently partially obscured by a mechanical vent (in addition to the previously mentioned parapet). Our proposal takes a view cone of comparable angle and rotates it to the preferred city view, opened up by the removal of this mechanical vent.

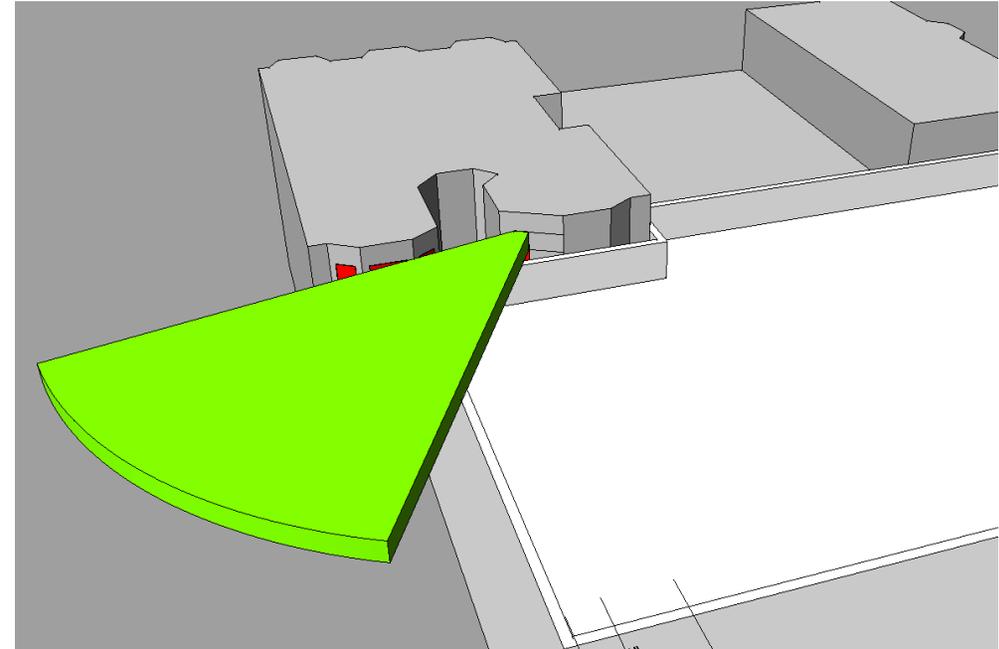
The proposed layout for this massing modification is a cut plane which springs at 90 degrees from the east edge of the east-most window at the north neighbor.



Digital model showing view constraint applied to original massing.



Current view cone from east-most window at north neighbor - partially blocked by existing mechanical vent.

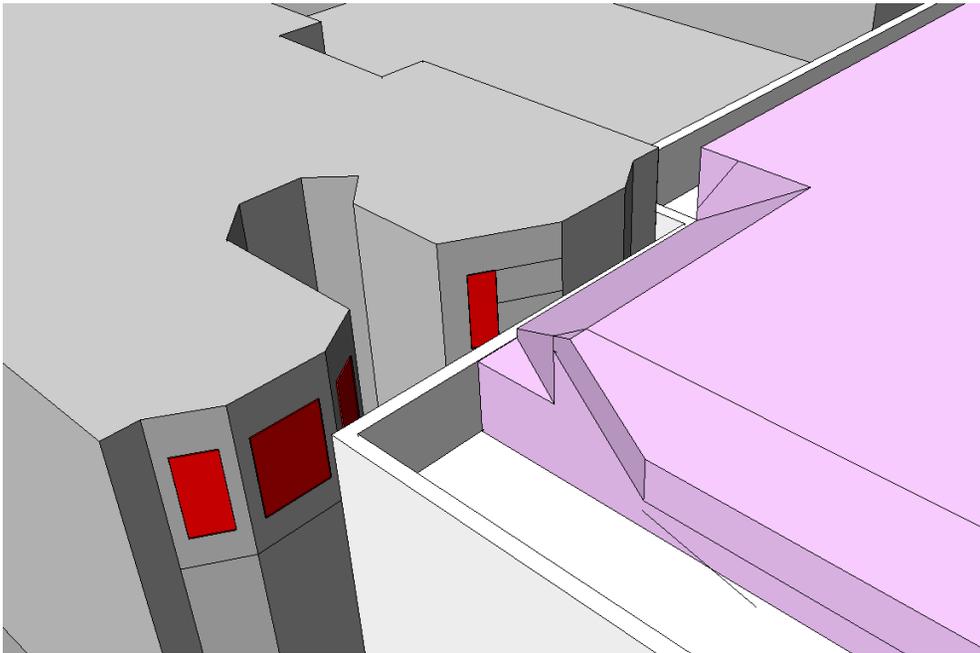


Proposed view cone from east-most window at north neighbor - removal of mechanical vent opens preferable view of same radius to city.

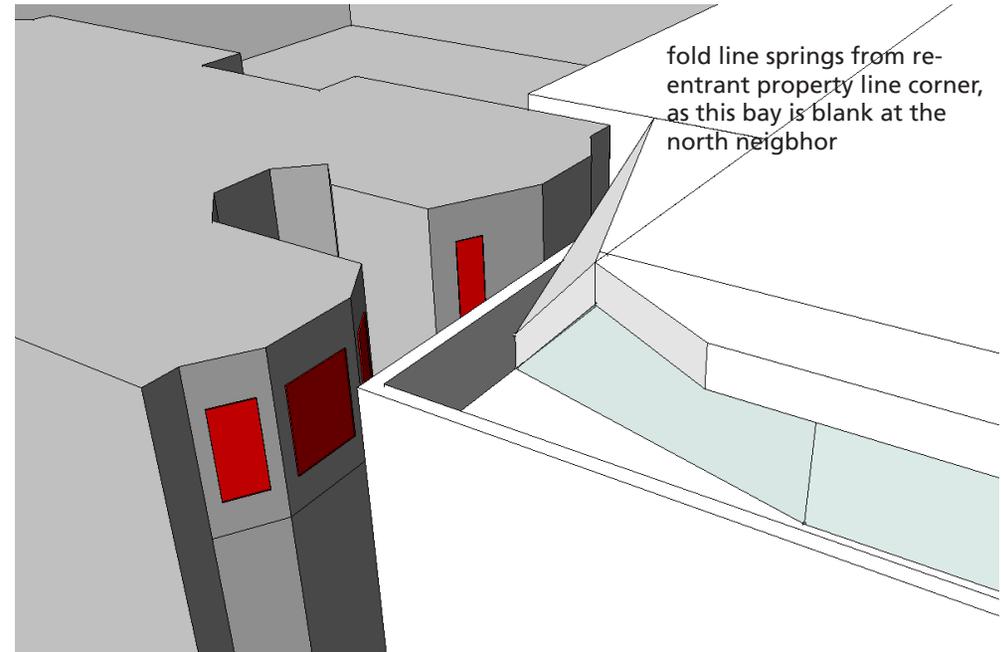
NORTH NEIGHBOR MASSING MODIFICATIONS

4. LIGHT, AIR, AND VIEW CONSTRAINTS COMPOSITE

Both of previously established constraints (light/air and view) are now applied to the originally proposed massing. This abstract constraint is then "architecturalized" by folding and cutting the originally proposed massing to incorporate light, air, and view constraints relative to the north neighbor.



Abstract composite model showing all constraints applied to originally proposed massing.



Modified massing proposal incorporating light, air, and view constraints.

NORTH NEIGHBOR MASSING MODIFICATIONS

5. VIEWS FROM INSIDE NORTH NEIGHBOR EAST UNIT*

Photographs taken inside the north neighbor east unit demonstrate the minimal impact of the proposed addition relative to the existing view.

*UNIT A in first image.



spring point for modified massing proposal is 90 degrees from this window jamb, so would be invisible from this angle

Existing view from north neighbor, east unit (A). Proposed massing would not impact this view, as layout line is held at 90 degrees from east edge of eastmost window.

NORTH NEIGHBOR MASSING MODIFICATIONS

6. VIEWS FROM INSIDE NORTH NEIGHBOR WEST UNIT*

Photographs taken inside the north neighbor west unit demonstrate the minimal impact of the proposed addition relative to the existing view.

*UNIT B in first image.



Modified massing.



Existing view from north neighbor, west unit (B). In this image, the two rightmost windows are west of 1945 Hyde west property line.

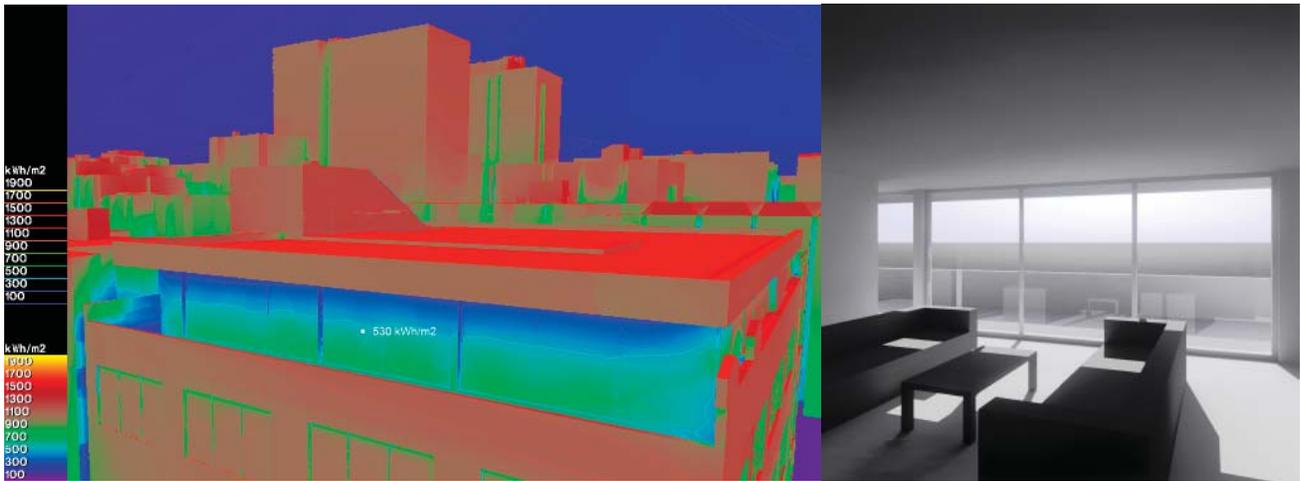


Originally proposed massing.

1945 HYDE STREET

COMPARATIVE ANALYSIS OF WEST FACING PENTHOUSE FACADE OPTIONS

OCTOBER 20, 2010



LOISOS + UBBELOHDE
ARCHITECTURE . ENERGY

1917 Clement Ave Building 10A
Alameda, CA 94501-1315

510 521 3800

coolshadow.com

This memo compares the performance of various options for the west facing façade of the penthouse of 1945 Hyde Street. Interior air temperatures, interior glass temperature, annual radiation on the glass, and glare were compared for the following façade options:

- 1) No overhang
- 2) 2' overhang
- 3) 4' overhang
- 4) 6' overhang
- 5) No overhang and exterior venetian blinds

Executive Summary

Solar radiation on the western facing glass of the penthouse unit is cut in half with a six foot overhang as compared with no overhang. Frequency of interior air temperatures and interior glass temperatures above 79°F are cut to almost a third and a half respectively when windows are closed. However, visual comfort is not adequately maintained with an overhang alone, and interior and/or exterior shades are recommended. Exterior blinds enhance thermal performance, but eliminate the view between 1 ½ and 5 hours per day depending on season. Opening windows to cool the interior when outdoor temperatures are moderate enhance thermal comfort.

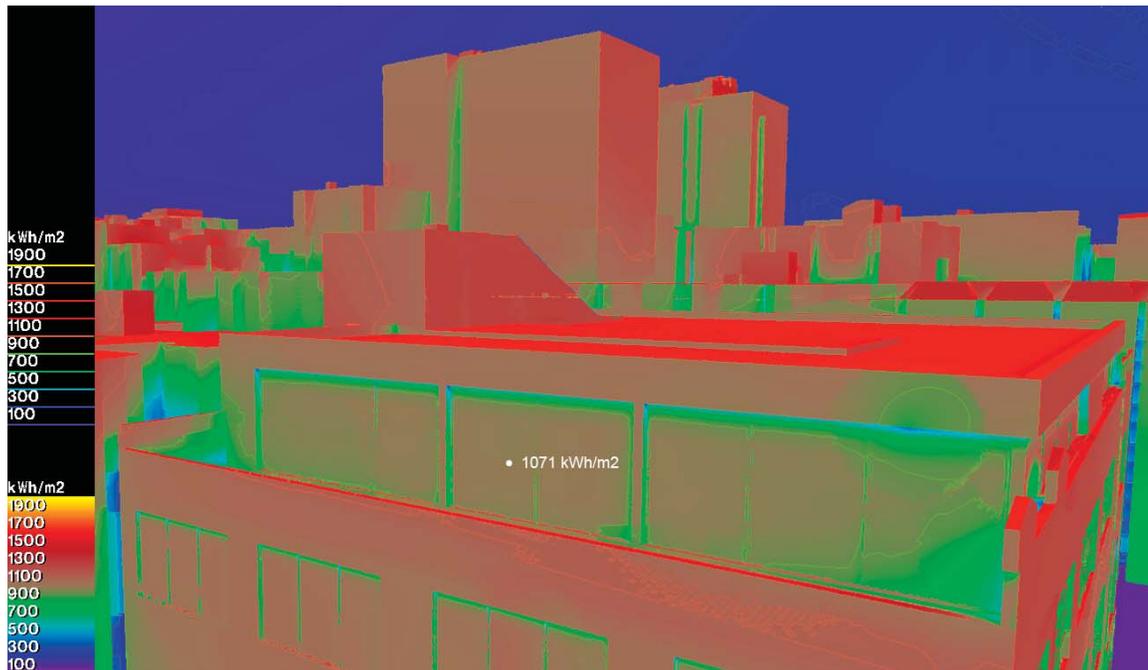
I. Solar Radiation on Glass

The following two pages illustrate the annual radiation on the west facing glass for overhangs between 0 and 6 feet with corresponding shading masks. The shading masks show a fisheye view looking up from the midpoint of the window. The dark shaded area of each diagram represents the roof overhang. This is superimposed on a sun path diagram, illustrating when this particular point on the window will be in sun or shade. This simulation was done using the software *RADIANCE*. Below is a table summarizing these results.

Radiation on Penthouse Western Facing Glass (Center of Glass)			
Overhang	Annual radiation (kWh/m ²)	approx. hours of direct solar radiation (equinox)	annual radiation compared (no overhang is baseline - 100%)
0'	1071	noon - sunset	100% (baseline)
2'	901	1:30pm - sunset	84 % of baseline
4'	701	3:30pm - sunset	65 % of baseline
6'	530	5:00pm - sunset	49 % of baseline

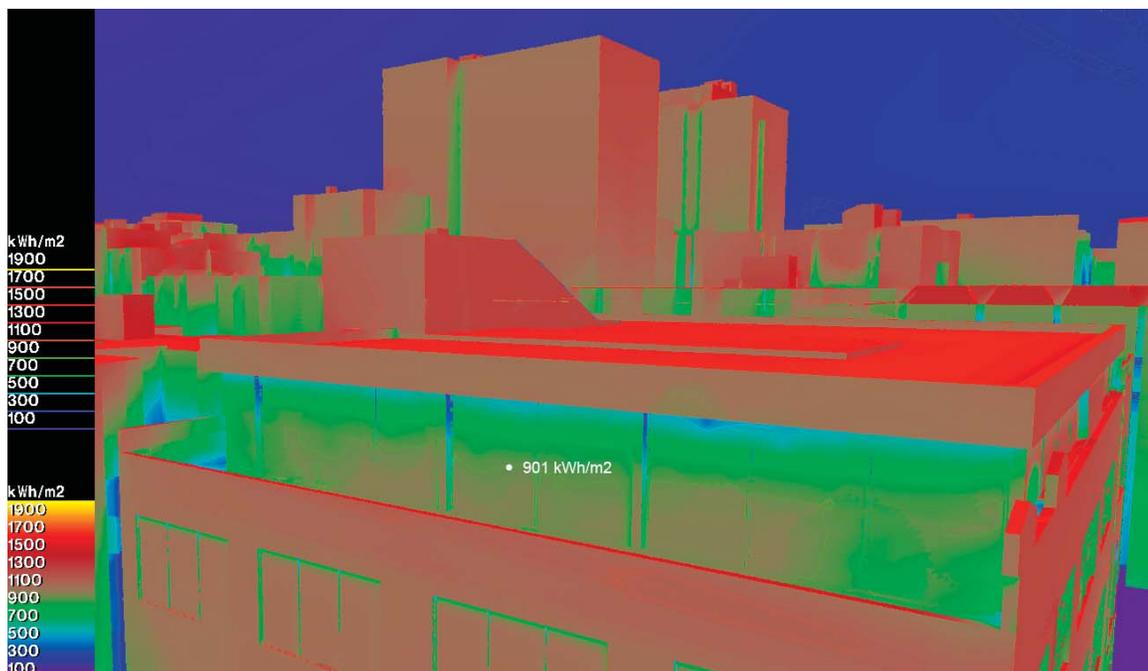
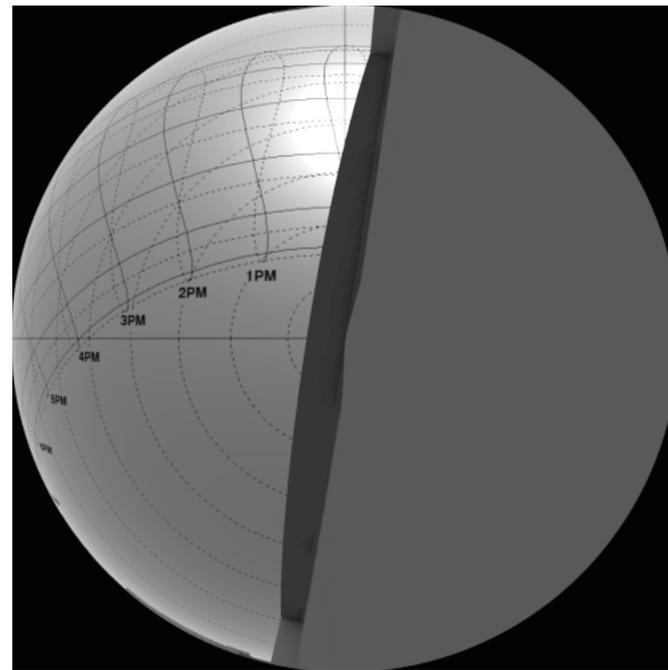
The effect of a 6' overhang is to reduce solar radiation on the glass by approximately 50%.

RADIATION MAP

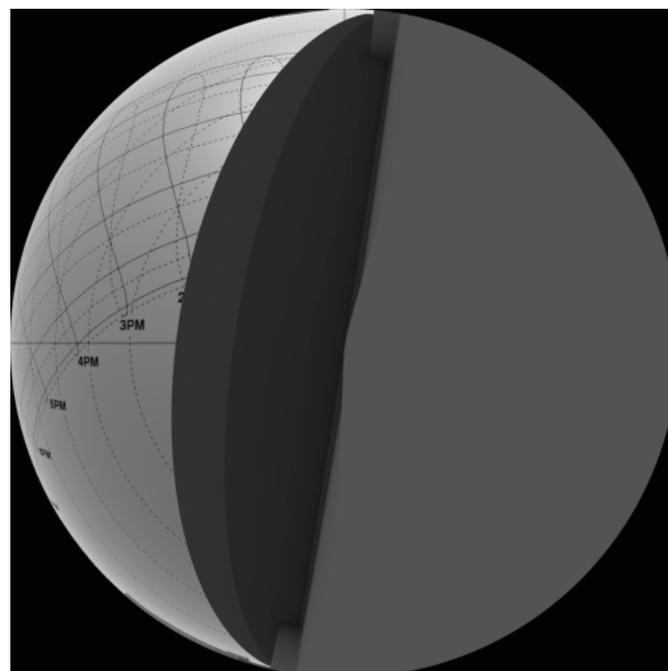


NO OVERHANG

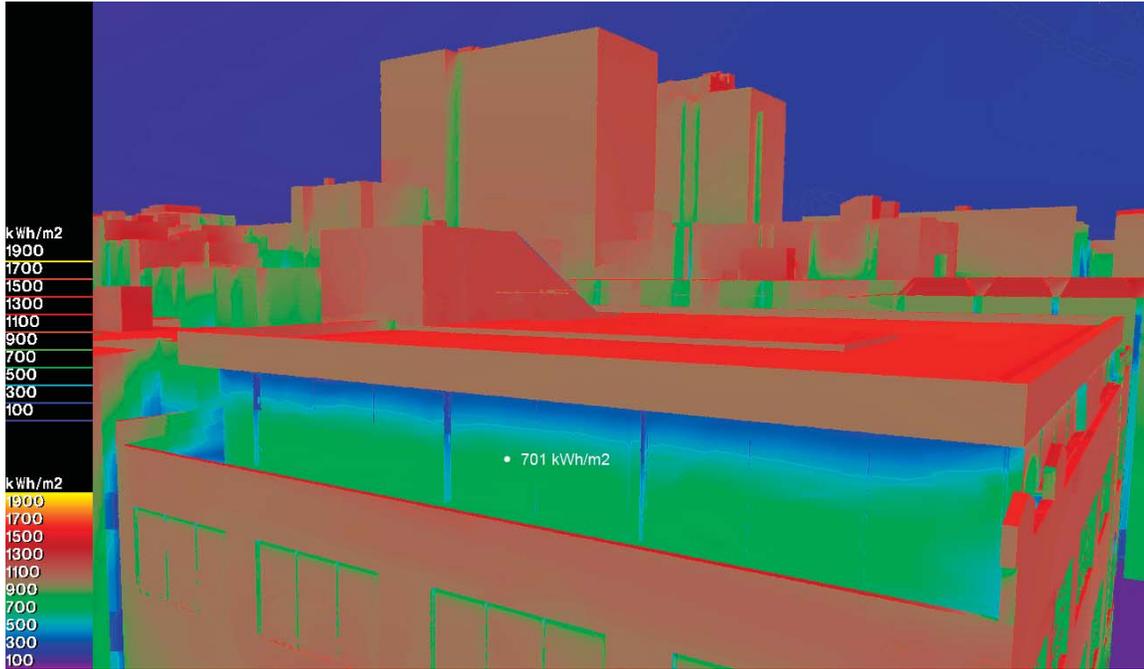
SHADING MASK



2 FOOT OVERHANG

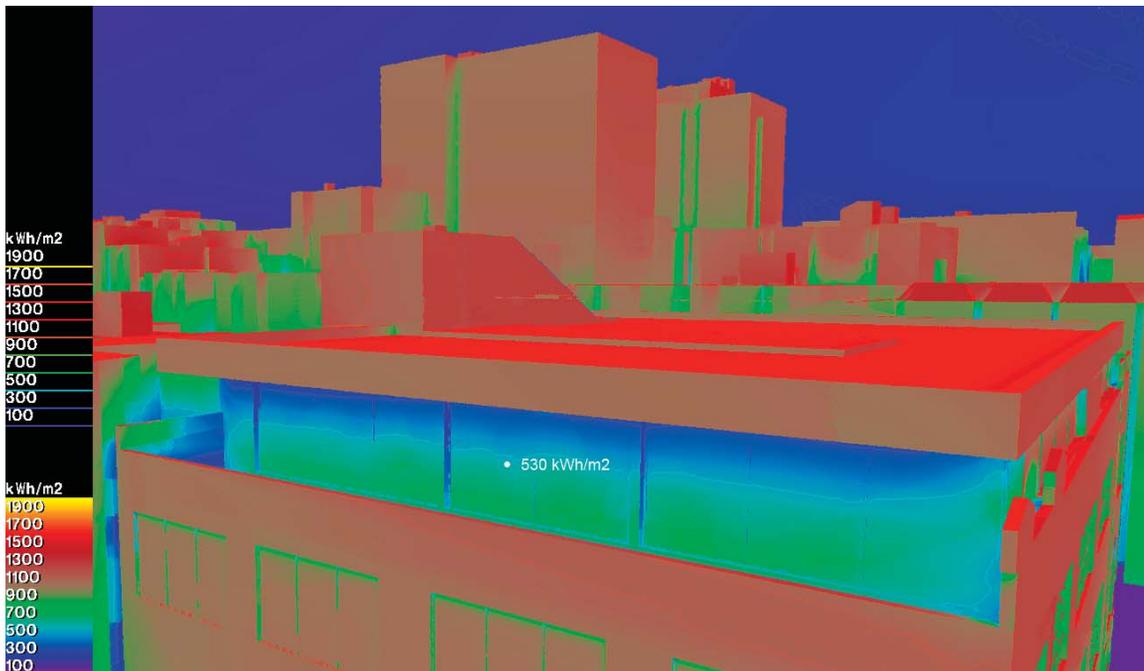
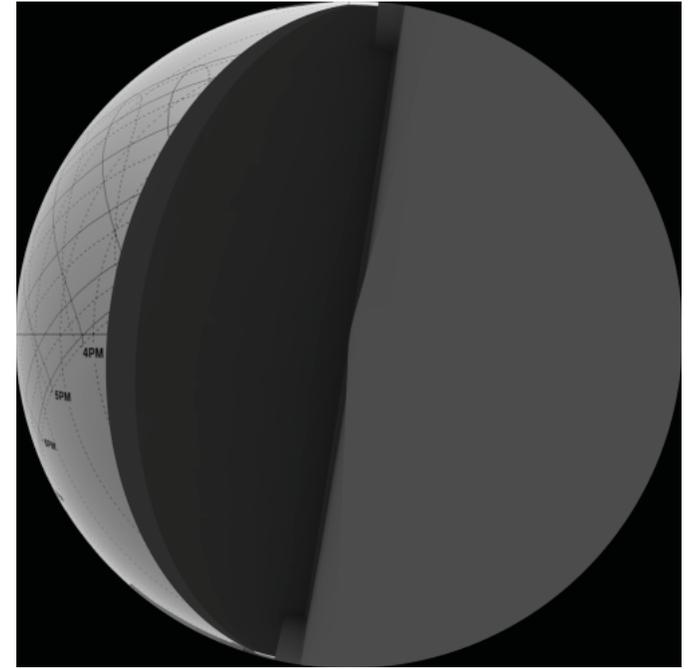


RADIATION MAP

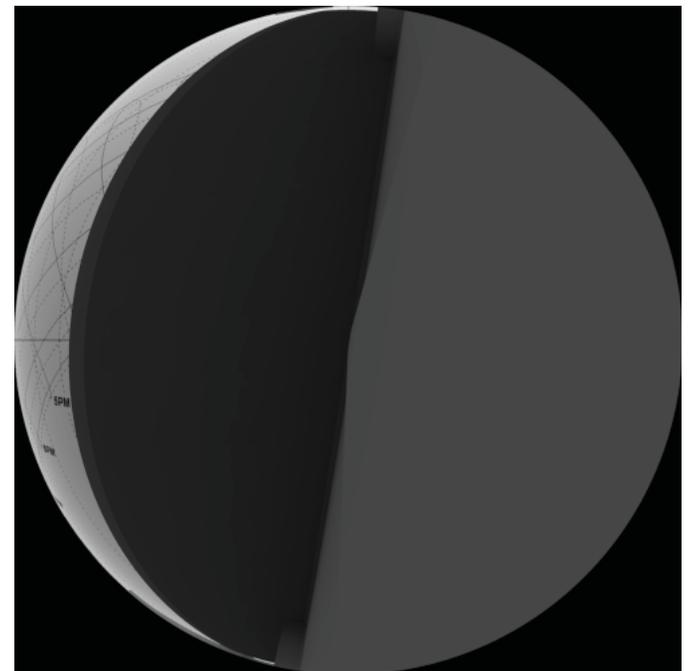


4 FOOT OVERHANG

SHADING MASK



6 FOOT OVERHANG



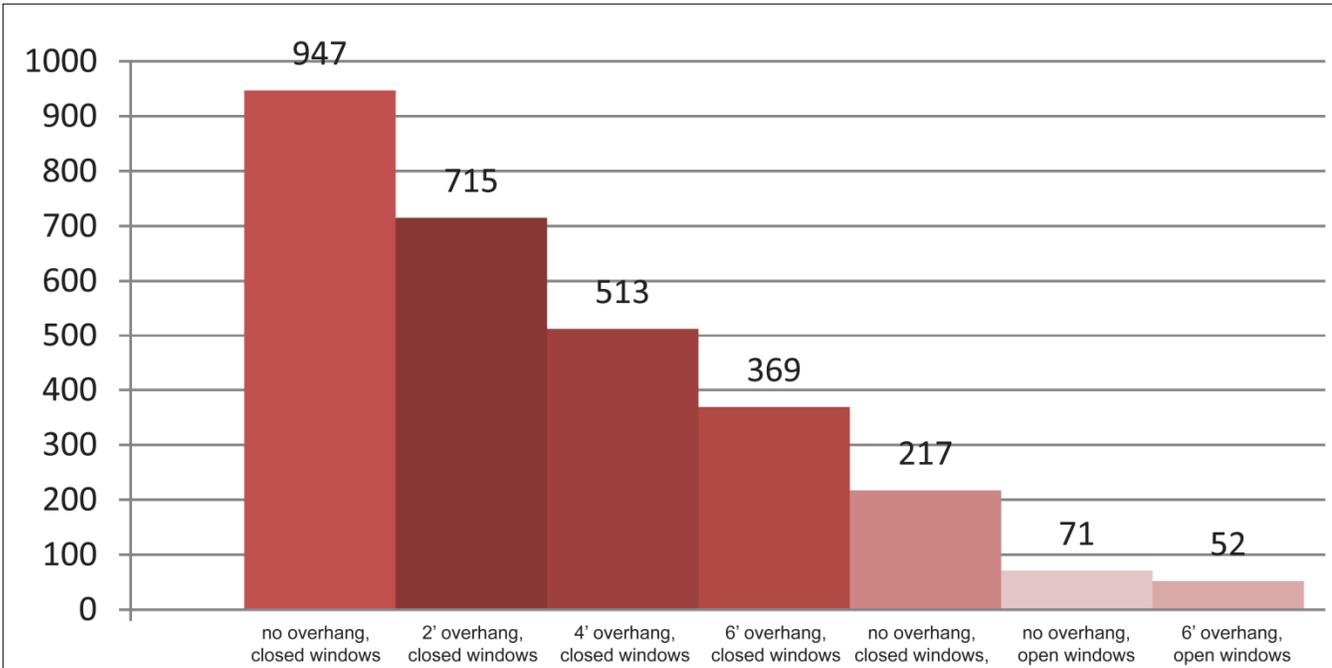
II. Shading Effect on Interior Comfort

An *Energypius* model was used to determine interior temperatures of the west facing penthouse unit with different façade options. The details of the components of the model are as follows:

Walls:	framed walls with R-13 batt insulation (lower portion includes existing 6" thick concrete parapet wall)
Roof:	framed roof with R19 batt insulation
Glass:	double pane Solarban60 with ½" air gap (center of glass values: U=0.28 Btu/h-ft ² -F, SHGC = 0.31, VT = .71)
Exterior Blinds:	slat width 0.984", slat separation 0.74", slat angle 45deg. Deployed whenever interior temperature exceeded 22°C (71.6°F) or solar radiation on the windows exceeded 350W/m ² . These conditions correlate to 3.97 hours/day in the spring, 5.02 hours/day in the summer, 2.38 hours/day in the autumn and 1.53 hours/day in the winter.
Internal Loads:	5 people .5 W/ft ² lighting .93 W/ ft ² misc. equipment
Ventilation with windows closed:	1 air change per hour
Operable Glazing:	50% of glazed area is assumed to be able to be opened. Ideal operation for natural ventilation: windows opened when interior temperature exceeds 75.2°F, while exterior temperature is between 64.4°F and 82.4°F.

The appendix has charts that provide further detail for the table and chart following on the interior temperatures in the west facing penthouse unit.

Interior Temperatures				
Overhang	Windows	hours > 26°C (>79°F)	max. interior temp	hours > 26°C (>79°F) Compared (no overhang, no shades is baseline - 100%)
0'	closed	947	90.87°F	100%
2'	closed	715	89.31°F	76% of baseline
4'	closed	513	87.75°F	54% of baseline
6'	closed	369	86.45°F	39% of baseline
no overhang + exterior blinds	closed	217	84.65°F	23% of baseline
0'	ideally operated for natural ventilation	71	84.12°F	7% of baseline
6'	ideally operated for natural ventilation	52	82°F	5% of baseline



Frequency of Interior temperatures >79°F (number of hours)

As compared to no overhang, a 6' overhang reduces the frequency of temperatures above 79°F to less than 40%. Exterior blinds reduce the frequency of these temperatures to less than 25%. Windows operated ideally for natural ventilation reduce the frequency of these temperatures to less than 10%.

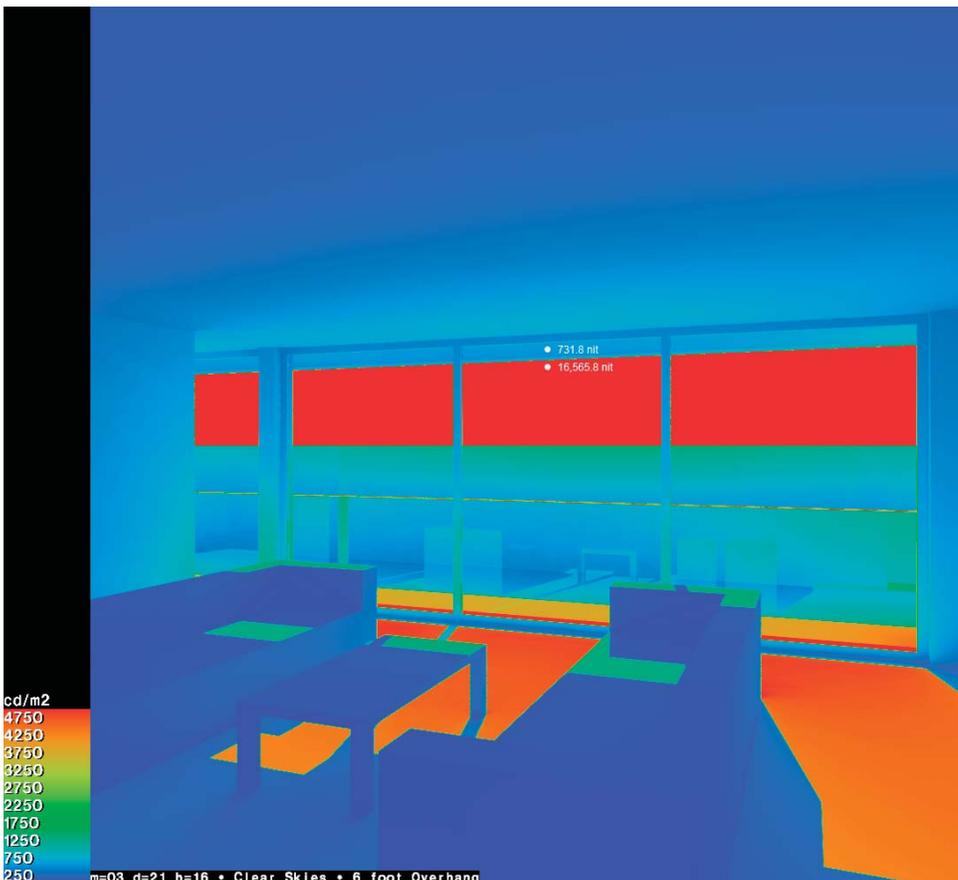
INTERIOR SURFACE TEMPERATURE OF GLASS (WEST FACING WINDOWS)								
NO OVERHANG, CLOSED WINDOWS								
	>26°C (79°F)	>27°C (80.6°F)	>28°C (82.5°F)	>29°C (84.2°F)	>30°C (86.0°F)	>31°C (87.8°F)	>32°C (89.6°F)	
HOURS	1038	834	688	585	479	356	249	
% of year	11.85%	9.52%	7.85%	6.68%	5.47%	4.06%	2.84%	
DAYS	43	35	29	24	20	15	10	
PEAK (MAX T)	38.48							101.26F
2' OVERHANG, CLOSED WINDOWS								
HOURS	812	658	532	413	283	188	116	
% of year	9.27%	7.51%	6.07%	4.71%	3.23%	2.15%	1.32%	
DAYS	34	27	22	17	12	8	5	
PEAK (MAX T)	37.34							99.21F
4' OVERHANG, CLOSED WINDOWS								
HOURS	900	714	585	466	331	220	150	
% of year	10.27%	8.15%	6.68%	5.32%	3.78%	2.51%	1.71%	
DAYS	38	30	24	19	14	9	6	
PEAK (MAX T)	35.99							96.78F
6' OVERHANG, CLOSED WINDOWS								
HOURS	541	386	262	161	102	45	20	
% of year	6.18%	4.41%	2.99%	1.84%	1.16%	0.51%	0.23%	
DAYS	23	16	11	7	4	2	1	
PEAK (MAX T)	34.65							94.37F
NO OVERHANG, CLOSED WINDOWS, EXTERIOR BLINDS								
HOURS	317	150	62	23	4			
% of year	3.62%	1.71%	0.71%	0.26%	0.05%			
DAYS	13	6	3	1	0			
PEAK (MAX T)	30.25							86.45F
NO OVERHANG, WINDOWS IDEALLY OPERATED FOR NATURAL VENTILATION								
HOURS	722	576	452	322	203	113	56	
% of year	8.24%	6.58%	5.16%	3.68%	2.32%	1.29%	0.64%	
DAYS	30	24	19	13	8	5	2	
PEAK (MAX T)	36.74							98.13F
6' OVERHANG, WINDOWS IDEALLY OPERATED FOR NATURAL VENTILATION								
HOURS	351	187	97	44	23	11	6	
% of year	4.01%	2.13%	1.11%	0.50%	0.26%	0.13%	0.07%	
DAYS	15	8	4	2	1	0	0	
PEAK (MAX T)	33.4							92.12F

In addition to interior air temperature, the surface temperatures of a space affect occupant comfort. Commonly recognized sources of radiant heat include direct sun, and open fire. Even if the interior air temperature was at a level commonly perceived as comfortable, if surfaces of the room were hot enough, occupants would feel too hot. The chart above describes interior surface temperatures of the glass with different façade options. A long overhang, exterior blinds, and open windows are all effective strategies for controlling the temperature of the glass. As compared with no overhang, a 6' overhang reduces the frequency of temperatures above 80°F by about half; and reduces the frequency of temperatures above 86°F to almost 20%. Exterior blinds reduce the frequency of temperatures above 80°F to less than 1/3, and almost eliminates temperatures above 86°F. A 6' overhang + open windows performs nearly as well as the option with exterior blinds.

III. Visual Comfort



Even with a 6' overhang that increases thermal performance, additional movable shades, either inside or outside the glass, will be useful to manage the brightness of the sky and deep sun penetration in the afternoons. This is an image created in *RADIANCE* that simulates the view looking to the west from the penthouse at 4:00pm on March 21.



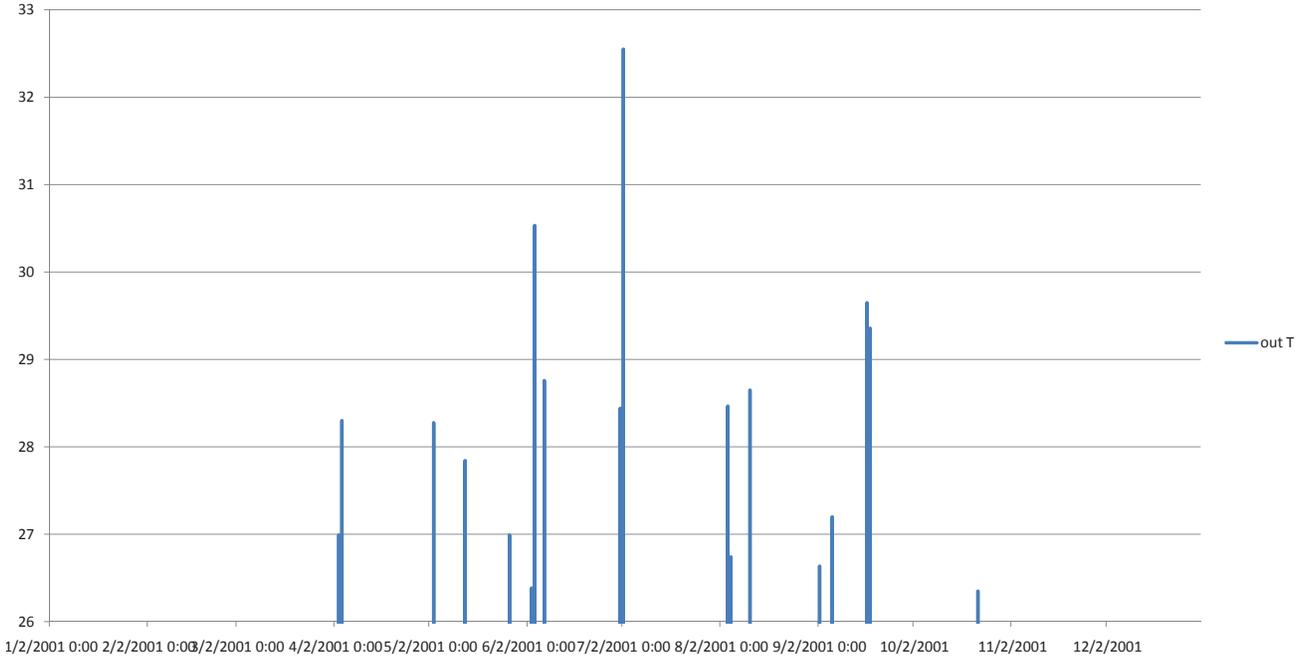
This image is a false color rendering of the above, illustrating luminance, a quantitative indicator of how bright the surfaces in view will appear. Visual comfort requires a maximum contrast ratio of 10:1. Here we have glare with a contrast ratio of more than 20:1.

Appendix

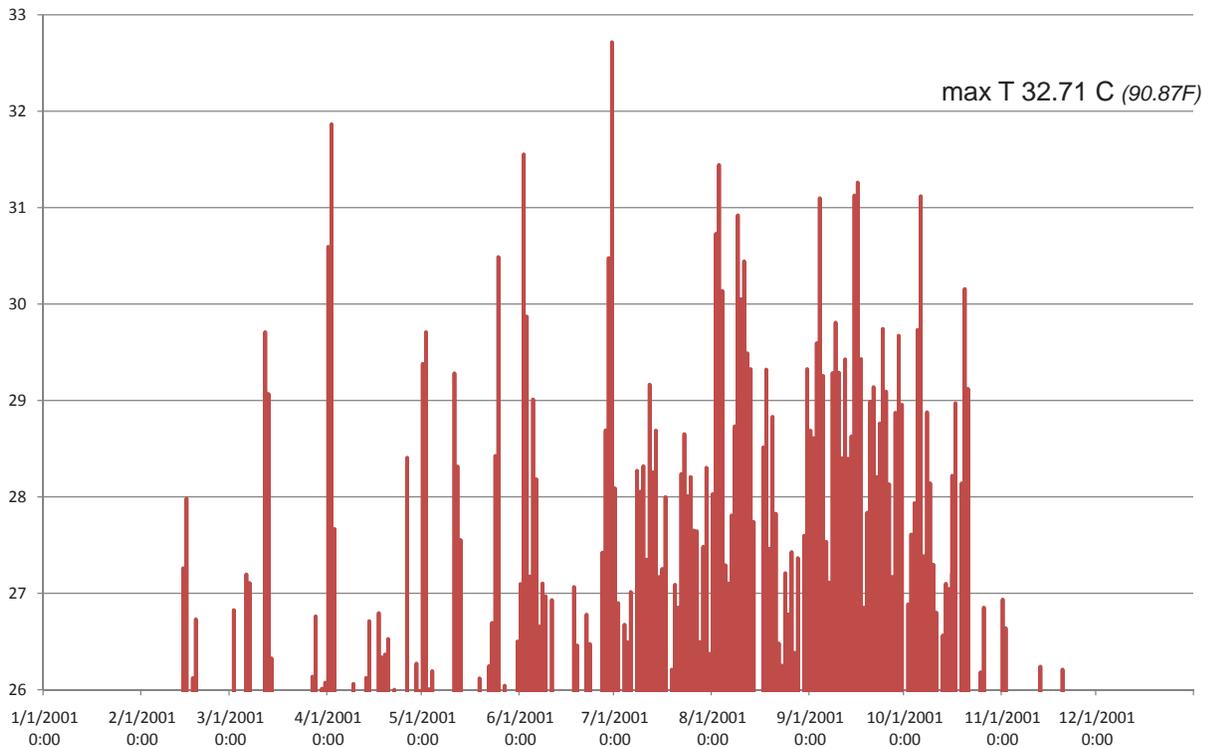
WEST PENTHOUSE, 4th floor, no overhang

NO MECHANICAL COOLING
WINDOWS CLOSED

947 hours (39 days)	T>26C (79F)	[10.8% of the year]
542 hours (23 days)	T>27C (80.6F)	[6.2% of the year]
282 hours (12 days)	T>28C (82.5F)	[3.2% of the year]
128 hours (3 days)	T>29C (84.2F)	[1.5% of the year]
45 hours (1 day)	T>30C (86F)	[0.5% of the year]
15 hours	T>31C (87.8F)	[0.17% of the year]
2 hours	T>32C (89.6F)	[0.02% of the year]



Outside T



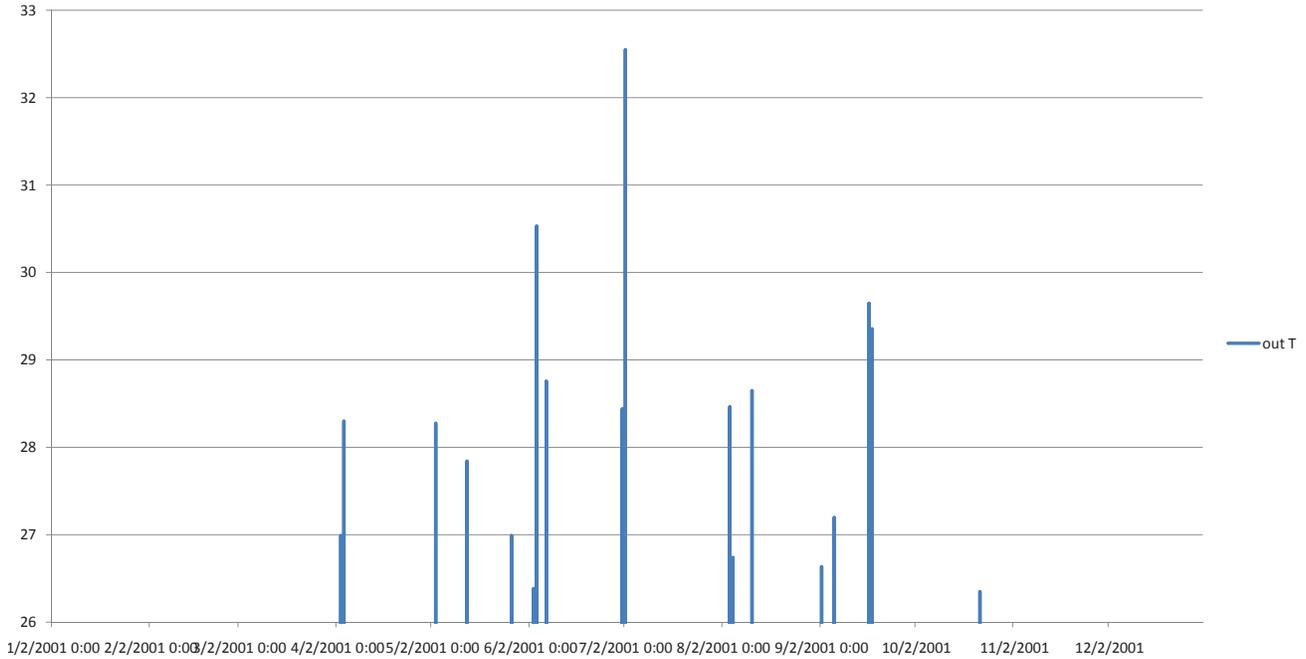
Interior T

WEST PENTHOUSE, 4th floor overhang 2' long

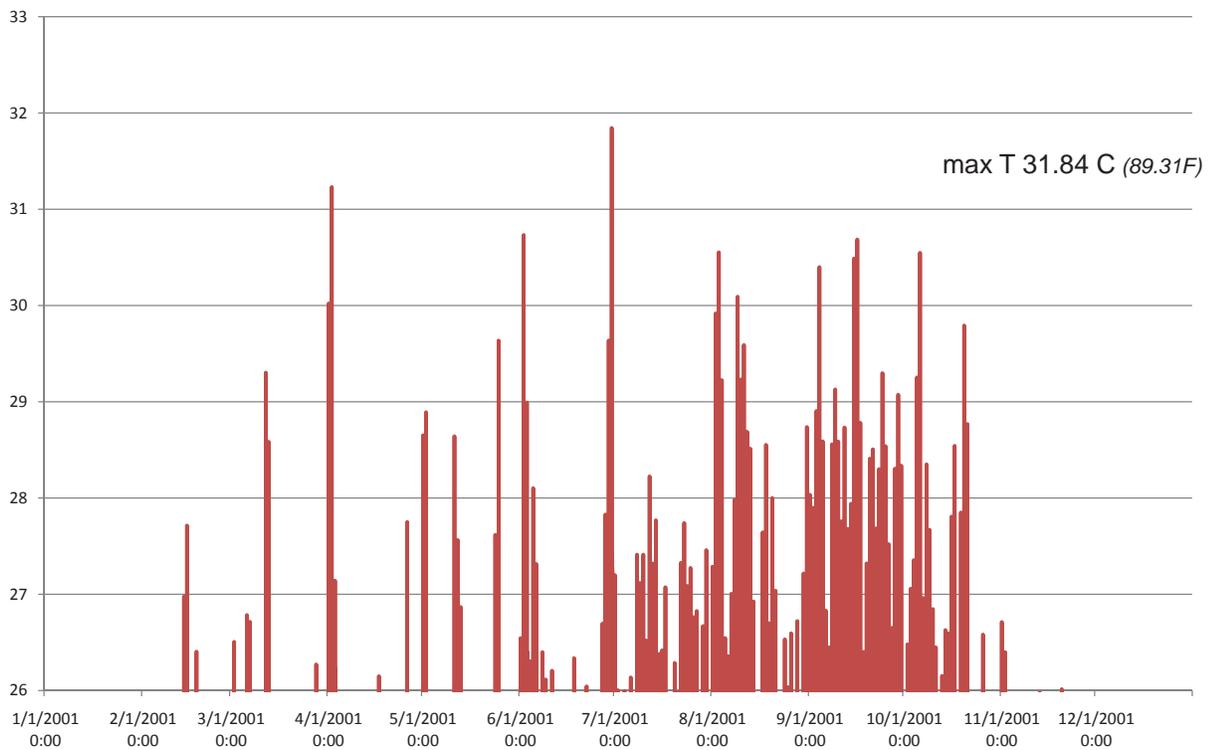
NO MECHANICAL COOLING

WINDOWS CLOSED

715 hours (30 days)	T>26C (79F)	[8.2%of the year]
366 hours (15 days)	T>27C(80.6F)	[4.2%of the year]
176 hours (7 days)	T>28C(82.5F)	[2%of the year]
68 hours (3 days)	T>29C(84.2F)	[0.8%of the year]
22 hours (1 day)	T>30C(86F)	[0.25%of the year]
4 hours	T>31C(87.8F)	[0.05%of the year]



Outside T



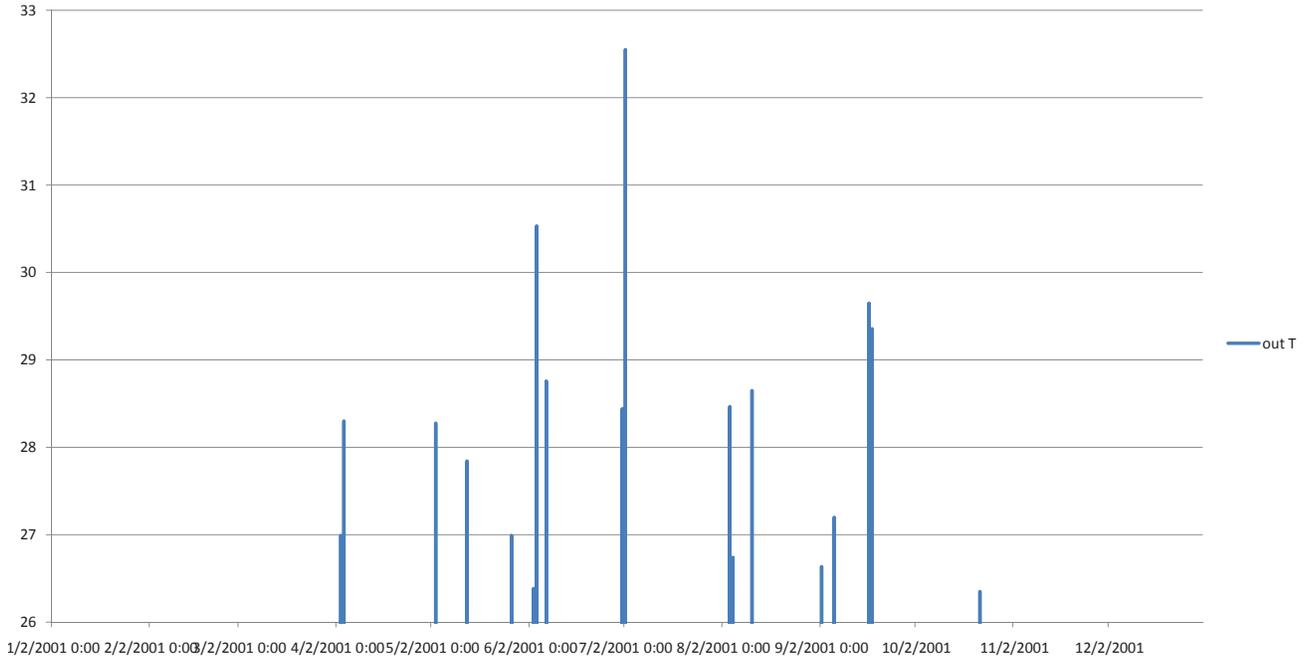
Interior T

WEST PENTHOUSE, 4th floor overhang 4' long

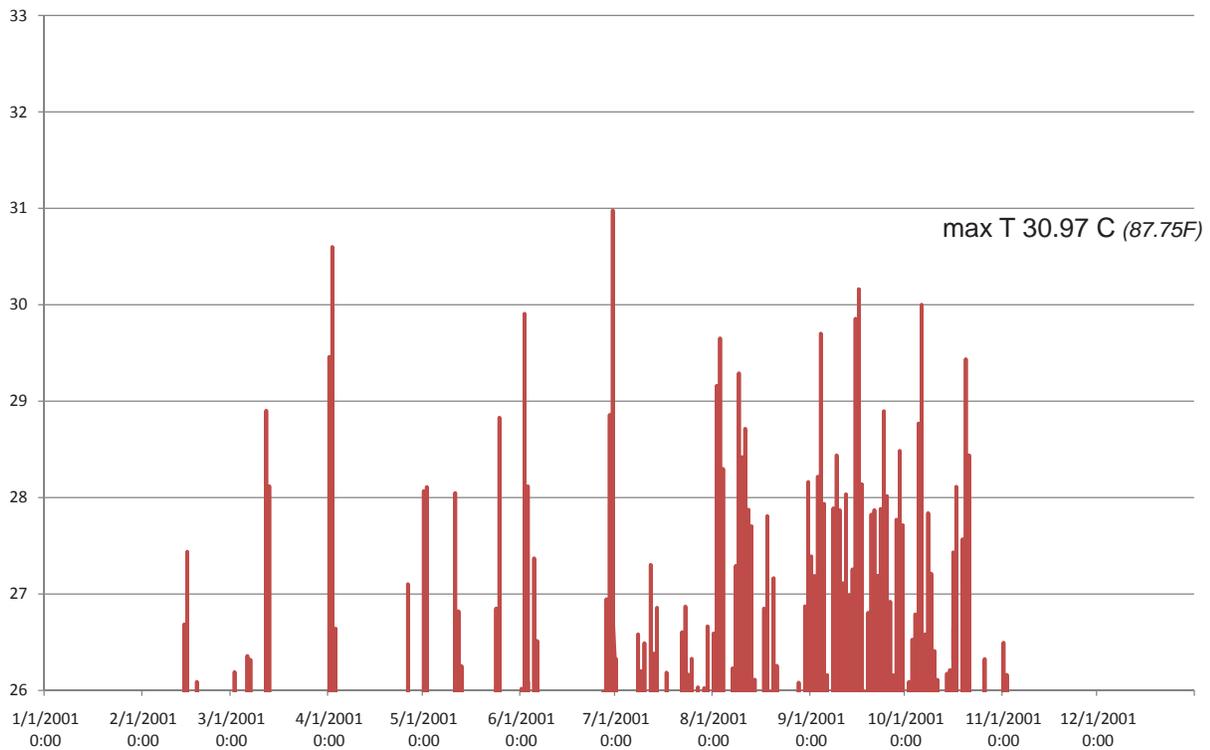
NO MECHANICAL COOLING

WINDOWS CLOSED

513 hours (21 days)	T>26C (79F)	[5.86% of the year]
235 hours (10 days)	T>27C (80.6F)	[2.68% of the year]
102 hours (4 days)	T>28C (82.5F)	[1.16% of the year]
32 hours (1 day)	T>29C (84.2F)	[0.4% of the year]
7 hours	T>30C (86F)	0.1% of the year]



Outside T



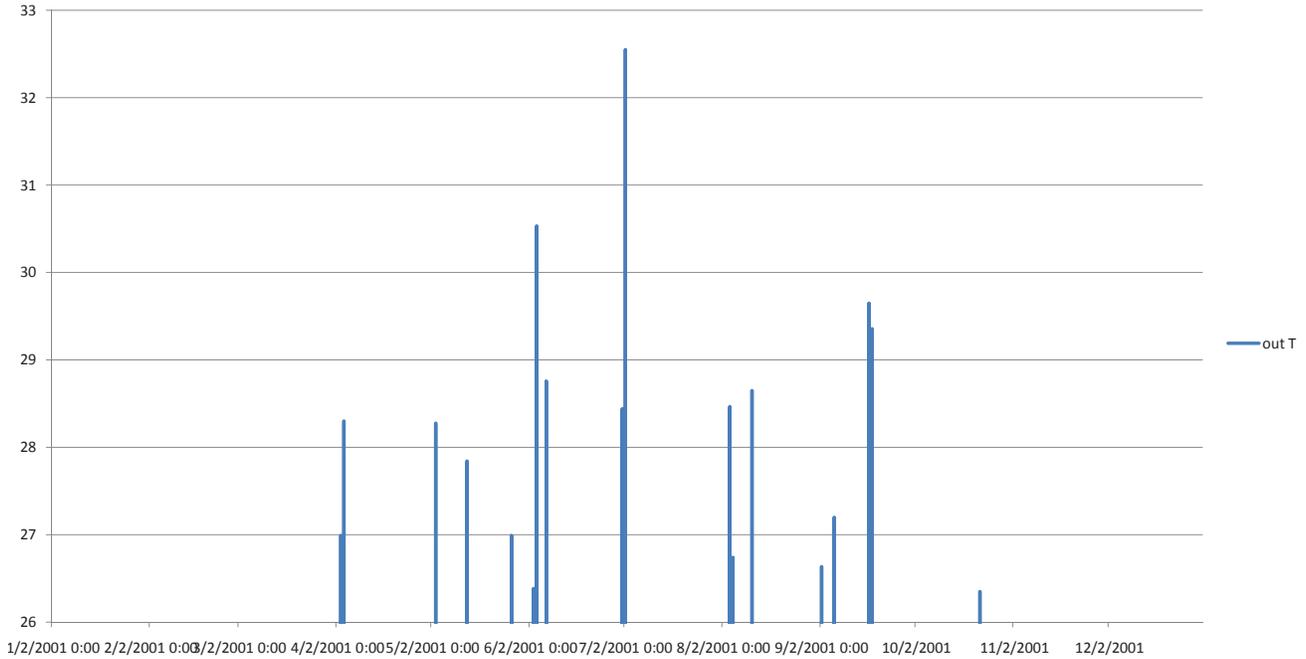
Interior T

WEST PENTHOUSE, 4th floor overhang 6' long

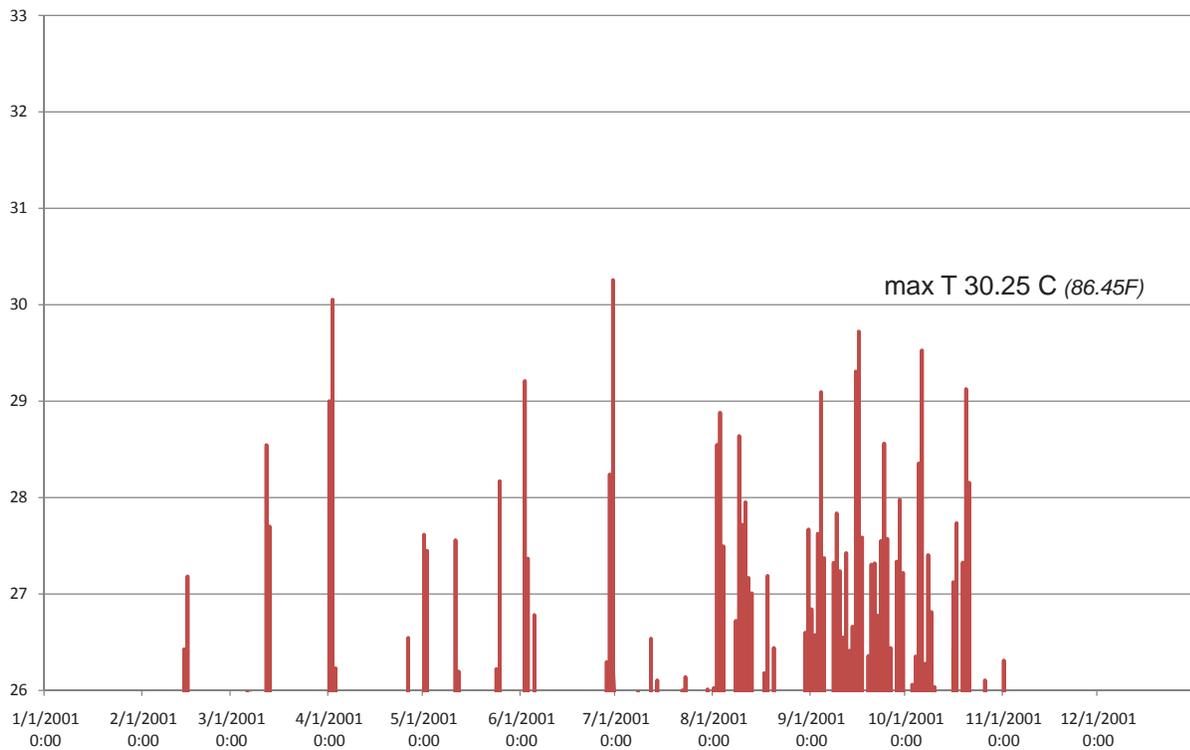
NO MECHANICAL COOLING

WINDOWS CLOSED

369 hours (15 days)	T>26C (79F)	[4% of the year]
170 hours (7 days)	T>27C (80.6F)	[1.9% of the year]
59 hours (2 days)	T>28C (82.5F)	[0.7% of the year]
19 hours (1 day)	T>29C (84.2F)	[0.22% of the year]
2 hours	T>30C (86F)	[0.02% of the year]



Outside T



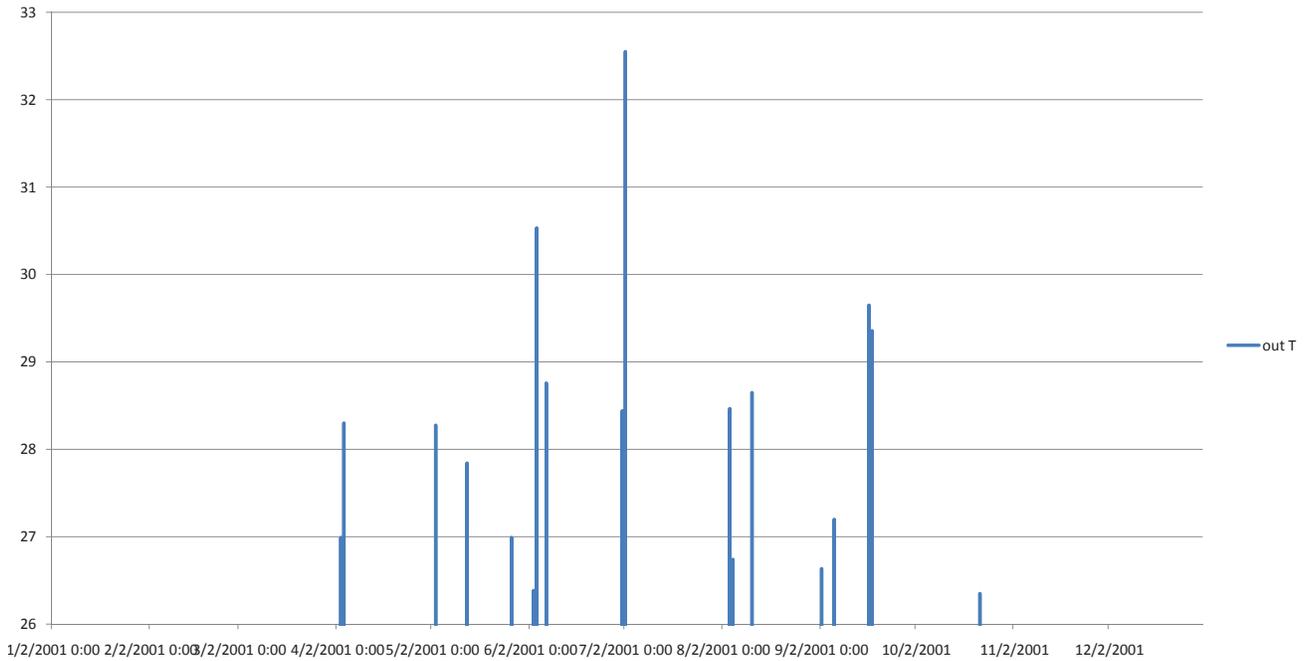
Interior T

WEST PENTHOUSE, 4th floor, no overhang exterior blinds

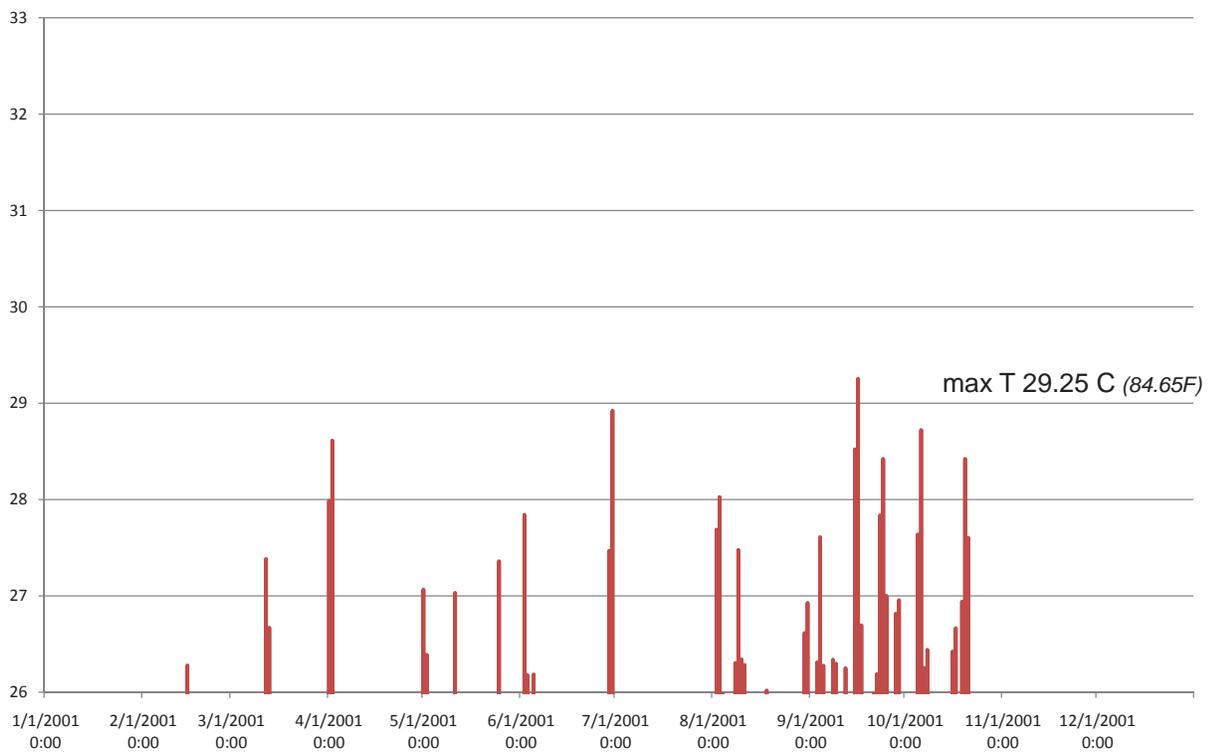
NO MECHANICAL COOLING

WINDOWS CLOSED

217 hours (9 days)	T>26C (79F)	[2.5% of the year]
86 hours (4 days)	T>27C (80.6F)	[1% of the year]
23 hours (1 day)	T>28C (82.5F)	[0.26% of the year]
2 hours	T>29C (84.2F)	[0.02% of the year]



Outside T



Interior T

WEST PENTHOUSE, 4th floor, no overhang

NO MECHANICAL COOLING,

OPEN WINDOWS IF

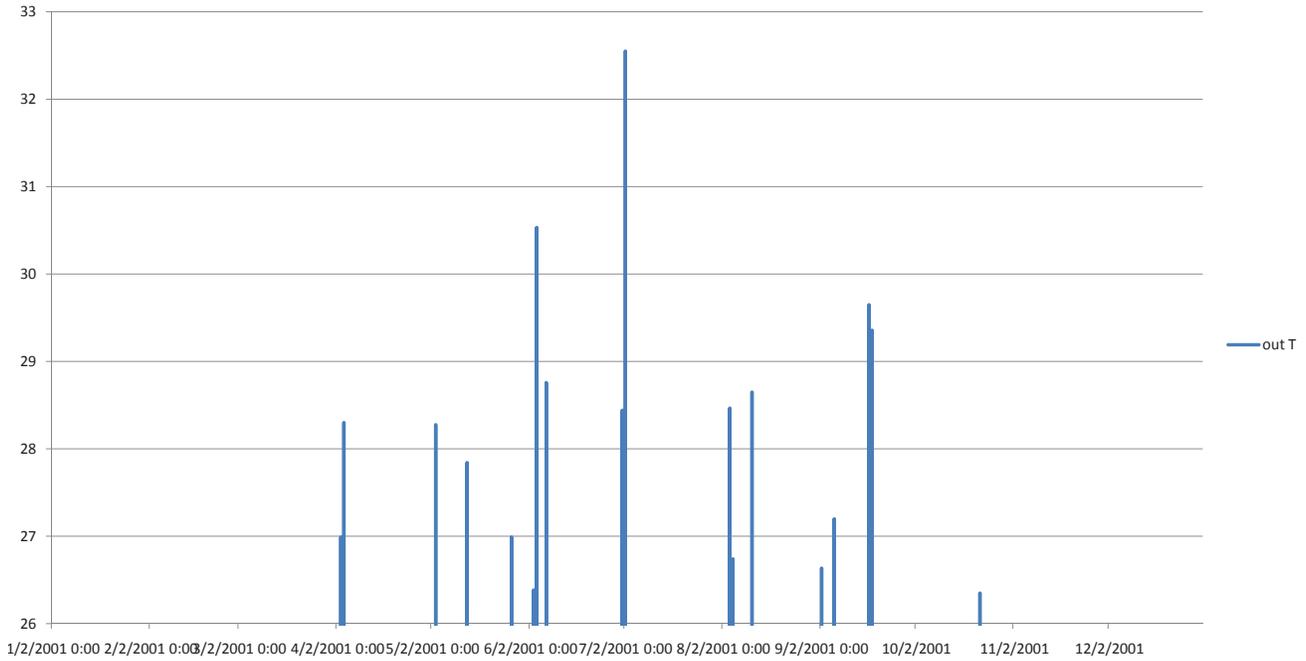
int T > 24C (75.2F)

18C (64.4F) < ext T < 28C (82.5F)

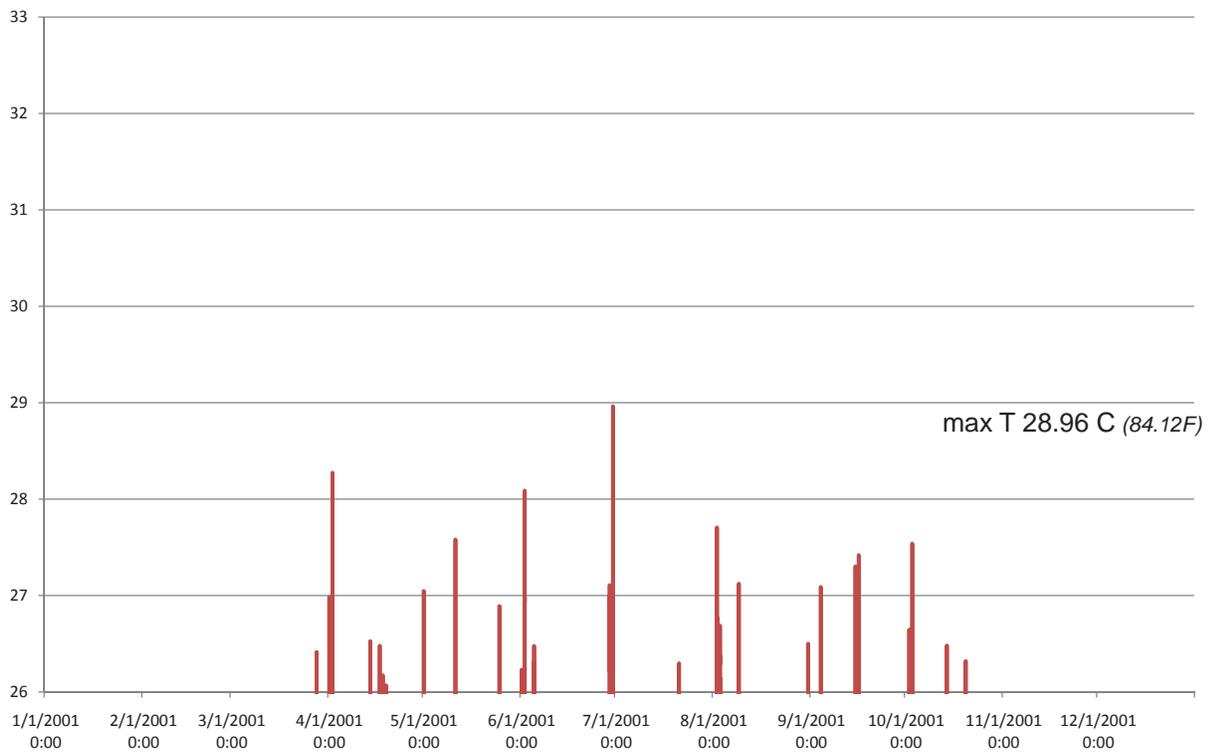
71 hours (3 days) T > 26C (79F) [0.81% of the year]

17 hours (1 days) T > 27C (80.6F) [0.2% of the year]

3 hours T > 28C (82.5F) [0.03% of the year]



Outside T



Interior T

WEST PENTHOUSE, 4th floor overhang 6' long

NO MECHANICAL COOLING,

OPEN WINDOWS IF

int T > 24C (75.2F)

18C (64.4F) < ext T < 28C (82.5F)

52 hours (2 days)

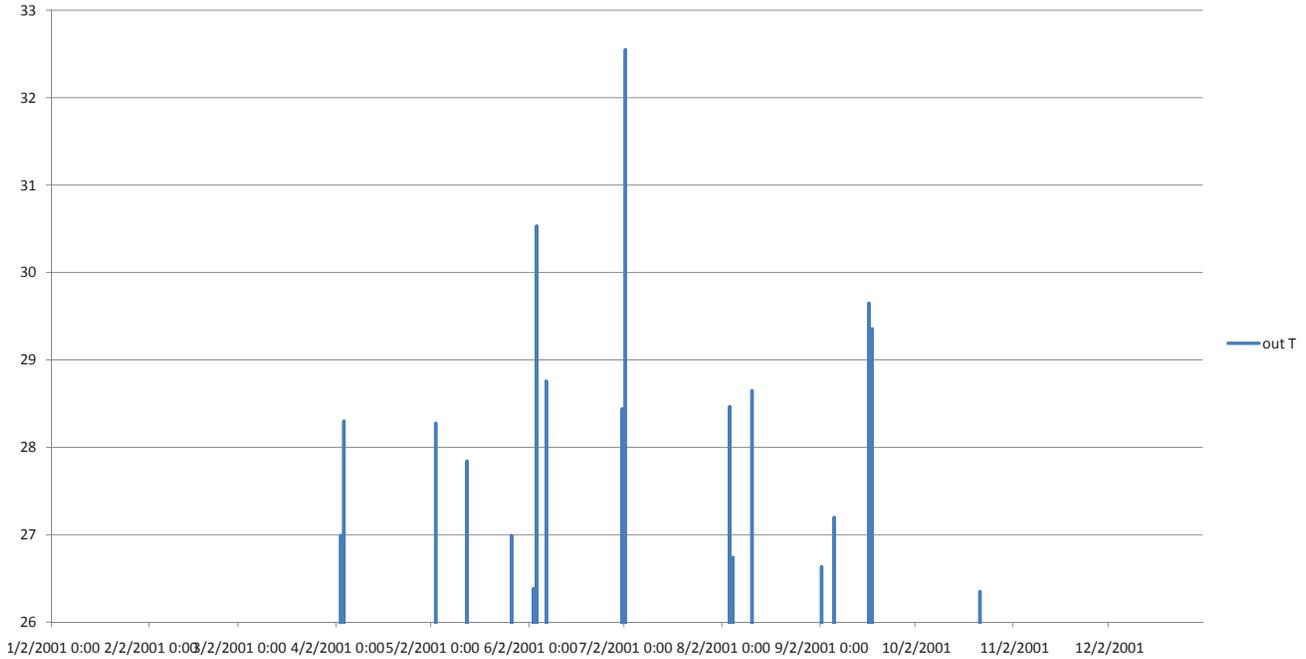
T > 26C (79F)

[0.6% of the year]

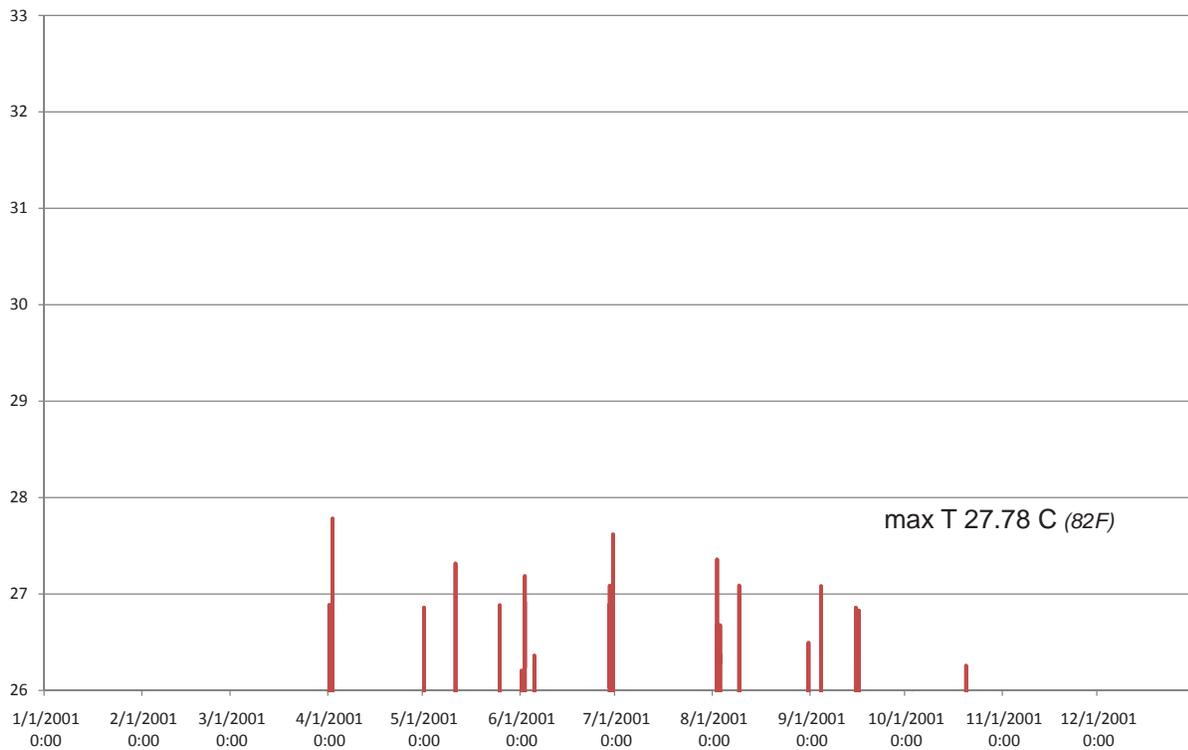
9 hours

T > 27C (80.6F)

[0.1% of the year]



Outside T



Interior T

Russian Hill Community Association

1134 Green Street...San Francisco, CA 94109...415-776-2014...www.rhcasf.com

May 11, 2011

Ms. Christina Olague & Commissioners
San Francisco Planning Commission
1650 Mission Street Suite 400
San Francisco, CA 94103

**Re: *May 19, 2011 Discretionary Review Continuance, 1945 Hyde Street*
*Case No. 2010.0162DDV – BPA No. 2010 0517 255***

Dear President Olague and Members of the Planning Commission:

The Planning Commission continued the Discretionary Review hearing on 1945 Hyde Street from March 10, 2011 to May 19, 2011. The hearing brought to light

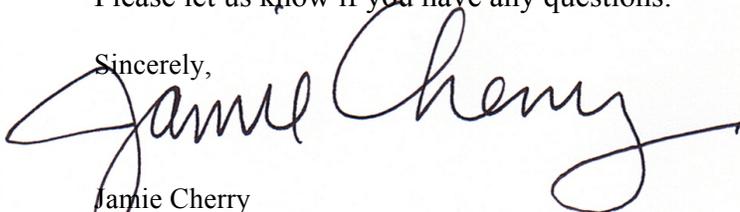
- unanswered questions,
- the need for additional information, and
- the serious concerns about the project of four Russian Hill associations – Russian Hill Community Association, Russian Hill Neighbors, Russian Hill Improvement Association and The Little House Committee.

The RHCA and RHN filed a request for Discretionary Review of the project – to convert an almost century old auto repair/parking facility into 7 luxury condominiums. At that time we were focused on the impact of the proposed conversion on the adjacent historic Russell Street and on the neighborhood merchants who rely on the hourly parking provided to sustain their businesses. Since then we discovered the critical relationship between the fate of 1945 Hyde St. and the future of sustainable transit in San Francisco. The fate of these facilities once their auto-repair life is over is intimately tied to the future of San Francisco's transit-first policy and to sustainable transit throughout the City.

Since the March 10th hearing, the RHCA and RHN have met with the project sponsor and exchanged information on the community's desire to protect historic Russell Street and to support the merchants and the Green-Hyde-Union Commercial district with the hourly parking provided by 1945 Hyde Street. While there has been an exchange of information and explorations, no accommodation has been reached as yet.

Attached is pertinent information of 1945 Hyde requested by Commissioners on March 10th. Please let us know if you have any questions.

Sincerely,



Jamie Cherry
Chair, 1945 Hyde Project Team
jcherry@rhcasf.com

Top 5 Facts to Recognize about 1945 Hyde

1. Auto Service/Parking Facility since the Early 20th Century
2. The structure is designed for this use and was integrated into the neighborhood for this use for nearly 100 years
3. Once the existing use is lost, it can never be replaced
4. There is no replacement space available
5. Because of these unique qualities, 1945 Hyde has the potential to meet the demands of a 21st Century, neighborhood-based multimodal transportation services that reduce vehicle ownership, reduce VMTs, and reduce GHG emissions. We are calling this new use Neighborhood Transit Centers (NTCs). (See attached concept.)

A Neighborhood Transit Center in combination with traditional car rental, taxis, and transit would meet all of the trip needs of a neighborhood, providing easy access to the right mode for the trip.

1945 Hyde Factual Data

Presented at March 10 th Hearing as:	FACT
Parking is a new use at 1945 Hyde	<p>Almost a century of parking at 1945 Hyde</p> <ul style="list-style-type: none"> - 1st & 3rd floor used for parking since facility built in 1920 - 40+ spaces
Facility is under-utilized	<p>The facility is fully utilized</p> <ul style="list-style-type: none"> - 3 year waiting list in early '80s - Facility fully occupied thru 2007 sale - Monthly rates jumped 60% at sale, from \$250 to \$400! - Facility resold September 2009 - Since 2009, new monthly parking inquiries discouraged (See attached email)
Merchants don't need hourly parking as hourly parking was not available prior to 2008	<p>Merchants do benefit from hourly parking</p> <ul style="list-style-type: none"> - 14 out of 18 area merchants with over 100 employees support the need for hourly parking to keep a vital commercial district - Hourly parking on 2nd floor averages 15 autos at 9 p.m., with more often parked on 3rd floor
There are parking alternatives	<p>There are no comparable alternatives in the area</p> <ul style="list-style-type: none"> - 1945 Hyde Street is the only facility of its size within a 10 block radius. Only facility able to house car & bike share & electric charging stations - Of 300 early 20th century auto service/parking facilities listed in 1928 directory, only 130+/- still stand.
Displaced autos can be absorbed in the neighborhood	<p>Displaced autos impact livability</p> <ul style="list-style-type: none"> - Adding 40+ autos to neighborhood exacerbates problems - 22 additional autos will come to neighborhood when 1111-1133 Green is rented. (1111-1133 has been vacant since 2008.) - Impact of America's Cup to be determined - Film companies use 1945 for parking when filming movies and T.V series (Ex. The Heartbreak Kid (2007), Trauma (2009), Contagion (2011), Alcatraz (2011) (See attached notice)

Monthly Parking Rate History

DATE	AMOUNT	% INCREASE
1978	\$40	
1979	\$55	38%
Mar-80	\$70	27%
1981	\$70	0%
1982	\$70	0%
1983	\$70	0%
Jun-84	\$90	29%
1985	\$90	0%
1986	\$115	28%
1987	\$150	30%
Jan-88	\$175	17%
1989	\$175	0%
1990	\$175	0%
1991	\$175	0%
1992	\$175	0%
1993	\$175	0%
1994	\$175	0%
1995	\$175	0%
1996	\$250	43%
1997	\$250	0%
1998	\$250	0%
1999	\$250	0%
2000	\$250	0%
2001	\$250	0%
2002	\$250	0%
2003	\$250	0%
2004	\$250	0%
2005	\$250	0%
2006	\$250	0%
7-Oct	\$400	60%
2008	\$400	0%
2009	\$400	0%
2010	\$400	0%
2011	Not Rented	

Market Rate Monthly Parking in the Hyde-Green area is \$250 to \$300 per month

Hourly Parking Average (Month of April)

DAY	DATE	TIME	# of CARS	RATES
FRI	1-Apr	8:30 PM	19	\$10 for 2 hrs-\$20 Max
SAT	2-Apr	9:50 PM	20	\$10 for 2 hrs-\$20 Max
SUN	3-Apr	9:40 PM	15	\$8 for 2 hrs-\$10 Max
MON	4-Apr	8:00 PM	8	\$8 for 2 hrs-\$10 Max
TUE	5-Apr	10:00 PM	7	\$8 for 2 hrs-\$10 Max
FRI	8-Apr	9:45 PM	24	\$10 for 2 hrs-\$20 Max
SAT	9-Apr	7:30 PM	18	\$10 for 2 hrs-\$20 Max
MON	11-Apr	9:45 PM	5	\$8 for 2 hrs-\$10 Max
THUR	14-Apr	9:03 PM	17	\$10 for 2 hrs-\$20 Max
SAT	16-Apr	7:30 PM	21	\$10 for 2 hrs-\$20 Max
SAT	16-Apr	10:15 PM	17	\$10 for 2 hrs-\$20 Max
SUN	17-Apr	4:30 PM	7	\$10 for 2 HRS-\$15 Maz
TOTAL 178 DAILY AVG No. 15/day				

Russian Hill Merchants

To Retain Our Vital Neighborhood Commercial District

As merchants and restaurateurs on Russian Hill, we recognize that we all benefit when a vital commercial neighborhood district is created.

Over the last three plus years, many of the businesses in our area have come to appreciate the hourly parking offered at the community parking facility at 1945 Hyde Street (the Valencia Garage) to provide convenient parking for customers, particularly in the evenings and on weekends. All the merchants in the neighborhood benefit from the increased foot traffic from this increased business.

Therefore, in order to retain and support our neighborhood commercial district, *We, the undersigned*, urge the Planning Department, the Planning Commission, and, if necessary, the Board of Supervisors to ensure neighborhood parking, particularly hourly neighborhood parking equal to the amount currently in use, is retained in the building at 1945 Hyde Street.

1. Name of Business: (Print) Denise Kohne Address: 1210 Union St.
Phone 415-921-2100 Signature  Years in Business 3.5 # Employees 0

2. Name of Business: (Print) JAE SUNG, KTM Address: 127 Union St
Phone 415-531-8814 Signature  Years in Business 8 # Employees 10

3. Name of Business: (Print) ATELIER DES MODISTES Address: 1903 HYDE STREET SF CA 94109
Phone (415) 775-0545 Signature  Years in Business 19 # Employees 6

4. Name of Business: (Print) AMARENA RESTAURANT Address: 2162 WARKIN ST
Phone 415-5197985 Signature  Years in Business 9 # Employees 9

5. Name of Business: (Print) Swensen's Ice Cream Address: 1999 Hyde St
Phone 415-775-6818 Signature  Years in Business 63 # Employees 11

Name of Contact _____ No. _____

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1. Name of Business: (Print) 2A PIZZA
Roots Bernstein Address: 1919 Hyde
Phone _____ Signature [Signature] Years in Business 20 # Employees 10
2. Name of Business: (Print) LEWANSKI & ROCKWELL ARCHITECTS Address: 1898 HYDE ST.
Phone 415 776 1220 Signature [Signature] Years in Business 10 # Employees 4
3. Name of Business: (Print) Ivelka Address: 1896 Hyde St
Phone 674-4343 Signature [Signature] Years in Business 7 # Employees 17
4. Name of Business: (Print) Hyde cleaner Address: 1900 Hyde St
Phone 474-8843 Signature [Signature] Years in Business 10 # Employees 6
5. Name of Business: (Print) Russian Hill Dog Grooming Address: 1929 Hyde St
Phone 415-776-9529 Signature P. Montgomery Years in Business 17 # Employees 4
- Name of Contact Patricia Montgomery No. _____

Russian Hill Merchants

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1. Name of Business: (Print) Lulla Restaurant Address: 1946 Hyde St
Phone 415/674/4543 Signature [Signature] Years in Business 6 # Employees 15
2. Name of Business: (Print) RAY'S FRENCH CLEANERS Address: 1205 Union
Phone 415 885 4176 Signature [Signature] Years in Business 20 # Employees
3. Name of Business: (Print) JINAS on Hyde Address: 1800 Hyde St.
Phone 415 775 2517 Signature [Signature] Years in Business 5 # Employees 3
4. Name of Business: (Print) SEARCHLIGHT Market Address: 1964 Hyde St
Phone 415-677-1010 Signature [Signature] Years in Business 7 # Employees 3
5. Name of Business: (Print) FRASCAZI Address: 1901 Hyde St
Phone (415) 928-1406 Signature [Signature] Years in Business 6 # Employees 18 (18)

Name of Contact JON RADEN No.

EMAIL: Monthly Parking Inquiry Experience

From: Kim Rajdev <krajdev@gmail.com>
Subject: Re: Planning Commission Agrees with RHCA/RHN--Valencia Project Requires More Study-On Channel 26 at 8 tonight
Date: March 12, 2011 6:45:24 PM PST
To: Kathleen Courtney <kcourtney@rhcasf.com>, Jamie Cherry <jamie@cherry.com>

Kathleen and Jamie,

I'm sorry I was not able to attend the hearing, but I did watch the whole thing today via this SFGOVTV online video posting:
http://sanfrancisco.granicus.com/MediaPlayer.php?view_id=20&clip_id=11747

You both did an amazing job preparing for and presenting at the hearing! Since it seemed like many of the commissioners had questions/concerns about why the parking garage wasn't fully utilized, I just wanted to add a few points that weren't directly addressed during the hearing.

1. It is clear that the current owners have not been marketing the garage as being available. If you do a Google search for "Russian Hill parking" or even "Valencia Garage San Francisco" you will not find any direct postings for that garage. There is a website called "parkopedia.com" that you can see the garage listed on a map, but I called the phone number listed and it was not the correct number. It is only if you Google "1945 Hyde St parking" that you actually can find the website of the company that manages the garage, called Royal Parking Management, but the phone number listed for the 1945 Hyde Street parking is incorrect...the correct phone number is 415-441-2497. <http://royalparkingsf.com/1945%20Hyde%20garage.htm> When I first moved into the neighborhood and tried to find out if a space was available in the garage and at what price (this was in April/May 2010), I called at least 3 times with no one answering the phone, so I left multiple voicemails. My voicemails were never returned, but I did eventually reach someone on the phone who told me that the price was \$425/month. I called more recently and found out the rate is now \$400/month. I found a space for rent a few blocks away for \$250/month, so I ended up renting there and walking the extra 3 blocks.
2. As far as price, I have searched pretty extensively on Craigslist, Google, and other sources in the past few months, and I would say that the vast majority of spaces that become available in Russian Hill rent from between \$250 - \$350 per month.
3. As far as demand, I can guarantee if the monthly parking price that 1945 Hyde charged were within the \$250-\$350 range, the they could get the remaining available spaces rented. I am constantly seeing postings on Yelp and Craigslist of people looking for parking spaces in our neighborhood and willing to pay those prices (myself included). There are typically only a small handful of postings for parking in Russian Hill any given day (right now there are several all for the same complex - 1000 Chestnut), and those postings are typically filled within a few days to a week.

I just wanted to share my recent experiences with researching parking in the area and dealing with 1945 Hyde in particular. I'm happy to send this info to the commissioners if you can forward their emails (I may have missed that earlier). If there is anything I can do to help prior to May 19th please let me know - I'm happy to help in any way I can.

Best,
Kim

Alcatraz
Films

Filming Notice!

Alcatraz
Films

Filming to occur on MONDAY Feb. 7, 2011

Dear Residents:

Alcatraz Films will be shooting a scene for a television pilot on Filbert Street from Hyde to Leavenworth. We have requested a **STREET CLOSURE of FILBERT between HYDE and LEAVENWORTH from 8A until 7P** Monday February 7th. The filming will begin around **NOON** and will finish by 7pm.

In the scene a police vehicle drives uphill on Filbert, from Leavenworth. They stop at the crest of the hill and a man walks over and shoots them as they exit the car. There will be simulated automatic gunfire, firing 3 or 4 shots. We hope that this will only happen 1 or 2 times. There is no need to contact police or fire department.

Because of the street closure, entrance and egress from residences may be tricky. We are speaking with a garage on Hyde street for anyone needing secured in and out parking during the street closure. **PLEASE CONTACT OUR LOCATIONS REPRESENTATIVE AT (650) 704-7624 TO RESERVE A SPACE AT VALENCIA AUTO SERVICE.**

To facilitate our filming we will be posting "No Stopping" signs in some areas for our camera positions and equipment vehicles.

Our filming is being coordinated with the San Francisco Film Commission and the San Francisco Police Department. All required insurance and permits are on file at the Film Commission and will be present on location during filming.

We would like to thank you in advance for your cooperation. We will treat your neighborhood with respect and hope to keep our short stay a welcomed one.

Sincerely,
Gail Stempler
Location Manager

Gail Stempler Location Manager 415.720.5151 415.775.4700 x 1028	Alcatraz Films Production Company 415.720.5151
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Questions?



Film Commission 415-554-6241	SFPD 415-553-7942
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Concept Neighborhood Transit Centers (NTCs)

By Scott T. Edmondson, AICP, Member Russian Hill Community Association
April, 2011

Concept Summary

Protect existing auto-service/parking uses located in San Francisco's mixed-use neighborhoods from changes of use. This is necessary so that they can meet the increasing demand for neighborhood-based multi-modal transportation options such as car-share and bike share facilities and electric vehicle recharge stations that reduce vehicle storage, VMT, and GHG emissions. Once the use is lost from the neighborhoods, it is lost forever.

Each center would serve its respective neighborhood with off-street parking (monthly and short-term, electric vehicle recharging, car-share and bike-share pick-up/drop-off services, para-transit pick-up/drop-off, and transit kiosk information (local and regional), all located typically near existing transit connections. These individual NTCs would be stitched together through a network of bike routes and pedestrian walks that maximize the aesthetic and historic values of the City. Residents and tourists alike would conveniently be able to match trip type to appropriate trip mode, thereby realizing a true, transit-first, multi-modal transportation system.

Concept Details

In post-1906-earthquake San Francisco, few had automobiles; homes and apartment buildings were built without garages. In the early 1910's and 1920's the need for neighborhood auto service and parking facilities became evident and 300+ facilities were built throughout the City. They took their look from the other massive transportation services structures of the day – train stations.

Today 130+/- of the original 300 facilities are still in operation, well integrated into their neighborhoods, most continuing to meet the auto servicing and parking needs of residents, visitors, customers and tourists in their communities.

Today, there is an opportunity to move these facilities into the 21st century and still allow them to support the transportation-related services as they have for over a century.

The goal is to retain their existing use as neighborhood parking facilities, preserve their capacity to respond to the increasing market demand and allow them to evolve into an integrated citywide network of 21st century neighborhood-serving transit centers. NTCs would combine the following range of multi-modal transit services:

- 1) Electric vehicle charging and storage
- 2) Car share pick-up and storage
- 3) Private bike storage
- 4) Off-street parkin
- 5) Minor short-term parking for neighborhood commercial establishments
- 6) Bike-share pick-up and storage (from/to any of the centers)
- 7) Transit kiosk services (information, fast pass purchases, local & regional transit trip planning)
- 8) Neighborhood senior para-transit

Concept, con't

Such an NTC in combination with traditional car rental, taxis, and transit would meet all of the trip needs of a neighborhood, providing easy access to the right mode for the trip. Add an internet-connected café and a shop selling stamps and magazines, and you create a 21st century neighborhood transportation hub that's connected to the larger network via hopefully scenic, historic pedestrian and bike routes.

Urgent Planning Challenge

This potential citywide network of sustainable NTCs is at risk. Under the City's current land use controls, plans, and policies, existing neighborhood auto repair/parking facilities are both invisible and negatively valued. The Planning Code currently allows the change of use from parking to a range of presumed "higher-valued" uses, such as commercial or residential. Retaining a neighborhood parking and transportation function is viewed as anti-transit and undesirable by the Planning Department and Planning Commission. This current policy of favoring development of perceived under-used, low-valued neighborhood parking uses into "higher-valued" uses, along with the City's negative valuation of existing neighborhood parking facilities, is unwittingly threatening the City's ability to create a sustainable transportation policy to support the long-term needs of San Francisco residents and tourists in the 21st Century.

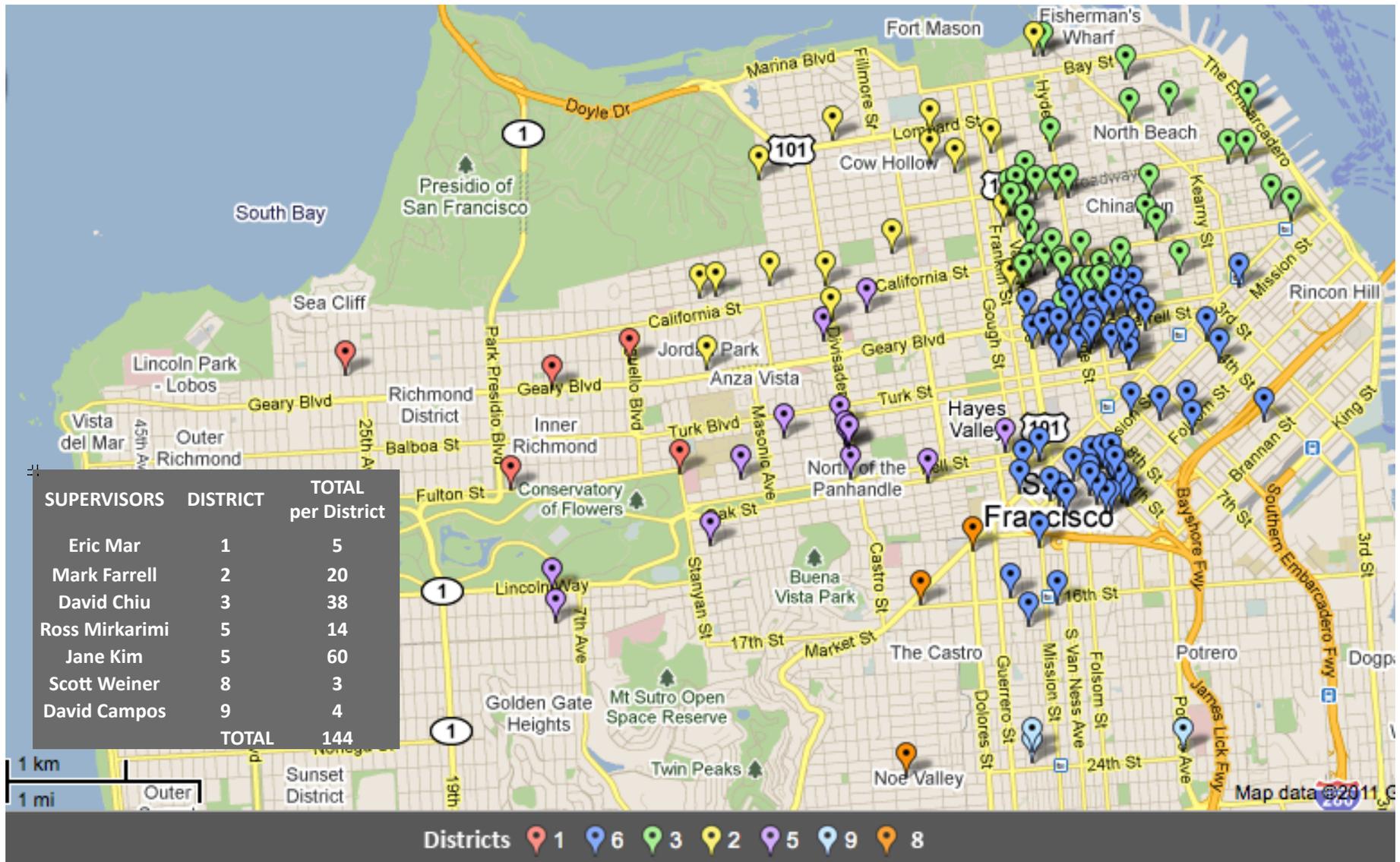
While current Planning Department and Planning Commission policies and practices may have been appropriate for a 20th century city, they are clearly outdated for the fully functional, multi-modal transportation system required in a sustainable San Francisco. Under current City regulations, policies, and practices, the remaining 130+/- facilities will be developed into higher-valued land uses. As a result, the possibility of creating the unique land use value of an integrated, citywide network of NTCs will be lost forever.

Changing the Planning Code to prevent the change of use out of neighborhood parking facilities by requiring the consideration that Conditional Use Authorization or by authorizing a Moratorium on any conversion or demolition would preserve the possibility of creating NTCs, but not actually create the centers.

It is, however, a necessary first step. It would allow time to evolve the concept. And, it will set the stage for the market to respond to a new economic opportunity, perhaps by developing these neighborhood centers through private investment. Other options exist to stimulate and enhance a market response, such as creating a new public-private partnership that could partner with existing car-share companies, etc. The SFMTA, DOE, and City CarShare have already expressed an interest in facilitating the nonprofit and operator dialogue to formulate a new partnership form and business model. There are many possibilities.

Citywide Map of Early 20th Century Auto Repair/Parking Facilities (Potential 21st Century Neighborhood Transit Centers (NTCs))

Map @ <http://batchgeo.com/map/b01d86c4cfec6596aee61b8ed20a761c>



Early 20th Century Auto Repair/Parking Facilities

(Potential 21st Century Neighborhood Transit Centers (NTCs))



1355_Fulton.jpg



1550_Union.jpg



1725_Sacramento.jpg



1945_Hyde.jpg



2405_Bush.jpg



550_Turk.jpg



712_Filbert.jpg



818_Leavenworth.jpg



Post/Taylor.jpg

Potential 21st Century Neighborhood Transit Center (NTC)

LOST FOREVER, RECENTLY DEMOLISHED!

1461 Pine St.

Listed as "Pine Garage"
in 1928 SF Telephone Directory



Public Parking Facility
April, 22, 2011



Demolished
April 25, 2011





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STEVEN L. VETTEL
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May 10, 2011

Via Hand Delivery

Hon. Christina Olague, President
San Francisco Planning Commission
Scott F. Sanchez, Zoning Administrator
1650 Mission Street, 4th Floor
San Francisco, CA 94103

Re: 1945 Hyde Street (Discretionary Review)
Responses to Commissioner requests made at March 10 hearing
Case Nos. 2010.0162DD
May 19, 2011 Continued Hearing

Dear President Olague, Commissioners and Mr. Sanchez::

On behalf of the project sponsor, Green Garage, LLC ("Green Garage") and its principal John Parker Willis, this letter responds to each of the items the Commission and Zoning Administrator asked us to investigate at the conclusion of the March 10, 2011, hearing.

As you will recall from the March 10 hearing, 1945 Hyde Street is a two-story over basement parking garage (until recently a repair garage) with 58 parking spaces located on Hyde Street between Union and Russell Streets on Russian Hill. The site is zoned NC-1 and is within a 40-X height and bulk district. This small NC-1 district contains a mix of purely residential buildings and several mixed-use buildings with housing above ground floor commercial uses. There are 5 small neighborhood restaurants, 2 neighborhood self-service restaurants, and 1 wine bar in this NC-1 district. The garage has offered hourly parking for retail and restaurant customers only since October 2008, when the repair garage closed; before then, the repair garage offered some monthly parking but no hourly short-term parking.

Green Garage proposes an adaptive reuse converting the garage to 7 two-bedroom dwelling units and a 860 sf ground floor commercial space. There would be a new third floor addition set back from both the front and back property lines to render it minimally visible from most vantage points (the "Project"). The proposal before you on March 10 was also to reduce parking from 58 spaces to 14 basement spaces in stackers (all of which would be for residents); and reduce the curb cuts and garage doors from four on Hyde Street to just one door and curb cut on Russell Street. These uses, parking spaces, and building height are principally permitted, and



the Project was before you only because of two requests for discretionary review. The Zoning Administrator also heard our request for a rear yard modification associated with the configuration of the third floor, which incorporates a large front setback to preserve the historic integrity of the Hyde Street façade and a correspondingly smaller rear setback than the Planning Code would otherwise require.

At the conclusion of March 10 discretionary review hearing, the Commission and Zoning Administrator asked us to research and explore six issues:

1. A redesign of the Hyde Street façade to continue the glass infill of the arches down to the sidewalk level;
2. Rental charges for comparable monthly parking spaces on Russian Hill;
3. The history of monthly and hourly parking at the garage;
4. The hourly parking needs of the nearby restaurants;
5. Whether additional parking, particularly community hourly parking, could be retained in the garage; and
6. A setback of the new third floor at the northwest corner to provide light and air to two upper floor units at 1221 Union Street.

Below is our response to each of these issues, along with a proposed redesign of the Project. The redesign (1) complies with Request No. 1, (2) provides 10 additional community parking spaces, and (3) adds a setback to the northwest corner of the third floor. We have spent considerable time meeting with the D.R. requestors and the owner of 1221 Union Street and have reviewed each of these revisions with them, although to date these revisions have not led either D.R. requestor to withdraw its D.R. request. (Enclosed as Exhibit A is a summary of those meetings and discussions with the D.R. requestors and the owner of 1221 Union). Nonetheless, we request that the Commission take discretionary review and approve the Project with these revisions.

1. Hyde Street Façade. At Commissioner Sugaya's suggestion, the architects have redesigned the Hyde Street façade (and the first bay on Russell Street) to bring the glass in-fill in the arches down to sidewalk level. The redesigned façade is shown in Exhibit B. We agree this is a superior design solution (plus, it provides light into the basement garage) and ask that the Commission approve it.

2. Parking Rates on Russian Hill. Current costs for an independently accessible monthly parking space on Russian Hill runs from \$300 to \$400 a month. Attached as Exhibit C is a Parking Survey conducted in April 2011, mainly by reviewing Craigslist.com ads for parking in the neighborhood, a sample of which are also included in the exhibit. Hyde Parking LLC charges \$400/month at 1945 Hyde, at the high end but within the market range for monthly parking on Russian Hill. These ads also indicate that there are other monthly parking spaces



available for rent in the neighborhood, including the garage at 1000 Chestnut Street that always has advertised spaces available within a few blocks of 1945 Hyde.

3. Parking History of 1945 Hyde. The Historic Resource Evaluation performed by Kelley & VerPlanck (Ex. A to our March 2 brief) confirmed that 1945 Hyde operated as a repair garage with ancillary vehicle storage until 2008. Hyde Parking LLC took over operations of the garage in 2008 after the repair services were discontinued. It was not until October of 2008 that hourly parking began being offered in the evenings.

Mr. Willis purchased the garage out of foreclosure in 2009. He has continued to lease the building to Hyde Parking LLC (which sets monthly and hourly rates). When Mr. Willis purchased 1945 Hyde, there were 23 monthly parking spaces leased, several of which were used by the prior foreclosed owner. There are currently 20 monthly parkers leasing 23 spaces, out of an available supply of 58 spaces. (Exhibit D)

The hourly parking that has been offered in the evenings only since October 2008 is used mainly on weekends, when a total of about 30 cars are parked. During weekday evenings, about 10 cars are parked. The hourly parking spaces turn over two or three times during an evening (an average stay of about 1.5 hours), such that the 30 weekend parkers are accommodated in 10 or so parking spaces and the weekday parkers are accommodated in fewer spaces. (Exhibit D)

4. Restaurant parking needs. Since the March 10 hearing, Mr Willis has made extensive efforts to contact each of the 8 neighborhood restaurants in the area (5 full-service, 2 self-service and 1 wine bar), inquired as to whether hourly evening parking at 1945 Hyde is important to their business, and asked each to complete a parking questionnaire. A letter was dropped off at each of the restaurants on March 12 asking the owner or manager to contact Mr. Willis; on March 19, a follow-up letter was delivered with a questionnaire attached; after only two responses to the questionnaire were received, Mr. Willis visited several of the remaining restaurants and interviewed the owner or manager. Exhibit E contains the results of those efforts.

In summary: (1) both self-service restaurants (Swensen's Ice Cream and Za Pizza) indicated little need for parking for their customers; (2) Okoze Sushi indicated hourly parking was "important" to the business and estimated about 10 customers a night park in the garage; (3) the owner of Zarzuela called Mr. Willis and told him that the garage was not important to his long established business which had been there before hourly parking was available; (4) Sushi Groove, Frascati, and Luella each declined to complete a questionnaire or communicate with Mr. Willis; and (5) the owner of Bacchus Wine Bar met with Mr. Willis in person and stated that he had no opposition to the proposed change in the use of the garage. Only one restaurateur indicated a possible willingness to reimburse customers for the cost of parking or to individually or jointly manage a valet parking operation utilizing the garage.

5. Additional Parking in the Garage. Mr. Willis and his architects have explored a myriad of alternatives for adding parking spaces in the garage for either monthly parking or short-term parking for restaurant customers. First, he is agreeable to reducing resident parking to 1 space per unit, such that 7 of the originally proposed 14 spaces can be made available for

community parking. Second, he is able to increase the number of parking spaces in the garage from 14 to 17 by reducing the size of the lower unit (but keeping it a 2-bedroom unit), resulting in a total of 10 excess parking spaces available for community use. Exhibit F shows the proposed configuration of the lower level to achieve this added parking. The reason more parking spaces than 17 is not possible is the Building Code requirement for an independently accessible handicap van parking space (which takes up considerable room and cannot be provided in a stacker) and the Building Code requirement for a second egress stairway from the upper units, which penetrates the lower level garage in the middle of the floor.

The only way to add substantially more than 17 spaces is to install a fully automated parking system shoehorned into the existing structure. We explored that option fully and the drawings at Exhibit G show how it would be configured. This option results in 25 spaces, rather than 17, but requires (1) elimination of the ground floor commercial space facing Hyde Street (such that the ground floor of the Hyde Street frontage would be devoted solely to garage and corridor uses), (2) reduction in the size of the front unit on the ground floor from a 2-bedroom to a 1-bedroom unit, (3) reduction in the size of the lower floor unit from a 2-bedroom to a 1-bedroom unit, (4) a curb cut and garage door on Hyde Street leading to a car elevator and turntable, and (4) a second curb cut on Russell Street for the handicap van space.

Although it might be functionally feasible, the 25-space option is wildly expensive, with the 8 added spaces costing an additional approximately \$1.8 million to construct, plus reduced revenue because two units would be only 1-bedroom units. There is clearly no market for \$225,000 parking spaces, even on Russian Hill, nor would Mr. Willis be able to finance their construction. D.R. Requestor Russian Hill Community Association agrees that this approach is infeasible (see Jamie Cherrie's email of April 28 at Exhibit A). On the other hand, D.R. Requestor Russian Hill Neighbors have told us they favor this approach, but have not identified anyone interested in buying or leasing these \$200,000+ parking spaces. Accordingly, we believe this 25-space option is wholly infeasible and ask that the Commission not consider it.

Finally, we explored a 19-space option. However, adding the two extra spaces would eliminate both bedrooms in the lower unit, reducing it in size to a large studio. We do not believe this is a sound trade-off, and request that the Commission approve our proposal for a 17-space garage: 7 spaces for residences and 10 public spaces for community parking or for restaurant customer use, assuming the neighborhood restaurants desire to have access to short-term customer parking.

One additional note regarding parking: The D.R. requestors continue to insist upon a Hyde Street curb cut and driveway, rather than the proposed Russell Street garage entry. We cannot agree to that for several reasons: (1) the existing garage ramp up to Hyde Street is very steep, such that larger vehicles bottom out and drivers cannot see pedestrians on Hyde Street until they are out of garage, which creates a safety hazard DBI will not approve; (2) the Planning Department is adamant that parking access not occur on neighborhood commercial streets where there are side-street alternatives; and (3) parking access on Hyde creates conflicts with cable car traffic. The CEQA Categorical Exemption concluded the Russell Street garage entry has no potentially significant traffic or safety impacts, and we and the Department believe that remains the best location for garage access.



Hon. Christina Olague, President

May 10, 2011

Page 5

6. Third floor setback. Attached at Exhibit H are the drawings and illustrations we have provided to the Zoning Administrator that propose both a horizontal and vertical setback at the northwest corner of the third floor. These setbacks provide equivalent light, air and views to the upper units at 1221 Union Street as currently provided. We believe this revised design meets the requirements of Section 134(e) and warrants the Zoning Administrator granting the requested rear yard modification.

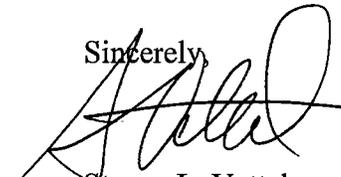
The D.R. requestors have also proposed a setback from Russell Street of about 4 feet (in addition to the front and rear setback and corner notch). Neither we nor the Planning Department staff believe such a setback is necessary given that the Russell Street façade of the garage is not architecturally significant, the addition rises only 7 feet higher than the existing parapet, and the addition is minimally visible from most Russell Street and Hyde Street vantage points. The rendering at Exhibit H shows the third floor's minimal visibility and compatible design, even when rendered from an uphill "bird's eye" view.

CONCLUSION

We have in good faith addressed each of the issues the Commission and Zoning Administrator identified on March 10. The revised project improves the Hyde Street façade, adds 10 community parking spaces to the garage, and modifies the third floor to preserve light, air and views to 1221 Union Street. We request that the Commission take D.R. and approve the Project with these modifications.

Thank you for your consideration. I can be reached at (415) 954-4902 or at svettel@fbm.com if you wish to discuss the Project or visit the site prior to the May 19 hearing.

Sincerely,



Steven L. Vettel

SLV:cac

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