



SAN FRANCISCO PLANNING DEPARTMENT

Staff Initiated Discretionary Review Full Analysis

HEARING DATE NOVEMBER 29TH, 2012

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Date: November 19th, 2012
Case No.: 2012.0859D
Project Address: 70 Crestline Drive
Permit Application: 2009.08.25.5545
Zoning: RM-1 (Residential, Mixed, Low-Density) Zoning District
40-X Height and Bulk District
Block/Lot: 2845/005
Project Sponsor: Santos & Urrutia Engineers
2451 Harrison Street
San Francisco, CA 94110
Staff Contact: Tom Wang – (415) 558-6335
thomas.wang@sfgov.org
Recommendation: **Take DR and deny the project.**

PROJECT DESCRIPTION

The project is to subdivide the subject lot, containing an area of approximately 17,716 square feet and developed with a five-story over garage, 14-unit building (hereinafter "Subject Building"), into two separate lots. As a result, a southerly lot, with an area of approximately 11,399 square feet, would contain the existing 14-unit building and a new, vacant northerly lot, with an area of approximately 6,317 square feet. This proposed vacant lot would be developed with a new five-story over garage, four-unit building. The proposed four-unit building would be 30 feet tall above Crestline Drive and 69 feet deep and contain a total gross floor area of approximately 8,220 square feet. It would consist of two one-bedroom units with one off-street parking space for each unit, one three-bedroom unit with two off-street parking spaces, and one four-bedroom unit with one off-street parking space.

The proposed northerly lot (hereinafter "Project Site") would be a through lot, having its frontage on Crestline Drive, its rear lot line on Parkridge Drive, and its north side lot line on Vista Lane, which is a public staircase. Vista Lane would be used to provide pedestrian access to three of the dwelling units in the new building. These three units would also have garage entrances from the paved access easement off Parkridge Drive. The fourth unit would have both pedestrian and vehicular access from Crestline Drive.

PROJECT HISTORY

The current project is similar to an earlier project submitted in December 1998 under a minimum lot frontage variance application, Case No. 1998.999V. The owner of the subject property subsequently withdrew the 1998 variance application because of strong neighborhood opposition and the realization that the Zoning Administrator intended to deny the variance application. The owner of the subject property has not changed since 1998.

SITE DESCRIPTION AND PRESENT USE

As part of the Vista Francisco Development within the Twin Peaks neighborhood, the subject property contains an irregularly-shaped through lot with an area of approximately 17,716 square feet in an RM-1 (Residential, Mixed, Low-Density) Zoning District and a 40-X Height and Bulk District. The subject lot has its front lot line on Crestline Drive, its rear lot line on Parkridge Drive, and its north side lot line on Vista Lane (a public stairway). Grade on the subject lot slopes steeply downhill from the front property line on Crestline Drive toward the rear property line on Parkridge Drive. Grade elevation differential between the front and rear property lines is approximately 35 feet.

The subject property is developed with a five-story over garage, 14-unit building with a terraced design, which measures approximately 83 feet deep and 27 feet tall above Crestline Drive and contains a total gross floor area of approximately 11,366 square feet. It was constructed with an average front setback of approximately 5 feet and a rear yard depth of approximately 56 feet. The City Assessor’s Office records indicate that the Subject Building was constructed in 1965.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

Directly across Crestline Drive from the Project Site is the Twin Peaks Natural Area, which contains approximately 31 acres of land and is owned and managed by the San Francisco Recreation and Parks Department.

The Vista Francisco Development that was established circa 1965 contains a significant number of multi-unit residential buildings generally located along Crestline Drive, Parkridge Drive and a section of Gardenside Drive and Burnett Avenue, respectively. These multi-unit residential buildings include a strong visual character that is defined by compatible siting, form, proportions, texture, and architectural details.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Posted Notice	10 days	November 19 th , 2012	November 16 th , 2012	13 days
Mailed Notice	10 days	November 19 th , 2012	November 16 th , 2012	13 days

PUBLIC COMMENT

	SUPPORT	OPPOSED	NO POSITION
Adjacent neighbor(s)	--	16	--
Other neighbors on the block or directly across the street	--	16	--
Neighborhood groups	--	--	--

The Department additionally received nine letters from residents currently living in the Subject Building, who were all opposed to the project.

STAFF INITATED DISCRETIONARY REVIEW CONCERNS AND PROPOSED ALTERNATIVES

Issue #1: The Department is concerned that the project will be inconsistent with the purposes and the Priority General Plan Findings under the Planning Code in that it will not preserve and protect the character and stability of the Vista Francisco Development, it will not be an orderly and beneficial in-fill project in the Vista Francisco Development, and it will not prevent overcrowding the land and undue congestion of population in the Vista Francisco Development.

Issue #2: The Department is concerned that the project will result in an adverse impact on the integrity of the original Vista Francisco Development. The project, if approved, will result in an inappropriate precedent or expectation for a similar in-fill project elsewhere in the Vista Francisco Development.

The Department has no proposed alternatives available that could address the above concerns.

PROJECT SPONSOR'S RESPONSE

Please read the Project Sponsor's submittal.

PROJECT ANALYSIS

The Vista Francisco Development contains a significant number of dense, residential buildings. A unique neighborhood character involves a number of lots that were developed with a residential building occupying a portion of the lot and the remainder of the lot maintained as open space. For instance, a number of units in the Subject Building, occupying only a portion of the lot, were designed with north facing windows overlooking the open space, the remainder of the lot. Proposing a five-story building to entirely occupy this open space and be within close proximity to those north facing windows will substantially obstruct air and light to these units. It would also eliminate a significant design amenity of the original Vista Francisco Development.

During a site visit by staff, it was identified that five other lots on the subject block and a number of lots on the adjacent blocks were developed in a way similar to the subject lot as described above. The open space on each lot functions as a density buffer between two multi-unit buildings and allows adequate air, light and privacy protection to some existing units in the residential building. It is not meant for the purpose of future in-fill housing. The circumstances surrounding the subject property and in this neighborhood do not appear to have changed since a similar proposal was submitted in 1998 and subsequently relinquished by the same subject property owner. The project, if approved, will result in an inappropriate precedent or expectation for a similar in-fill project elsewhere in the Vista Francisco Development.

Secondly, within the Vista Francisco Development, the subject lot and almost every other lot have already been developed with a maximum dwelling density permitted by the RM-1 Zoning District. The project, which proposes to subdivide the lot in order to add four additional units on the Project Site, will not be

an orderly and beneficial in-fill project because it will result in the loss of open space and an undue congestion of population in the Vista Francisco Development.

Furthermore, the open space on the subject lot in conjunction with its adjacent Vista Lane offers a public view corridor to the City and Bay. The massing of the proposed five-story building, occupying the entire open space, will significantly minimize the public view corridor and impair public views. The project will be inconsistent with the aspect of site design of the Residential Design Guidelines.

ENVIRONMENTAL REVIEW

The Department has determined that the project is exempt from environmental review, pursuant to Categorical Exemption, Class 32 [State CEQA Guidelines, Section 15332].

RESIDENTIAL DESIGN TEAM REVIEW

The Department concerns over the project's adverse impacts on the Vista Francisco Development and the subsequent denial recommendation to the Planning Commission transcend the review of the project from an architectural design perspective by the Residential Design Team.

BASIS FOR RECOMMENDATION

The Department recommends the Planning Commission take Discretionary Review and deny the project:

- The project does create exceptional and extraordinary circumstances because it will not preserve and protect the character and stability of the Vista Francisco Development and it will not be an orderly and beneficial in-fill project in the Vista Francisco Development.
- The project, if approved, will result in an inappropriate precedent or expectation for a similar in-fill project elsewhere in the Vista Francisco Development.

RECOMMENDATION: Take DR and deny the project.

Attachments:

Block Book Map
Sanborn Map
Zoning Map
Aerial Photographs
Section 311 Notice
Categorical Exemption from Environmental Review

Project Sponsor's Submittal:

Introductory Letter
Proposition M Findings
Reduced Plans
3-D Rendering
Site and Context Photographs

Design Review Checklist

NEIGHBORHOOD CHARACTER (PAGES 7-10)

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

Comments: A unique neighborhood character in the Vista Francisco Development involves a number of lots that were developed with a residential building occupying a portion of the lot and the remainder of the lot maintained as open space.

SITE DESIGN (PAGES 11 - 21)

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

Comments: The project will be inappropriate because of its adverse impacts on the Vista Francisco Development.

BUILDING SCALE AND FORM (PAGES 23 - 30)

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

Comments: The project will be inappropriate because of its adverse impacts on the Vista Francisco Development.

ARCHITECTURAL FEATURES (PAGES 31 - 41)

QUESTION	YES	NO	N/A
Building Entrances (pages 31 - 33)			
Does the building entrance enhance the connection between the public realm of the street and sidewalk and the private realm of the building?			X
Does the location of the building entrance respect the existing pattern of building entrances?			X
Is the building's front porch compatible with existing porches of surrounding buildings?			X
Are utility panels located so they are not visible on the front building wall or on the sidewalk?			X
Bay Windows (page 34)			
Are the length, height and type of bay windows compatible with those found on surrounding buildings?			X
Garages (pages 34 - 37)			
Is the garage structure detailed to create a visually interesting street frontage?			X
Are the design and placement of the garage entrance and door compatible with the building and the surrounding area?			X
Is the width of the garage entrance minimized?			X
Is the placement of the curb cut coordinated to maximize on-street parking?			X
Rooftop Architectural Features (pages 38 - 41)			
Is the stair penthouse designed to minimize its visibility from the street?			X
Are the parapets compatible with the overall building proportions and other building elements?			X

Are the dormers compatible with the architectural character of surrounding buildings?			X
Are the windscreens designed to minimize impacts on the building's design and on light to adjacent buildings?			X

Comments: The project will be inappropriate because of its adverse impacts on the Vista Francisco Development.

BUILDING DETAILS (PAGES 43 - 48)

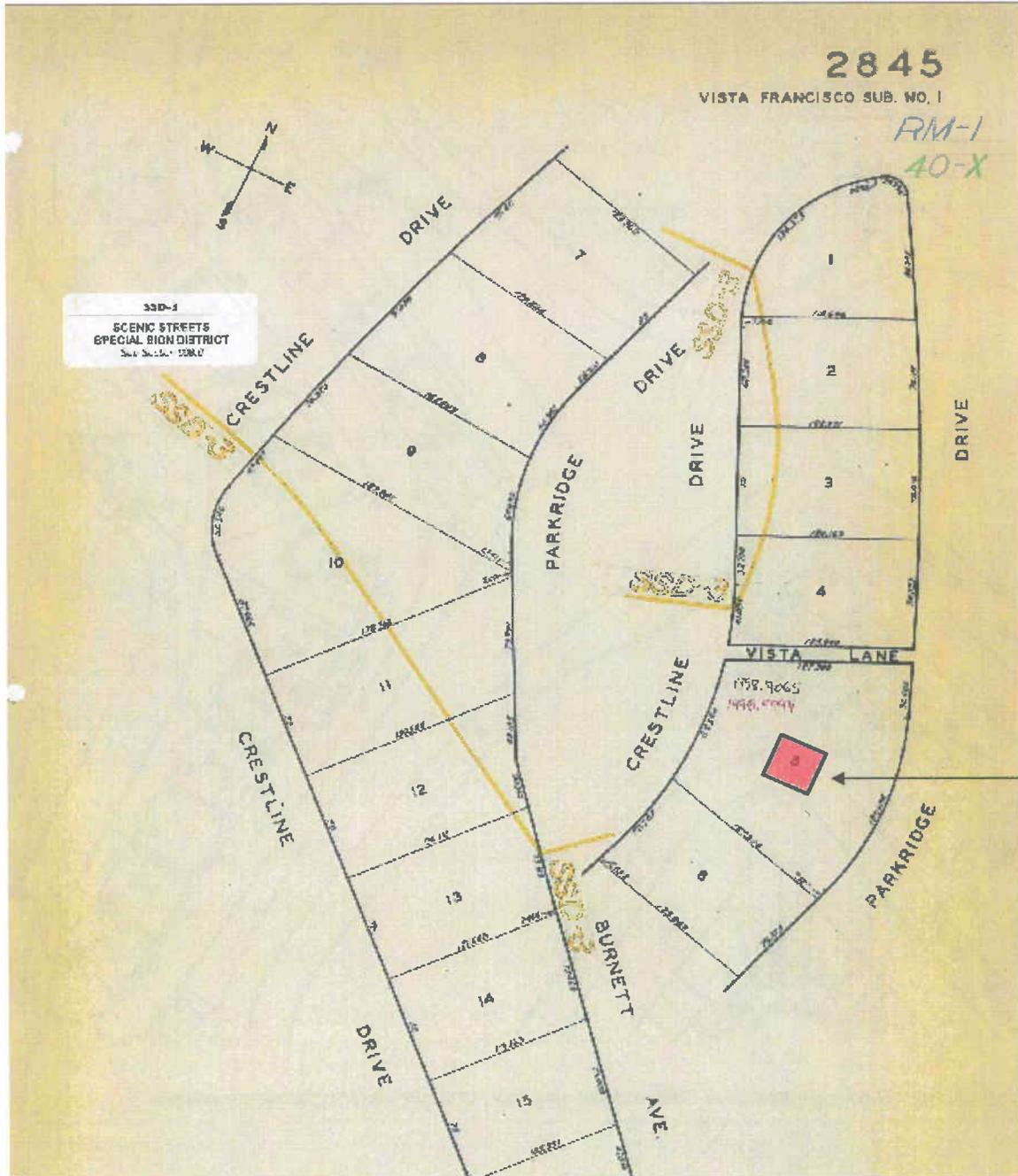
QUESTION	YES	NO	N/A
Architectural Details (pages 43 - 44)			
Are the placement and scale of architectural details compatible with the building and the surrounding area?			X
Windows (pages 44 - 46)			
Do the windows contribute to the architectural character of the building and the neighborhood?			X
Are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

Comments: The project will be inappropriate because of its adverse impacts on the Vista Francisco Development.

* All page numbers refer to the Residential Design Guidelines.

TCW: g:\documents\discretionary review\70 Crestline Drive staff initiated dr - full analysis.doc

Parcel Map



Planning Commission Hearing
Case Number 2012.0859D
70 Crestline Drive

Sanborn Map*

SUBJECT PROPERTY



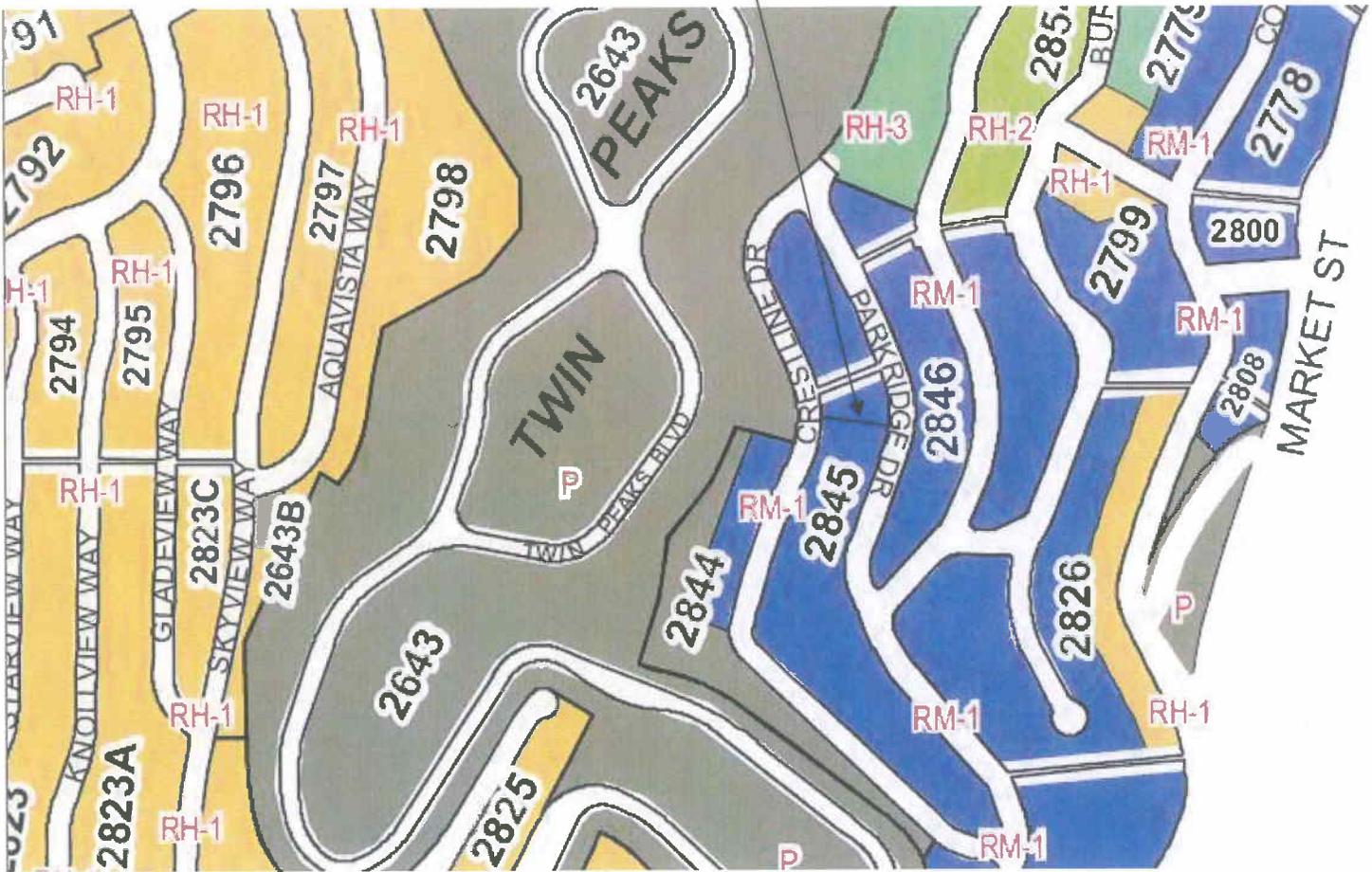
*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.



Planning Commission Hearing
Case Number 2012.0859D
70 Crestline Drive

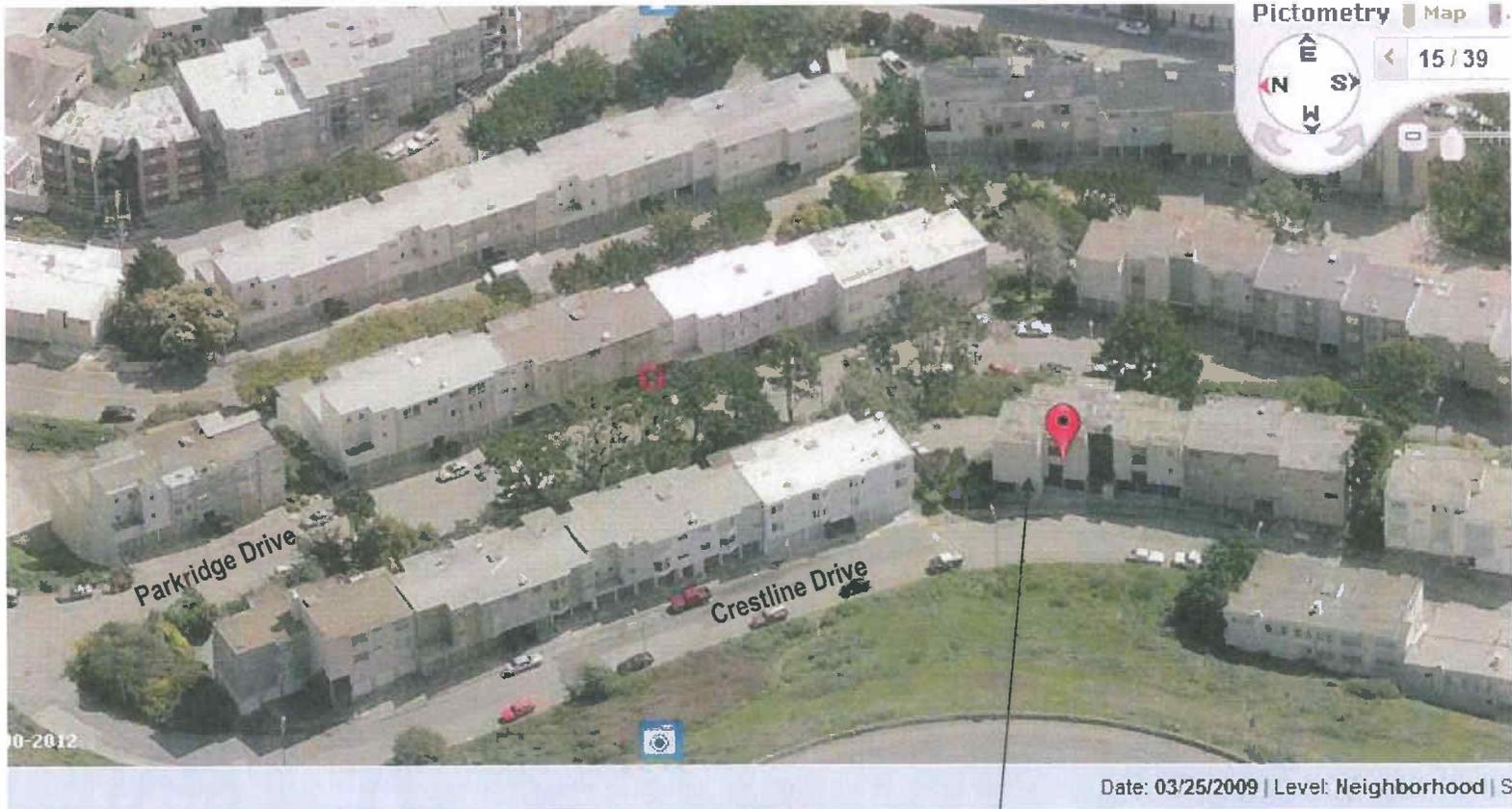
Zoning Map

SUBJECT PROPERTY



Planning Commission Hearing
Case Number 2012.0859D
70 Crestline Drive

Aerial Photo No. 1



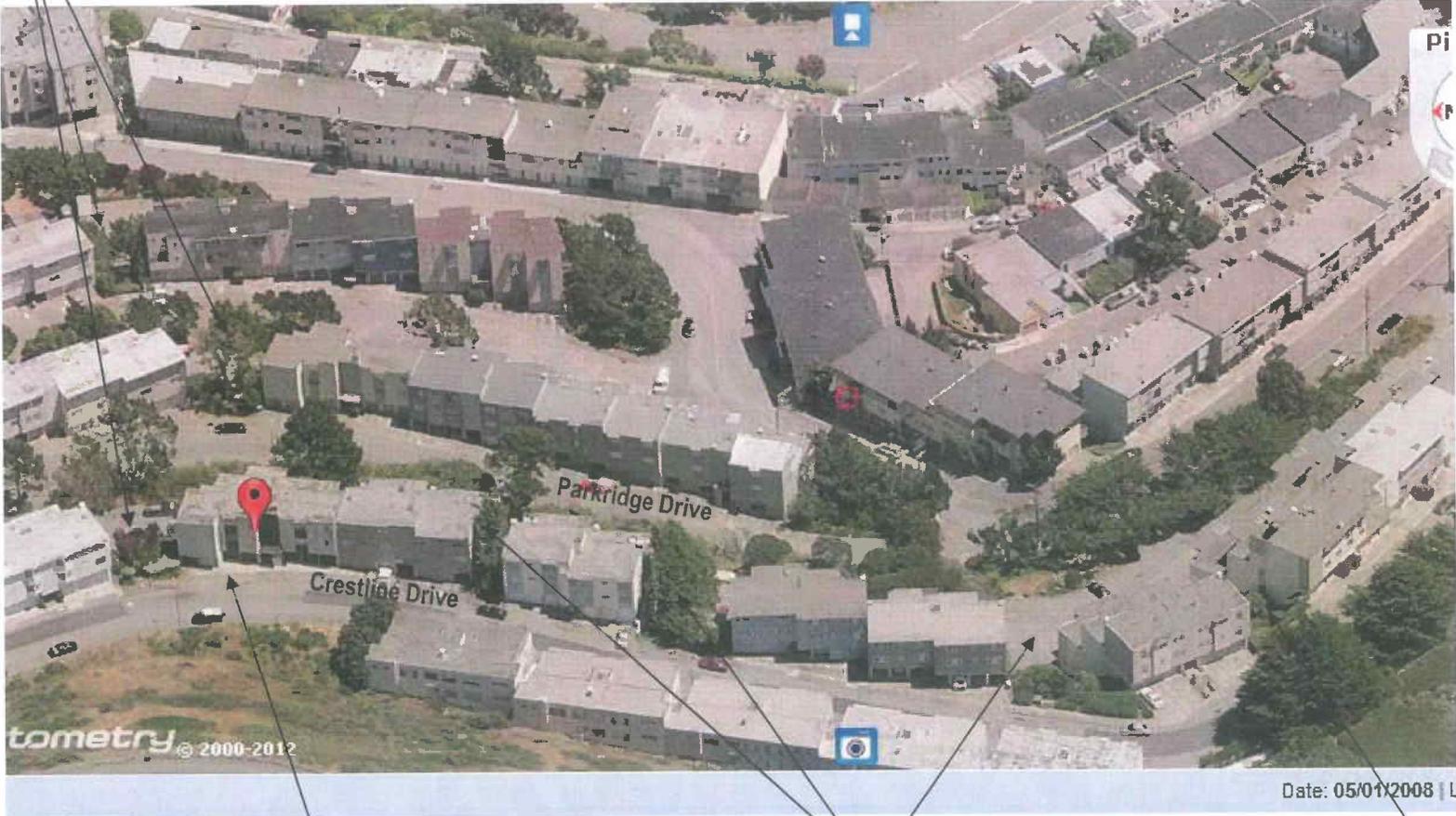
SUBJECT PROPERTY



Planning Commission Hearing
Case Number 2012.0859D
70 Crestline Drive

Aerial Photo No. 2

Open Space between Buildings



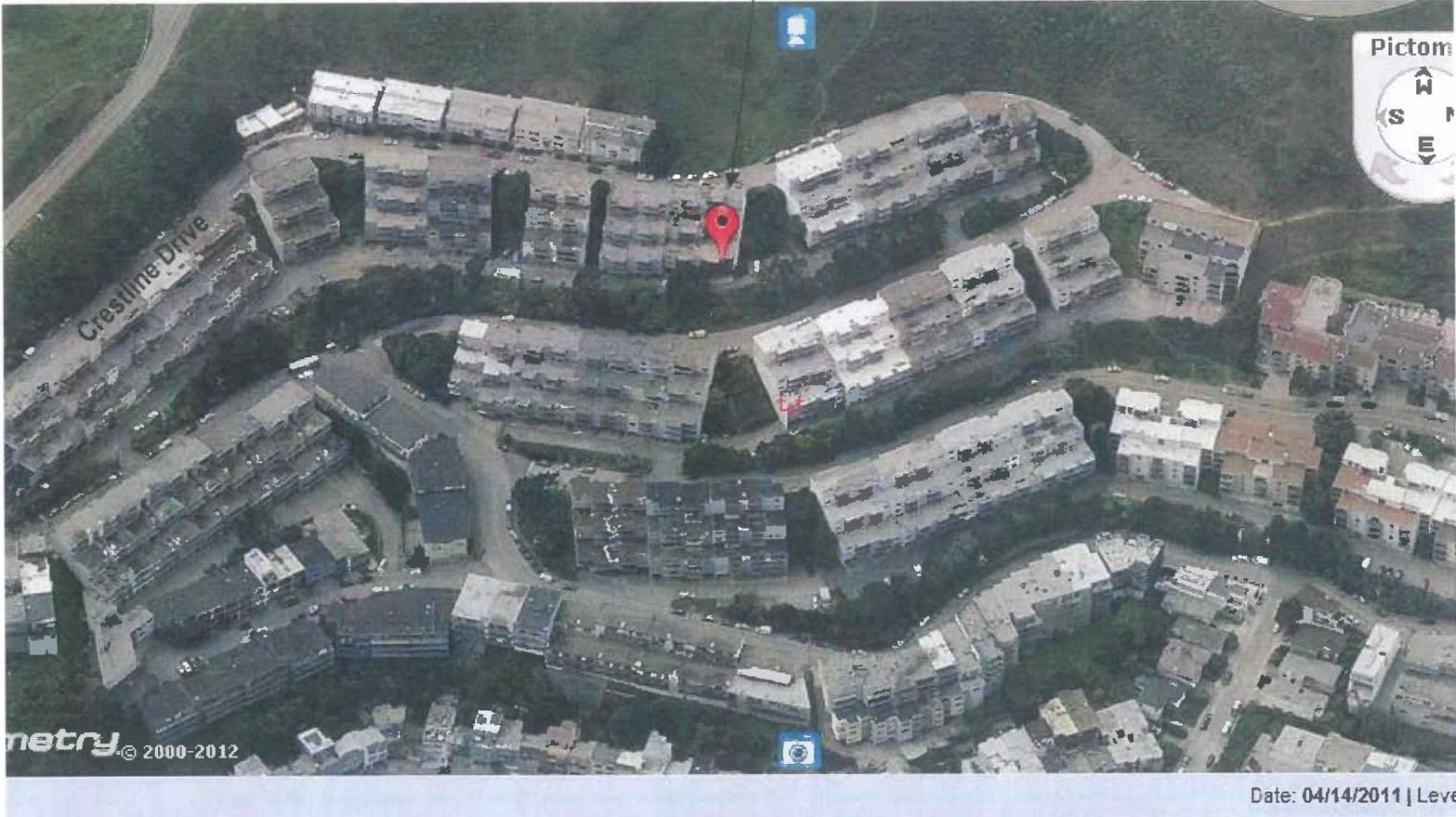
SUBJECT PROPERTY

Open Space between Buildings



Aerial Photo No. 3

SUBJECT PROPERTY



Planning Commission Hearing
Case Number 2012.0859D
70 Crestline Drive



SAN FRANCISCO PLANNING DEPARTMENT

1650 Mission Street Suite 400 San Francisco, CA 94103

NOTICE OF BUILDING PERMIT APPLICATION (SECTION 311)

On September 8th, 2009, the Applicant named below filed Building Permit Application No. 2009.08.25.5545(Alteration) with the City and County of San Francisco.

CONTACT INFORMATION		PROJECT SITE INFORMATION	
Applicant:	Santos & Urrutia Structural Engineers	Project Address:	70 Crestline Drive
Address:	1331 Harrison Street	Cross Streets:	Burnett Avenue
City, State:	San Francisco, CA 94110	Assessor's Block /Lot No.:	2845/005
Telephone:	(415) 882-7880	Zoning Districts:	RM-1/40-X

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

PROJECT SCOPE		
<input type="checkbox"/> DEMOLITION	and/or	<input checked="" type="checkbox"/> NEW CONSTRUCTION or <input type="checkbox"/> ALTERATION
<input type="checkbox"/> VERTICAL EXTENSION		<input type="checkbox"/> CHANGE # OF DWELLING UNITS <input type="checkbox"/> FACADE ALTERATION(S)
<input type="checkbox"/> HORIZ. EXTENSION (FRONT)		<input type="checkbox"/> HORIZ. EXTENSION (SIDE) <input type="checkbox"/> HORIZ. EXTENSION (REAR)
PROJECT FEATURES	EXISTING CONDITION	PROPOSED CONDITION
BUILDING USE		Four-family dwelling
FRONT SETBA		Average 10 feet
SIDE SETBACKS		None
BUILDING DEPTH		69 feet 5 inches
REAR YARD		Average 47 feet 9 inches
HEIGHT OF BUILDING		30 feet on Crestline Drive
NUMBER OF STORIES		Five-story over garage
NUMBER OF DWELLING UNITS		Four
NUMBER OF OFF-STREET PARKING SPACES		Five
PROJECT DESCRIPTION		

The proposal is to subdivide the subject lot, containing an existing fourteen-family residential building, into two lots. As a result, a southerly lot would contain the existing fourteen-family residential building and a northerly lot would be a vacant lot. A proposed five-story over garage, four-family residential building would be constructed on the vacant, northerly lot.

The proposed lot subdivision to create a vacant, northerly lot in order to allow the construction of a new five-story over garage, four-family residential building will be brought to the Planning Commission for a staff initiated Discretionary Review hearing. The notification of the Discretionary Review hearing will be mailed separately.

PLANNER'S NAME: Tom Wang
 PHONE NUMBER: (415) 558-6335
 EMAIL: Thomas.wang@sfgov.org

DATE OF THIS NOTICE: 7-11-12
 EXPIRATION DATE: 8-10-12

NOTICE OF BUILDING PERMIT APPLICATION GENERAL INFORMATION ABOUT PROCEDURES

Reduced copies of the site plan and elevations (exterior walls), and floor plans (where applicable) of the proposed project, including the position of any adjacent buildings, exterior dimensions, and finishes, and a graphic reference scale, have been included in this mailing for your information. Please discuss any questions with the project Applicant listed on the reverse. You may wish to discuss the plans with your neighbors and neighborhood association or improvement club, as they may already be aware of the project. Immediate neighbors to the project, in particular, are likely to be familiar with it.

Any general questions concerning this application review process may be answered by the Planning Information Center at 1660 Mission Street, 1st Floor (415/ 558-6377) between 8:00 a.m. - 5:00 p.m. Please phone the Planner listed on the reverse of this sheet with questions specific to this project.

If you determine that the impact on you from this proposed development is significant and you wish to seek to change the proposed project, there are several procedures you may use. We strongly urge that steps 1 and 2 be taken.

1. Seek a meeting with the project sponsor and the architect to get more information, and to explain the project's impact on you and to seek changes in the plans.
2. Call the nonprofit organization Community Boards at (415) 920-3820. They are specialists in conflict resolution through mediation and can often help resolve substantial disagreement in the permitting process so that no further action is necessary.
3. Where you have attempted, through the use of the above steps, or other means, to address potential problems without success, call the assigned project planner whose name and phone number are shown at the lower left corner on the reverse side of this notice, to review your concerns.

If, after exhausting the procedures outlined above, you still believe that exceptional and extraordinary circumstances exist, you have the option to request that the Planning Commission exercise its discretionary powers to review the project. These powers are reserved for use in exceptional and extraordinary circumstances for projects, which generally conflict with the City's General Plan and the Priority Policies of the Planning Code; therefore the Commission exercises its discretion with utmost restraint. This procedure is called Discretionary Review. If you believe the project warrants Discretionary Review by the Planning Commission over the permit application, you must make such request **within 30 days of this notice, prior to the Expiration Date shown on the reverse side**, by completing an application (available at the Planning Department, 1660 Mission Street, 1st Floor, or on-line at www.sfplanning.org). You must submit the application to the Planning Information Center (PIC) during the hours between 8:00 a.m. and 5:00 p.m., with all required materials, and a check, for each Discretionary Review request payable to the Planning Department. To determine the fee for a Discretionary Review, please refer to the Planning Department Fee Schedule available at www.sfplanning.org or at the PIC located at 1660 Mission Street, First Floor, San Francisco. For questions related to the Fee Schedule, please call the PIC at (415) 558-6377. If the project includes multi building permits, i.e. demolition and new construction, a **separate request for Discretionary Review must be submitted, with all required materials and fee, for each permit that you feel will have an impact on you. Incomplete applications will not be accepted.**

If no Discretionary Review Applications have been filed within the Notification Period, the Planning Department will approve the application and forward it to the Department of Building Inspection for its review.

BOARD OF APPEALS

An appeal of the approval (or denial) of the permit application by the Planning Department or Planning Commission may be made to the Board of Appeals within 15 days after the permit is issued (or denied) by the Superintendent of the Department of Building Inspection. Submit an application form in person at the Board's office at 1650 Mission Street, 3rd Floor, Room 304. For further information about appeals to the Board of Appeals, including their current fees, contact the Board of Appeals at (415) 575-6880.



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2010.0725E
 Project Address: 70 Crestline Drive
 Zoning: RM-1 (Residential, Mixed – Low Density) District
 40-X Height and Bulk District
 Block/Lot: 2845/005
 Lot Size: 18,164 square feet
 Project Sponsor: Rodrigo Santos, Santos & Urrutia – 415 642-7722
 Staff Contact: Heidi Kline, 415 575-9043, Heidi.Kline@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
 Information:
415.558.6377

PROJECT DESCRIPTION:

The proposed project would involve the subdivision of an approximately 18,164 square foot (sq. ft.) parcel with an existing 14-unit apartment building into two lots, one with the existing building and on the second parcel, a new four-unit residential building would be constructed. The new six-story building would have a height of 30 feet (ft.) and would be constructed on a 6,317 sq. ft. parcel created by subdividing the existing parcel at the northern end of the existing building. The new 8,220 sq. ft. building would have two one-bedroom units with one off-street parking space for each unit, one three-bedroom unit with two off-street parking spaces, and one four-bedroom unit with one off-street parking space. The existing six-story, 11,366 sq. ft. building has a 14-car garage and would be located on a new lot size measuring approximately 11,847 sq. ft.

EXEMPT STATUS:

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

REMARKS:

See next page.

DETERMINATION:

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

Bill Wycko
 Environmental Review Officer

July 24, 2012
 Date

cc: Rodrigo Sanchez, Sponsor
 Scott Wiener, Supervisor, District 8
 Thomas Wang, Current Planning

Exemption/Exclusion File
 Bulletin Board / M.D.F.
 Distribution List

PROJECT DESCRIPTION (Continued):

The project site has a steep grade of approximately 45 percent sloping downhill from west to east with access to the building and garages from Crestline Drive. The downhill side of the lot has a paved private access easement from Parkridge Drive shared with adjoining properties. The project site's northern boundary is formed by Vista Lane, a public staircase, which would be used to provide pedestrian access to three of the dwelling units in the new building. These three units would have garage entrances from the paved access easement off Parkridge Drive; the fourth unit would have pedestrian and vehicle access from Crestline Drive. The project site is located within the irregularly-shaped block bounded by Crestline Drive to the south, west, and north; and Parkridge Drive and Burnett Avenue to the east, in the Twin Peaks neighborhood.

REMARKS

California Environmental Quality Act (CEQA) State Guidelines Section 15332, or Class 32, provides an exemption for projects characterized as in-fill development meeting the conditions described below:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with pertinent zoning designation and regulations.

The project site is in a RM-1 (Residential, Mixed – Low Density) zoning district. The Planning Code specifies that the RM-1 zoning designation permits a mixture of the dwelling types found in RH districts, but also has a significant number of apartment buildings with a range of unit sizes and variety of structures. A pattern of 25 to 35 ft. building widths is retained, however, and structures rarely exceed 40 ft. in height. The overall density of units remains low, buildings are moderately scaled and segmented, and units or groups of units have separate entrances. The permitted dwelling unit density in the RM-1 zoning district is one unit per 800 sq. ft of lot area and a minimum lot size of 2,500 sq. ft. The property is located in the 40-X height and bulk district which allows a maximum 40 ft. building height.

The proposed four-unit residential building on a 6,317 sq. ft. lot would be a permitted use in the RM-1 zoning district and would have a density of one dwelling unit per 1539 sq. ft. of lot area, while the existing 14-unit building on the remaining 11,847 sq. ft. lot would have a density of one unit per 846 sq. ft. The 30 ft. height of both buildings would be within the maximum permitted 40 ft. height limit.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The size of the project site before subdivision is 18,164 sq ft., or 0.41 acres, which is within the maximum five-acre size permitted to be eligible for this exemption. The project site is located at the eastern edge of the Twin Peaks Natural Area within the developed Twin Peaks neighborhood in San Francisco consisting of residential uses. The project site is located on the east side of Crestline Drive which is developed with residential uses and is bordered on the north, south, and east by multifamily residential buildings. Thus, the proposed project is properly characterized as being on a site of less than five acres, surrounded by urban uses.

(c) The project site has no value as habitat for rare, threatened, or endangered species.

The existing 14-unit building on the project site is located in the southwest portion of the existing 18,164 sq. ft. parcel with its building footprint covering approximately 5,578 sq. ft.,

or 34.5% of the project site. The lot area immediately east of the existing building is at the bottom of the slope and is predominantly covered with the asphalt paving of a shared private drive off Parkridge Drive. That portion of the project site has an unmarked, paved parking area along this private drive currently used for several off-street parking spaces. A small slope separates this private drive from Parkridge Drive and is planted with non-native landscape trees and shrub species.

On the north end of the existing building is an approximately 6,300 sq. ft. undeveloped portion of the site. This area is bordered on the west by Crestline Drive, on the north by Vista Lane, a public staircase providing access to the Twin Peaks Natural Area, and on the east by the shared private drive. The 31-acre Twin Peaks Natural Area, owned and managed by the San Francisco Recreation and Parks Department (SFRPD), is directly opposite the project site on the west side of Crestline Drive. The SFRPD's proposed Significant Natural Resource Areas Management Plan identifies the area immediately across from the project site as habitat for the Mission Blue Butterfly (*Icaricia icarioides missionensis*), a U.S. federally-designated endangered species.¹ This species requires one of three types of native *Lupinus* spp. to reproduce as the larvae will only feed on the lupine. Without the lupine the species can not reproduce and survive.² Lupines necessary for the Mission Blue Butterfly habitat are found in grassland and coastal chaparral areas which have been largely developed in the San Francisco Bay Area.

The unbuilt portion of the project site located across Crestline Drive from the Mission Blue Butterfly habitat area is covered by non-native trees, shrubs, and herbaceous plants, including *Eucalyptus* spp., *Juniperus* spp., *Rubus* spp., *Agapanthus* spp., and *Hedera* spp. Wild blackberry bramble (*Rubus* spp.) has become intertwined with ornamental junipers creating an approximately 6 ft. high thicket over much of the unbuilt site area. The groundcover in this area, where visible, is predominantly ivy (*Hedera* spp.). No native open grassland or lupines, necessary components of Mission Blue Butterfly habitat, are visible anywhere on the project site.³ Therefore, the site does not have suitable habitat for the endangered Mission Blue Butterfly.

No other habitat areas for rare, threatened, or endangered species have been designated in areas adjacent to the project site. Small isolated parcels such as the project site – because of their limited size, non-native landscaping, and non-contiguous nature – are generally of very limited value as habitat. Thus, the site currently has no value as habitat for rare, threatened, or endangered species.

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

¹ San Francisco Recreation and Park Department (SFRPD) 2006. Significant Natural Resource Areas Management Plan – Final Draft. February 2006. This document is available for public review at 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case File No. 2010.0725E.

² Arnold, R.A., Hafernik, J., Osborne, K.H., as quoted in Joseph Melton, "The Biogeography of the Mission Blue Butterfly", 2000. This document is available for public review at 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case File No. 2010.0725E.

³ Heidi Kline, 70 Crestline Drive Field Visit Notes, May 11, 2012. This document is available for public review at 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case File No. 2010.0725E.

Traffic

Based on the residential trip generation rates in the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review* (October 2002), the proposed new four-unit building would generate an additional 35 daily person-trips of which 6 would be expected to occur during the PM peak-hour. These PM peak-hour person-trips would be distributed among various modes of transportation, including one vehicle trip, two transit trips, and two walking trips. The Guidelines did not project any bicycle, motorcycle, or taxi trips would be generated by the project.

The estimated increase of one PM peak hour vehicle which would result from the construction of the four residential units would be a small incremental increase in traffic and would not be considered a substantial traffic increase relative to the existing capacity of the surrounding area's street system. Therefore, there would not be a significant impact on traffic in the project area as a result of the proposed project.

Construction Traffic

The project sponsor estimates that during construction, there would be an average of five truck trips per day during the expected month-long excavation and shoring phase, and about two truck trips per day for the estimated two-and-a-half-month-long construction phase that would follow. It is anticipated that a majority of the construction-related truck traffic would use I-80, I-280, and U.S. 101 to access the project site from the East Bay, South Bay, and from locations within the City. There would be approximately five to ten construction workers per day at the project site, depending on the construction phrase. It is anticipated that the addition of these worker-related vehicle or transit trips would not substantially affect transportation conditions. Construction workers who drive to the site would cause a temporary increase in traffic volume and demand for on-street parking. Thus, during the project's demolition and construction phases, worker demand for parking would lessen the availability of on-street parking during working hours. Prior to construction, the project contractor would coordinate with Muni's Street Operations and Special Events Office to coordinate construction activities and reduce any impacts to transit operations. Due to their temporary and limited duration, construction-related impacts generally would not be considered significant.

Parking

Section 151 of the *Planning Code* requires that a minimum of one off-street parking space be provided for each dwelling unit within a RM-1 district. Thus, the proposed project with four residential units would be required to provide four off-street parking spaces. As such, the proposed project's five off-street parking spaces would comply with the *Planning Code's* off-street parking requirement. The parking demand generated by the proposed project has been estimated in accordance with the *Transportation Impact Analysis Guidelines* at five parking spaces, and thus the project's parking supply would accommodate its demand for parking.

San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking

spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (CEQA Guidelines Section 15131(a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

Noise

An approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels discernable to most people. As described above, the proposed project would not cause a doubling in traffic volumes and therefore would not result in a substantial increase in the ambient noise level in the project vicinity. Although some increase in noise would be associated with the construction phase of the project, such occurrences would be limited to certain hours of day and would be temporary in nature. Thus, no significant noise impacts would be associated with the proposed project.

Air Quality

The Bay Area Air Quality Management District (BAAQMD) has established thresholds for projects requiring its review for potential air quality impacts. These thresholds are based on the minimum size projects, which the District considers capable of producing air quality problems due to vehicle emissions or stationary sources of pollution. The proposed project would not exceed this minimum standard. Therefore, no significant air quality impacts would be generated by the proposal.

Water Quality

The proposed project would not generate substantial additional wastewater or result in discharges that would have the potential to degrade water quality or contaminate a public water supply. The proposed new building would be serviced by the City's combined sewer system, which already serves the existing building. The proposed project would not result in a substantial increase in intensity of use. Furthermore, the City's combined sewer system possesses sufficient capacity to accommodate the incremental increase in demand, if any, associated with the proposed project. Thus, the project would not result in significant effects related to water quality.

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

The project would be undertaken in an area where all utilities and services are currently provided. Therefore, there would be no need for any expansion of public utilities or public service facilities, either individually or cumulatively. The project site's proposed area of construction would be in close proximity to an existing fire hydrant. The project sponsor would be required to confer with the San Francisco Fire Department to coordinate construction activities so as not to impede any future fire suppression response. If the project's proposed new driveway and curb cut, which are in close proximity to the fire hydrant, were deemed to be an impairment to the optimal use of the fire hydrant, the project sponsor would be required to coordinate with the Fire Department to permanently relocate the fire hydrant at the project sponsor's cost.

The proposed area of construction would also be in close proximity to an existing Muni bus stop that currently serves the 37 Corbett route. The project sponsor would be required to confer with the San Francisco Municipal Transportation Authority (SFMTA) to coordinate construction activities so as not to impede transit service in the immediate area. If the proposed new driveway and curb cut, which are in close proximity to the bus stop, are deemed to be an impairment to the continued use of the transit stop, the project sponsor would be required to coordinate with the SFMTA to permanently relocate the transit stop and pay for any bus stop relocation costs.⁴

The proposed area of construction would be in close proximity to an existing public stairway in a City right-of-way, Vista Lane. Additionally, access to three of the new units would be from this public stairway, requiring physical pedestrian walkway improvements between the units and public staircase which would be within the public right-of-way. The project sponsor would be required to have plans for all improvements and any work within the right-of-way approved by the San Francisco Department of Public Works' (DPW) Bureau of Street Use and Mapping (BSM). BSM would also coordinate construction activities so as to minimize disruption of access to the public stairway during construction. The location and design of the new driveway and curb cut on Crestline Drive, which are in close proximity to the top of the public stairway would also be reviewed by BSM to minimize any potential motorist-pedestrian access conflicts.

Public Notice and Comment

A "Notification of Project Receiving Environmental Review" was mailed on November 22, 2010 to owners and occupants within a 300-foot radius and to potentially interested parties. Five responses were received. One respondent wished to be included in the distribution of materials relating to the proposed project. Four letters expressed concerns regarding the loss of open space, either as an intended master-planned community design feature, as a firebreak benefit, or as potential habitat. Two letters expressed concerns that the adjacent fire hydrant, bus stop and public staircase would be impeded by the proposed development and that views, light and air would be obstructed. One letter stated that the proposed development would compromise the structural integrity of the existing

building at 70 Crestline Drive. Another letter claimed that the new development would exacerbate a parking shortage in the area and would worsen the area's depressed housing market.

Responses to Public Concerns

Loss of Open Space

The Planning Department was unable to locate any records that would indicate that the vacant portion of the project site was established as a condition of approval or as a required permanent neighborhood design feature. The topics of fire suppression and public services have been addressed above. Biological resources and species habitat have also been addressed above within this document.

Shadow and Visual Resources

San Francisco is an urban area whose neighborhoods are comprised of residences with varying degrees of public and private views and sunlight penetration. Residences within the Twin Peaks neighborhood have a variety of private views, some on- and off-site. Changes to these views, while they may be considered undesirable for those affected, are expected to occur in urban areas. Additionally, there are no view easements in the immediate area which would be compromised. Although the proposed project could affect some private views and the amount of sunlight nearby properties would receive, this change is expected in an urban area and would not be considered a significant environmental impact pursuant to CEQA.

Geotechnical Structural Integrity

The concern over the structural integrity of the proposed project has been addressed within the foundation investigation commissioned for the proposed project.⁵ The foundation investigation included a number of recommendations to ensure the integrity of both the proposed and existing adjacent buildings. These recommendations include incorporating 24-inch diameter pier foundations, use of retaining walls, and limiting construction to the dry months (May through October) of the year.⁶ To ensure that the conclusions and recommendations of the foundation investigation are appropriate and incorporated into the project plans, a geotechnical engineer peer review was commissioned.⁷ The peer review confirmed that the recommended measures had been incorporated into the project design and that these measures would be adequate to ensure the structural integrity of the proposed new building.⁸

⁴ *Email correspondence* from Matthew C. Lee, SFMTA to Jeremy Battis, SF Planning Department, February 29, 2012. This document is available for public review at 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case File No. 2010.0725E.

⁵ *Foundation Investigation Proposed Residential Building 70 Crestline Drive* by Harold Lewis, July 22, 2010. This document is available for public review at 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case File No. 2010.0725E.

⁶ *Ibid.*

⁷ *New 4 Unit Building 70 Crestline Drive* by Philip Whitehead, March 22, 2012. This document is available for public review at 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case File No. 2010.0725E.

⁸ *Ibid.*

Socioeconomic Concerns

With regard to parking conditions, as described above, San Francisco does not consider parking conditions to be environmental in nature. Finally, housing prices and occupancy rates are socioeconomic phenomena and are not considered to be physical effects pursuant to CEQA.

Conclusion

CEQA State Guidelines Section 15300.2 states that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. For these and other reasons as described above, the project would not result in a significant impact. There are no unusual circumstances surrounding the current proposal that would suggest a reasonable possibility of a significant environmental effect. The project would be exempt under Class 32. For all the above reasons, the proposed project is appropriately exempt from environmental review.



November 2, 2012

Mr. Rodney Fong, President
San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103-2414

Re: Case Number 2010-0725E – 70 Crestline Drive.

S&U Job # 6563

This brief describes the background and relevant facts to the proposed project at 70 Crestline Drive

PROJECT SUMMARY

Project sponsor proposes to subdivide an existing lot into two parcels. The existing lot has an existing six-story, 14-unit residential building with 14 off-street parking spaces, which will occupy one of the parcels. The second parcel is a vacant lot on which the project sponsor proposes to build a new 4-unit residential building with 5 off-street parking spaces. The north facade of the proposed new building is adjacent to Vista Lane, a public right of way that will be landscaped and perpetually maintained by the project sponsor, creating a well-lit, safe public open space.

In 1999, the project sponsor filed a proposal that required a variance and was subsequently withdrawn. The present proposal's design process started in 2007. It was designed from scratch to fit with the existing neighborhood, does not require any variance, and is in full compliance with all applicable zoning regulations, design guidelines and building codes.

PROJECT DESCRIPTION

The site of the project is an irregular shaped parcel of approximately 18,164 sq. ft.(17,716 sq. ft. according to survey) on a steep slope directly downhill from Twin Peaks, bound by Crestline Dr. on the west, Parkside Dr. on the east, and Vista Lane on the north. The proposed project would involve the subdivision of the existing parcel into two parcels, the first containing the existing building, and the second a vacant lot on which a new 4-unit residential building would be constructed.

The existing, six-story, 14-unit residential building with 14 off-street parking spaces will occupy the newly created southern parcel of 11,399 sq. ft. The proposed new 8220 sq. ft., six-story, 4-unit building with 5 off street parking spaces will be built on the new vacant 6,317 sq. ft. northern parcel resulting from the lot split.

The existing neighborhood is built on a steep slope directly below the Twin Peaks park area and the proposed new building follows the terraced configuration of the existing adjacent buildings, aligning with their setbacks and heights, integrating harmoniously within the existing urban fabric without obstructing the prevailing downhill east views of its neighbors.

The terracing is configured along the sloped terrain in three steps as follows: step 1 (bottom step) is 2 stories over garage, step 2 (middle step) is four stories and step 3 (top step) is three stories. The top step presents a 30' high front façade on Crestline Drive.

The proposed building contains 4 units of varied dimensions and configurations, providing housing options for a variety of incomes and life styles as follows: two one-bedroom apartments 1,010 sq. ft. and 1,080 sq. ft. respectively with one off-street parking space for each unit; one two-story, three-bedroom 1,760 sq. ft. apartment with two off-street parking spaces; and one three-story, four-bedroom 2,390 sq. ft. townhouse with one off-street parking space.

The three apartments are accessed from Vista Lane, adding activity and a sense of neighborhood to this segment of the public right of way.

Public Right Of Way

Vista Lane is a 10' wide public right of way adjacent to the north property line of the proposed project. It contains a 5' wide public stair along its centerline and its purpose is to provide public access to the Twin Peaks park area immediately above Crestline Drive.

The open space between the proposed building's north façade (which will be 1 inch off its property line) and the south façade of the existing building across Vista Lane (which is 8 ft. 10 in. off its property line) is

18 ft. 11 in. As part of the project, this open space will be landscaped, including exterior lighting, and the stairs will be repaired, and it will be maintained by the building owner in perpetuity.

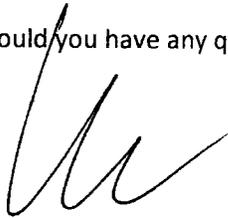
Windows on North Façade

The opening on the north façade facing Vista Lane, which is 5'-1" off the centerline of the public right of way, are operable and have a total area of less than the allowed 25% of the façade area at anyone story.

Rear Yard

The project parcel is a through lot. The proposed building is set back 10 feet off the Crestline Dr. (front/west) property line and 48' off the Parkside Dr. (rear/east) property line. Roughly half of the rear setback area is occupied by a driveway easement that runs through the whole development and provides access to the basement parking garages, and the other half is a landscaped, tree planted slope that separates the driveway from the Parkside Drive sidewalk.

Should you have any questions, please contact me at your earliest convenience.



Rodrigo Santos

Santos & Urrutia Structural Engineers



APPLICATION FOR **Priority General Plan Findings**

Priority Policies General Plan Findings

Please state how the project is consistent or inconsistent with each policy. Each statement should refer to specific circumstances or conditions applicable to the property. Each policy must have a response. If a given policy does not apply to your project, explain why it does not.

1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced;

It does not apply:

This is a residential project in a residential neighborhood zoned RM-1

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods;

The project is a 4 unit residential building. It fits the architectural character of the neighborhood by matching the height, the setback lines and the terraced construction of the adjacent buildings.

3. That the City's supply of affordable housing be preserved and enhanced;

It does not apply:

As a four unit building, the project is exempt of providing affordable housing units. However, the units vary in size, catering to prospective dwellers of diverse income and family structure.

4. That commuter traffic not impede Muni transit service or overburden our streets or neighborhood parking;

The project does not have any significant impact on traffic, Muni transit or street and neighbourhood parking as determined by the Certification Exemption from Environmental Review by the San Francisco Planning Department of May 24, 2012.

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced;

It does not apply:

The project does not displace any existing industrial or service activity, since it is proposed on a lot split from an existing residential building in a residential neighborhood.

CASE NUMBER:
For Staff Use only

6. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake;
The project structure is designed in compliance with all seismic code regulations.

7. That landmarks and historic buildings be preserved; and
There are no historic landmark buildings on the site.

8. That our parks and open space and their access to sunlight and vistas be protected from development.
According to the Certification Exemption from Environmental Review by the San Francisco Planning Department of May 24, 2012, " the Planning Department was unable to locate any records that would indicate that the vacant portion of the project site was established as a condition of approval or as required permanent neighborhood design feature", and "the unbuilt portion of the project site... is covered by non-native trees, shrubs and herbaceous plants... has no value as habitat for rare, threatened or endangered species.
The project sponsor is committed to preserve and maintain the existing Vista Lane stairs, landscape the protion of Vista Lane adjacent to the project with native plants, and provide landscape lighting, thus improving both the quality and security of the public open space established by the existing right of way.

EXHIBIT A

PROJECT INFORMATION AND DRAWINGS

A-100	COVER SHEET
A-200	SITE / ROOF PLAN
A-201	BASEMENT FLOOR PLAN
A-202	FIRST FLOOR PLAN
A-203	SECOND FLOOR PLAN
A-204	THIRD FLOOR PLAN
A-205	FOURTH FLOOR PLAN
A-206	FIFTH FLOOR PLAN
A-301	WEST/STREET ELEVATION
A-301.0	WEST ELEVATION W/ADJACENT BLDGS
A-302	NORTH/STAIRS ELEVATION
A-303	EAST ELEVATION 1
A-303.0	EAST ELEVATION 1 W/ADJACENT BLDGS
A-304	SOUTH ELEVATION
A-401	SECTION AA

GENERAL CONDITIONS

CONTRACTORS RESPONSIBILITIES:

1. CONTRACTOR TO PROVIDE ALL WORK AND MATERIALS IN ACCORDANCE WITH THE 1994 UBC AS AMENDED BY ALL STATE AND LOCAL CODES, AND CALIFORNIA ADMINISTRATIVE CODE, TITLE 24, DISABLED ACCESS COMPLIANCE REGULATIONS.
2. CONTRACTOR SHALL MAKE SITE INSPECTIONS AND BE RESPONSIBLE FOR ALL NEW AND DEMOLITION WORK, WHETHER DETAILED BY THE SPECIFICATIONS AND DRAWINGS, OR IMPLIED BY EXISTING CONDITIONS.
3. ANY DISCREPANCIES IN THE CONSTRUCTION DOCUMENTS, AS CONFLICTS WITH ACTUAL SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.
4. CONTRACTOR SHALL PROVIDE ALL TEMPORARY SHORING & UNDERPINNING AS NECESSARY, WORK TO BE PERFORMED UNDER SEPARATE PERMIT.
5. CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE AND PROVIDE ALL NECESSARY TEMPORARY UTILITY HOOK UPS FOR ALL EQUIPMENT DURING CONSTRUCTION.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR DISCONNECTION / CAPPING OFF OF ALL EXISTING UTILITIES AND RE-CONNECTION WHERE RE-USE IS POSSIBLE.
7. CONFIRM ALL WINDOW SIZES WITH ACTUAL / EXISTING ROUGH OPENING DIMENSIONS PRIOR TO ORDERING WINDOWS.
8. SLOPE ALL FLOORS / ROOFS TO DRAIN A MINIMUM OF 1/4" PER 1'-0", UNLESS SPECIFICALLY NOTED OTHERWISE.
9. CONTRACTOR IS RESPONSIBLE TO PROCURE **STATE INDUSTRIAL SAFETY PERMIT** FOR ANY WORK OVER 16 IN HEIGHT, INVOLVING EXCAVATION OVER 5' & AS OTHERWISE REQUIRED.

DRAWINGS:

1. DO NOT SCALE DRAWINGS. ALL WRITTEN DIMENSIONS SUPERSEDE SCALED DIMENSIONS.
 2. ALL DIMENSIONS ARE TO "FACE OF STUD" UNLESS SPECIFICALLY NOTED OTHERWISE. EXISTING DIMENSIONS DENOTED BY "RY" ARE TO "FACE OF EXISTING FINISH" UNLESS SPECIFICALLY NOTED OTHERWISE. ALL EXISTING DIMENSIONS SHALL BE FIELD VERIFIED PRIOR TO PROCEEDING WITH THE WORK.
 3. LARGE SCALE DRAWINGS TAKE PRECEDENCE OVER SMALL SCALE DRAWINGS. WRITTEN SPECIFICATIONS TAKE PRECEDENCE OVER ALL DRAWINGS.
 4. REFER TO EXTERIOR ELEVATIONS FOR INDICATIONS OF WINDOW OPERATION AND HANDING.
- ASSEMBLIES:**
(SEE COVER SHEET LEGEND FOR RATED WALL DESIGNATIONS AND OTHER WALL TYPES)
1. PROVIDE MINIMUM 1-HOUR WALL AND FLOOR / CEILING ASSEMBLY BETWEEN ALL RESIDENTIAL UNITS. SEE PLANS AND BUILDING SECTIONS FOR DESIGNATIONS; AND STANDARD DETAILS FOR COMPLETE ASSEMBLY DESCRIPTIONS.
 2. PROVIDE MINIMUM 50 STC AND IC REQUIREMENT AT ALL UNITS AT FLOORS, CEILINGS, AND WALLS. SEE PLANS AND BUILDING SECTIONS FOR DESIGNATIONS; AND STANDARD DETAILS FOR ASSEMBLY DESCRIPTIONS.
 3. INSULATE ALL ASSEMBLIES BETWEEN HEATED AND UNHEATED AREAS. R-30 AT ROOFS R-13 AT WALLS. R-19 AT FLOORS; MINIMUM, UNLESS SPECIFICALLY NOTED OTHERWISE. SEE TITLE 24 ENERGY COMPLIANCE STATEMENT MANDATORY MEASURES CHECKLIST FOR SPECIFIC REQUIREMENTS.
 4. PROVIDE VENTILATION OF ALL JOIST, STUD AND RAFTER SPACES ENCLOSED BY BUILDING ASSEMBLIES BETWEEN HEATED AND UNHEATED AREAS INCLUDING ATTICS, BASEMENTS, ROOFS, SOFFITS, PARAPET AND RAILING WALLS, ETC.
 5. ALL DOORS BETWEEN HEATED AND UNHEATED AREAS SHALL BE PROVIDED WITH WEATHER-STRIPPING AND THRESHOLDS.
 6. ALL PROPERTY LINE WINDOWS (INDICATED ON DRAWINGS BY " * ") SHALL BE STEEL SASH WITH FIXED WIRE GLASS, WITH SPRINKLER HEAD PROTECTION PER S.F. BUILDING CODE SECTION 903.5.
 7. PROVIDE MOISTURE RESISTANT GYPSUM WALL BOARD (MR GWB) ON ALL BATHROOM WALLS. DO NOT USE A CONTINUOUS VAPOR BARRIER BEHIND MR GWB. PROVIDE 30 POUND ROOFING FELT BEHIND FINISH SURFACE OF ALL TUB / SHOWER SURROUNDS, LAPPING ALL SEAMS. DO NOT USE MR GWB ON BATHROOM CEILINGS; USE 5/8" TYPE "X" GWB.

MECHANICAL AND ELECTRICAL:

1. MECHANICAL AND ELECTRICAL WORK SHOWN ON DRAWINGS IS SCHEMATIC IN NATURE. CONTRACTOR TO CONFIRM FINAL LAYOUT WITH ARCHITECT, PRIOR TO PROCEEDING WITH THE WORK.
2. ALL WORK TO BE PERFORMED UNDER SEPARATE PERMIT.
3. PARKING GARAGE(S), CORRIDORS AND STAIRS SHALL BE VENTILATED AS REQUIRED PER CODE.
4. PROVIDE EMERGENCY EXIT LIGHTING AT ALL EXIT PATHS OF TRAVEL AS REQUIRED PER CODE.
5. ALL INTERIOR COMMON AREA LIGHT FIXTURES, ETC. SHALL BE PROVIDED WITH SWITCHING VIA CENTRAL PHOTO-ELECTRIC SENSOR WITH TIMER CLOCK SWITCH OVERRIDE, UNLESS OTHERWISE SPECIFIED.
6. PARKING GARAGE(S) AND ALL OTHER COMMON AREAS, NOT SERVED BY DAY LIGHTING WINDOWS, SHALL BE PROVIDED WITH ELECTRIC LIGHTING 24 HOURS PER DAY, UNLESS SPECIFICALLY NOTED OTHERWISE.
7. STAGGER ALL ELECTRICAL AND MECHANICAL ITEMS IN ALL DEMISING WALLS AND FLOORS BETWEEN UNITS TO MAINTAIN ASSEMBLY'S ACoustical RATINGS. SEE SPECIFICATIONS AND DETAILS FOR SPECIFIC REQUIREMENTS.
8. ALL ELECTRICAL RECEPTACLES IN DAMP LOCATIONS TO BE GROUND FAULT INTERRUPTER (GFI) AS REQUIRED PER CODE.

WATERPROOFING:

1. ALL SHEET METAL WORK TO BE IN ACCORDANCE WITH CURRENT EDITION OF S.M.A.C.N.A. STANDARDS.
2. PROVIDE GALVANIZED SHEET METAL FLASHING AT ALL WINDOW AND DOOR HEADS. INSTALL UNDER EXTERIOR SIDING OR CEMENT PLASTER AND BUILDING PAPER, AND OVER HEAD FRAME OF ALL NEW DOORS AND WINDOWS. PROVIDE ADDITIONAL FLASHING MEMBRANE PER STANDARD WINDOW FLASHING DETAIL (SEE DETAIL SHEETS) AROUND ALL WINDOW AND DOOR OPENINGS.
3. PROVIDE GALVANIZED SHEET METAL FLASHING AT ALL ROOF CONDITIONS INCLUDING BUT NOT LIMITED TO: PERIMETER EDGES, VALLEYS, PARAPET CAPS, WALL / ROOF INTERSECTIONS, ROOF PENETRATIONS, ETC. SEE DETAIL SHEETS FOR SPECIFIC REQUIREMENTS.
4. ALL NEW EXTERIOR FINISHES TO BE INSTALLED OVER A MINIMUM MOISTURE BARRIER OF TWO LAYERS OF 15 POUND (GRADE D) BUILDING PAPER.

SCOPE OF WORK

SPLIT EXISTING LOT TO CREATE VACANT LOT FOR NEW CONSTRUCTION. NEW CONSTRUCTION OF A FOUR UNIT RESIDENTIAL "TERRACE" BUILDING ON A STEEP, IRREGULAR LOT.

PLANNING DEPARTMENT NOTES

PROJECT LOCATION: 70 Crestline Drive, San Francisco, Ca 94131
Assessors Block # 2845 Lot #5
LOT SIZE:
EXISTING LOT: 17,716 SQ.FT.
PARCEL A (NEW BUILDING): Irregular Lot Dimensions: 76'-0"(E) x 16'-0"(W) x 127'-6"(N) x 136'-4"(S)
Total Lot Area: 6,317 SQ.FT.
Area within lot width of 25'-0" or greater: 5,775 Q.FT.
PARCEL B (EXISTING BUILDING): 11,999 SQ.FT.
ZONING DISTRICT: RM 1
PROPOSED BUILDING USE: Four-unit residential building.
BUILDING HEIGHT LIMIT: 40 X.
MAXIMUM DWELLING UNIT DENSITY: One Dwelling Unit per 800 SQ.FT. of lot area allowed.
PARCEL A: 7 Dwelling Units allowed; 4 Dwelling Units proposed.
PARCEL B: 14 Dwelling Units allowed; 14 Dwelling Units existing to remain.
USABLE OPEN SPACE: 100 SQ.FT. of private usable outdoor open space required per unit
Unit 1: 280 SQ.FT. provided; Units 2 & 3: 100 SQ.FT. provided; Unit 5: 1,900 SQ.FT. provided
SETBACKS: Rear Yard Setback: 45% of lot depth or reduction based upon average of adjacent buildings req. Average of adjacent buildings provided.
Front Yard Setback: 15% of lot depth or reduction based upon average of adjacent buildings required. Average of adjacent buildings provided.
FLOOR AREA RATIO (F.A.R.): Not required for residential in R-M1 zone.

PARKING REQUIRED: One standard parking space per unit required. One standard parking space per unit provided for Units 2, 3 & 4; Two standard parking spaces provided for Unit 1.
BUILDING AREA CALCULATIONS:
PARKING GARAGE:
Unit One: 555 SQ.FT.
Units Two and Three: 560
Unit Four: 305
TOTAL GARAGE AREA: 1,420 SQ.FT.
RESIDENTIAL:
Unit One: 1,750 SQ.FT.
Unit Two: 1,010
Unit Three: 1,080
Unit Four: 2,350
TOTAL UNIT AREA: 6,240 SQ.FT.
COMMON AREAS: 560 SQ.FT.
GROSS RESIDENTIAL AREA: 6,800 SQ.FT.
TOTAL GROSS FLOOR AREA: 8,220 SQ.FT.

BUILDING DEPARTMENT NOTES

2007 California Building Code with San Francisco Amendments;
2007 California Mechanical, Electrical and Plumbing Codes with San Francisco Amendments;
2007 San Francisco Fire Code; 2007 San Francisco Housing Code
2007 California Energy Code / Title 24
FOUR STORY BUILDING: Terraced Building following grade. 4 stories maximum each step.
CONSTRUCTION TYPE: Terrace Building, 4 Story ea step TYPE V-A, one-hour wood frame construction
OCCUPANCY CLASSIFICATION: Mixed Use per sec. 508.3; Group R-2 + Group U private garage.
OCCUPANT LOAD:
Two means of egress required. Two means of egress provided for each unit w/ separation > 1/3 diagonal of area served per secl. 1015.2.1 exception 2.
Unit 5 is a 3 story townhouse type unit located at street level. Two means of egress provided at ground floor.
2nd floor is 950 sf. (occ. load 5) and 3rd floor is 440 sf. (occ. load 3). Comply with table 1015.1. Common path of egress travel is approximately 103' complies with both 1014.3 exception 4 and 1016.1
One exit required for U Parking Garage use.
Maximum (For U garage) 3000 sf.
One exit provided from each Garage
ALLOWABLE AREA:
R-2: Area limit per story per table 503: 12,000 sf.; Fully Sprinklered Building: 24,000 sf.
Maximum Story Area proposed: 2,250 sf. Complies
U: Garage maximum area allowed: 3,000 sf. per Section 406.1.2
Maximum Garage Area per story proposed: 1,015 sf. Complies
Building Complies with 508.3.3.2
ACCESSIBILITY:
Units 1, 2, 3 and 4 are exempt from disabled access requirements per Section 1150A, Test #1-Unusual Characteristics. Unit 5 is accessible
FIRE SPRINKLERS:
Automatic Fire Sprinkler System is required in R-2 four stories building per Section 504.2
Approved Automatic Fire Sprinklers System NFPA 13 in accordance with Section 903.3.1.1 provided
NOTE:
Shoring to be under separate permit.

DPW STREET IMPROVEMENT NOTES

DPW # BSM SITE MEETING REQUIRED; CALL 554 7149 TO ARRANGE APPOINTMENT WITH INSPECTOR
OFFICIAL SIDEWALK SLOPE IS 1/5" PER FOOT RISE FROM CURB GRADE TO PROPERTY LINE. ALL ENTRANCES, BOTH PEDESTRIAN AND VEHICULAR, SHALL MEET SIDEWALK GRADE. ALL RAMPING SHALL BE INSIDE OF PROPERTY LINE. DRIVEWAYS AND SIDEWALKS MUST CONFORM TO CITY REQUIREMENTS. FOR FURTHER INFORMATION CALL BUREAU OF STREET USE & MAPPING @ 554 4060.
ALL ENCROACHMENTS INTO OFFICIAL STREET OR SIDEWALK AREAS MUST BE GRANTED IN WRITING BY THE DIRECTOR OF PUBLIC WORKS OR BY RESOLUTION OF THE BOARD OF SUPERVISORS. ALL RAMPING TO BE INSIDE PROPERTY LINE.
SEPARATE PERMIT REQUIRED FROM BUREAU OF STREET USE & MAPPING FOR POTTED PLANTS & STREET TREES IN SIDEWALK AREAS. FOR FURTHER INFORMATION CALL 554-6700.
DPW # BSM SIGN-OFF REQUIRED ON JOB CARD PRIOR TO DBI FINAL.
ALL WORK IS SUBJECT TO THE CONDITIONS NOTED ON PENDING DPW STREET IMPROVEMENT PERMIT (WHERE APPLICABLE).

PHOTOS



AERIAL VIEW



STREET VIEW (UPPER END)



EASEMENT DRIVEWAY VIEW (LOWER END)

LOCATION MAP



DRAWING INDEX

- A-100 COVER SHEET
- A-200 SITE / ROOF PLAN
- A-201 BASEMENT FLOOR PLAN
- A-202 FIRST FLOOR PLAN
- A-203 SECONDD FLOOR PLAN
- A-204 THIRD FLOOR PLAN
- A-205 FOURTH FLOOR PLAN
- A-206 FIFTH FLOOR PLAN
- A-301 WEST/STREET ELEVATION
- A-301.0 WEST ELEVATION W/ADJACENT BLDGS
- A-302 NORTH/STAIRS ELEVATION
- A-303 EAST ELEVATION 1
- A-303.0 EAST ELEVATION 1 W/ADJACENT BLDGS
- A-304 SOUTH ELEVATION
- A-401 SECTION AA
- A-501 BOLCK VIEW PHOTOS
- A-502 ADJACENT BUILDINGS FACADE PHOTOS
- A-503 ADJACENT BUILDINGS FACADE PHOTOS
- A-601 AERIAL VIEW
- A-602 ISOMETRIC VIEW
- A-603 DIGITAL MODEL
- A-604 SITE DIGITAL MODEL PHOTOMONTAGE
- A-605 PROJECT RENDERIGS

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Sheet Title:

COVER SHEET

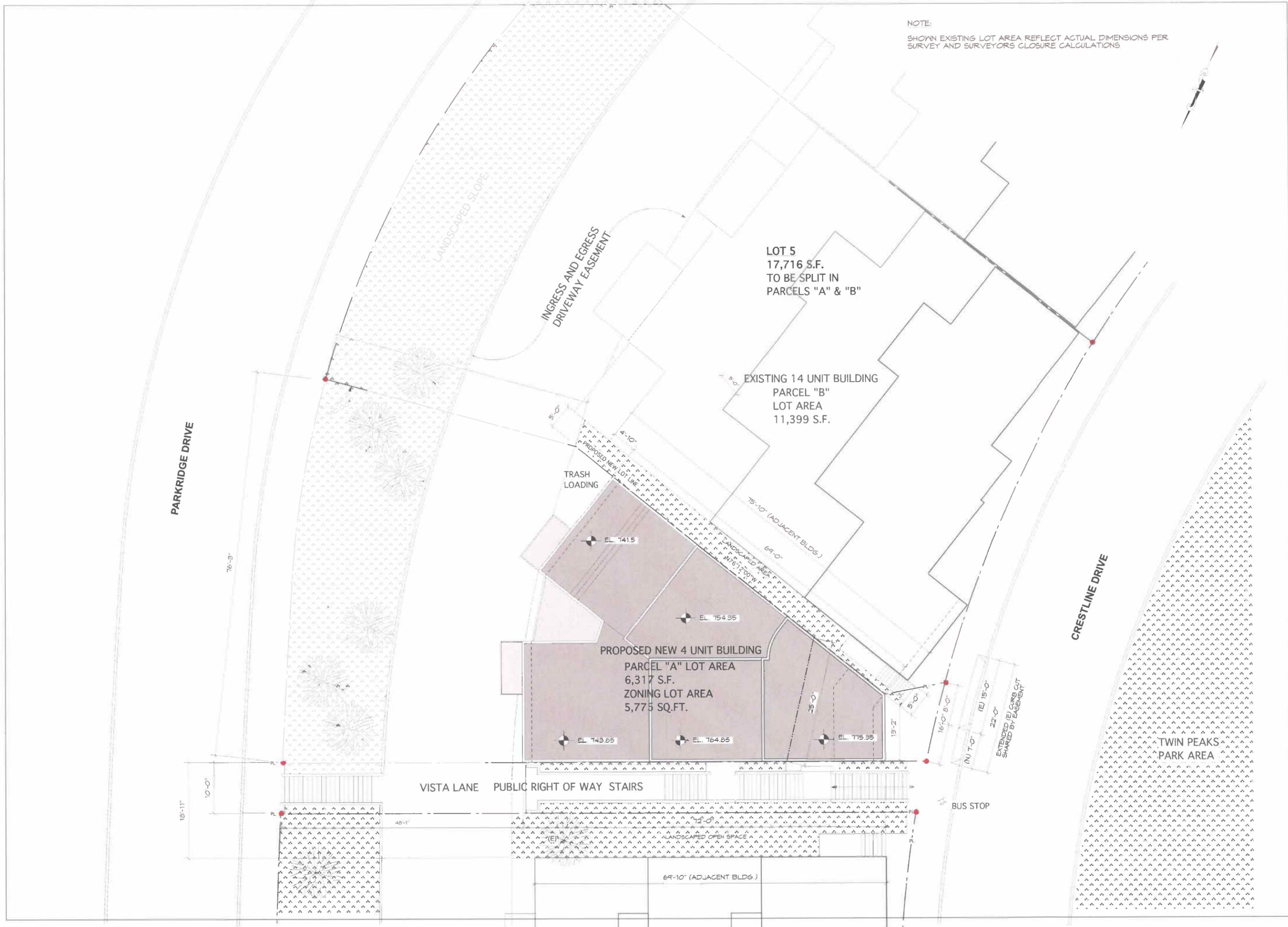
Project:

**NEW 4 UNIT BUILDING
70 CRESTLINE DRIVE
SAN FRANCISCO
BLOCK 2845 LOT 5
PARCEL A**

- Revisions:
- 1
 - 2
 - 3
 - 4 10/30/12 DR SET
 - 5 3/12/10 PER NOTICE OF PLANNING REQS OF 12/2/04

DATE: 12/3/08
SCALE: NTS

A-100



NOTE:
 SHOWN EXISTING LOT AREA REFLECT ACTUAL DIMENSIONS PER SURVEY AND SURVEYORS CLOSURE CALCULATIONS



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Sheet Title

SITE / ROOF PLAN

Project:
NEW 4 UNIT BUILDING
70 CRESTLINE DRIVE
SAN FRANCISCO
BLOCK 2845 LOT 5
PARCEL A

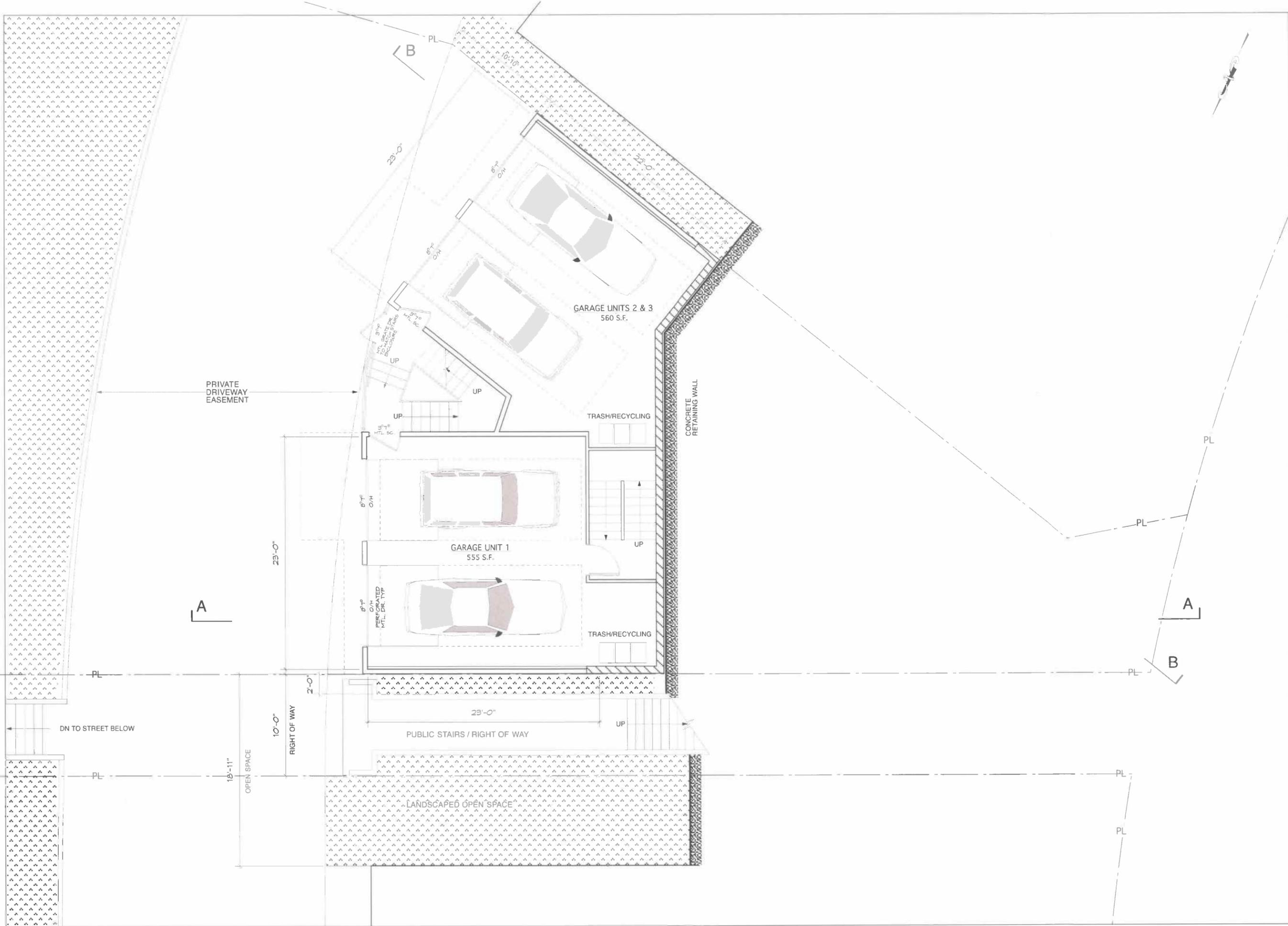
Revisions:

1	3/12/10	PER NOTICE OF PLANNING REQ'S OF 12/2/09
2	12/3/08	

Date: 12/3/08
 Scale: 1/8"=1'-0"

A-200

of sheets



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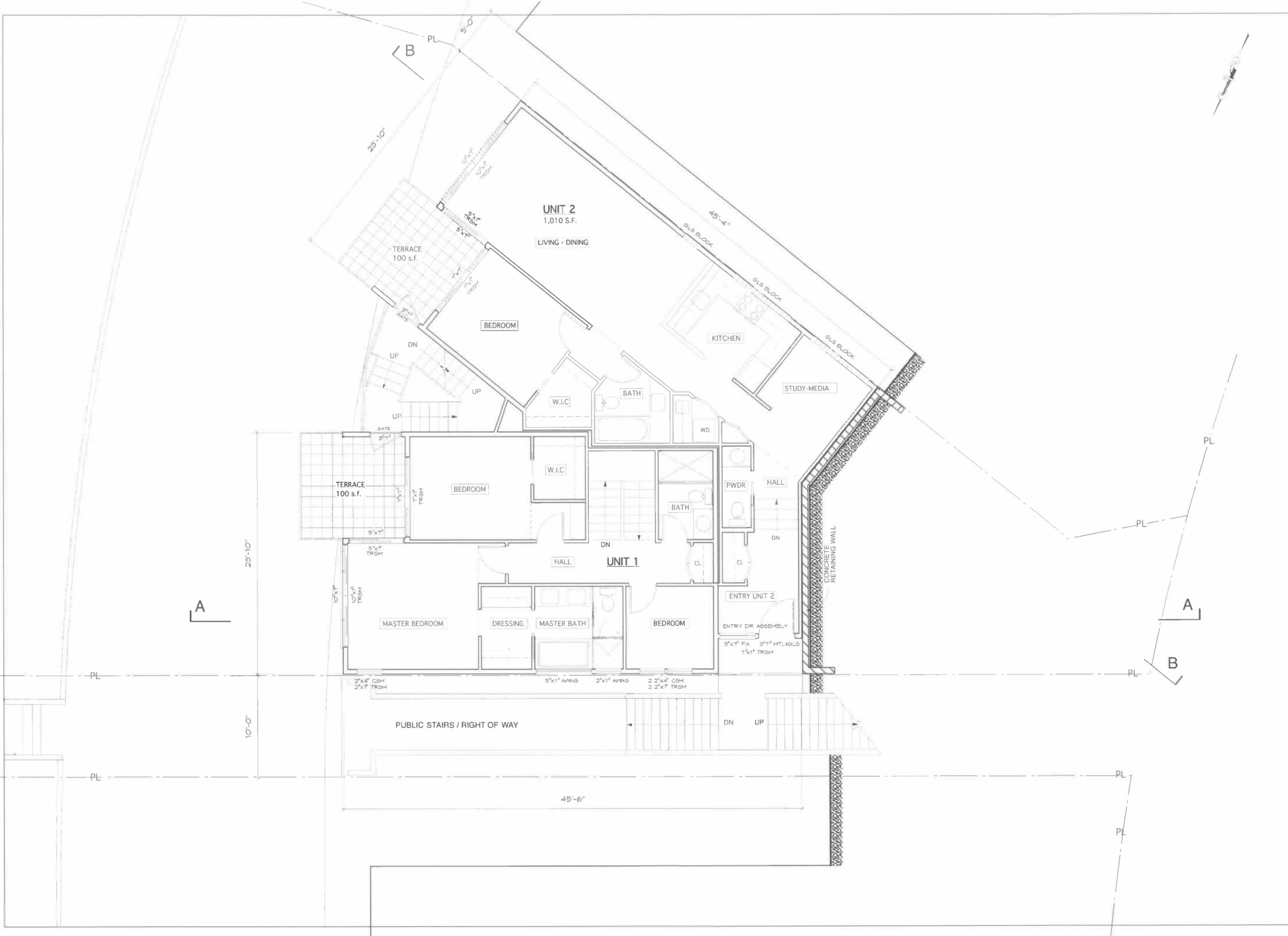
Sheet Title:
BASEMENT FLOOR PLAN

Project:
**NEW 4 UNIT BUILDING
 70 CRESTLINE DRIVE
 SAN FRANCISCO
 BLOCK 2845 LOT 5
 PARCEL A**

Revisions:
 6/15/10
 4 UNIT LAYOUT
 3/12/10
 PER NOTICE OF PLANNING
 REGS OF 12/2/04

Date: 12/3/08
 Scale: 1/4"=1'-0"

A-201
 of sheets



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Sheet Title:

FIRST FLOOR PLAN

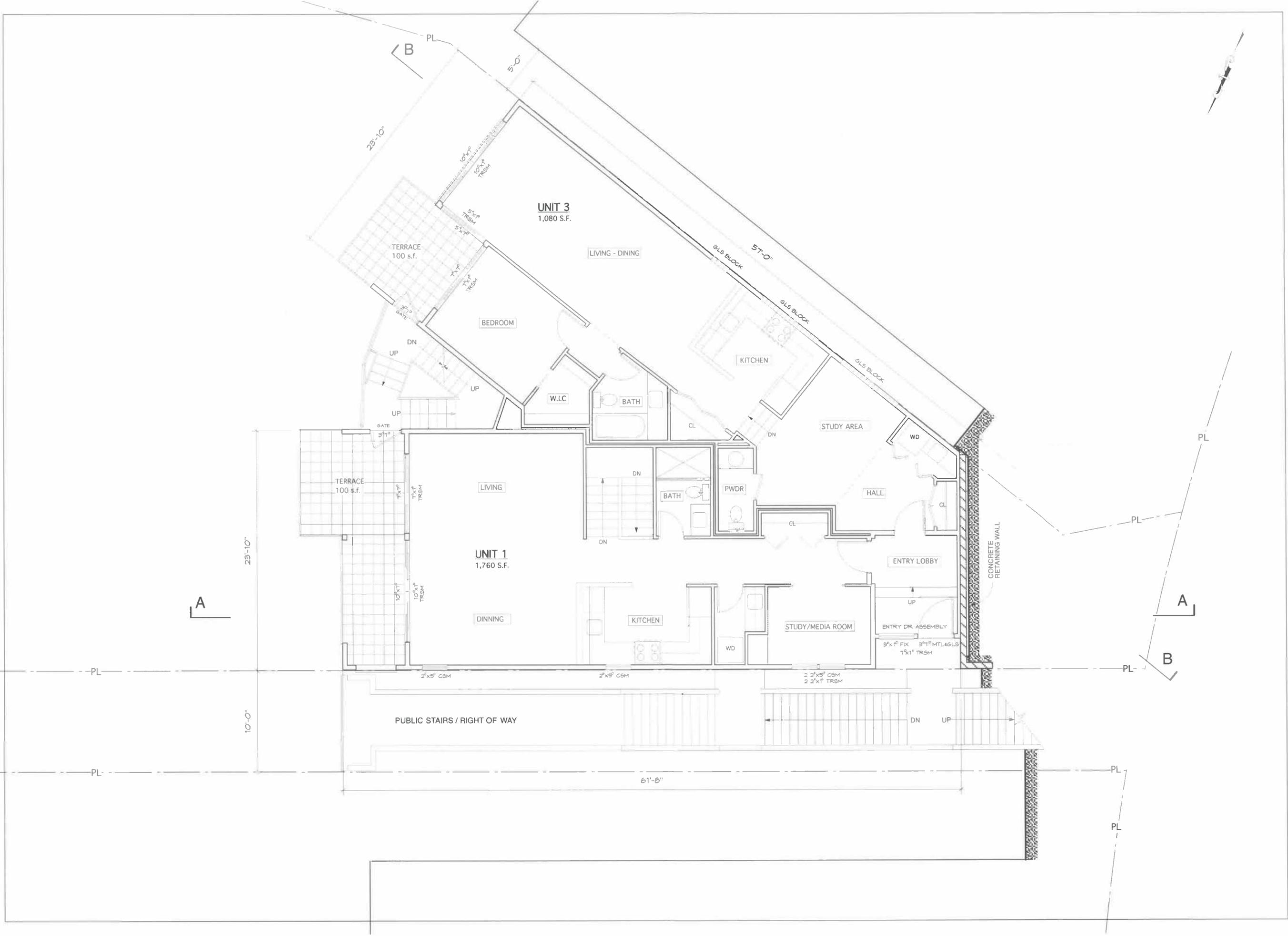
Project:

NEW 4 UNIT BUILDING
70 CRESTLINE DRIVE
SAN FRANCISCO
BLOCK 2845 LOT 5
PARCEL A

Revisions:

- △
- △
- △
- △ 6/15/10
4 UNIT LAYOUT
- △ 3/12/10
PER NOTICE OF PLANNING
REQS OF 12/2/09
- Date: 12/3/08
- Scale: 1/4"=1'-0"

A-202
of sheets



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Sheet Title:

**SECOND FLOOR
PLAN**

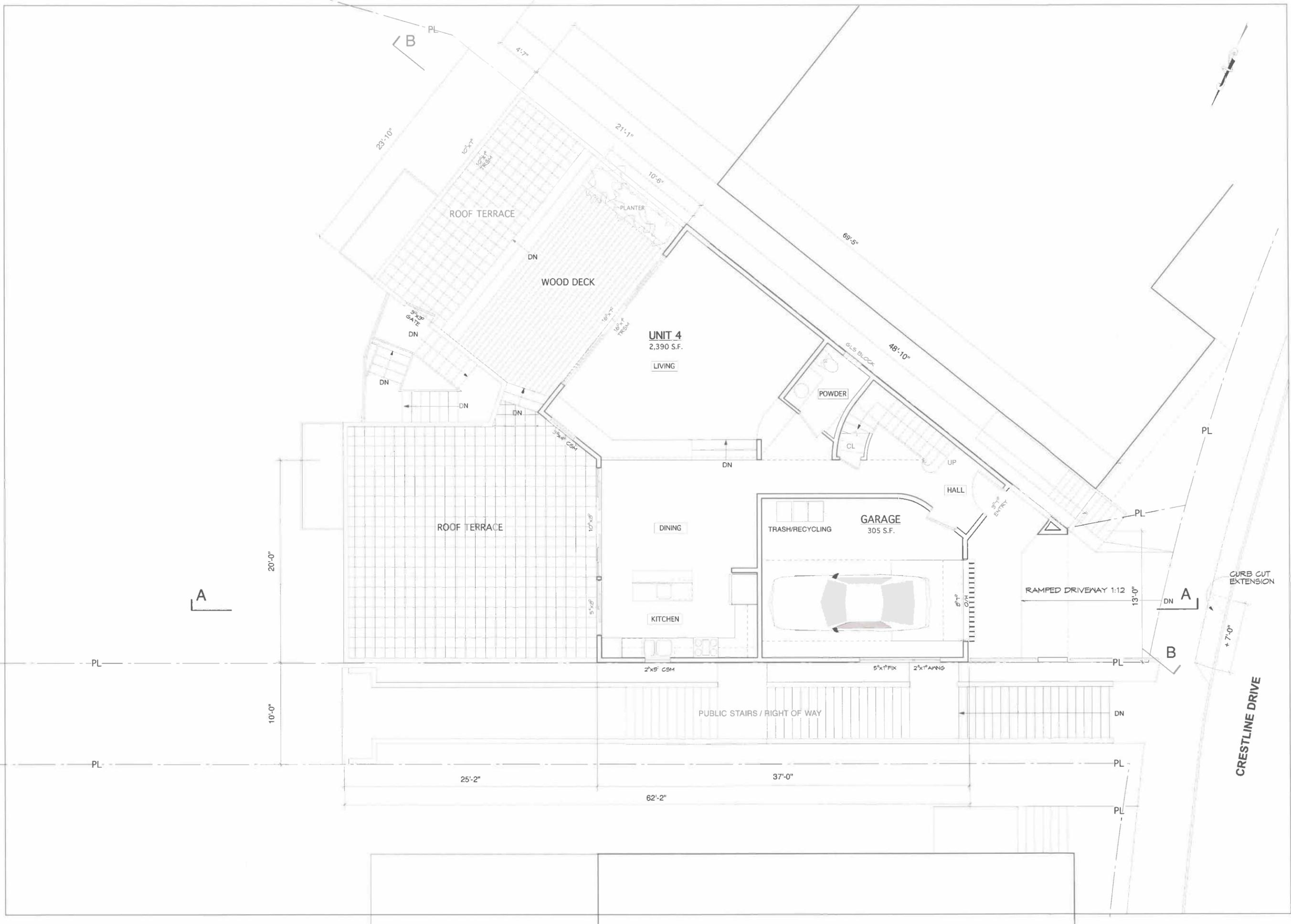
Project
**NEW 4 UNIT BUILDING
70 CRESTLINE DRIVE
SAN FRANCISCO
BLOCK 2845 LOT 5
PARCEL A**

- Revisions:
- △
 - △
 - △
 - △ 6/15/10
4 UNIT LAYOUT
 - △ 3/12/10
PER NOTICE OF PLANNING
REGS OF 12/2/04

Date: 12/3/08

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

A-203
of sheets



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Sheet Title:

**THIRD FLOOR
PLAN**

Project:
**NEW 4 UNIT BUILDING
70 CRESTLINE DRIVE
SAN FRANCISCO
BLOCK 2845 LOT 5
PARCEL A**

Revisions:

△	
△	
△	6/15/10 4 UNIT LAYOUT
△	3/12/10 PER NOTICE OF PLANNING REQ50F 12/2/09

Date: 12/3/08
Scale: 1/4"=1'-0"

A-204
of sheets



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Sheet Title:

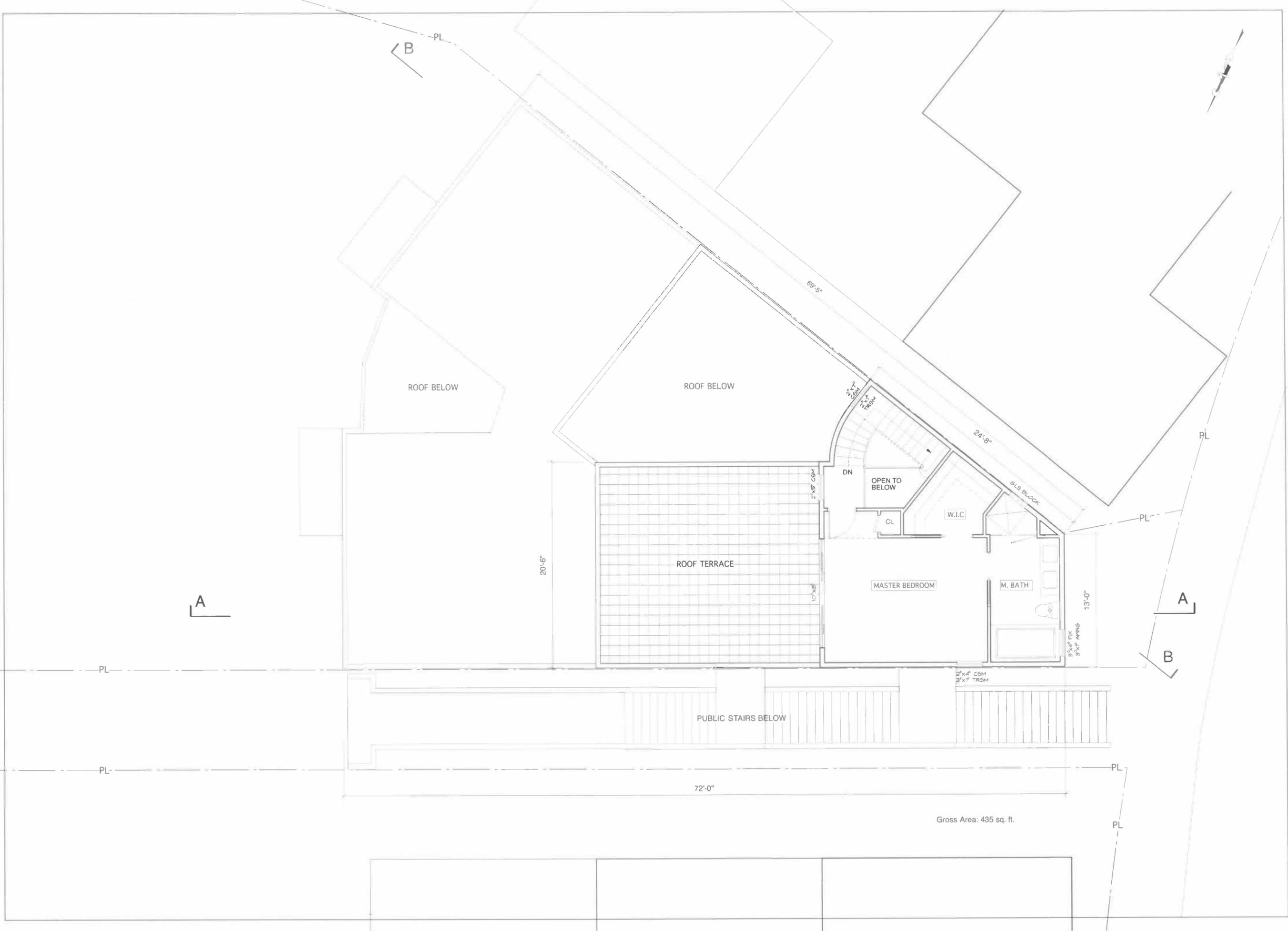
**FOURTH FLOOR
 PLAN**

Project:
**NEW 4 UNIT BUILDING
 70 CRESTLINE DRIVE
 SAN FRANCISCO
 BLOCK 2845 LOT 5
 PARCEL A**

- Revisions:
- △ 6/15/10
4 UNIT LAYOUT
 - △ 3/12/10
PER NOTICE OF PLANNING
REQ#07 12/2/09

Date: 12/3/08
 Scale: 1/4"=1'-0"

A-205
 of sheets



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Sheet Title:

**FIFTH FLOOR
PLAN**

Project

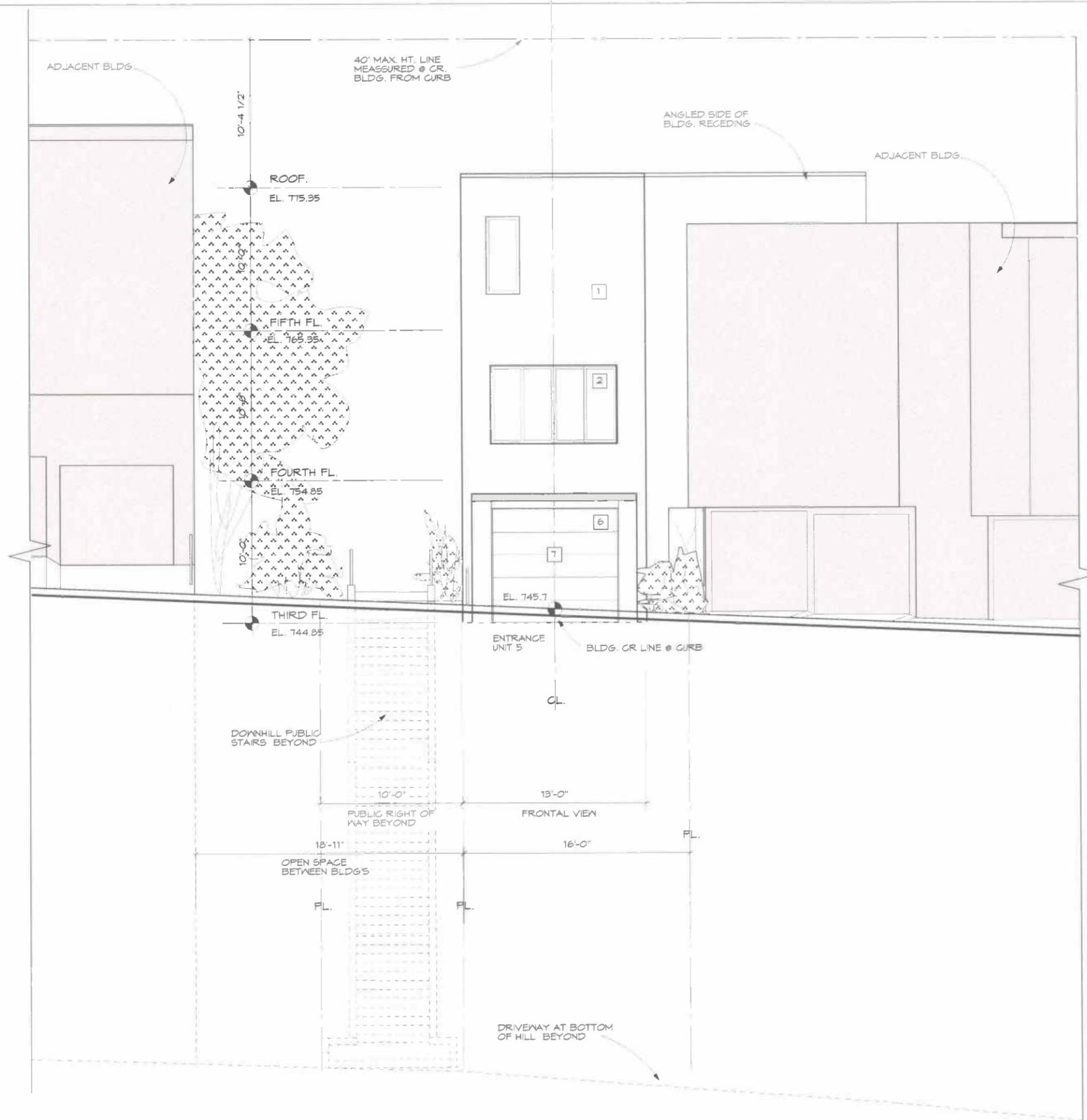
**NEW 4 UNIT BUILDING
70 CRESTLINE DRIVE
SAN FRANCISCO
BLOCK 2845 LOT 5
PARCEL A**

Revisions:

△	
△	
△	6/15/10 4 UNIT LAYOUT
△	3/12/10 PER NOTICE OF PLANNING REQ#09 12/2/09

Date: 12/3/08
Scale: 1/4"=1'-0"

A-206
of sheets



ELEVATIONS KEY

- 1 3 COAT CEMENT PLASTER/STUCCO INTEGRAL COLOR FIN. (TYP)
- 2 ANODIZED ALUM. WINDOWS AND DOORS (TYP)
- 3 ANODIZED ALUM. DECORATIVE GRATE IN FRONT OF OPEN STAIRS
- 4 ANODIZED ALUM. DECORATIVE GRATE BALCONY RAILING
- 5 ANODIZED ALUM. TRIM
- 6 PERFORATED ALUMINUM PANEL SECTIONAL GARAGE DOOR
- 7 RECESSED ENTRANCE PORCH
- 8 GLASS BLOCK
- 9 REINFORCED CONCRETE WALL

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WEST ELEVATION

Project:
NEW 4 UNIT BUILDING
70 CRESTLINE DRIVE
SAN FRANCISCO
BLOCK 2845 LOT 5
PARCELA

- Revisions:
- △
 - △
 - △
 - △
 - △
 - △ 6/15/10
4 UNIT LAYOUT

Date: 12/3/08
 Scale: 1/4"=1'-0"



A-301.0
of
sheets

Date: 12/9/08
Scale: 3/16"=1'-0"
3/12/10
PER NOTICE OF PLANNING
REASON 12.2.04

NEW 5 UNIT BUILDING
70 CRESTLINE DRIVE
SAN FRANCISCO
BLOCK 2845 LOT 5
PARCEL A

WEST ELEVATION
(WEST FRONTAL VIEW
W/FULL ADJACENT
BUILDINGS)

Sheet Title

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LINE 100' FROM FRONT PROPERTY LINE

40' MAX. HT. LINE MEASURED @ CR. BLDG. FROM CURB

ROOF.
EL. 715.95

FIFTH FL.
EL. 765.95

FOURTH FL.
EL. 754.85

THIRD FL.
EL. 744.85

SECOND FL.
EL. 733.95

FIRST FL.
EL. 722.85

BASEMENT
EL. 712.95

ALIGN STEP SETBACK W/FACE OF ADJACENT BLDG. IN FOREGR'D

ALIGN STEP SETBACK W/FACE OF ADJACENT BLDG. IN FOREGR'D

OPEN STAIRS ROOF BEYOND

SIDEWALK

CRESTLINE DRIVE

EL. 745.7

CURB HT. @ CR. OF BLDG.

ENTRANCE UNITS 1 & 3

ENTRANCE UNIT 2

(E) PUBLIC STAIRS & PIPE RAILING

PRIVATE DRIVEWAY EASEMENT

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Sheet Title

NORTH ELEVATION

Project:

NEW 4 UNIT BUILDING
70 CRESTLINE DRIVE
SAN FRANCISCO
BLOCK 2845 LOT 5
PARCEL A

Revisions

- △
- △
- △
- △
- △ 6/15/10
4 UNIT LAYOUT

Date: 12/3/08

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

A-302

of sheets



40' MAX. HT. LINE
MEASURED @ CR.
BLDG. FROM CURB

ADJACENT BLDG.

ROOF.
EL. 775.95

10'-0"

FIFTH FL.
EL. 765.95

10'-6"

FOURTH FL.
EL. 754.85

10'-0"

THIRD FL.
EL. 744.85

13'-10"

FRONT FACDE
(STEP 1)

SECOND FL.
EL. 731.0

10'-6"

FIRST FL.
EL. 720.5

10'-6"

BASEMENT
EL. 710.5

CAR PORTS

SECOND SETBACK
(STEP 2)

FIRST SETBACK
(STEP 2)

ROOF.
EL. 775.95

10'-0"

FIFTH FL.
EL. 765.95

10'-6"

FOURTH FL.
EL. 754.85

10'-0"

THIRD FL.
EL. 744.85

11'-6"

SECOND FL.
EL. 733.35

10'-6"

FIRST FL.
EL. 722.85

10'-6"

BASEMENT
EL. 712.95

SECOND SETBACK
(STEP 2)

FIRST SETBACK
(STEP 2)

FRONT FACDE
(STEP 1)

LANDSCAPED
AREA

CAR PORTS

CRESTHILL DRIVE BEYOND

(E) TREE

10'-0"
PUBLIC STAIRS/RIGHT
OF WAY (UPHILL) TO
CRESTLINE DRIVE

18'-11"

LANDSCAPED OPEN SPACE BETWEEN BUILDINGS

OBLIQUE ELEVATION VIEW

FRONTAL ELEVATION VIEW

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Sheet Title:

EAST ELEVATION 1

Project:

NEW 4 UNIT BUILDING
70 CRESTLINE DRIVE
SAN FRANCISCO
BLOCK 2845 LOT 5
PARCEL A

Revisions:

- △
- △
- △
- △
- △
- △

6/15/10
4 UNIT LAYOUT

Date: 12/3/08

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

A-303

of sheets



OBSCURE ELEVATION VIEW
PARTIAL ADJACENT BUILDING

FRONTAL ELEVATION VIEW
FULL ADJACENT BUILDING

NEW 5 UNIT BUILDING
70 CRESTLINE DRIVE
SAN FRANCISCO
BLOCK 2845 LOT 5
PARCEL A

EAST ELEVATION 1.0
(NORTH-EAST SIDE
FRONTAL VIEW W/FULL
ADJACENT BUILDING)

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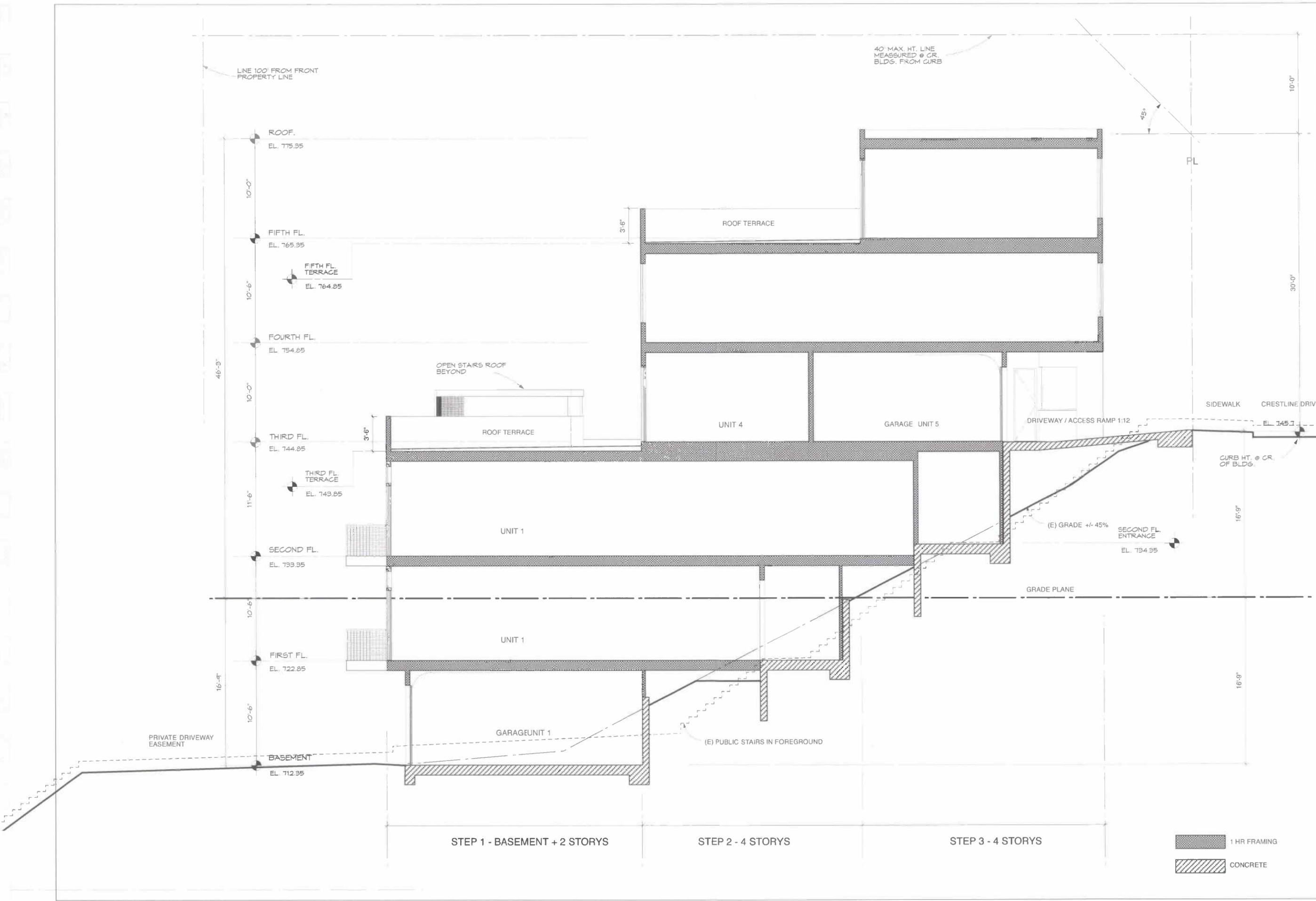
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A-303.0
of
sheets

Revisions
3/13/10
PER NOTICE OF PLANNING
REVISION 12/20/04
DATE: 12/20/08
Scale: 3/16"=1'-0"

Project

Sheet Title



LINE 100' FROM FRONT PROPERTY LINE

40' MAX. HT. LINE MEASURED @ CR. BLDG. FROM CURB

ROOF.
EL. 775.35

FIFTH FL.
EL. 765.35

FIFTH FL. TERRACE
EL. 764.85

FOURTH FL.
EL. 754.85

OPEN STAIRS ROOF BEYOND

THIRD FL.
EL. 744.85

THIRD FL. TERRACE
EL. 743.85

SECOND FL.
EL. 733.35

UNIT 1

FIRST FL.
EL. 722.85

UNIT 1

PRIVATE DRIVEWAY EASEMENT

BASEMENT
EL. 712.35

GARAGE UNIT 1

(E) PUBLIC STAIRS IN FOREGROUND

STEP 1 - BASEMENT + 2 STORYS

STEP 2 - 4 STORYS

STEP 3 - 4 STORYS

1 HR FRAMING

CONCRETE

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SECTION AA

Project:
NEW 4 UNIT BUILDING
70 CRESTLINE DRIVE
SAN FRANCISCO
BLOCK 2845 LOT 5
PARCEL A

Revisions:

1	
2	
3	
4	
5	6/15/10
6	4 UNIT LAYOUT

Date: 12/3/08
Scale: 1/4"=1'-0"

A-401
of sheets

EXHIBIT B

EXISTING CONDITIONS

- A-501** BLOCK VIEW PHOTOS
- A-502** ADJACENT BUILDINGS FACADE PHOTOS
- A-503** ADJACENT BUILDINGS FACADE PHOTOS



BLOCK VIEW FROM NORTH OF SITE LOOKING SOUTH ALONG PARKRIDGE DRIVE



BLOCK VIEW FROM CL OF SITE LOOKING SOUTH ALONG CRESTLINE DRIVE



BLOCK VIEW FROM CL OF SITE LOOKING NORTH ALONG CRESTLINE DRIVE

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Sheet Title:

**BLOCK FACE
PHOTOS**

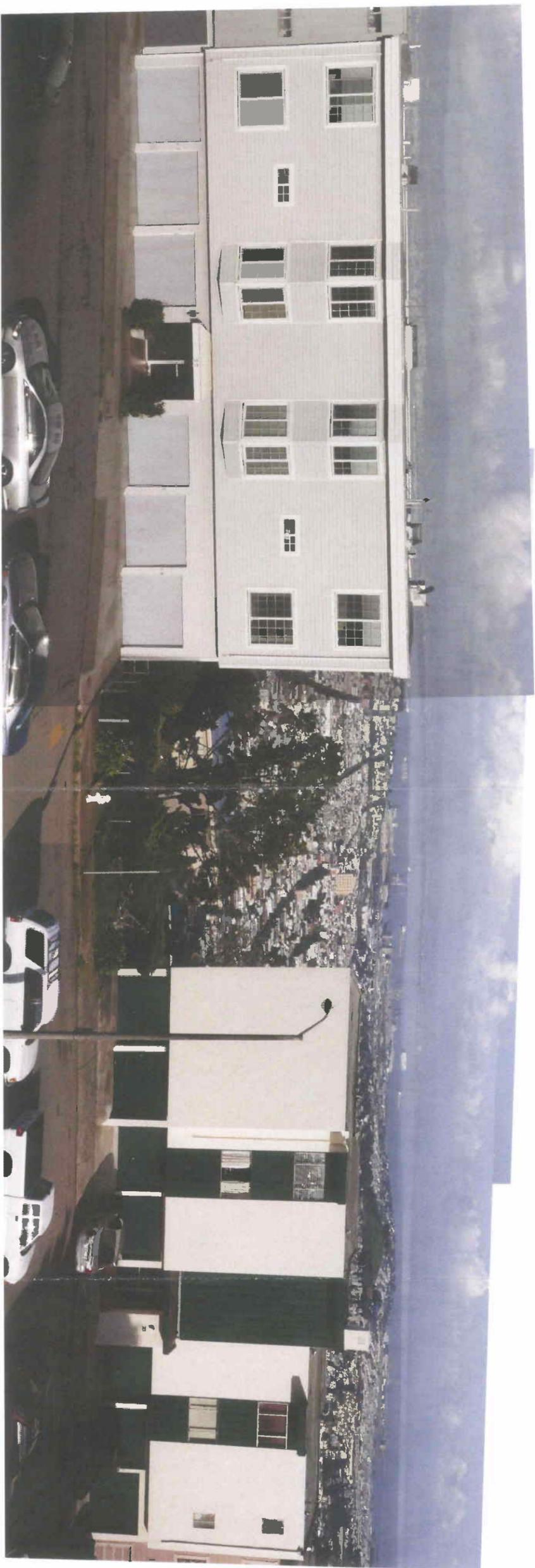
NEW 5 UNIT BUILDING
70 CRESTLINE DRIVE
SAN FRANCISCO
BLOCK 2845 LOT 6
PARCEL A

Revisions:

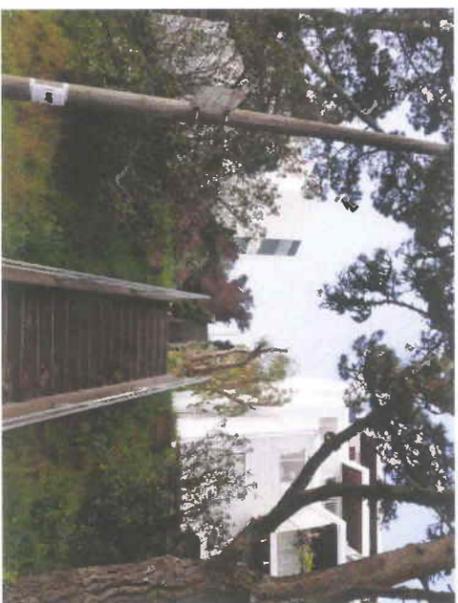
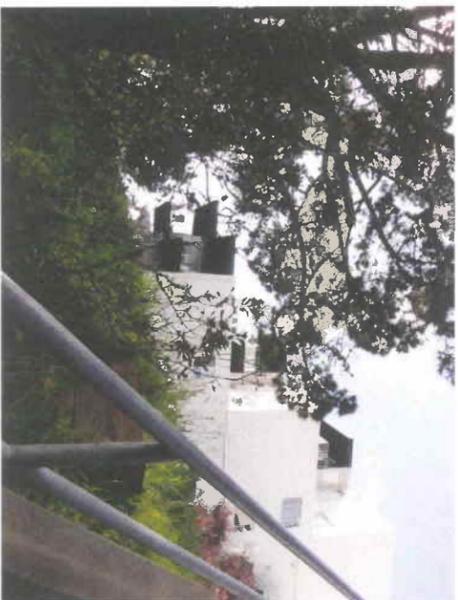
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- △
- △ 3/12/10
PER NOTICE OF PLANNING
REQS OF 12/2/09
- Date: 3/12/10

Scale:

A-501
of sheets



CRESTLINE DRIVE FAÇADE COMPOSITE PANORAMIC VIEW



SEQUENCE VIEWS ALONG PARKWAY DRIVE

SITE PERMIT

A-502
of sheets

Date: 9/12/10
Scale:

9/12/10
PLA NOTICE OF PLANNING REPORT 13.27.04

Revisions:
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 ▲
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NEW 5 UNIT BUILDING
70 CRESTLINE DRIVE
SAN FRANCISCO
BLOCK 2845 LOT 5
PARCEL A

ADJACENT BUILDINGS
FAÇADE PHOTOS

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VIEW OF SOUTH BUILDING NORTH FACADE FROM DRIVEWAY



VIEW OF SITE FROM DRIVEWAY



VIEW OF NORTH BUILDING SOUTH FACADE FROM DRIVEWAY



VIEW OF SOUTH BUILDING FACADE FROM DRIVEWAY APPROACH



VIEW OF NORTH BUILDING FACADE FROM DRIVEWAY APPROACH

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Sheet Title
**ADJACENT BUILDINGS
FACADE PHOTOS**

Project:
**NEW 5 UNIT BUILDING
70 CRESTLINE DRIVE
SAN FRANCISCO
BLOCK 2845 LOT 5
PARCEL A**

Revisions:
 1. _____
 2. _____
 3. _____
 4. _____
 5. 3/12/10
 PER NOTICE OF PLANNING
 REQ50F 12/2/09

Date: 3/12/10

Scale:

A-503
of sheets

EXHIBIT C

3D MODEL - RENDERINGS

A-601	AERIAL VIEW
A-602	ISOMETRIC VIEW
A-603	DIGITAL MODEL
A-604	SITE DIGITAL MODEL PHOTOMONTAGE
A-605	PROJECT RENDERINGS



Sheet Title

SITE AERIAL VIEW

NEW 4 UNIT BUILDING

**70 CRESTLINE DRIVE
SAN FRANCISCO**

**BLOCK 2845 LOT 5
PARCEL A**

Revisions

- △
- △
- △
- △
- △

10/30/12
DR SET

Date:

Scale:

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A-601

of sheets



Sheet Title

ISOMETRIC VIEW

Project: **NEW 4 UNIT BUILDING**
70 CRESTLINE DRIVE
SAN FRANCISCO
BLOCK 2845 LOT 5
PARCEL A

Revisions:

- △
- △
- △
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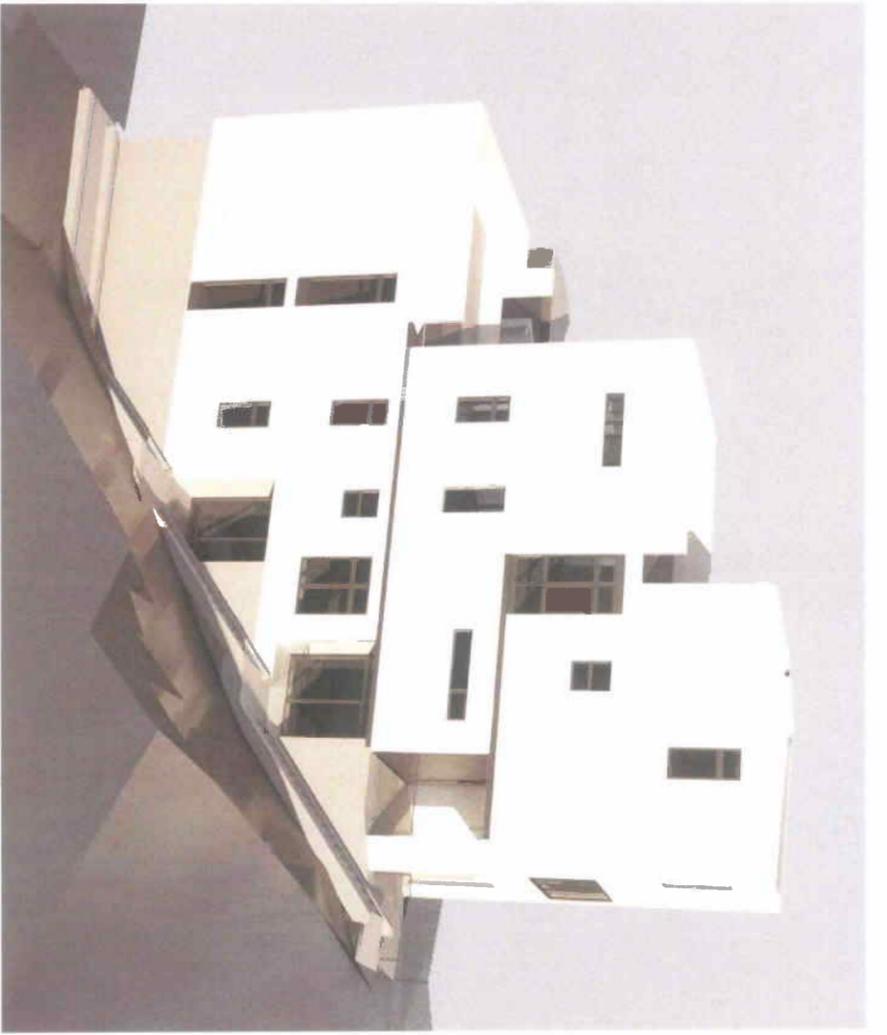
10/20/12
 DR/SST

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 SAN FRANCISCO, CA 94110
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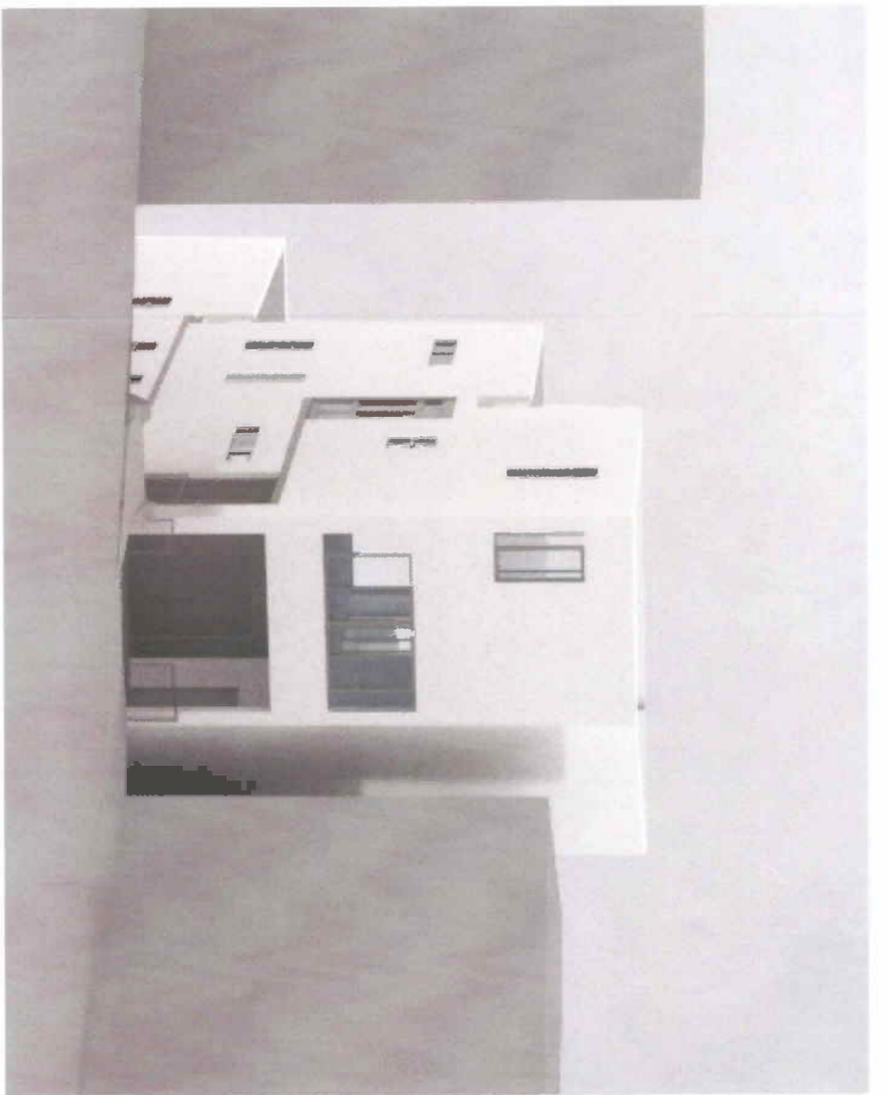
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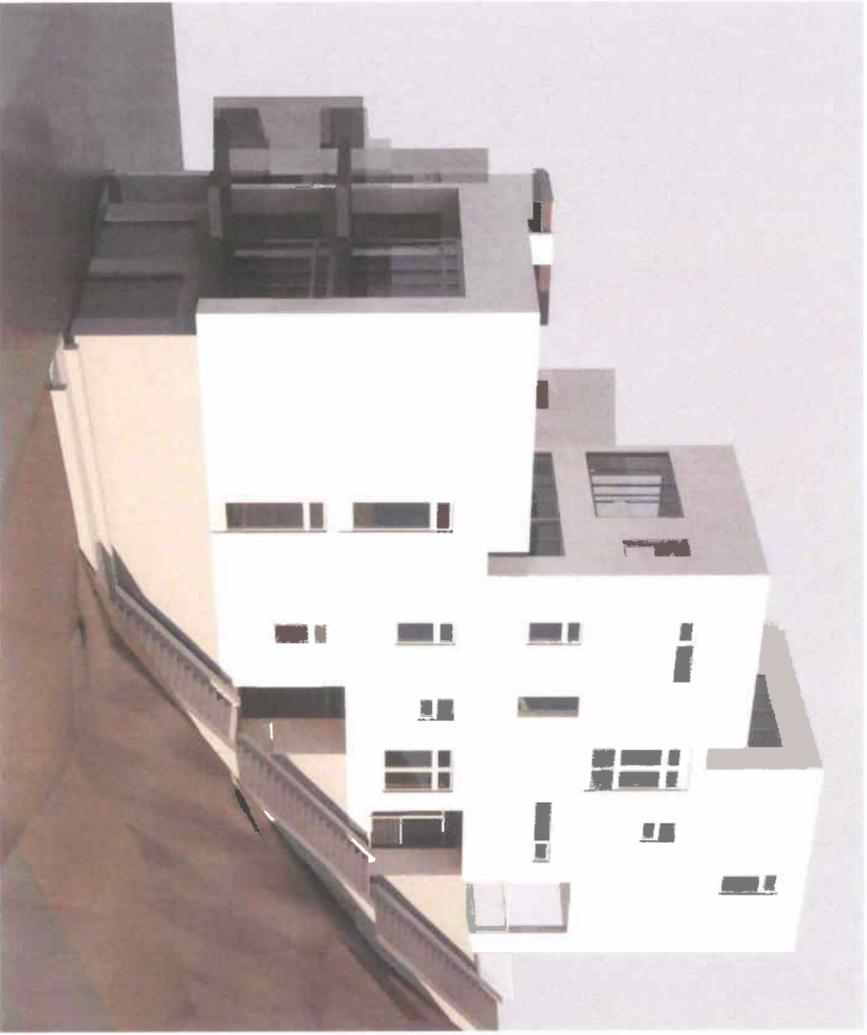
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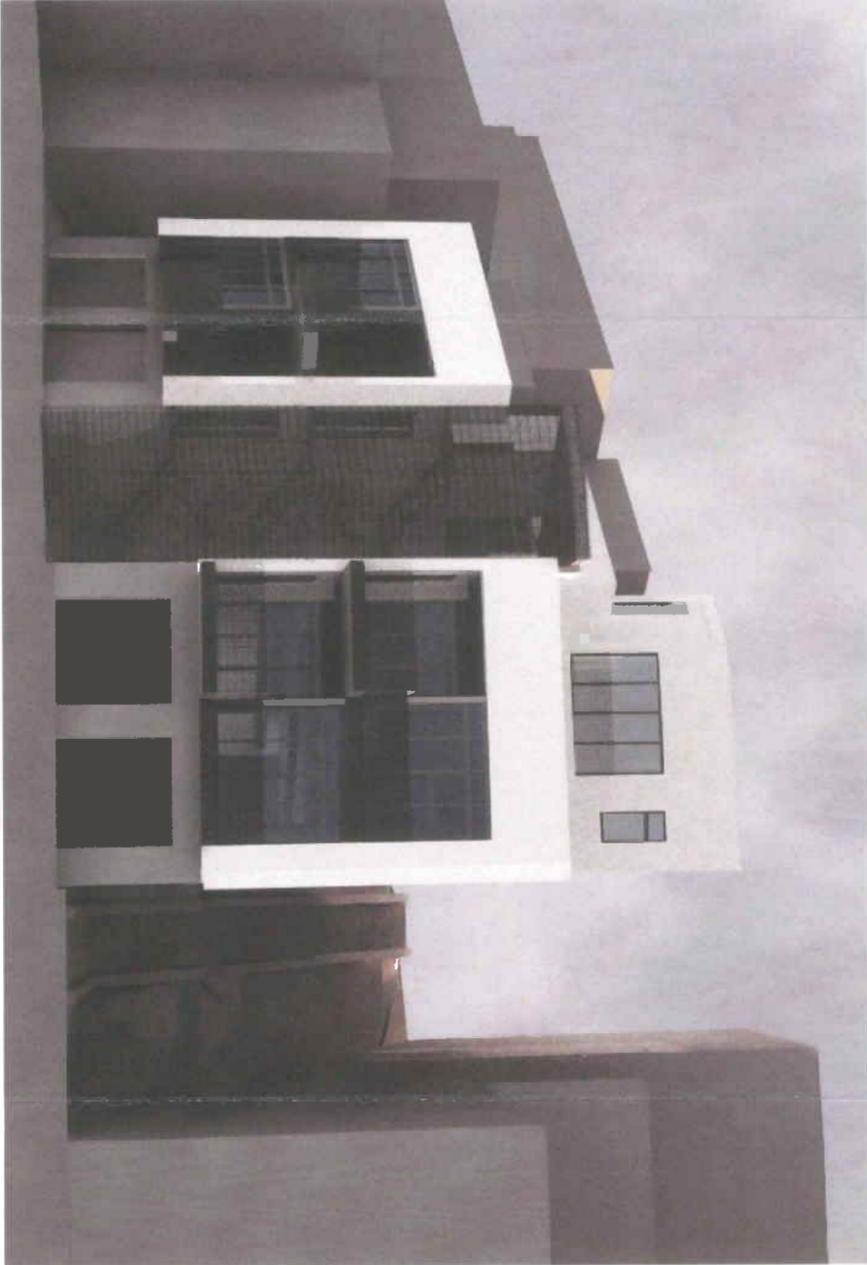
PROJECT VIEW FROM TOP OF STAIRS



PROJECT VIEW FROM CLEARFIELD DRIVE



PROJECT VIEW FROM BOTTOM OF STAIRS



PROJECT VIEW FROM DRIVEWAY

Sheet Title

DIGITAL MODEL

NEW 5 UNIT BUILDING
70 CRESTLINE DRIVE
SAN FRANCISCO
BLOCK 2845 LOT 5
PARCEL A

Revisions

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Δ	
Δ	
Δ	

3/12/10
 PER NOTICE OF PLANNING
 REVISION 12/2/04

Date: 9/12/10

Scale:

A-603

of sheets

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CRESTLINE DRIVE VIEW PHOTOMONTAGE



PARKSIDE DRIVE VIEW PHOTOMONTAGE

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Sheet Title

NEW 4 UNIT BUILDING SITE PHOTOMONTAGE
Project
70 CRESTLINE DRIVE
SAN FRANCISCO
Block 2845 Lot 5
Parcel A

Revisions:
 A
 A
 A
 A
 A

3/12/10
PER NOTICE OF PLANNING
REVISION 12/2/04
DATE: 12/2/04

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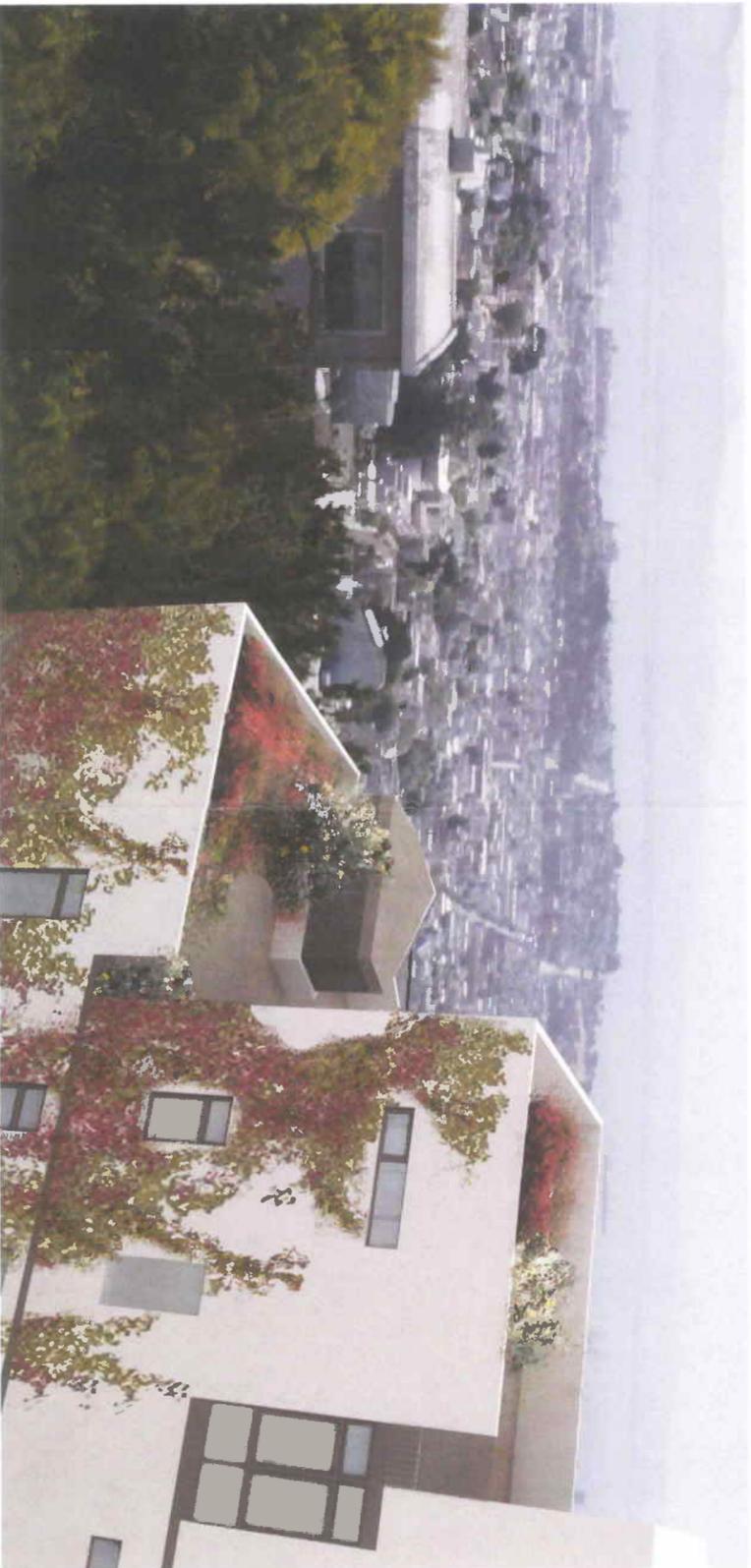
A-604
of sheets



PROJECT VIEW FROM DRIVEWAY



OPEN SPACE VIEW FROM DRIVEWAY



VIEW FROM ADJACENT BUILDING DECK

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**OPEN SPACE
RENDERINGS**

NEW 4 UNIT BUILDING
**70 CRESTLINE DRIVE
SAN FRANCISCO**
**BLOCK 2845 LOT 5
PARCEL A**

REVISIONS:
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 DATE: 10/18/12
 SCALE: NTS

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