



SAN FRANCISCO PLANNING DEPARTMENT

Memo to the Planning Commission

HEARING DATE: APRIL 8, 2010

Continued from the March 11, 2010 (without hearing)

Date: April 1, 2010
Case No.: **2009.0412CV**
Project Address: **1338 FILBERT STREET**
a.k.a. Filbert Street Cottages, City Landmark No. 232
Zoning: RH-2 (Residential, House, Two-Family) District
40-X Height and Bulk District
Block/Lot: 0524/031, 032, 033 and 034
Project Sponsor: Dominique Lahaussais and David Low
c/o Andrew Junius
Reuben and Junius LLP
One Bush Street, Suite 600
San Francisco, CA 94104
Staff Contact: Glenn Cabreros – (415) 558-6169
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BACKGROUND

On February 17, 2010, the Historic Preservation Commission (HPC) approved with conditions the project at 1338 Filbert Street, as described in HPC Motion No. 0049. After the HPC acted on the project, the Planning Department rescinded the Project's Categorical Exemption certificate due to the Department's mistaken application of Class One (State CEQA Guidelines Section 153019(e)(2)). Under Class One, the increased square-foot area resulting from an alteration project cannot exceed 10,000 square feet. The project proposes an increase of approximately 11,486 square feet.

On March 11, 2010, the Planning Commission continued the Conditional Use case, without hearing, to April 8, 2010 to allow the Department additional time to address the issue of the Categorical Exemption.

On March 30, 2010, the Department re-issued the Categorical Exemption Certificate to appropriately cite a Class 32 exemption. See attached Categorical Exemption, dated March 30, 2010.

CURRENT PROPOSAL

Case reports for the Conditional Use Authorization request were previously submitted to the Planning Commission on March 4, 2010. No changes to the project have been made since that time, and the project description remains unchanged.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant conditional use authorization to allow for a dwelling unit merger from ten to four units and to allow two parking spaces above the amount allowed as-of-right for a total of eight parking spaces at the project.

BASIS FOR RECOMMENDATION

The Department believes this project is necessary and/or desirable under Section 303 of the Planning Code for the following reasons:

- The project would rehabilitate and preserve a City landmark.
- While the project reduces the amount of dwelling units, four family-sized housing units would be restored to the City's housing stock. The existing dwelling units are not habitable and have not been occupied by tenants since 2000.
- The project is residential in scale and would enhance the existing neighborhood character.
- The proposal would bring the project into compliance with the parking requirement and provide off-street parking in a neighborhood where on-street parking is limited.
- The proposed Project meets all applicable requirements of the Planning Code.

RECOMMENDATION: Approve with Conditions

Attachments:

Certificate of Categorical Exemption, dated March 30, 2010



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2009.0412E
 Project Title: 1338 Filbert Street
 Zoning: RH-2 (Residential, House, Two-Family)
 40-X Height and Bulk District
 Block/Lot: 0524/031-034
 Lot Size: 8,593 square feet
 Project Sponsor: Andrew Junius, Reuben & Junius LLP
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PROJECT DESCRIPTION:

The proposed project involves the rehabilitation and expansion of five structures (referred to as Cottages A, B, C, and D and the Studio) located on the subject property for use as four single-family residences. The 62.5 feet wide by 137.5 feet deep property is located on the north side of the street on the block bound by Greenwich, Filbert, Polk, and Larkin Streets and is subdivided into four parcels. The four parcels are oriented east-to-west, each containing a single cottage. The parcel closest to the street also contains the (See next page.)

EXEMPT STATUS:

Categorical Exemption, Class 32 (State CEQA Guidelines Section 15332)

DETERMINATION:

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


 BILL WYCKO

Environmental Review Officer


 Date

cc: Dominique Lahaussais / David Lowe, Owners
 Brett Bollinger, MEA Division
 Shelley Caltagirone, Preservation Planner
 Supervisor Alioto-Pier, District 2

Virna Byrd, M.D.F.
 Distribution List
 Historic Preservation Distribution List

PROJECT DESCRIPTION (continued):

Studio structure, which is attached to Cottage A). The cottages are oriented to face west and are placed in a uniform row with equal space between each (approximately 7.5 feet). In total, the five structures contain 10 units and the property provides no off-street parking. The work includes construction of a single continuous structure in the space located to the east of the cottages (the rear of the cottages) and to the north of the Studio; installation of a below-grade parking garage; and, restoration of the contributing features of the cottages, studio, and landscape. In total, the project would add approximately 11,714 square feet to the existing 5,590- square-foot building complex for a total 17,093 square feet of residential building and parking space. At all cottages, the existing rear additions would be removed and replaced by a three-story structure, running continuously along the east property line from the north wall of the historic studio to the rear (north) property line. The structure would be attached to the rear (east) wall of all four cottages and would contain separate living spaces for each cottage. Three of the cottages would also be raised approximately 6-12 inches in order to accommodate new concrete foundations and to lift the buildings slightly above grade. The currently sloped grade between Cottages A and B and Cottages C and D would be lowered and flattened to match grade at the front of the cottages. Also, gates and a privacy wall would be added in the spaces between the cottages. Several new window openings would be created at the side elevations of each cottage, and several non-historic windows/doors would be replaced within the historic openings. The roof of the Studio would be raised approximately 14.5 inches to accommodate a new stair where the Studio wall meets the roof of Cottage A. Both the historic slope of the Studio roof and the historic window would be retained. The site would be excavated beneath the cottages to create a sub-grade, single-level, eight-car garage, which would be accessed from a car lift located at the south property line. The garage would require a curb cut but would not require the removal of any street trees. Additionally, the historic landscaping and grape-stake fence, which were both contributory features of the site that have since been removed, would be recreated based upon archival and photographic evidence. Finally, the project would include historic documentation of the site and construction monitoring by a qualified historic preservation engineer or architect. The existing historic buildings would be documented through either laser scanning or HABS Level II documentation prior to the issuance of building permits to guarantee accurate reconstruction of any historic buildings damaged during construction.

REMARKS:

In-Fill Development- California Environmental Quality Act (CEQA) State Guidelines Section 15332, or Class 32, provides an exemption from environmental review for in-fill development projects which meet the following conditions. The proposed physical alterations to the property at 1338 Filbert Street, described above, were analyzed to determine the project's qualification as an In-Fill Development:

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

The San Francisco General Plan, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The proposed project would not obviously or substantially conflict with any such policy, and would be consistent with the San Francisco General Plan and with applicable zoning designations. The site is located within an RH-2

(Residential House, Two-Family) zoning district and a 40-X height and bulk district where the proposed density of development and uses would be permitted. The proposed project would require Conditional Use Authorization pursuant to Sections 157, 204.5, 303 and 317 of the Planning Code proposing to merge ten dwelling units to four dwelling units and to allow two accessory parking spaces above the amount allowed as-of-right by the Planning Code for a total of eight parking spaces within an RH-2 zoning district. The project is also seeking Planning Code Variances from the rear yard requirement (Section 134), common open space requirement (Section 135), and enlargement/alteration to existing noncomplying structures (Section 188). The proposed project would be consistent with all other applicable zoning plans and policies and no General Plan amendment or rezoning would be required.

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

The 0.2-acre (8,594 square feet) project site is located within a developed area of San Francisco. The surrounding uses consist of residential and commercial uses. Thus, the proposed project would be properly characterized as an in-fill development surrounded by urban uses.

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

The project site is within a fully developed urban area, is mostly covered by paved surfaces, and does not provide habitat for any rare or endangered plant or animal species. For these reasons, the proposed project would not result in any significant impacts on biological resources.

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

TRAFFIC: Using the Planning Department's 2002 *Transportation Impact Analysis Guidelines for Environmental Review (October 2002)*, the proposed project is estimated to generate approximately 33 daily person-trips. Of these, about six daily person-trips would be during the PM peak-hour. These trips would be distributed among various modes of transportation, including 16 vehicle trips, 11 transit trips, four walking person-trips, and one trip by "other means". Based on the mode split and average automobile occupancy of 1.07 persons per vehicle¹ for the proposed area, there would be about 15 daily vehicular trips of which three would be during the PM peak-hour. The project would not interfere with existing traffic circulation or cause a substantial increase in traffic that could not be accommodated by the existing infrastructure capacity. The potential increase in traffic associated with the proposed project would not have a significant or noticeable impact upon transportation in the project area. Therefore, the proposed project would not result in any significant adverse traffic impacts.

Parking: Pursuant to *Planning Code* Section 151, the project would be required to provide approximately four off-street parking spaces, one space for each residential unit. The project proposes to construct a total of eight parking spaces and would therefore not be in conformance with *Planning Code* Section 151. The project sponsor is requesting Conditional Use Authorization under Sections 157 and 204.5 to allow two accessory parking spaces above the amount allowed as-of-right by the *Planning Code* for a total of eight parking spaces within an RH-2 zoning district. The parking demand associated with the proposed project

¹ 2000 Census – Journey to Work Data for Census Tract 178, available at www.census.gov.

was estimated using the 2002 *Guidelines*. Using this approach, the proposed residential use would create a parking demand of five spaces. Therefore, the proposed project would provide an additional three parking spaces above the amount of estimated parking demand for the proposed uses. 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, day to night, 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 §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." The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects.

NOISE: An approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels noticeable to most people. The project would not cause a doubling in traffic volumes and therefore would not cause a noticeable increase in the ambient noise level in the project vicinity. The noise generated by the occupants of the proposed project would be considered common and generally acceptable in an urban area, and would not be considered a significant impact. The proposed construction could generate noise that may be considered an annoyance by occupants of nearby properties. Construction noise is regulated under Article 29 of the City's Police Code, and would be temporary and intermittent in nature. Considering the above, the proposed project would not be expected to result in a significant impact with respect to noise.

AIR QUALITY: The Bay Area Air Quality Management District (BAAQMD) has established thresholds for projects requiring its review for potential air quality impacts. These thresholds are based on the

minimum size of projects that the BAAQMD considers capable of producing air quality problems due to vehicle emissions or stationary sources of pollution. The BAAQMD considers residential projects greater than 510 apartment units, office projects greater than 280,000 gross square feet (gsf), and retail development greater than 87,000 gsf to result in potentially significant vehicular emission impacts. The proposed project would not exceed the minimum standards. Therefore, no significant air quality impacts would be generated by the proposed project.

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

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

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

Historical Resources

In evaluating whether the proposed project would be exempt from environmental review under the California Environmental Quality Act (CEQA), the Planning Department determined that the buildings and landscape features located on the project site are historical resources. The subject property consists of five (counting the Studio as a separate structure) structures oriented to the west and containing 10 units in total. The property is San Francisco Landmark No. 232: 1338 Filbert Street Cottages, designated in 2001. The property is considered a "Category A" (Historic Resource) property for the purposes of the Planning Department's California Environmental Quality Act (CEQA) review procedures. As described in the Historic Resource Evaluation (HRE) Memorandum² (attached), the 1338 Filbert Street property appears to be eligible for listing on the California Register under Criterion 1 (Event), 2 (Persons), and 3 (Architecture). for its association with the aftermath of the 1906 Earthquake and Fire and the post-emergency housing needs of that time; for its association with important periods in San Francisco art history and specifically with the life of Marian Hartwell, a faculty member of the California School of Fine Arts (now the San Francisco Art Institute); and, as an example of vernacular post-earthquake period architecture with a unique siting and court plan. The subject property retains a high degree of historic integrity, retaining most of the features that convey its historical significance. However, the buildings are generally in poor condition and much of the historic landscaping has been removed.

Since the property was determined to be a historic resource, the Planning Department assessed whether the proposed project would materially impair the resource. It was determined that the proposed project would not cause a substantial adverse change in the resource such that the significance of the building or the surrounding historic district would be materially impaired. The following is an analysis of the proposed project elements.

² Memorandum from Shelley Caltagirone, Preservation Technical Specialist, to Brett Bollinger, Planner, Major Environmental Analysis, September 30, 2009.

- The proposed project would retain the residential uses of the historic cottages while reducing the number of units from ten to four, which would bring the buildings more closely into conformance with the prescribed density for the property as well as the historic density at the time that the cottages were constructed in 1907 (four units). While this project would cause a reduction in the number of units associated with the second period of significance (1930s-1972), neither the interior layouts nor the specific residential uses are character-defining features of the property and, therefore, changes to these aspects of the buildings would not negatively impact the site.
- The proposed location of the addition would utilize space on the site that does not currently contribute to the historic character of the landmark and that would require minimal removal of historic materials. Where the addition meets the rear walls of the cottages, the historic openings would be retained and used to access the new spaces.
- The proposed scale of the addition would be compatible with the existing scale of the site and setting. The addition would rise to approximately the same height as the existing retaining wall at the east property line, which currently acts as a backdrop for the historic cottages. It appears that the simple rectangular form and minimally detailed façade of the addition would likewise serve as a backdrop to the cottages. This spatial relationship would allow the addition to recede as a subordinate element of the site.
- The design of the addition would be sufficiently differentiated from the historic buildings through the use of contemporary architectural details while maintaining a compatible appearance through the use of elements such as horizontal wood cladding and framed window openings.
- The proposed changes in height (approximately 6-12 inches at the cottages and 15 inches at the Studio) and grade between the buildings would have a minimal visual and material impact to the primary facades of the buildings and the improved flashing details would increase the longevity of the historic materials.
- The proposed excavation of the site to provide for the below-grade garage would have minimal visual impact to the site upon its completion. The changes to the historic landscaping and brick stairs at the location of the car lift would be in keeping with the character of the site and would not detract from the setting.
- Historic features dating from the periods of significance (cladding, windows, doors, paving, etc.) would be retained in situ wherever possible and severely deteriorated materials would be replaced with features matching the original in terms of design, details, material composition, color, and finish. A conditions survey of the buildings has been conducted to inform the decisions regarding retention and repair or replacement of deteriorated elements and the buildings would be fully documented prior to construction ensure the accurate reconstruction of any elements damaged during renovation of the property. The work would also be monitored by a qualified historic architect or engineer to ensure compliance with historic preservation standards.
- The proposed project would not add any conjectural historical features or features that add a false sense of historical development. The design of the new addition and other new features

such as windows and cladding would be clearly distinguished as contemporary features of the site.

- The project would retain distinctive materials and finishes from the period of significance, including the wood siding and wood-frame structure. The project would also salvage and reuse materials taken from the existing rear additions in keeping with the tradition of Marian Hartwell who used salvaged materials in the alterations she made to the cottages.
- If the proposed additions were removed in the future, the essential form and integrity of the site would remain intact.

Geotechnical Investigation

The USGS *Geologic Map of the San Francisco North Quadrangle* indicates that the site is located in a complex geologic area. The subject property is underlain by bedrock, primarily shale and sandstone of the Franciscan Complex.³ Two test pits were excavated to a depth of 3 feet and 5 feet, encountering fill, alluvial deposits, and Franciscan Complex bedrock. Two exploratory borings were conducted on the project site and were drilled to depths ranging from 13.5 to 26.4 feet below site grades. During the drilling of the borings, groundwater was encountered near the bedrock contour at a depth of roughly 20 feet.

The proposed project would excavate approximately 20 feet below ground surface (bgs) for the below grade parking garage. The new garage foundation would be at an elevation of approximately 180 feet, which corresponds to up to 20 feet below existing site grades. At this depth, stiff to very stiff alluvial clays and bedrock of the Franciscan Complex would be exposed. Based on the information in the Rollo & Ridley Geotechnical Investigation report, it was concluded that a mat foundation would be appropriate for the project site. Below the existing Studio, where no underground excavation would occur for the proposed parking garage, a new separate foundation would be constructed. The foundation would include hand dug piers (or deepened footings), connected by a lintil beam or thickened slab (structural slab), providing adequate foundation support for the Studio structure.

The site is suitable for the proposed construction provided that the recommendations presented in the report are incorporated into the design and construction of the proposed addition to the existing residential structures on site. At the conclusion of site reconnaissance, field exploration, and literature review, Rollo & Ridley concluded that potential geotechnical impacts relating to adequate foundation support, stability of the on-site fill soil, and seismic shaking and related effects for the project site would be addressed through a mat foundation for the proposed addition of the below grade parking garage foundation. Therefore, it was determined that the proposed project would be adequately supported under the current site conditions.

Asbestos

Due to the age of the existing building, built in approximately 1907, asbestos-containing materials may be found within the existing building proposed for demolition. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration

³ Rollo & Ridley, *Geotechnical Investigation for 1338 Filbert Street*, May 29, 2009. A copy of this report is on file with the Planning Department at 1650 Mission Street Suite 400 and is available for public review by appointment as part of the project file 2009.0412E.

permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects asbestos removal operations. In addition, the District would inspect any removal operation for which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement would occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material are required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, the Department of Building Inspection (DBI) would not issue the required permit until the applicant has complied with the notice requirements described above.

These regulations and procedures, already established as a part of the permit review process, would ensure that any potential hazardous building materials impacts due to the presence of asbestos would be reduced to a less-than-significant level.

Neighborhood Concerns

A "Notification of Project Receiving Environmental Review" was mailed on March 16, 2010 to owners and occupants of properties within 300 feet of the project site. Members of the public expressed their approval and concerns relating to the proposed project. These concerns included the following: construction noise, asbestos-containing building materials, height and bulk of the proposed addition, garage excavation, over-sized parking garage and historical resources. All of the above-mentioned environmental concerns have been addressed above in this document.

Conclusion

Although the proposed project is not without opposition or controversy, opposition and controversy do not themselves constitute significant environmental impacts, nor do they constitute unusual circumstances that would render use of a categorical exemption inappropriate.

CEQA State Guidelines Section 15332, or Class 32, allows for an exemption of an in-fill development meeting various conditions. As described above, the proposed project is an in-fill development that

would have no significant adverse environmental effects and would meet all the various conditions prescribed by Class 32. Accordingly, the proposed project is appropriately exempt from CEQA under Section 15332.

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. The proposed project would not have a significant effect on an historic resource and there are no other unusual circumstances surrounding the current proposal that would suggest a reasonable possibility of a significant environmental effect. The proposed project is an in-fill development that meets the conditions set for the CEQA Guidelines Section 15332. Therefore, the proposed project would be exempt under Class 32, Infill Development. For the above reasons, the proposed project is appropriately exempt from environmental review.

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



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

Historic Resource Evaluation Response

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MEA Planner: Brett Bollinger
Project Address: **1338 Filbert Street**
Block/Lot: 0524/031-034
Case No.: **2009.0412E**
Date of Review: November 12, 2009
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PROPOSED PROJECT Demolition Alteration

PROJECT DESCRIPTION

The proposed project involves the rehabilitation of all five structures located on the subject property for use as four single-family residences. (Cottage A and the studio addition, located nearest the street, will be used as a single dwelling). The work includes construction of an addition at the rear of the historic cottages, installation of a below-grade garage, and restoration of the contributing features of the cottages, studio, and landscape. At all cottages, the existing non-contributing rear additions would be removed and replaced by a new three-story addition, running continuously from the north wall of the historic studio to the rear (north) property line. Three of the cottages would also be raised approximately 7 inches in order to accommodate new concrete foundations and to lift the buildings slightly above grade. The currently sloped grade between Cottages A and B and Cottages C and D would be lowered and flattened to match grade at the front of the cottages. Also, gates and a privacy wall would be added in these "alley" locations. Several new window openings would be created at the side elevations of each cottage, and several non-historic windows/doors would be replaced within the historic openings. The roof of the studio would be raised approximately 14.5 inches to accommodate a new stair where the studio wall meets the roof of Cottage A. Both the historic slope of the studio roof and the historic window would be retained. The site would be excavated beneath the cottages to create a sub-grade, single-level, eight-car garage, which would be accessed from a car lift located at the south property line. The garage would require a curb cut but would not require the removal of any street trees. Additionally, the historic landscaping and grape-stake fence, which were both contributory features of the site that have since been removed, would be recreated based upon archival and photographic evidence. Finally, the project would include documentation of the site and buildings through either laser scanning or HABS Level II documentation prior to the issuance of building permits to guarantee accurate reconstruction of any historic buildings damaged during construction and construction monitoring by a qualified historic preservation engineer or architect.

PRE-EXISTING HISTORIC RATING / SURVEY

The subject property is San Francisco Landmark No. 232: 1338 Filbert Street Cottages, designated in 2001. The property is considered a "Category A" (Historic Resource) property for the purposes of the Planning Department's California Environmental Quality Act (CEQA) review procedures.

HISTORIC DISTRICT / NEIGHBORHOOD CONTEXT

The four parcels that comprise the 1338 Filbert Street property are located on the north side of the street between Polk and Larkin Streets at the western edge of the Russian Hill neighborhood. The property consists of five (counting the Studio as a separate structure) structures oriented to the west and containing 10 units in total. The 62.5 feet wide by 137.5 feet deep lot (dimensions prior to subdivision) is located below the grade of the sidewalk on Filbert Street. The property is zoned RH-2 (Residential, House, Two-Family) District and is in a 40-X Height and Bulk District. The immediate context is characterized by primarily residential land uses with buildings dating from 1900-1930. The neighborhood generally is characterized by its steeply sloping terrain and a wide range of building types and styles dating from 1850-1930, with a scattering of more contemporary buildings throughout. While portions of the Russian Hill neighborhood have been surveyed as potential historic districts, the immediate blocks surrounding the 1338 Filbert Street site have not been formally surveyed. Moreover, the area contains relatively few individual properties identified in previous architectural or historic surveys.

- 1. California Register Criteria of Significance:** Note, a building may be an historical resource if it meets any of the California Register criteria listed below. If more information is needed to make such a determination please specify what information is needed. *(This determination for California Register Eligibility is made based on existing data and research provided to the Planning Department by the above named preparer / consultant and other parties. Key pages of report and a photograph of the subject building are attached.)*

Event: or Yes No Unable to determine
Persons: or Yes No Unable to determine
Architecture: or Yes No Unable to determine
Information Potential: Further investigation recommended.
District or Context: Yes, may contribute to a potential district or significant context
If Yes; Period of significance:

The subject property located at 1338 Filbert Street is designated as City Landmark No. 232 and also appears to be eligible for listing on the California Register under Criterion 1 (Event), 2 (Persons), and 3 (Architecture). Below is a brief description of the subject property's historical significance per the criteria for inclusion on the California Register. This summary is based upon the Landmark Designation Report, dated July 12, 2001, and the Historic Resources Evaluation Report, dated July 22, 2009, provided by Page & Turnbull (attached). Staff concurs fully with the findings of the Page & Turnbull report and refers the reader to this report for a more thorough evaluation of the property's significance.

Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;

The subject property is associated with the aftermath of the 1906 Earthquake and Fire and the post-emergency housing needs of that time. The property is also associated with important periods in San Francisco art history. The period of significance under this criterion is 1907 and the 1930s-1972.

Criterion 2: It is associated with the lives of persons important in our local, regional or national past;

The subject property is associated with the life of Marian Hartwell, a faculty member of the California School of Fine Arts (now the San Francisco Art Institute). The period of significance under this criterion is the 1930s-1972.

Criterion 3: It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values;

The subject property is an example of vernacular post-earthquake period architecture with a unique siting and court plan. This architecture is characterized by wood-frame construction, rusticity, simplicity, and informality. The period of significance under this criterion is 1907.

Criterion 4: It yields, or may be likely to yield, information important in prehistory or history;

It does not appear that the subject property is likely to yield information important to a better understanding of prehistory or history.

2. **Integrity** is the ability of a property to convey its significance. To be a resource for the purposes of CEQA, a property must not only be shown to be significant under the California Register criteria, but it also must have integrity. To retain historic integrity a property will always possess several, and usually most, of the aspects. The subject property has retained or lacks integrity from the period of significance noted above:

Location:	<input checked="" type="checkbox"/> Retains	<input type="checkbox"/> Lacks	Setting:	<input checked="" type="checkbox"/> Retains	<input type="checkbox"/> Lacks
Association:	<input checked="" type="checkbox"/> Retains	<input type="checkbox"/> Lacks	Feeling:	<input checked="" type="checkbox"/> Retains	<input type="checkbox"/> Lacks
Design:	<input checked="" type="checkbox"/> Retains	<input type="checkbox"/> Lacks	Materials:	<input checked="" type="checkbox"/> Retains	<input type="checkbox"/> Lacks
Workmanship:	<input checked="" type="checkbox"/> Retains	<input type="checkbox"/> Lacks			

Although the property is in poor condition, it retains the features that convey its historical significance.

3. **Determination of whether the property is an "historical resource" for purposes of CEQA.**

- No Resource Present (*Go to 6 below.*) Historical Resource Present (*Continue to 4.*)

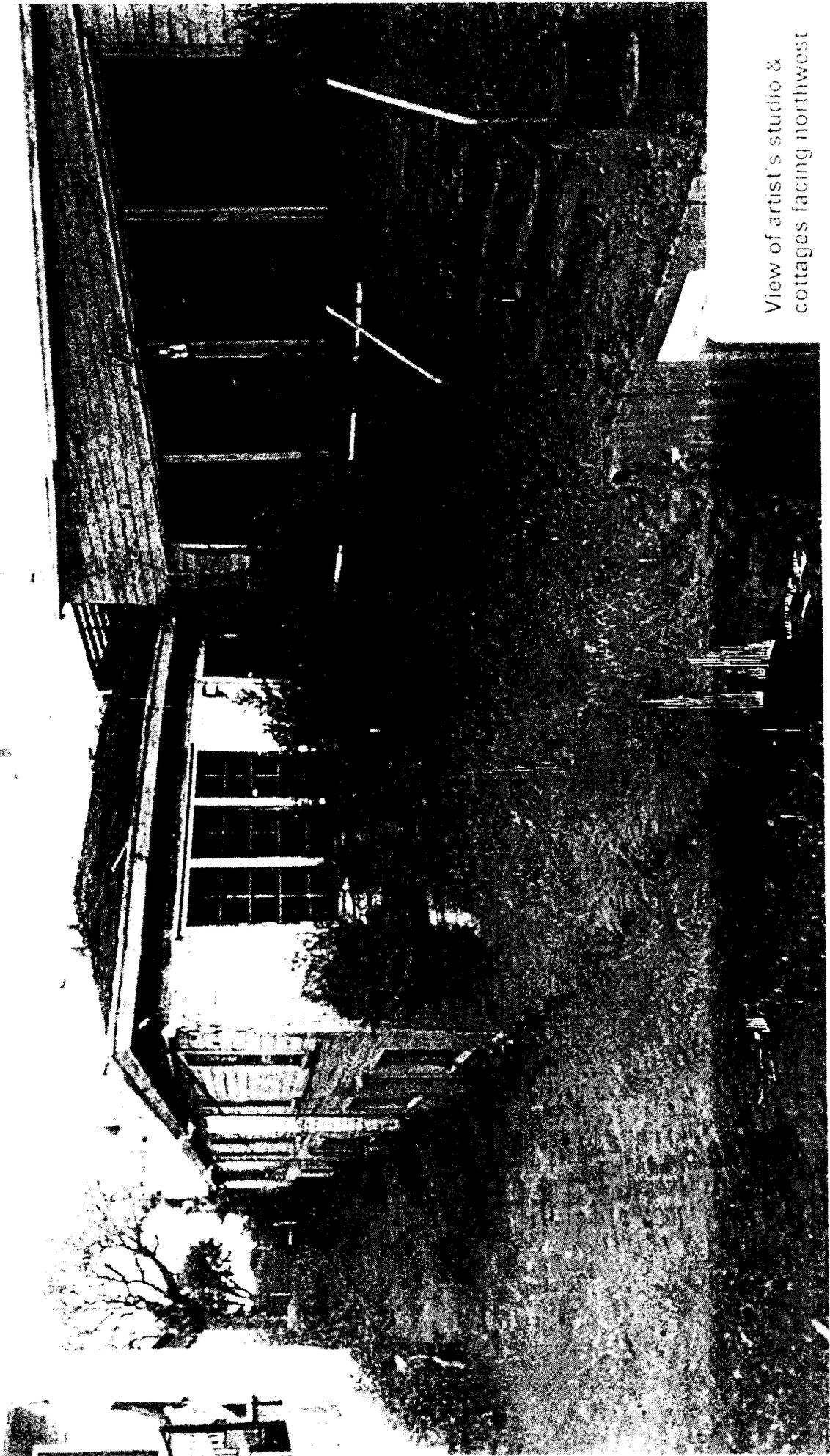
4. **If the property appears to be an historical resource, whether the proposed project would materially impair the resource (i.e. alter in an adverse manner those physical characteristics which justify the property's inclusion in any registry to which it belongs).**

- The project will not cause a substantial adverse change in the significance of the resource such that the significance of the resource would be materially impaired. (*Continue to 5 if the project is an alteration.*)

- The project is a significant impact as proposed. (*Continue to 5 if the project is an alteration.*)

Staff has reviewed the project proposal and largely concurs with Page & Turnbull's Secretary of the Interior Standards for Rehabilitation (Standards) analysis (see pages 16-20 of the HRE). Based upon this analysis, staff finds that the project would not cause a substantial adverse change in the resource such that the significance of the resource would be materially impaired. The following is an analysis of the proposed project impacts to the historic resource.

- The proposed project would retain the residential uses of the historic cottages while reducing the number of units from ten to four, which will bring the buildings more closely into conformance with the prescribed density for the property as well as the historic density at the time that the cottages were constructed in 1907 (four units). While this project would cause a reduction in the number of units associated with the second period of significance (1930s-1972), neither the interior layouts nor the specific residential uses are character-defining features of the property and, therefore, changes to these aspects of the buildings will not negatively impact the site.
- The proposed location of the addition would utilize space on the site that does not currently contribute to the historic character of the landmark and that would require minimal removal of historic materials. Where the addition meets the rear walls of the cottages, the historic openings will be retained and used to access the new spaces.
- The proposed scale of the addition would be compatible with the existing scale of the site and setting. The addition would rise to approximately the same height as the existing retaining wall at the east property line, which currently acts as a backdrop for the historic cottages. It appears that the simple rectangular form and minimally detailed façade of the addition would likewise serve as a backdrop to the cottages. This spatial relationship would allow the addition to recede as a subordinate element of the site.
- The design of the addition would be sufficiently differentiated from the historic buildings through the use of contemporary architectural details while maintaining a compatible appearance through the use of elements such as horizontal wood cladding and framed window openings.
- The proposed changes in height (approximately 7 inches at the cottages and 15 inches at the studio) and grade between the buildings would have a minimal visual and material impact to the primary facades of the buildings and the improved flashing details would increase the longevity of the historic materials.
- The proposed excavation of the site to provide for the below-grade garage would have minimal visual impact to the site upon its completion. The changes to the historic landscaping and brick stairs at the location of the car lift would be in keeping with the character of the site and would not detract from the setting.
- Historic materials dating from the periods of significance (cladding, windows, doors, paving, etc.) would be retained in situ wherever possible and severely deteriorated materials would be replaced in-kind. A conditions survey of the buildings has been conducted to inform the decisions regarding retention and repair or replacement of deteriorated elements.
- The proposed project would not add any conjectural historical features or features that add a false sense of historical development. The design of the new addition and other new features



View of artist's studio & cottages facing northwest

