



# SAN FRANCISCO PLANNING DEPARTMENT

**MEMO**

DATE: November 22, 2017  
TO: Kristen Belt, on behalf of BPHP  
FROM: F. Delvin Washington, Planning Department  
RE: PPA Case No. 2017-012151PPA for 2340 San Jose Avenue

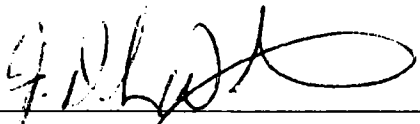
1650 Mission St.  
Suite 400  
San Francisco,  
CA 94103-2479

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

Please find the attached Preliminary Project Assessment (PPA) for the address listed above. You may contact the staff contact, Jeff Horn, at (415) 575-6925 or [jeffrey.horn@sfgov.org](mailto:jeffrey.horn@sfgov.org), to answer any questions you may have, or to schedule a follow-up meeting.

  
\_\_\_\_\_  
F. Delvin Washington, Senior Planner





# SAN FRANCISCO PLANNING DEPARTMENT

---

## Preliminary Project Assessment

*Date:* November 22, 2017  
*Case No.:* **2017-012151PPA**  
*Project Address:* 2340 San Jose Avenue  
*Block/Lot:* 6973/039  
*Zoning:* Neighborhood Commercial Transit - 2  
85-B and 45-X Height and Bulk District  
*Area Plan:* Balboa Park  
*Project Sponsor:* Mithun – Kristen Belt  
660 Market Street, #300  
San Francisco CA 94104  
415-575-3625  
*Staff Contact:* Jeff Horn – 415-575-6925  
[jeffrey.horn@sfgov.org](mailto:jeffrey.horn@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**

### DISCLAIMERS:

This Preliminary Project Assessment (PPA) letter provides feedback to the project sponsor from the Planning Department regarding the proposed project described in the PPA application submitted on September 21, 2017, as summarized below. This PPA letter identifies Planning Department review requirements for the proposed project, including those related to environmental review, approvals, neighborhood notification and public outreach, the Planning Code, project design, and other general issues of concern for the project. Please be advised that the PPA application does not constitute an application for development with the Planning Department. The PPA letter also does not represent a complete review of the proposed project, does not grant a project approval of any kind, and does not in any way supersede any required Planning Department approvals listed below.

The Planning Department may provide additional comments regarding the proposed project once the required applications listed below are submitted. While some approvals are granted by the Planning Department, some are at the discretion of other bodies, such as the Planning Commission or Historic Preservation Commission. Additionally, it is likely that the project will require approvals from other City agencies such as the Department of Building Inspection, Public Works, the Municipal Transportation Agency, Department of Public Health, San Francisco Public Utilities Commission, and others. The information included herein is based on the PPA application and plans, the Planning Code, General Plan, Planning Department policies, and local, state, and federal regulations as of the date of this document, all of which are subject to change.

## PROJECT DESCRIPTION:

The project site consists of a 30,750-square-foot (0.7-acre) irregularly shaped lot located adjacent to the BART Balboa Park Station in the Ocean View neighborhood of San Francisco. The site has frontage along San Jose and Geneva avenues and is currently used as a parking lot that accommodates about 70 parking spaces. The proposed project would demolish the existing parking lot and construct an approximately 170,000-square-foot building, with 121 affordable housing units, 4000 square feet of retail space, 3,350 square feet of office (community services) space and a 4,050-square-foot childcare facility. The height of the proposed new building would vary, reflecting the split zoning (85-B and 45-X) of the project site and the project sponsor's use of the 100% Affordable Housing Bonus Program (AHBP) to exceed the height zoning designations. As a result, the northern portion of the building would measure approximately 90 feet tall whereas the southern portion would measure about 73 feet tall. The residential units and childcare facility would be accessed from San Jose Avenue. The retail and office uses would be accessed from San Jose Avenue and from the future BART Plaza on the west side of the project site. An existing curb cut on San Jose Avenue would be removed. No new curb cuts or loading zones are currently proposed. The project proposes 0 vehicle parking spaces and 106 class 1 bicycle spaces at ground level. The project would include seven (7) class 2 bicycle parking spaces at street level (location not indicated). Construction of the proposed project would require excavation of an approximately 29,250-square-foot area to a maximum depth of 12 feet below ground surface and remove about 6,500 cubic yards of soil.

## BACKGROUND:

The project site is within the Balboa Park Station Area Plan, which comprises approximately 210 acres and includes the Ocean Avenue Campus of City College of San Francisco (CCSF), the Ocean Avenue Neighborhood Commercial District, Balboa Park, and the Balboa Park BART station. On December 4, 2008, the Planning Commission certified the *Balboa Park Station Area Plan Programmatic Final Environmental Impact Report (Balboa Park Station Area Plan PEIR)*.<sup>1,2</sup> The Balboa Park Station Area Plan and its associated rezoning became effective May 17, 2009. The proposed project appears to be consistent with the development density of the Balboa Park Station Area Plan. A final determination of consistency with the development density in the Balboa Park Station Area Plan would be made during the environmental review process.

## PRELIMINARY PROJECT COMMENTS:

The following comments address general issues that may affect the proposed project.

1. **Balboa Park Station Area Plan.** The subject property falls within the area covered by the Balboa Park Station Area Plan in the General Plan. As proposed, the project is generally consistent with the overarching objectives of the Plan; specifically, the proposed project would fulfill Policy 4.3.1 to "encourage mixed-use housing on the Upper Yard" (as the site is referred to in the Plan) by providing a mix of residential, commercial, and community-serving uses; and fulfill Policy 4.5.1 by providing a 100% affordable housing development on this publicly-owned site. The project sponsor is

<sup>1</sup> San Francisco Planning Department. *Balboa Park Station Area Plan Final Environmental Impact Report (FEIR)*, Planning Department Case No. 2004.1059E, certified December 4, 2008, <http://sf-planning.org/AREA-PLAN-EIRS>, accessed October 26, 2017.

<sup>2</sup> San Francisco Planning Department. *San Francisco City Planning Commission Motion 17774*, December 4, 2008, [http://default.sfplanning.org/MEA/2004.1059E\\_Balboa\\_FEIR\\_Pt1.pdf](http://default.sfplanning.org/MEA/2004.1059E_Balboa_FEIR_Pt1.pdf), accessed October 26, 2017.

encouraged to read the full plan, which can be viewed at <http://sf-planning.org/balboa-park-station-area-plan>.

2. **100% Affordable Housing Project Authorization & 100% Affordable Housing Bonus Program Design Guidelines.** The purpose of the 100 Percent Affordable Housing Program is to facilitate the construction and development of projects in which all of the residential units are affordable to Low and Very-Low Income Households. Projects pursuing a development bonus under this 100 Percent Affordable Program must meet the requirements of a 100 Percent Affordable Housing Bonus Program project under Planning Code Section 206.4 and 328. This project is eligible for the 100% Affordable Housing Bonus Program. While most projects in the 100 Percent Affordable Housing Bonus Program will likely be somewhat larger than their surroundings in order to facilitate higher levels of affordable housing, the Planning Commission and Department shall ensure that each project is consistent with the Affordable Housing Bonus Design Guidelines and any other applicable design guidelines, as adopted and periodically amended by the Planning Commission, so that projects respond to their surrounding context, while still meeting the City's affordable housing goals. All modifications and exceptions should be consistent with the 100% Affordable Housing Bonus Program Design Guidelines and any other applicable design guidelines. In case of a conflict with other applicable design guidelines, the 100% Affordable Housing Bonus Program Design Guidelines shall prevail. The Planning Commission may require these or other modifications or conditions, or disapprove a project, in order to achieve the objectives and policies of the 100% Affordable Housing Bonus Program or the purposes of the Planning Code. This review shall be limited to design issues.

## ENVIRONMENTAL REVIEW:

The proposed project requires environmental review in accordance with the California Environmental Quality Act (CEQA). This section identifies the likely environmental review process and additional information and studies necessary to complete environmental review. Formal environmental review begins with Planning Department review of the **Environmental Evaluation Application (EEA)** filed by the project sponsor. The EEA can be submitted at the same time as the PPA application or subsequent to issuance of the PPA letter.

The environmental review may be done in conjunction with the required approvals listed below, but must be completed before any project approval may be granted. **Note that until an entitlement application is submitted to the Current Planning Division, only the proposed project description will be reviewed by the assigned environmental coordinator.** EEAs are available in the Planning Department lobby at 1650 Mission Street, Suite 400, at the Planning Information Center at 1660 Mission Street, and online at <http://sf-planning.org/permit-forms-applications-and-fees>. See "Environmental Applications" on page 2 of the current Fee Schedule for a calculation of environmental application fees.<sup>3</sup> In addition, please see page 4 of the Fee Schedule for monitoring fees applicable to projects that require active monitoring of mitigation measures.

A detailed and accurate description of the proposed project is essential for adequate environmental review. Please update the EEA project description as necessary to reflect feedback provided in this PPA

---

<sup>3</sup> San Francisco Planning Department. Fee Schedule for Application Fees. Available online at: <http://sf-planning.org/permit-forms-applications-and-fees>.

letter and include the additional information and/or documents requested below and summarized here, as follows:

- Revise project plans to indicate where loading would occur on (move-ins/outs, freight loading, passenger loading, etc.);
- Submit a School Drop-Off/Pick-Up Form for the proposed childcare facility; this form can be accessed here: [http://sf-planning.org/sites/default/files/FileCenter/Documents/9363-School %20Management Form.pdf](http://sf-planning.org/sites/default/files/FileCenter/Documents/9363-School%20Management%20Form.pdf);
- Coordinate with the agencies/project listed below regarding the proposed project:
  - BART: Gary Anderson, Senior Real Estate Engineer, (510) 464-6676)
  - MTA: Charles Rivasplata, Senior Transportation Planner, [Charles.Rivasplata@sfmta.com](mailto:Charles.Rivasplata@sfmta.com), (415) 701-5383
  - Caltrans: Patricia Maurice, District Branch Chief, [Patricia.Maurice@dot.ca.gov](mailto:Patricia.Maurice@dot.ca.gov), (510) 286-5528
  - Geneva Car barn and Powerhouse project: Nicole Avril, San Francisco Recreation and Park Department ([nicole.avril@sfgov.org](mailto:nicole.avril@sfgov.org), (415) 308-8468)
- Provide detailed information related to construction equipment, phasing and duration of each construction phase; in addition, indicate whether pile driving or other particularly noisy construction methods will be required; and
- Provide a list of any proposed stationary emissions sources (e.g., backup diesel generators).

If you have already filed your EEA, you may provide the requested information and documents as supplements to your application.

### ***Environmental Review Document- Community Plan Evaluation***

Section 15183 of the California Environmental Quality Act (CEQA) Guidelines states that projects that are consistent with the development density established by a community plan for which an environmental impact report (EIR) was certified do not require additional environmental review, except as necessary to determine the presence of project-specific significant effects not identified in the programmatic plan area EIR.

As discussed above, the proposed project is located within the Balboa Park Station Area Plan, which was evaluated in the *Balboa Park Station Area Plan PEIR*. If the proposed project is consistent with the development density identified in the area plan, it would be eligible for a community plan evaluation (CPE). Please note that a CPE is a type of streamlined environmental review, and cannot be modified to reflect changes to a project after approval. Proposed increases in project size or intensity after project approval beyond the CPE project description will require reconsideration of environmental impacts and issuance of a new CEQA determination.

Within the CPE process, there can be three different outcomes as follows:

1. CPE. All potentially significant project-specific and cumulatively considerable environmental impacts are fully consistent with significant impacts identified in the *Balboa Park Station Area Plan PEIR*, and there would be no new significant impacts peculiar to the proposed project or its site. In these situations, all pertinent mitigation measures and CEQA findings from the *Balboa Park Station Area Plan PEIR* are applied to the proposed project, and a CPE checklist and certificate is

prepared. With this outcome, the applicable fees are: (a) the CPE determination fee (currently \$14,910) and (b) the CPE certificate fee (currently \$8,266).

2. **Mitigated Negative Declaration.** If new site- or project-specific significant impacts are identified for the proposed project that were not identified in the *Balboa Park Station Area Plan PEIR*, and if these new significant impacts can be mitigated to a less-than-significant level, then a focused mitigated negative declaration is prepared to address these impacts, and a supporting CPE checklist is prepared to address all other impacts that were encompassed by the *Balboa Park Station Area Plan PEIR*, with all pertinent mitigation measures and CEQA findings from the *Balboa Park Station Area Plan PEIR* also applied to the proposed project. With this outcome, the applicable fees are: (a) the CPE determination fee (currently \$14,910) and (b) the standard environmental evaluation fee (which is based on construction value).
3. **Focused EIR.** If any new site- or project-specific significant impacts cannot be mitigated to a less-than-significant level, then a focused EIR is prepared to address these impacts, and a supporting CPE checklist is prepared to address all other impacts that were encompassed by the *Balboa Park Station Area Plan PEIR*, with all pertinent mitigation measures and CEQA findings from the *Balboa Park Station Area Plan PEIR* also applied to the proposed project. With this outcome, the applicable fees are: (a) the CPE determination fee (currently \$14,910); (b) the standard environmental evaluation fee (which is based on construction value); and (c) one-half of the standard EIR fee (which is also based on construction value). An EIR must be prepared by an environmental consultant from the Planning Department's environmental consultant pool (<http://sf-planning.org/consultant-sponsor-resources>). The Planning Department will provide more detail to the project sponsor regarding the EIR process should this level of environmental review be required.

Below is a list of topic areas addressed through the environmental review process. Based on a preliminary review of the project as it is proposed in the PPA application, some of these topics would require additional study.

1. **Historic Resources.** The project site consists of a vacant lot located across the street from a locally designated landmark (Landmark Number 180 - S.F. & San Mateo Railroad Co./Geneva Car Barn); therefore, the proposed new construction is subject to review by the Department's Historic Preservation staff in coordination with the Urban Design Team review. A Historic Resource Evaluation (HRE) report is not required.
2. **Archeological Resources.** The project site lies within Archeological Mitigation Zone AM-1 and Archeological Mitigation Zone AM-2, as identified in the *Balboa Park Station Area Plan PEIR*. Archeological Mitigation Measure AM-1 applies to projects that would disturb or modify soils to a depth equal to or greater than four feet below ground surface. Archeological Mitigation Measure AM-2 applies to projects that would disturb or modify soils to a depth equal to or greater than ten feet below ground surface; it also applies to any soils-disturbing project (to any depth below ground surface) located within the Upper Yard parcel as defined in the *Balboa Park Station Area Plan PEIR*. The proposed project is located within the Upper Yard parcel and would involve excavation to a

maximum depth of 12 feet below ground surface. Therefore, Archeological Mitigation Measures AM-1 and AM-2 apply.

The proposed project will require Preliminary Archeological Review (PAR) by a Planning Department archeologist. To aid this review the Department archeologist may request a Preliminary Archeological Sensitivity Assessment (PASS) by a Department Qualified Archeological Consultant, subject to the review and approval by the Department archeologist. The Department archeologist will provide three names from the Qualified Archeological Consultant list if the PASS is required. The PAR will assess the archeological sensitivity of the project site based on in-house source material and will consider the potential for archeological impacts resulting from proposed soils disturbance. Please provide detailed information, including sections, proposed soils-disturbing activities, such as grading, excavation, installation of foundations, soils improvement, and site remediation in the EEA, and submit any available geotechnical/soils or phase II hazardous materials reports prepared for the project to assist in this review. If the Department archeologist determines that the project has a potential to adversely affect archeological resources, the PAR will identify additional measures needed to address the potential effect. These measures may include preparation of an archeological research design and treatment plan, implementation of project mitigation measures (such as archeological testing, monitoring, or accidental discovery), or other appropriate measures.

3. **Transportation.** Based on the Planning Department's Transportation Impact Analysis Guidelines for Environmental Review,<sup>4</sup> the proposed project would require additional transportation analysis to determine whether the project may result in a significant transportation impact. Therefore, the Planning Department requires that a consultant listed in the Planning Department's Transportation Consultant Pool prepare a Transportation Technical Memorandum. Additional fees may be required for the Memorandum; please contact Virnaliza Byrd at (415) 575-9025 to arrange payment. Once the fees are paid, please contact Lana Russell-Hurd [[lane.russell@sfgov.org](mailto:lane.russell@sfgov.org)] for a list of three consultants from the pre-qualified Transportation Consultant Pool. Once you have selected your transportation consultant, a transportation planner will be assigned and will direct the scope of the consultant-prepared study. A Streetscape Plan is required pursuant to Planning Code Section 138.1 and should be submitted prior to the initiation of the transportation analysis so that it may be incorporated into that analysis.

Additionally, the proposed project is located on a high injury corridor as mapped by Vision Zero.<sup>5</sup> Planning staff have reviewed the proposed site plans and require that the following items be incorporated in the EEA submittal:

- Revise project plans to indicate where loading would occur on (move-ins/outs, freight loading, passenger loading, etc.);
- Submit a School Drop-Off/Pick-Up Form for the proposed childcare facility; this form can be accessed here: [http://sf-planning.org/sites/default/files/FileCenter/Documents/9363-School %20Management Form.pdf](http://sf-planning.org/sites/default/files/FileCenter/Documents/9363-School%20Management%20Form.pdf);
- Coordinate with the agencies/project listed below regarding the proposed project:

<sup>4</sup> This document is available at: <http://sf-planning.org/consultant-sponsor-resources>

<sup>5</sup> This document is available at: <http://www.sfmta.com/sites/default/files/projects/2015/vision-zero-san-francisco.pdf>.



- BART: Gary Anderson, Senior Real Estate Engineer, (510) 464-6676)
  - MTA: Charles Rivasplata, Senior Transportation Planner, [Charles.Rivasplata@sfmta.com](mailto:Charles.Rivasplata@sfmta.com), (415) 701-5383
  - Caltrans: Patricia Maurice, District Branch Chief, [Patricia.Maurice@dot.ca.gov](mailto:Patricia.Maurice@dot.ca.gov), (510) 286-5528
  - Geneva Car barn and Powerhouse project: Nicole Avril, San Francisco Recreation and Park Department ([nicole.avril@sfgov.org](mailto:nicole.avril@sfgov.org), (415) 308-8468)
4. **Noise.** Construction noise is subject to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code), which includes restrictions on noise levels of construction equipment and hours of construction. If pile driving is to be used during construction, measures to reduce construction noise may be required as part of the proposed project. The EEA should provide a construction schedule and indicate whether pile driving or other particularly noisy construction methods are required.
5. **Air Quality.** The proposed project, at 121 dwelling units, 4,000 square feet of retail space, 3,350 square feet of office (community services) space and 4,050 square feet of childcare uses, would fall below the Bay Area Air Quality Management District's (BAAQMD) operational and construction screening levels for criteria air pollutants.<sup>6</sup> Therefore, an analysis of the proposed project's criteria air pollutant emissions is not likely to be required. However, please provide detailed information related to construction equipment, phasing and duration of each phase, and volume of excavation as part of the EEA.

In addition, project-related demolition, excavation, grading and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. To reduce construction dust impacts, the proposed project will be required to adhere to the dust control requirements set forth in the Construction Dust Control Ordinance contained in San Francisco Health Code Article 22B and San Francisco Building Code Section 106.A.3.2.6. The proposed project is also required to prepare a Construction Dust Control Plan for review and approval by the San Francisco Department of Public Health (DPH).

The project site is also located within an Air Pollutant Exposure Zone, as mapped and defined by Health Code Article 38. The Air Pollutant Exposure Zone identifies areas with poor air quality based on modeling of air pollution, exposures, and health vulnerability from mobile, stationary, and area source emissions within San Francisco. The project proposes to construct new sensitive land uses (i.e., residential and childcare), which are subject to enhanced ventilation measures pursuant to Health Code Article 38 (Article 38, which became effective in 2014, supersedes the requirements that would have otherwise applied through Mitigation Measure AQ-2 of the *Balboa Park Station Area Plan PEIR*). The project sponsor will be required to submit an Article 38 application to DPH prior to the issuance of any environmental determination. Please provide a copy of the Article 38 application with the

---

<sup>6</sup> BAAQMD, *CEQA Air Quality Guidelines*, May 2017, Chapter 3.

EEA.<sup>7</sup> In addition, equipment exhaust measures during construction, such as those listed in *Balboa Park Station Area Plan PEIR* Air Quality Mitigation Measure AQ-1, will likely be required.

If the project would generate new sources of toxic air contaminants including, but not limited to diesel generators, or any other stationary sources, the project would result in toxic air contaminants that may affect both on-site and off-site sensitive receptors. Given the proposed project's height of 90 feet, it may require a backup diesel generator and therefore, may require additional measures to reduce its emissions. However, please provide detailed information related to any proposed stationary sources with the EEA.

6. **Greenhouse Gases.** *The City and County of San Francisco's Strategies to Address Greenhouse Gas Emissions* presents a comprehensive assessment of policies, programs, and ordinances that represents San Francisco's Qualified Greenhouse Gas (GHG) Reduction Strategy. Projects that are consistent with San Francisco's Qualified GHG Reduction Strategy would result in less-than-significant impacts from GHG emissions. In order to facilitate a determination of compliance with San Francisco's Qualified GHG Reduction Strategy, the Planning Department has prepared a Greenhouse Gas Analysis Compliance Checklist.<sup>8</sup> The project sponsor would be required to submit the completed table regarding project compliance with the identified regulations and provide project-level details in the discussion column. This information will be reviewed by the environmental planner during the environmental review process to determine if the project would comply with San Francisco's Greenhouse Gas Reduction Strategy. Projects that do not comply with an ordinance or regulation may be determined to be inconsistent with the Greenhouse Gas Reduction Strategy.
7. **Wind.** The proposed project would involve construction of a building over 80 feet in height. The project will therefore require a consultant-prepared wind analysis, which may include wind tunnel analysis if needed. The consultant will be required to prepare a proposed scope of work for review and approval by the Environmental Planning coordinator prior to proceeding with the analysis.
8. **Shadow.** The proposed project would result in construction of a building greater than 40 feet in height. A preliminary shadow fan analysis prepared by Planning Department staff indicates that the proposed project could cast shadows on two Recreation and Park Department (RPD) properties (Geneva Car barn and Geneva Community Garden), one San Francisco Unified School District property (containing Leadership High School and the San Miguel Child Development Center) and one public open space (Tara Street Park). Since the proposed project could potentially cast shadows on an RPD property, it would also be subject to Planning Code section 295. For more information, see "Preliminary Planning Code and Procedural Requirements" below. The project sponsor is therefore required to hire a qualified consultant to prepare a detailed shadow study. The consultant must submit a Shadow Study Application, which can be found on the Planning Department's website (<http://sf-planning.org/permit-forms-applications-and-fees>). A separate fee is required. The consultant must also prepare a proposed scope of work for review and approval by Environmental Planning staff prior to preparing the analysis.

---

<sup>7</sup> Refer to <https://www.sfdph.org/dph/eh/Air/default.asp> for more information.

<sup>8</sup> Refer to <http://sf-planning.org/consultant-sponsor-resources> for latest "Greenhouse Gas Compliance Checklist for Private Development Projects."

9. **Geology.** The proposed project would construct a new nine-story building on a site that exhibits a slope of 20 percent or greater and is located adjacent to BART's Balboa Park Station below-ground facilities. Therefore, the proposed project would be subject to mandatory Interdepartmental Project Review.<sup>9</sup> In addition, a geotechnical study prepared by a qualified consultant must be submitted with the EEA. The study should address whether the site is subject to liquefaction, and should provide recommendations for any geotechnical concerns identified in the study. In general, compliance with the building codes would avoid the potential for significant impacts related to structural damage, ground subsidence, liquefaction, landslides, and surface settlement. To assist Planning Department staff in determining whether the project would result in environmental impacts related to geological hazards, it is recommended that you provide a copy of the geotechnical information with boring logs for the proposed project. This study will also help inform the Planning Department Archeologist of the project's subsurface geological conditions.
10. **Hazardous Materials.** The project site is associated with previous and current industrial uses and therefore, is subject to Article 22A of the Health Code, also known as the Maher Ordinance. The Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH), requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6. The Phase I ESA would determine the potential for site contamination and level of exposure risk associated with the project. Based on that information, soil and/or groundwater sampling and analysis, as well as remediation of any site contamination, may be required. These steps are required to be completed prior to the issuance of any building permit.

DPH further requires that projects subject to the Maher Ordinance complete a Maher Application, available at: <http://www.sfdph.org/dph/EH/HazWaste/hazWasteSiteMitigation.asp>. Fees for DPH review and oversight of projects subject to the ordinance would apply. Please refer to DPH's fee schedule, available at: <http://www.sfdph.org/dph/EH/Fees.asp#haz>. Please provide a copy of the submitted Maher Application and Phase I ESA with the EEA.

11. **Disclosure Report for Developers of Major Projects.** San Francisco Campaign and Governmental Conduct Code Section 3.520 et seq. requires the developer of any project with estimated construction costs exceeding \$1,000,000 to submit a *Disclosure Report for Developers of Major City Projects* if the project requires the issuance of a Community Plan Evaluation (CPE), certification of an Environmental Impact Report (EIR), adoption of a Final Mitigated Negative Declaration, or a project approval by the Planning Commission that adopts CEQA Findings (EIR certification). A residential development project with four or fewer dwelling units is not required to file this report. The first (or initial) report must be filed within 30 days of the date of EIR certification or final environmental determination under CEQA. Please submit a *Disclosure Report for Developers of Major City Projects* directly to the San Francisco Ethics Commission. This form can be found at the Planning Department or online at <http://www.sfethics.org>.

---

<sup>9</sup> San Francisco Planning Department. *Interdepartmental Project Review*. Available online at: <http://sf-planning.org/permit-forms-applications-and-fees>

**PRELIMINARY PLANNING CODE AND PROCEDURAL COMMENTS:**

The following comments address preliminary Planning Code issues that may substantially affect the design and massing of the proposed project:

1. **100% Affordable Housing Bonus Program Authorization.** The purpose of the 100 Percent Affordable Housing Program is to facilitate the construction and development of projects in which all of the residential units are affordable to Low and Very-Low Income Households. Projects pursuing a development bonus under this 100% Affordable Housing Bonus Program (AHBP) must meet the requirements under Planning Code Section 206.4. While most projects in the AHBP will likely be somewhat larger than their surroundings in order to facilitate higher levels of affordable housing, the Planning Commission and Department shall ensure that each project is consistent with the Affordable Housing Bonus Program Design Guidelines, so that projects respond to their surrounding context, while still meeting the City's affordable housing goals. All modifications and exceptions should be consistent with Planning Code Section 328, the AHBP Design Guidelines and any other applicable design guidelines. In case of a conflict with other applicable design guidelines, the AHBP Design Guidelines shall prevail.
2. **Height.** Pursuant to Section 843.01, the height of any building in the zoning district shall be no higher than 45 feet on the southern portion and 85 feet on the northern portion of the lot. As proposed, the Project exceeds the zoning district height limits; however, the project proposes to seek a 100% Affordable Housing Bonus Program Authorization per Section 328. In the event that the affordability percentage changes, the height will need to be reduced to the zoning district maximums.
3. **Rear Yard.** Section 134 requires the project to provide a rear yard at the second story and each succeeding level of at least 25 percent of the lot depth. Because this project is located on a corner site, the required rear yard may be substituted with an open area equal to 25 percent of the lot area which is located at the same levels as the required rear yard in an interior corner of the lot, an open area between two or more buildings on the lot, or an inner court. Furthermore, Per Section 206.4(c) the required yard can be reduced to 20% of the lot area through a zoning modification. The proposed 2,132 SF Childcare Open Space and the 2,720 SF Courtyard only represents approximately 15.8 percent of the lot area and would require an exception for the rear yard configuration. The project can seek a further zoning modification of rear yard requirement from the Planning Commission under the AHBP Authorization.
4. **Open Space – Residential.** Section 135 requires 100 square feet of public open space or 133 square feet of private open space for each dwelling unit. Additionally, any such open spaces must meet the dimensional requirements of Subsections (f) and (g). A total of 12,100 square feet or 16,093 square feet respectively is required for 121 dwelling units. Under the 100% Affordable Housing Bonus Program, per Section 206.4(c), a zoning modification may be requested for up to 10% reduction in open space. The open space dedicated to the Child Care Use should not be included in any calculations for the residential open space. The project can seek a further zoning modification of rear yard requirement from the Planning Commission under the AHBP Authorization.

5. **Dwelling Unit Exposure.** Section 140 requires that each dwelling unit have at least one room that meets the 120-square-foot minimum superficial floor area requirement of Section 503 of the Housing Code face directly on a street right-of-way, code-complying rear yard, or an appropriately sized courtyard.
6. **Shadow Analysis (Section 295).** Section 295 requires that a shadow analysis must be performed to determine whether the project has the potential to cast shadow on properties under the jurisdiction of the San Francisco Recreation and Park Commission. Department staff has prepared a shadow fan that indicates the project may cast new shadow on the Geneva Car Barn and Geneva Community Garden. Therefore, a detailed shadow analysis would need to be prepared to determine if the project would create new shadow in that results in an adverse impact to the Geneva Car Barn or the Geneva Community Garden, pursuant to Section 295. If this detailed shadow analysis finds that the project would cast shadow on the Geneva Car Barn or the Geneva Community Garden, the sponsor should explore sculpting of portions of the project to avoid casting new shadows on the park.
7. **Transportation Demand Management (TDM) Program.** The TDM Program was adopted by the Board of Supervisors in February 2017, and it took effect on March 19, 2017. The proposed project includes 121 affordable dwelling units and 4,000 square feet of commercial retail space, 3,350 square feet of office and 4,050 square feet of institution (child-care) use, and thus is not subject to the TDM Program.
8. **Streetscape Plan – Better Streets Plan Compliance.** Pedestrian and streetscape improvements consistent with the Better Streets Plan are required if your project meets the conditions delineated in Planning Code Section 138.1. Projects that trigger Section 138.1 will be reviewed by the Department's Streetscape Design Advisory Team (SDAT). SDAT is an interagency group that includes representatives from the Planning Department, Department of Public Works and the Municipal Transportation Agency that provides design guidance on private developments that impact the public right-of-way.

Based on the submitted plans, the project triggers the requirements of a Streetscape Plan project because it is on a lot that contains 250 feet of total lot frontage on one or more publicly accessible rights-of-way and the project's scope includes new construction. This Streetscape Plan shall be submitted to the Planning Department no later than 60 days prior to any Planning Commission action, and shall be considered for approval at the time of other project approval actions. However, as specified under Transportation in the Environmental Review section of this letter, the proposed project requires transportation impact analysis. The Streetscape Plan should be submitted prior to the initiation of the transportation impact analysis so that it may be incorporated into that analysis. The streetscape plan should show the location, design, and dimensions of all existing and proposed streetscape elements in the public right-of-way directly adjacent to the fronting property, including street trees, sidewalk landscaping, street lighting, site furnishings, utilities, driveways, curb radii, and curb lines, and the relation of such elements to proposed new construction and site work on the property. Please see the Department's Better Streets Plan and Section 138.1(c) (2) (ii) for the additional elements that may be required as part of the project's streetscape plan.

9. **Street Frontages.** Pursuant to Section 145(c)(2), no more than one-third of the width or 20 feet, whichever is less, of any given street frontage shall be devoted to vehicular access. As proposed, the Project devotes a non-disclosed amount of frontage to loading access. SDAT requests the project sponsor submit a loading strategy to address both passenger and commercial loading needs, including for the childcare facility.
10. **Residential Off-Street Parking.** Planning Code Section 151.1 requires one parking space per each Dwelling Unit; however, Table 151 clarifies that no off-street parking spaces are required for Dwelling Units in a 100% affordable housing.
11. **Non-Residential Off-Street Parking.** Planning Code Section 151.1 a Child Care Facility requires one space for each 25 children to be accommodated at any one time, where the number of such children exceeds 24.
12. **Off-Sheet Freight Loading.** Planning Code Section 152.1 requires this project to provide at least 1 loading space per 200,000 square feet of residential gross floor area. As proposed, the Project does not require a loading space.
13. **Bicycle Parking (Class I).** Planning Code Section 155 requires this project to provide at least 105 Class I bicycle parking spaces (100 Class 1 spaces plus one (1) Class 1 space for every four Dwelling Units over 100) for the residential units and the Child Care Facility requires a minimum two spaces or one space for every 20 children, a minimum total of 107 spaces. The proposed project contains 106 Class I bicycle parking.
14. **Bicycle Parking (Class II).** Planning Code Section 155 requires the project to provide at least nine (9) Class II bicycle parking spaces (residential = 1 per 20 units, retail = minimum 2, Child Care = 1 per 20 children) provided through on-street bicycle racks; however SFMTA has final authority on the type, placement and number of Class II bicycle racks within the public ROW. Prior to issuance of first architectural addenda, you will be required contact the SFMTA Bike Parking Program at [bikeparking@sfmta.com](mailto:bikeparking@sfmta.com) to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code. The SFMTA bicycle parking guidelines can be found at: <https://www.sfmta.com/services/streets-sidewalks/installation-requests/bicycle-racks-corrals>. The proposed project contains seven (7) Class II bicycle parking.
15. **First Source Hiring Agreement.** A First Source Hiring Agreement is required for any project proposing to construct 25,000 gross square feet or more. For more information, please contact:

Ken Nim, Workforce Compliance Officer  
CityBuild, Office of Economic and Workforce Development  
City and County of San Francisco  
50 Van Ness Avenue, San Francisco, CA 94102  
(415) 581-2303

16. **Flood Notification.** The project site is in a block that has the potential to flood during storms. The SFPUC will review the permit application to comment on the proposed application and the potential for flooding during wet weather. Applicants for building permits for either new construction, change of use, or change of occupancy, or for major alterations or enlargements must contact the SFPUC at the beginning of the process to determine whether the project would result in ground-level flooding during storms. Requirements may include provision of measures to ensure positive sewage flow, raised elevation of entryways, and/or special sidewalk construction and the provision of deep gutters. The side sewer connection permits for such projects need to be reviewed and approved by the SFPUC at the beginning of the review process for all permit applications submitted to the Planning Department, DBI, or the Successor Agency to the San Francisco Redevelopment Agency. For information required for the review of projects in flood-prone areas, the permit applicant shall refer to Planning Director Bulletin No. 4: <http://sf-planning.org/departments-publications>
17. **Stormwater.** If the project results in a ground surface disturbance of 5,000 sf or greater (creating and/or replacing 5,000 square feet or more of impervious surface), it is subject to San Francisco's stormwater management requirements as outlined in the Stormwater Management Ordinance and the corresponding SFPUC Stormwater Design Guidelines (Guidelines). Projects that trigger the stormwater management requirements must prepare a Stormwater Control Plan demonstrating project adherence to the performance measures outlined in the Guidelines including: (a) reduction in total volume and peak flow rate of stormwater for areas in combined sewer systems OR (b) stormwater treatment for areas in separate sewer systems. The SFPUC Wastewater Enterprise, Urban Watershed Management Program is responsible for review and approval of the Stormwater Control Plan. Without SFPUC approval of a Stormwater Control Plan, no site or building permits can be issued. The Guidelines also require a signed maintenance agreement to ensure proper care of the necessary stormwater controls. Compliance may occur through a mix of rooftop, sidewalk, and open space treatments and technologies, and is encouraged to be designed as a comprehensive system that maximizes co-benefits for greening, habitat creation, urban heat island reduction, building energy savings, and beautification. Systems within the public realm should consider adjacencies and opportunities for flow-through systems to neighborhood detention areas. To view the Stormwater Management Ordinance, the Stormwater Design Guidelines, or download instructions for the Stormwater Control Plan, go to <http://sfwater.org/sdg>. Applicants may contact [stormwaterreview@sfwater.org](mailto:stormwaterreview@sfwater.org) for assistance.
18. **Recycled Water.** Projects located in San Francisco's designated recycled water use areas are required to install recycled water systems for irrigation, cooling, and/or toilet and urinal flushing in accordance with the Recycled (or Reclaimed) Water Use Ordinance, adopted as Article 22 of the San Francisco Public Works Code. New construction or major alterations with a total cumulative area of 40,000 square feet or more; any new, modified, or existing irrigated areas of 10,000 square feet or more; and all subdivisions are required to comply. To determine if the proposed project is in a designated recycled water use area, and for more information about the recycled water requirements, please visit [sfwater.org/index.aspx?page=687](http://sfwater.org/index.aspx?page=687).
19. **Non-Potable Water Reuse.** Beginning November 1, 2016, all new buildings of 250,000 square feet or more of gross floor area, must install non-potable water reuse systems to treat and reuse available

alternate water sources for toilet and urinal flushing and irrigation. The proposed project is less than 250,000 SF, but greater than 40,000 SF, so would be required to compete and submit a water balance study. For more information about the requirements, please visit <http://www.sfwater.org/np> and/or contact [nonpotable@sfwater.org](mailto:nonpotable@sfwater.org) for assistance. Non-potable water systems may be designed to optimize co-benefits for stormwater management, living roofs, and streetscape greening. Regardless of size, project sponsors are encouraged to consider a district-scale system that serves an entire larger project and/or connects smaller projects with adjacent development through shared systems to maximize efficiency and effectiveness.

20. **Better Roofs Ordinance.** In 2016, San Francisco became the first major city in the U.S. to require the installation of renewable energy facilities or living roofs on new buildings. The Better Roofs Ordinance will require between 15% and 30% of roof space to incorporate solar (photo voltaic and/or solar thermal systems), living (green) roofs, or a combination of both. The legislation goes into effect January 2017. The Ordinance provides guidance for developers, designers, and/or owners might best utilize rooftop space; ideally, projects should pursue holistic design and amenity enhancements for 100% of usable roof space that include open space, habitat, stormwater management, urban agriculture, and other beneficial uses. Please see the Planning Department's Living Roof Manual to learn more: <http://sf-planning.org/departments-publications>.
21. **Sustainability and Green Building.** San Francisco has a suite of existing sustainability related regulations, including recycling and composting, solar, and more details outlined in the San Francisco Green Building Code (GBC). Per the GBC, this project must meet the standards of LEED Silver or the equivalent GreenPoint rating system. It is recommended that the project sponsor work with the San Francisco Planning, Building, and Environment departments to determine the most beneficial mix of green building strategies that meet or exceed all current requirements, and best fit the local context. This especially includes the provision of renewable energy on site (PV and solar thermal), living roofs and walls, non-potable water reuse, healthy environments (non-toxic building materials), and other innovative approaches to enhancing performance of the City's environment. The City also encourages projects to maximize energy and water efficiencies, consider zero carbon strategies such as all-electric buildings, and commit to green power purchases for 100% GHG-free electricity. As with non-potable water systems, projects are recommended to consider district-scale energy opportunities on site and in coordination with neighbors.
22. **Refuse Collection and Loading.** San Francisco is a national leader in diverting waste from landfills, has a Mandatory Recycling and Composting Ordinance, and has a goal to achieve zero waste by 2020. In this, the City requires all buildings to be designed with spaces for collecting and loading recycling and composting in common and private areas, and make these options as or more convenient than waste disposal. More information on the complete suite of the City's Zero Waste legislation may be found here: <http://sfenvironment.org/zero-waste/overview/legislation>. Please also see the Guidance on Recycling Design (page 3) resources for designing appropriate areas: [http://sfenvironment.org/sites/default/files/fliers/files/sfe\\_zw\\_ab088.pdf](http://sfenvironment.org/sites/default/files/fliers/files/sfe_zw_ab088.pdf). Free design and implementation assistance is available from the San Francisco Department of the Environment's Zero Waste Team by calling 415-355-3700.



23. **Civic Design Review.** Pursuant to Charter Section 5.103, any new construction or exterior modification to a structure on this parcel is subject to Civic Design Review. The Planning Department shall not approve any permit until this requirement is fulfilled. Advise the applicant to contact the SF Arts Commission at (415) 252-2590 with any questions regarding the design review process. More information including the Civic Design Review Committee Submission Guidelines are available on the Arts Commission website [www.sfartscommission.org](http://www.sfartscommission.org)

## **PRELIMINARY DESIGN COMMENTS:**

The following comments address preliminary design issues that may substantially affect the proposed project:

### ***Architecture and Building Massing***

This complex project presents an array of site, adjacency, access, program, massing, cost and other design challenges. The following preliminary comments highlight priorities for further development in the resolution of the proposal.

#### **1. Site Design, Open Space, and Massing**

Organize uses and circulation at the ground level to complement the public realm, create porosity across the site and provide multiple connections between San Jose Avenue and BART. Retail, Community uses, and Residential Lobby can interface along both frontages and allow opportunities for mid-block passages.

The proposed Childcare center and its associated open space occupy an uncomfortably “exposed” location, isolated at one end of the project with the freeway overlooking. These functions warrant more “protected,” integrated position with easy access to and from BART, as well as from the Building Lobby.

Project Massing, as proposed is bulky, and overwhelming of the Historic Geneva Car Barn. The building effectively presents a nearly 400' long wall along San Jose Avenue. For example, step back at the upper level(s) along San Jose Avenue in deference to the Historic Geneva Car Barn.

Some Massing Strategies to consider:

- Make more-efficient use of the whole site area / volume. Recognizing the narrow dimension at the South end of the site does not allow conventional typologies, consider incorporating less standard types, such as stacked townhomes, or interlocked units to mitigate scale along the length of San Jose Avenue.
- Consider Tri-partite building segmentation (S/M, M/L, L/XL), with three distinctive masses that step up toward the intersection of Geneva and San Jose Avenue. Set back upper floor(s) to present lower mass along San Jose Avenue, with taller mass against BART / Freeway. This also allows for useable rooftop space along San Jose Avenue to be sheltered from wind and freeway noise by taller massing along the West edge of the project.

- Where available volume is not given to units, distribute strategically to create distinct breaks in building mass.
- If project costs require minimizing Vertical Circulation Elements, consider bridging between masses to allow sharing of VCE's. De-materialize any bridging elements to the greatest degree allowable, so that masses appear as separate and distinct.

## **2. Streetscape and Street Frontage**

- More information on the proposed loading and drop-off strategy is needed. Where will retail/commercial loading occur? Where will residential loading for move-in / move-out occur? Given the transit proximity, is parallel parking needed along San Jose Avenue, or would this be better allocated to loading and drop-off?

## **3. Architecture**

- The conceptual level of materials provided for evaluation limit the evaluation of Architectural intent. Beyond massing, architectural elements and material qualities need to further assist in breaking down the scale of the project and fostering compatibility with the immediate context.
- Façade Variation, Modulation, and Material Articulation should be employed to mediate between the scale of the project, the scale of the residential unit, and the human scale. Please elaborate measures to achieve the intended level of quality, scale, depth and visual interest in future submittals.

## ***Streetscape and Public Realm***

### **4. Better Streets Plan**

The Better Streets Plan (BSP) adopted by the city in December 2010, provides a comprehensive set of guidelines for the design of San Francisco's pedestrian realm. The Plan seeks to balance the needs of all street users, with a particular focus on the pedestrian environment and how streets can be used as public space. The BSP policies can be found at: [www.sfbetterstreets.org](http://www.sfbetterstreets.org).

- Under the BSP, San Jose Avenue is classified as a Neighborhood Commercial Street, with a recommended sidewalk width of 15'.
- Under the BSP, Geneva Avenue is classified as a Residential Throughway, with a recommended sidewalk width of 15'.

### **5. Vision Zero**

In 2014, the SFMTA Board joined the San Francisco Board of Supervisors, SF Planning, SFDPH and multiple other city agencies in adopting the City's Vision Zero Policy which seeks to eliminate all traffic-related severe injuries and deaths in the City by 2024. The City subsequently established a network of Vision Zero Corridors which have higher rates of traffic-related injuries and fatalities compared to most San Francisco Streets. The City has determined that streets on the Vision Zero network should be

prioritized for safety improvements especially those that improve the safety of vulnerable users like pedestrians. See: <http://visionzerosf.org/about/support-for-vision-zero>, links to all agency resolutions are at the bottom of the page.

- Geneva Ave and San Jose Ave have been designated Vision Zero Corridors. Geneva Ave falls on the Vision Zero High Injury Network for drivers, cyclists, and pedestrians. San Jose Ave falls on the Vision Zero High Injury Network for pedestrians. All plans should prioritize improving safety for all users along this corridor.

## 6. Citywide Bike Network

The 2009 San Francisco Bicycle Plan contains specific proposed near-term bicycle route network improvement projects for a safe, interconnected bicycle network that supports bicycling as an attractive alternative to private auto use. The San Francisco Bike Plan is the guiding policy document defining where bicycle improvements should be made in the City.

- Geneva Ave is identified as a bike route under the San Francisco Bicycle Plan and is the primary east/west route connecting the Balboa BART station to the Excelsior District.
- Geneva Ave currently has sharrows markings.

## 7. Ocean and Geneva Corridor Design Plan

In 2015 the City published the Ocean and Geneva Corridor Design Plan, which establishes a multi-modal vision for the a community-based design for Ocean and Geneva Avenues to improve access, safety, and connectivity to and from the Ocean Avenue commercial corridor and the Balboa Park Station. See: [http://www.sf-planning.org/ftp/files/plans-and-programs/in-your-neighborhood/ocean\\_ave\\_corridor/OceanAvenueCorridorDesignFinalReport.pdf](http://www.sf-planning.org/ftp/files/plans-and-programs/in-your-neighborhood/ocean_ave_corridor/OceanAvenueCorridorDesignFinalReport.pdf). For more information about this document, please contact Patrick Race at 415-575-9132, or [patrick.race@sfgov.org](mailto:patrick.race@sfgov.org).

## 8. SDAT Design Comments

### Plan Specifications

- Please include the following dimensions in future plan submittals: Existing and proposed sidewalk widths, proposed street tree species, adjacent ROW widths, curb radii , bulb-out dimensions, existing utility poles etc.

### Corner Bulbout

- SDAT supports wider sidewalks along the project frontages, but cannot sign off on the bulbout because of lack of dimensions in the plans. SDAT is concerned that the proposed bulbout would encroach into the travel lane on Geneva Avenue, or bus zones on San Jose Avenue.
- Any curb-line realignment along Geneva Avenue or San Jose Avenue frontages would need additional coordination with SFMTA due the heavy transit usage in the area and the potential for future transit modifications.

- Please include the following dimensions in future plan submittals: Existing and proposed sidewalk widths, proposed street tree species, adjacent ROW widths, curb radii , bulb-out dimensions, existing utility poles etc.
- The project sponsor shall use the following turning radius templates to demonstrate that proposed curb alignment changes design meet the SFFD and SFMTA requirements:
  - AASHTO SU-30 (design vehicle)
  - AASHTO WB-40 (accommodation vehicle)
  - SFFD Custom Fire Truck
  - SFFD Custom Ladder Truck
  - 40' Muni Transit Vehicle
  - 60' Muni Transit Vehicle

### **Loading**

- SDAT requests the project sponsor submit a loading strategy to address both passenger and commercial loading needs, including for the childcare facility.

### **Receiving Pedestrian Curb Ramp Required**

- Currently the intersection of San Jose and Niagara Avenues where the drop-off entrance and exit is proposed does not have any ADA-compliant curb ramps. The project may be required to install receiving ramps at this location.
- Please clarify whether the project sponsor or BART would build ADA-compliant curb ramps on either side of the drop-off entrance and exit, as well as on the west side of San Jose Avenue.

Be advised that Public Works code requires sponsors installing ADA-compliant curb ramps at crosswalks to install receiving ramps at the opposite end of the crosswalk if none exist or if an existing ramp does not comply with modern City standards. In addition to the ramp required on the north side of San Jose Avenue at the southern end of the project site, the project sponsor will be required to install a new ramp on the east side of San Jose Avenue.

### **Electrical Transformer Room**

- If a new electrical power transformer is required by the electric utility to provide power to the building, please show the location of the transformer room on the plans. The transformer room must be shown on the plans for review by SDAT and Public Works during the planning phase of the project prior to applying for a Building Permit and Public Works Permits. Public Works typically does not permit new transformer vaults in the public right-of-way.
- SDAT does not support siting electrical transformers within the public ROW at this location. Rather, SDAT recommends siting the electrical transformer in a subterranean vault within the proposed plaza. Please note that typical electric utility standards require an unobstructed vertical clearance of 30 feet for a transformer vault. All vaults must maintain a minimum of 3' clearance from property/easement; 4' from curb return; 6' path of travel; and 5' from street furniture (subject to electric utility requirements/approval).

**Pedestrian and Street Lighting**

- The project sponsor will be expected to propose a lighting plan for San Jose Avenue. Please also provide photometric studies for the proposed lighting design, which complies per requirements specified by Illuminating Engineering Society (IES) RP-8. Reference SFPUC's streetlight catalogue for approved pedestrian scaled poles and light fixtures. Lighting fixtures selected outside of the SFPUC catalogue will be maintained by the property owner(s). Please contact [streetlights@sfwater.org](mailto:streetlights@sfwater.org) with any questions.

**DEVELOPMENT FEES:**

This project will be subject to various impact fees. Please refer to the Planning Director's Bulletin No. 1 for an overview of Development Impact Fees, and to the Department of Building Inspection's Development Impact Fee webpage for more information about current rates. Please note that this list only reflects fees and requirements referenced in the Planning Code. For projects in ongoing plan areas (e.g. Central SoMa, the Hub, etc.) the below list may not accurately reflect all fees that may become applicable to this project.

Based on an initial review of the proposed project, the following impact fees, which are assessed by the Planning Department, will be required:

1. **Transportation Sustainability Fee (TSF) (§411A)**
2. **Residential Child Care Impact Fee (§414A)**
3. **Balboa Park Impact Fee (§422)**
4. **Inclusionary Affordable Housing (§415):** 25 + Unit Project; EEA Complete after January 12, 2016- no grandfathering:

As currently proposed, the Project will be 100% affordable, with 121 rental dwelling units for persons ranging up to 60% AMI levels. In the event that the Project changes and some or all of the units become market-rate, the Project shall comply with the inclusionary housing requirements set forth in Section 415 of the Code as well as any other impact fees that apply to non-100% affordable projects.

**PLANNING DEPARTMENT APPROVALS:**

The project requires the following Planning Department approvals. These approvals may be reviewed in conjunction with the required environmental review, but may not be granted until after the required environmental review is completed.

1. **Environmental Application.**

2. **100% Affordable Housing Bonus Program Authorization.** Pursuant to Planning Code Section 328 certain development bonus and zoning modifications are permitted for 100% Affordable Housing Bonus Program projects including height, Priority Processing, form based density ground floor ceiling height and zoning modifications including rear yard, dwelling unit exposure, off street loading, automobile parking, open space, and inner courts. The zoning modifications include specific dimensional requirements. The Planning Commission may also grant exceptions associated with a 100% Affordable Housing Bonus Program Project.
3. **A Building Permit Application** is required for the proposed demolition and new construction on the subject property.

In order for Planning Department staff to accurately review projects in a timely manner, plan sets must be complete and thorough. All plans submitted as part of an entitlement or building permit application must meet the Department's Plan Submittal Guidelines.

All applications are available in the Planning Department lobby at 1650 Mission Street, Suite 400, at the Planning Information Center at 1660 Mission Street, and online at [www.sfplanning.org](http://www.sfplanning.org). Building Permit Applications are available at the Department of Building Inspection at 1660 Mission Street.

#### **NEIGHBORHOOD NOTIFICATIONS AND OUTREACH:**

Project Sponsors are encouraged, and in some cases required, to conduct public outreach with the surrounding community and neighborhood groups early in the development process. Additionally, many approvals require a public hearing with an associated neighborhood notification. Differing levels of neighborhood notification are mandatory for some or all of the reviews and approvals listed above.

1. **Pre-Application Meeting.** This project is required to conduct a Pre-Application Meeting with surrounding neighbors and registered neighborhood groups before a development application may be filed with the Planning Department. The Pre-Application packet, which includes instructions and template forms, is available at <http://sf-planning.org/permit-forms-applications-and-fees> listed under "N" for Neighborhood Notification Pre-Application Meeting. The registered neighborhood group and organizations mailing list is available online at <http://sf-planning.org/departments-publications> listed under "N".
2. **Neighborhood Outreach.** This project is required to undertake additional public outreach in advance of the Planning Commission hearing on the 100% Affordable Housing Bonus Program Authorization. The developer is required to conduct an additional outreach meeting, notifying owners and tenants who live within 300' of the project as well as all registered neighborhood organizations for the Ocean View neighborhood, after initial design comments have been provided from the Planning Department and prior to the scheduling of the aforementioned Planning Commission hearing. The purpose of this meeting is to keep the community abreast of the project's evolution, presenting the latest design of the project – including the Department's requested changes – to the community in advance of the Commission taking action on the hearing.

3. **Notification of a Project Receiving Environmental Review.** Notice may be required to be sent to occupants of the project site and properties adjacent to the project site, as well as to owners and, to the extent feasible, occupants of properties within 300 feet of the project site at the initiation of the environmental review process. Please be prepared to provide mailing addresses on a CD upon request during the environmental review process.

**PRELIMINARY PROJECT ASSESSMENT EXPIRATION:**

This Preliminary Project Assessment is valid for a period of **18 months**. An Environmental Evaluation, 100% Affordable Housing Bonus Program Authorization or Building Permit, as listed above, must be submitted no later than **May 22, 2019**. Otherwise, this determination is considered expired and a new Preliminary Project Assessment is required. Such applications and plans must be generally consistent with those found in this Preliminary Project Assessment.

Enclosure: Ocean View Neighborhood Group Mailing List  
SDAT (Street Design Advisory Team) Review Letter  
Shadow Fan

cc: Balboa Park Housing Partners LP, Property Owner  
Jeff Horn, Current Planning  
Delvin Washington, SW Team Lead  
Jennifer McKellar, Environmental Planning  
Jacob Bintliff, Citywide Planning and Analysis  
Maia Small, Design Review  
Jonas Ionin, Planning Commission Secretary  
Charles Rivasplata, SFMTA  
Jerry Sanguinetti, Public Works  
Pauline Perkins, SFPUC  
June Weintraub and Jonathan Piakis, DPH  
Planning Department Webmaster ([planning.webmaster@sfgov.org](mailto:planning.webmaster@sfgov.org))





# OCEAN VIEW NEIGHBORHOOD GROUP LIST

| FIRST     | LAST        | TITLE                  | ORGANIZATION  | ADDRESS                                   | CITY          | STATE | ZIP        | TELEPHONE    | EMAIL   | NEIGHBORHOOD OF INTEREST   |
|-----------|-------------|------------------------|---|---|---------------|-------|------------|--------------|---|--|
| Marc      | Christensen | President              | Merced Extension Triangle Neighborhood Association (METNA)            | 60 Kempton Avenue                         | San Francisco | CA    | 94132-3221 | 415-585-2465 | christensen.marc.metha@gmail.com  | Lakeshore, Ocean View  |
| Mark      | Scardina    | President              | Ingleside Terraces Homes Association                                  | P.O. Box 27304                            | San Francisco | CA    | 94127-0304 | 415-469-9815 | ragtime217@gmail.com  | Lakeshore, Ocean View, West of Twin Peaks  |
| Norman    | Yee         | Supervisor, District 7 | Board of Supervisors  | 1 Dr. Carlton B Goodlett Place, Room #244 | San Francisco | CA    | 94102-4689 | 415-554-6516 | Norman.Yee@sfgov.org;<br>jen.low@sfgov.org;<br>erica.maybaum@sfgov.org;<br>jariene.choy@sfgov.org | Inner Sunset, Lakeshore, Ocean View, Parkside, Twin Peaks, West of Twin Peaks  |
| Peter     | Vaernet     |                        | 0 OMI Neighbors in Action   | 335 Shields Street                        | San Francisco | CA    | 94132      |              | 0 vaernetpeter@yahoo.com  | Lakeshore, Ocean View  |
| Daniel    | Weaver      |                        | 0 Ocean Avenue Association  | 1728 Ocean Avenue, PMB 154                | San Francisco | CA    | 94112      | 650-273-6223 | info.oacbo@gmail.com  | Ocean View, Outer Mission, West of Twin Peaks  |
| Francesca | Parullo     | Manager                | Sherwin Williams  | 1415 Ocean Ave                            | San Francisco | CA    | 94112      | 203-376-8868 | sw8644@sherwin.com  | Bayview, Bernal Heights, Crocker Amazon, Diamond Heights, Excelsior, Glen Park, Inner Sunset, Lakeshore, Noe Valley, Ocean View, Outer Mission, Outer Sunset, Parkside, Potrero Hill, South Bayshore, Twin Peaks, Visticacion Valley, West of Twin Peaks |
| Antonio   | Diaz        | Project Director       | People Organizing to Demand Environmental and Economic Rights (PODER) | 474 Valencia Street #125                  | San Francisco | CA    | 94103      | 415-431-4210 | poder@sfgov.org   | Crocker Amazon, Excelsior, Mission, Ocean View, Outer Mission, South of Market   |





# SAN FRANCISCO PLANNING DEPARTMENT

---

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

**DATE:** 11/13/2017

**TO:** Jacob Bintliff (Citywide Planning), Jeff Horn (Current Planning); Jennifer McKellar (Environmental Planning)

**CC:** BART: Tim Chan

**SF Public Works:** Simon Bertrang, Chris Buck, Brent Cohen, Berhane Gaime, Lynn Fong, Kevin Jensen, Kathy Liu, Tara Singh, Rahul Shah

**SFMTA:** Jennifer Molina, Paul Kniha, Sam Lam, Ricardo Olea, Charles Rivasplata, Mike Sallaberry, James Shahamiri, Adam Smith, Dustin White, Erin Miller Blankinship

**SF Planning:** Ben Caldwell, Tina Chang, Paul Chasan, Seung Yen Hong, Neil Hrushowy, Jessica Look, Manoj Madhavan, Maia Small, Lana Russell, David Winslow,

**SFPUC:** Josh Bardet, Mira Chokshi, Josselyn Ivanov, Joan Ryan, Sam Young, Hieu Doan, April Yan

**FROM:** The Street Design Advisory Team (SDAT)

**RE:** SDAT Review

Case NO. 2017-012151PPA

Address: 2340 San Jose Avenue

Neighborhood: Ocean View

Zoning: NCT-2 - NEIGHBORHOOD COMMERCIAL TRANSIT-2

Area Plan: Balboa Park

Block/Lot: 6973/039

*The Street Design Advisory Team (SDAT) provides design review and guidance to private developments working within the City's public right-of-way. SDAT is composed of representatives from the San Francisco Planning Department (SF Planning) Department of Public Works (SF Public Works), the San Francisco Municipal Transportation Agency (SFMTA), and the San Francisco Public Utilities Commission (SFPUC).*

*SDAT reviewed the proposal at 2340 San Jose Avenue on October 23, 2017. Below are the SDAT comments from that meeting.*

## CONTEXT

### Project Description

The project proposes approximately 121 new units of affordable housing with associated common spaces, and approximately 12,000 square feet of ground floor commercial, community service spaces, and childcare to be constructed on an existing parking lot adjacent to the Balboa Park BART station. The project is partially funded by the Mayor's Office of Housing and Community Development.

**Better Streets Plan**

The Better Streets Plan (BSP) adopted by the city in December 2010, provides a comprehensive set of guidelines for the design of San Francisco's pedestrian realm. The Plan seeks to balance the needs of all street users, with a particular focus on the pedestrian environment and how streets can be used as public space. The BSP policies can be found at: [www.sfbetterstreets.org](http://www.sfbetterstreets.org).

- Under the BSP, **San Jose Avenue** is classified as a *Neighborhood Commercial Street*, with a recommended sidewalk width of 15'.
- Under the BSP, **Geneva Avenue** is classified as a *Residential Thoroughway*, with a recommended sidewalk width of 15'.

**Vision Zero**

In 2014, the SFMTA Board joined the San Francisco Board of Supervisors, SF Planning, SFPDPH and multiple other city agencies in adopting the City's Vision Zero Policy which seeks to eliminate all traffic-related severe injuries and deaths in the City by 2024. The City subsequently established a network of Vision Zero Corridors which have higher rates of traffic-related injuries and fatalities compared to most San Francisco Streets. The City has determined that streets on the Vision Zero network should be prioritized for safety improvements especially those that improve the safety of vulnerable users like pedestrians. See: <http://visionzerosf.org/about/support-for-vision-zero>, links to all agency resolutions are at the bottom of the page.

- Geneva Ave and San Jose Ave have been designated Vision Zero Corridors. Geneva Ave falls on the Vision Zero High Injury Network for drivers, cyclists, and pedestrians. San Jose Ave falls on the Vision Zero High Injury Network for pedestrians. All plans should prioritize improving safety for all users along this corridor.

**Citywide Bike Network**

The 2009 San Francisco Bicycle Plan contains specific proposed near-term bicycle route network improvement projects for a safe, interconnected bicycle network that supports bicycling as an attractive alternative to private auto use. The San Francisco Bike Plan is the guiding policy document defining where bicycle improvements should be made in the City.

- Geneva Ave is identified as a bike route under the San Francisco Bicycle Plan and is the primary east/west route connecting the Balboa BART station to the Excelsior District.
- Geneva Ave currently has sharrow markings.

**Ocean and Geneva Corridor Design Plan**

In 2015 the City published the Ocean and Geneva Corridor Design Plan, which establishes a multi-modal vision for the a community-based design for Ocean and Geneva Avenues to improve access, safety, and connectivity to and from the Ocean Avenue commercial corridor and the Balboa Park Station. See: [http://www.sf-planning.org/ftp/files/plans-and-programs/in-your-neighborhood/ocean\\_ave\\_corridor/OceanAvenueCorridorDesignFinalReport.pdf](http://www.sf-planning.org/ftp/files/plans-and-programs/in-your-neighborhood/ocean_ave_corridor/OceanAvenueCorridorDesignFinalReport.pdf). For more information about this document, please contact Patrick Race at 415-575-9132, or [patrick.race@sfgov.org](mailto:patrick.race@sfgov.org).

## SDAT DESIGN COMMENTS

### Plan Specifications

- Please include the following dimensions in future plan submittals: Existing and proposed sidewalk widths, proposed street tree species, adjacent ROW widths, curb radii , bulb-out dimensions, existing utility poles etc.

### Corner Bulbout

- SDAT supports wider sidewalks along the project frontages, but cannot sign off on the bulbout because of lack of dimensions in the plans. SDAT is concerned that the proposed bulbout would encroach into the travel lane on Geneva Avenue, or bus zones on San Jose Avenue.
- Any curb-line realignment along Geneva Avenue or San Jose Avenue frontages would need additional coordination with SFMTA due the heavy transit usage in the area and the potential for future transit modifications.
- Please include the following dimensions in future plan submittals: Existing and proposed sidewalk widths, proposed street tree species, adjacent ROW widths, curb radii , bulb-out dimensions, existing utility poles etc.
- The project sponsor shall use the following turning radius templates to demonstrate that proposed curb alignment changes design meet the SFFD and SFMTA requirements:
  - AASHTO SU-30 (design vehicle)
  - AASHTO WB-40 (accommodation vehicle)
  - SFFD Custom Fire Truck
  - SFFD Custom Ladder Truck
  - 40' Muni Transit Vehicle
  - 60' Muni Transit Vehicle

### Loading

- SDAT requests the project sponsor submit a loading strategy to address both passenger and commercial loading needs, including for the childcare facility.

### Receiving Pedestrian Curb Ramp Required

- Currently the intersection of San Jose and Niagara Avenues where the drop-off entrance and exit is proposed does not have any ADA-compliant curb ramps. The project may be required to install receiving ramps at this location.
- Please clarify whether the project sponsor or BART would build ADA-compliant curb ramps on either side of the drop-off entrance and exit, as well as on the west side of San Jose Avenue.
- Be advised that Public Works code requires sponsors installing ADA-compliant curb ramps at crosswalks to install receiving ramps at the opposite end of the crosswalk if none exist or if an

existing ramp does not comply with modern City standards. In addition to the ramp required on the north side of San Jose Avenue at the southern end of the project site, the project sponsor will be required to install a new ramp on the east side of San Jose Avenue.

#### Electrical Transformer Room

- If a new electrical power transformer is required by the electric utility to provide power to the building, please show the location of the transformer room on the plans. The transformer room must be shown on the plans for review by SDAT and Public Works during the planning phase of the project prior to applying for a Building Permit and Public Works Permits. Public Works typically does not permit new transformer vaults in the public right-of-way.
- SDAT does not support siting electrical transformers within the public ROW at this location. Rather, SDAT recommends siting the electrical transformer in a subterranean vault within the proposed plaza. Please note that typical electric utility standards require an unobstructed vertical clearance of 30 feet for a transformer vault. All vaults must maintain a minimum of 3' clearance from property/easement; 4' from curb return; 6' path of travel; and 5' from street furniture (subject to electric utility requirements/approval).

#### Pedestrian and Street Lighting

- The project sponsor will be expected to propose a lighting plan for San Jose Avenue. Please also provide photometric studies for the proposed lighting design, which complies per requirements specified by Illuminating Engineering Society (IES) RP-8. Reference SFPUC's streetlight catalogue for approved pedestrian scaled poles and light fixtures. Lighting fixtures selected outside of the SFPUC catalogue will be maintained by the property owner(s). Please contact [streetlights@sfgwater.org](mailto:streetlights@sfgwater.org) with any questions.

## STANDARD SDAT COMMENTS

#### On-Street Bike Rack Coordination with the SFMTA

- Planning Code Sections 155.1, 155.4, and 155.5, dictate the number of required Class 1 (in-building) and Class 2 (on-street or sidewalk) bike racks required by the project. SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW, and the SFMTA Bike Program coordinates the installation of on-street bicycle racks and ensures that proposed bicycle racks meet the SFMTA's bicycle parking guidelines.
- If Class 2 racks are required, the project sponsor should contact the SFMTA Bike Program ([bikeparking@sfmta.com](mailto:bikeparking@sfmta.com)) prior to issuance of first architectural addenda and submit a site plan showing proposed Class 2 bike rack design and locations. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class 2 bike racks required by the Planning Code. Before contacting the SFMTA, please review the [Bike Rack Specifications](#) and [Sidewalk Bicycle Rack Placement Guidelines](#), which can be found on the SFMTA's website at: <https://www.sfmta.com/services/streets-sidewalks/installation-requests/bicycle-racks-corral>

**Landscaping, Street Trees and Site Furnishings in the Public Sidewalk**

- All landscaping, street trees, site furniture, and special paving should be consistent with guidelines in the Better Streets Plan (BSP). See [www.sfbetterstreets.org](http://www.sfbetterstreets.org).
- All trees on neighboring properties, adjacent to the property line, must be adequately protected during construction.
- Per SFMTA standards, trees shall not be placed within 25 feet of intersections, to enhance pedestrian visibility and safety.
- Per SFPUC standards, new trees shall not be placed within 5 feet of water facilities, including water mains and water service laterals.
- Any proposed new, removed, or relocated street trees and/or landscaping within the public sidewalk may require a permit from SF Public Works Bureau of Urban Forestry (BUF). For additional information visit <http://www.sfpublishworks.org/trees> or call 415-554-6700.

**Street trees and landscaping in the public sidewalk**

- Any proposed new, removed, or relocated street trees and/or landscaping within the public sidewalk may require a permit from SF Public Works Bureau of Urban Forestry (BUF). For additional information visit <http://www.sfpublishworks.org/trees> or call 415-554-6700.

**Clean Energy**

- This project is eligible to use Hetch Hetchy Power: the SFPUC provides 100% greenhouse gas-free electric service at energy rates about 10% lower than other power providers. As some of the new buildings at the Hub are already planning to use Hetch Hetchy Power, there may be opportunities to share necessary electrical equipment between buildings, further reducing costs. San Francisco Administrative Code Section 99 requires the SFPUC to consider providing power for certain types of private development projects, including infill and large new buildings. The SFPUC has been providing clean power to some of San Francisco's most critical facilities for 100 years. For more information, please contact [HHPower@sfgwater.org](mailto:HHPower@sfgwater.org).

**Street Improvements (construction within the public right-of-way)**

- Infrastructure improvements within the public right-of-way will require a Street Improvement Permit from SF Public Works Bureau of Street Use & Mapping (BSM) and Street Improvement Plans. Depending on the scope of work the Plans should include the following plan sheets: Civil (grading, layout, utility erosion control, etc.), Landscaping (planting, irrigation, etc.), Electrical (lighting, photometrics, conduit, etc.), Joint Trench (power, telephone, and communication approved by the respective utility companies). Additional permits may be required. Visit <http://www.sfpublishworks.org/services/permits> for additional information or call 415-554-5810.

**Encroachments into the Public Right-of-Way**

- SF Public Works discourages any new encroachments into the public right-of-way. If new encroachments are proposed, show them on the plans. Examples of encroachments are: steps, warped driveways with diverters/planters, level landings, fire department connections (FDC), out swinging doors, bollards, etc. For new building construction, the Building Code does not allow building encroachments unless a variance to the Building Code is allowed by the DBI. If a variance is approved, a Minor Sidewalk Encroachment Permit (MSE) or other encroachment permit will be required from BSM. Most encroachment permits require public notification and, depending on the encroachment an annual assessment fee may be applied.

**Modified Curb Lines (widened or narrowed sidewalk and corner bulbouts)**

- Per guidelines established in the San Francisco Better Streets Plan the tangent of the curb return on a corner bulbout should start a minimum of 5' beyond the property line.
- To ensure that bulbouts are sweepable with standard City street sweeper equipment, bulbout curb returns shall conform to SF Public Works' Standard Plan for Curb Bulbs.  
See: <http://sfpublicworks.org/sites/default/files/87%2C175.pdf>
- Modification of the curb line will require Sidewalk Legislation, contact BSM Mapping/Subdivision Section. It is strongly encouraged that a sidewalk legislation package is submitted at the time a Street Improvement Permit application is submitted since the permit will not be approved until the Sidewalk Legislation is approved, which can take a minimum of 6-12 months for approval.

**Special (non-standard) projects in the public right-of-way (plazas, parks, shared streets, etc.)**

- Any modification of the public right-of-way that deviates from SF Public Works Standard Plans and Specifications may require a Major Encroachment Permit (MEP) from the BSM. It is strongly encouraged that the plans for the MEP are complete and all application submittals are promptly submitted to BSM at the time of the Street Improvement Permit application is submitted because the MEP can take a minimum of 6-12 months. For information on the Major Encroachment permitting process visit <http://www.sfpublicworks.org/services/permits> or call 415-554-5810.

For SF Public Works permit information visit [www.sfpublicworks.org](http://www.sfpublicworks.org) or call 415-554-5810.

**SFPUC – Water**

- A hydraulic analysis will be required to confirm the adequacy of the water distribution system for proposed new potable, non-potable and fire water services. If the current distribution system pressures and flows are inadequate, the Project Sponsor will be responsible for any capital improvements required to meet the proposed project's water demands. To initiate this process, please contact the SFPUC Customer Service Bureau at 415-551-2900.
- The project sponsor will be required to design all applicable water facilities, including potable, fire-suppression, and non-potable water systems, to conform to the current SFPUC City



Distribution Division (CDD) and San Francisco Fire Department (SFFD) standards and practices. These include, but are not limited to, the following:

- SFPUC- CDD Protection of Existing Water and AWSS Facilities;
- SFPUC Standards for the Protection of Water and Wastewater Assets;
- Rules and Regulations Governing Water Service to Customers;
- SFPUC- CDD Design Criteria for Potable Water Systems;
- Application for Water Supply and Responsibility of Applicants;
- San Francisco Fire Code and Reliability;
- California Waterworks Standards; California Code of Regulations Titles 17 and 22
- Auxiliary Water Supply System (AWSS) Distribution Piping.

For questions please contact [cddengineering@sfgwater.org](mailto:cddengineering@sfgwater.org).

#### **SFPUC – Street Lighting**

- Illumination levels for roadways, sidewalks and intersections must comply per Illuminating Engineering Society (IES) RP-8. The project sponsor will be expected to propose a street lighting plan and provide photometric studies for the proposed lighting design. Reference SFPUC's streetlight catalogue for approved streetlight poles and fixtures.
- Both surface and subsurface streetlight facilities are required to remain in compliance with DPW's standard plans after grade adjustments.
- Separation requirements between streetlights and street furniture must comply per City streetscape ordinances, such DPW ordinances regarding streetlights and trees.
- Please contact SFPUC's streetlight group for questions regarding street lighting or modifications to streetlight infrastructure (both City and PG&E owned): [streetlights@sfgwater.org](mailto:streetlights@sfgwater.org).

## **REFERENCES**

Please refer to the following design guidelines when revising the project's design.

BSP Street Furnishings Guidelines:

<http://www.sfbetterstreets.org/find-project-types/streetscape-elements/street-furniture-overview/>

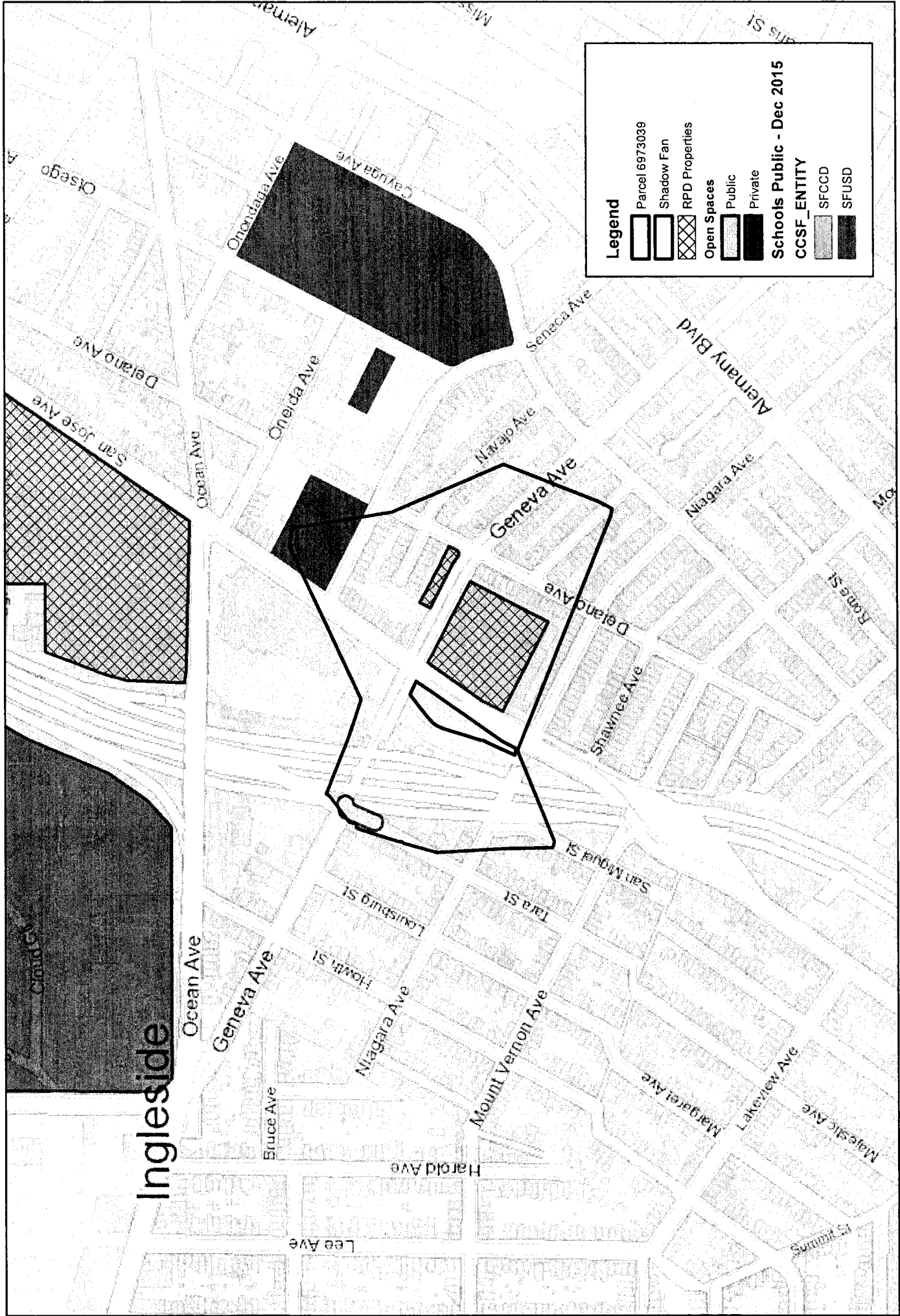
BSP Guidelines for Special Paving in the Furniture Zone:

[http://www.sfbetterstreets.org/find-project-types/streetscape-elements/sidewalk\\_paving/](http://www.sfbetterstreets.org/find-project-types/streetscape-elements/sidewalk_paving/)

BSP Sidewalk Landscaping Guidelines:

<http://www.sfbetterstreets.org/find-project-types/greening-and-stormwater-management/greening-overview/sidewalk-landscaping/>

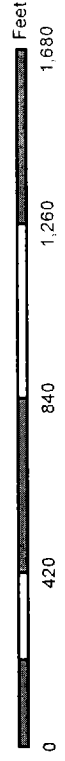
San Francisco's Water Sewer, and Stormwater Requirements  
<http://sfwater.org/modules/showdocument.aspx?documentid=4748/>



Title: 2340 San Jose (2017-012151PPA)

Comments: Shadow fan calculated at max height of 90 feet across entire building (including slopes)

Printed: 6 November, 2017



The City and County of San Francisco (CCSF) does not guarantee the accuracy, adequacy, completeness or usefulness of any information. CCSF provides this information on an "as is" basis without warranty of any kind, including but not limited to warranties of merchantability or fitness for a particular purpose, and assumes no responsibility for anyone's use of the information.

