DATE:       October 26, 2016
TO:        Jess Zeng – SIA Consulting – (415) 922-0200
            jess@siaconsult.com
FROM:      Joy Navarrete, Planning Department
RE:        PPA Case No. 2016-010209PPA for 1601-1633 Ocean Ave and
            1271-1275 Capitol Ave

Please find the attached Preliminary Project Assessment (PPA) for the address listed
above. You may contact the staff contact, Melinda Hue, at (415) 575-9041 or
Melinda.Hue@sfgov.org, to answer any questions you may have, or to schedule a
follow-up meeting.

Joy Navarrete, Senior Planner
Preliminary Project Assessment

Date: October 26, 2016
Case No.: 2016-010209PPA
Project Address: 1601-1633 Ocean Ave and 1271-1275 Capitol Ave
Block/Lot: 6935/001, 020, 021, 026
Zoning: Ocean Avenue Neighborhood Commercial Transit (NCT) District
Area Plan: Balboa Park Station Area Plan
Project Sponsor: Jess Zeng – SIA Consulting – (415) 922-0200
jess@siaconsult.com
Staff Contact: Melinda Hue – (415) 575-9041
Melinda.Hue@sfgov.org

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 August 3, 2016, 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/federal regulations as of the date of this document, all of which are subject to change.

PROJECT DESCRIPTION:

The project site is located on the south side of Ocean Avenue on the block bounded by Capitol, Faxon, and De Montfort Avenues in the Ocean View neighborhood. The project site is comprised of four lots that front the south side of Ocean Avenue at the intersection of Capitol Avenue, which would be merged into one single lot as part of the proposed project. The proposed project would involve the demolition of four existing buildings, which contain 17,374 square feet of commercial uses and three residences, and the
construction of a four-story, 45-foot-tall building with 57 residential units, 5,690 square feet of ground-floors, retail, and 27 vehicle parking spaces. The ground-floor parking garage would be accessed from Capitol Avenue. The proposed project would include 61 bicycle parking spaces (57 Class I and 4 Class II spaces).

**BACKGROUND:**

The project sites are within the Balboa Park Station Area Plan. On December 4, 2008, the Planning Commission certified the Balboa Park Station Area Plan Environmental Impact Report (Balboa Park PEIR) by Motion 17774 and adopted the Preferred Project for final recommendation to the Board of Supervisors.1,2 The Balboa Park Station Area Plan and its associated rezoning became effective April 7, 2009.

**ENVIRONMENTAL REVIEW:**

**Community Plan Exemption**

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 PEIR. If the proposed project is consistent with the development density identified in the area plan, it would be eligible for a community plan exemption (CPE). Please note that a CPE is a type of exemption from environmental review, and cannot be modified to reflect changes to a project after approval. Proposed increases beyond the CPE project description in project size or intensity after project approval 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 Only.** All potentially significant project-specific and cumulatively considerable environmental impacts are fully consistent with significant impacts identified in Balboa Park PEIR, and there would be no new significant impacts "peculiar" to the proposed project. In these situations, all pertinent mitigation measures and CEQA findings from the Balboa Park 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 $14,017) and (b) the CPE certificate fee (currently $7,779).

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 PEIR, and if these new significant impacts can be mitigated to a less-than-significant level, then a focused mitigated negative

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Formal environmental review begins with Planning Department review of the Environmental Evaluation Application (EEA) filed by the project sponsor.

Please submit an updated EEA with project plans that incorporate input provided in this PPA letter to Melinda Hue at Melinda.hue@sfgov.org. A detailed and accurate description of the proposed project is essential for adequate environmental review. Please include the following information as part of the updated EEA: depth of excavation, the quantity of soil that would be removed from (or brought to) the site, height of the building with rooftop features. 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 updated entitlement application with project plans that incorporate input provided in this PPA letter is submitted to the Current Planning Division, only the proposed project description will be reviewed by the assigned Environmental Coordinator.** See “Environmental Applications” on page 2 of the current Fee Schedule for a calculation of environmental application fees.³ In addition, please see page 4 of the Fee Schedule for monitoring fees applicable to projects that require active monitoring of mitigation measures.

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 will require additional study.

1. **Historic Resources.** The existing buildings on the project site were previously evaluated in a historic resource evaluation response prepared by the Department (Case 2009.1050E) dated November 21, 2013 and found ineligible for national, state, or local listing. Thus, the proposed project is not subject

to review by the Department’s Historic Preservation staff; no additional analysis of historic architectural resources is required.

2. **Archeological Resources.** The project site lies within Archeological Mitigation Zone AM-1 of the Balboa Park PEIR. The proposed project will require Preliminary Archeological Review (PAR) by a Planning Department archeologist. 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 one of the Planning Department’s three standard archeological mitigation measures (archeological testing, monitoring, or accidental discovery), or other appropriate measures.

3. **Transportation.** Based on the PPA submittal, a transportation impact study is not anticipated; an official determination will be made subsequent to submittal of the EEA.

**Transportation Demand Management Program.** On April 28, 2016, the Planning Commission adopted a resolution to initiate Planning Code amendments that would require development projects to comply with a proposed Transportation Demand Management (TDM) Program. The intent of the proposed TDM Program is to reduce vehicle miles traveled (VMT) and to make it easier for people to get around by sustainable travel modes such as transit, walking, and biking.

Under the proposed TDM Program, land uses are grouped into four categories, A through D. For each land use category that is subject to the TDM Program, the City would set a target based on the number of accessory vehicle parking spaces that the project intends to provide for that land use category. To meet each target, the project sponsor must select TDM measures—each worth a specified number of points—from a menu of options. In general, if a project sponsor proposes more parking, the target for that land use category—and thus, the number of TDM measures that the sponsor must implement to meet it—would increase. Some of the TDM measures included in the menu are already required by the Planning Code. Points earned from implementing these measures would be applied towards achieving a project’s target. Project sponsors would be required to implement and maintain TDM measures for the life of the project.

The proposed project includes 57 dwelling units, and thus would be subject to the proposed TDM Program. The project proposes 27 parking spaces, and would therefore be required to meet or exceed the base target of 14 points for land use Category C. The Planning Code would currently require the project, as described in the PPA, to provide the following TDM measure:

- Bicycle Parking (Planning Code Section 155.2; TDM Menu ACTIVE-2 – option a)
4. **Noise.** Construction noise would be 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 the construction, measures to reduce construction noise may be required as part of the proposed project. The EEA application should indicate whether pile driving or other particularly noisy construction methods are required.

5. **Air Quality.** The proposed project, at 57 dwelling units, is below the Bay Area Air Quality Management District’s (BAAQMD) construction screening levels for criteria air pollutants. Therefore, an analysis of the project’s criteria air pollutant emissions is not likely to be required.

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 Ordinance contained in San Francisco Health Code Article 22B and San Francisco Building Code Section 106.A.3.2.6.

The project site is not 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. Given that the project site is not within an Air Pollutant Exposure Zone, no additional measures or analysis related to local health risks are anticipated. However, if the project would include new sources of toxic air contaminants including, but not limited to, emissions from diesel generators or boilers, or any other stationary sources, the project would result in toxic air contaminants that may affect both on-site and off-site sensitive receptors. 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. The project sponsor is 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

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4 BAAQMD, CEQA Air Quality Guidelines, May 2011, Chapter 3.
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 not involve construction of a building over 80 feet in height. Therefore, a consultant-prepared wind analysis is not anticipated to be required.

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 project would not cast new shadow on recreational resources. Therefore, no shadow study is required.

9. **Geology.** A portion of the project site is on a slope greater than 20%. A geotechnical report was submitted to the Planning Department on December 29, 2009. The study shall be updated to reflect the updated project or a new geotechnical study shall be prepared by a qualified consultant for the updated project. The geotechnical study must be submitted with the updated EEA. This study will also help inform the Planning Department Archeologist of the project site’s subsurface geological conditions.

10. **Hazardous Materials.** Based on the Phase I Environmental Site Assessment (ESA) submitted to the Planning Department on December 29, 2009, the proposed project may be subject to Article 22A of the Health Code, also known as the Maher Ordinance. DPH requires that projects subject to the Maher Ordinance complete a Maher Application, available at [http://www.sfdph.org/dph/ES/PHA/PHAChallenge.aspx](http://www.sfdph.org/dph/ES/PHA/PHAChallenge.aspx). 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/DPH/FEES/PHAChallenge.aspx](http://www.sfdph.org/dph/DPH/FEES/PHAChallenge.aspx). Please provide a copy of the submitted Maher Application with the EEA.

   **Balboa Park PEIR Hazardous Materials Mitigation Measure HM-2** would be applicable to the proposed project. The mitigation measure requires that the project sponsor ensure that any equipment containing polychlorinated biphenyls (PCBs) or di(2-ethylhexyl) phthalate (DEPH), such as fluorescent light ballasts, and any fluorescent light tubes containing mercury be removed and properly disposed of in accordance with applicable federal, state, and local laws. In addition, any other hazardous materials identified, either before or during work, must be abated according to applicable federal, state, and local laws.

   Because the existing building was constructed prior to 1980, asbestos-containing materials, such as floor and wall coverings, may be found in the building. The Bay Area Air Quality Management District (BAAQMD) is responsible for regulating airborne pollutants including asbestos. Please contact BAAQMD for the requirements related to demolition of buildings with asbestos-containing materials. In addition, because of its age (constructed prior to 1978), lead paint may be found in the

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6 Earth Mechanics Consulting Engineers, Geotechnical Investigation, Planned Development at 1601 Ocean Avenue, San Francisco, California, October 1, 2009.
7 Environmental Risk Specialties Corporation, Phase I Environmental Site Assessment, 1601 to 1687 Ocean Avenue, San Francisco, California, August 3, 2009.
existing building. Please contact the San Francisco Department of Building Inspection (DBI) for requirements related to the demolition of buildings that may contain lead paint.

11. Disclosure Report for Developers of Major Projects. The San Francisco Ethics Commission S.F. Camp. & Govt. Conduct Code § 3.520 et seq. requires developers to provide the public with information about donations that developers make to nonprofit organizations that may communicate with the City and County regarding major development projects. This report must be completed and filed by the developer of any “major project.” A major project is a real estate development project located in the City and County of San Francisco with estimated construction costs exceeding $1,000,000 where either: (1) The Planning Commission or any other local lead agency certifies an EIR for the project; or (2) The project relies on a program EIR and the Planning Department, Planning Commission, or any other local lead agency adopts any final environmental determination under CEQA. A final environmental determination includes: the issuance of a Community Plan Exemption (CPE); certification of a CPE/EIR; adoption of a CPE/Final Mitigated Negative Declaration; or a project approval by the Planning Commission that adopts CEQA Findings. (In instances where more than one of the preceding determinations occur, the filing requirement shall be triggered by the earliest such determination.) A major project does not include a residential development project with four or fewer dwelling units. The first (or initial) report must be filed within 30 days of the date the Planning Commission (or any other local lead agency) certifies the EIR for that project or, for a major project relying on a program EIR, within 30 days of the date that the Planning Department, Planning Commission, or any other local lead agency adopts a final environmental determination under CEQA. Please submit a Disclosure Report for Developers of Major City Projects to the San Francisco Ethics Commission. This form can be found at the Planning Department or online at http://www.sfethics.org.

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. A Conditional Use Authorization from the Planning Commission is required per Planning Code Sections 121.1 for the development of large lots, Section 121.7 for lot merger, and Section 317 for Residential Demolition.

2. Variance. Pursuant to Planning Code Sections 134, 135 and 140, a Variance Application may be required as the proposed development appears to have issues with respect to: rear yard setback encroachment, open space, and exposure.

3. A Lot Line Adjustment Application from the Department of Public Works is required for the proposed lot line adjustment.

4. A Building Permit Application is required for the demolition of the existing buildings on the subject properties.
5. A Building Permit Application is required for the proposed new construction on the subject properties.

Entitlement 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. Building Permit applications are available at the Department of Building Inspection at 1660 Mission Street.

**NEIGHBORHOOD NOTIFICATIONS AND PUBLIC 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. 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 www.sfplanning.org under the “Permits & Zoning” tab. All registered neighborhood group mailing lists are available online at www.sfplanning.org under the “Resource Center” tab.

2. **Neighborhood Outreach.** This project is required to undertake additional public outreach in advance of the Planning Commission hearing on the Conditional Use Authorization. The developer is required to conduct an additional outreach meeting, notifying owners and tenants who live within 300 feet of the project as well as all registered Ocean View neighborhood organizations, 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 COMMENTS:**

The following comments address specific Planning Code and other general issues that may substantially impact the proposed project.

1. **Floor Area Ratio, Non-Residential Uses.** Per Section 102, Floor Area Ratio is defined as the ratio of gross floor area of all the buildings on the lot to the area of the lot. Per Sections 124 and 737.20, the floor area ratio in the Ocean Avenue NCT Zoning District for non-residential uses is 2.5 to 1, or 2.5 times the lot area. The subject parcel would allow up to 16,848 square feet on site for non-residential uses (lot area of 17,440 square feet x 2.5 = 43,600 square feet) per Code. Per the PPA application...
submitted, two commercial/retail spaces are proposed of approximately 2,741 and 2,949 each for a total of 5,690 square feet of commercial/retail space proposed.

2. Development of Large Lots. Per the PPA application, the project proposes new construction on a merged lot of 17,440 square feet. Per Section 121.1, within the Ocean Avenue NCT Zoning District, new construction on lots larger than 10,000 square feet is only permitted with Conditional Use Authorization. In addition to the Conditional Use criteria of Section 303(c), large lot development in Neighborhood Commercial Districts must also meet the following criteria:

- The mass and facade of the proposed structure are compatible with the existing scale of the district.
- The facade of the proposed structure is compatible with design features of adjacent facades that contribute to the positive visual quality of the district.

3. Restriction of Lot Mergers. Per the PPA application, the project proposes to merger four (4) lots. Per Section 121.7(e), in the Ocean Avenue NCT, lot mergers which increase the frontage width of any lot on Ocean Avenue are only permitted under the following circumstances:

- Pursuant to Conditional Use Authorization for those mergers which create a corner parcel for the purpose of accommodating access to off-street parking from a cross street to Ocean Avenue, or
- Administratively as outlined in Subsection 121.7(c), where the Zoning Administrator may waive certain lot mergers from the restrictions when one or more of the following conditions is present:
  - One of the lots to be merged has total street frontage on the restricted street of less than 20 feet; or
  - Project sponsor is a government agency or institution subject to Section 304.5 of this Code, and the purpose of the project is for a public facility, public building, or institutional building; or
  - The project involves normalizing of irregular parcels that are publicly owned or are being transferred from public to private ownership, including lots of the former Central Freeway; or
  - The lots to be merged contain a pre-existing single building spanning multiple lots; or
  - The lot merger will enable a specific residential project in which a majority of the units on-site will be affordable as defined by Section 326.3(h)(2).

4. Rear Yard. Within the Ocean Avenue NCT Zoning District, Section 134 requires a 25% rear yard at the second story and at each succeeding story of the building and at the first story if it contains a dwelling unit. The PPA plans submitted do not dimension the rear yard requirement at the second floor roof deck.
If a 25% rear yard cannot be provided for the project, rear yard requirements may be modified or waived by the Zoning Administrator in specific situations as described in 134(e) as indicated below:

- Residential uses are included in the new or expanding development and a comparable amount of usable open space is provided elsewhere on the lot or within the development where it is more accessible to the residents of the development; and
- The proposed new or expanding structure will not significantly impede the access of light and air to and views from adjacent properties; and
- The proposed new or expanding structure will not adversely affect the interior block open space formed by the rear yards of adjacent properties.

Additionally, on a corner lot, or on a lot at the intersection of a street and an alley of at least 25 feet in width, 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, as defined by the Code, provided that the Zoning Administrator determines that all of the criteria described below are met:

- Each horizontal dimension of the open area shall be a minimum of 15 feet.
- The open area shall be wholly or partially contiguous to the existing midblock open space formed by the rear yards of adjacent properties.
- The open area will provide for the access to light and air to and views from adjacent properties.
- The proposed new or expanding structure will provide for access to light and air from any existing or new residential uses on the subject property.

Please clearly illustrate compliance with the rear yard requirement on your formal plan submittal or clarify waivers requested if needed.

5. **Open Space – Residential.** Section 135 requires 100 square feet of open space if private, or 133 square feet if common for each dwelling unit. Open spaces must meet the dimensional requirements of Code Subsections 135(f) and (g). The project plans included with the PPA indicate that 3,362 square feet of common usable open space will be provided at a second floor roof deck where 7,581 square feet is required by Code. Private balconies are also shown for several of the proposed units on the second through fourth floors. The PPA plans do not dimension the second floor roof deck and only include square footages for the balconies. Plans submitted for entitlement should show dimensions for the balconies, the proposed common space and calculate totals for both private and common usable open space. If the proposed project does not meet the minimum open space requirement, you may request and justify an open space exception through the Variance process.

Additionally, in the Ocean Avenue NCT District, the provision of off-site publicly accessible open space may be credited toward the residential usable open space requirement subject to Conditional Use Authorization procedures. Any such open space shall meet the publicly accessible open space standards set forth in Section 135(h) and be provided within 800 feet of the project. No more than 50
percent of a project's usable open space requirement may be satisfied off-site. The publicly accessible off-site usable open space must be constructed, completed, and ready for use no later than the project itself, and should receive its certificate of final completion from the Department of Building Inspection prior to the issuance of any certificate of final completion or temporary certificate of occupancy for the project itself.

6. **Permitted Obstructions.** Section 136 limits bay windows and balconies to a projection of three feet over streets and alleys (and further limited to two feet where the sidewalk width is nine feet or less). Additionally, Planning Code Section 136(c)(2)(D) limits the maximum length of each bay window or balcony to 15 feet at the property line/front setback/rear yard/open space and 9 feet at a line parallel to and at a distance of 3 feet from the property line/front setback/rear yard/open space. In order to comply with this Code Section, square bay windows projecting 1 foot shall be no greater than 13 feet in length, projecting 2 feet shall be no greater than 11 feet in length, and projecting 3 feet shall be no greater than 9 feet in length. The PPA plans propose bay windows/balconies for several of the proposed units on the second through fourth floors. Formal plans submitted should show dimensions for the balconies to indicate compliance with Section 136.

7. **Street trees.** Planning Code Section 138.1 requires one street tree for every 20 feet of frontage for new construction. New street trees are shown on the PPA plans.

8. **Streetscape Plan.** The project is located on a “high-injury corridor”, and as such, requires the submittal of a Streetscape Plan to the Planning Department to ensure that the new streetscape and pedestrian elements are in conformance with the Department’s Better Street Plan. 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. 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, 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. **Vision Zero.** The project is located on a “high-injury corridor”, identified through the City’s **Vision Zero Program.** The Sponsor is encouraged to incorporate pedestrian safety streetscape measures into the project.

10. **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. If the proposed rear yard is not code-complying or the project does not provide a large enough courtyard to meet the exposure requirement (for those units that only have windows fronting the roof deck area) then the proposed project will require revision to meet the minimum exposure requirement, or you may request and justify an exposure exception through the Variance process. The Department generally encourages projects to minimize the number of units needing an exposure exception.
11. **Rooftop Screening.** Section 141 requires rooftop mechanical equipment and appurtenances to be used in the operation or maintenance of a building to be arranged so as not to be visible from any point at or below the roof level of the subject building. Minor features not exceeding one foot in height are be exempted from this regulation. Please clearly illustrate compliance with this requirement on your formal plan submittal.

12. **Shadow.** Planning Code Section 295 requires a shadow analysis be conducted for any project greater than 40 feet in height. The preliminary analysis for the proposed project indicates that it will not cast shadows on any nearby public parks.

13. **Ground Floor Commercial Uses/Entrances and Street Frontage.** Section 145.5 requires ground floor commercial uses on Ocean Avenue, for the entirety of the Ocean Avenue NCT District, except on the north side of Ocean Avenue between Plymouth and Brighton Avenues.

Planning Code Section 145.1 contains requirements for street frontages in neighborhood commercial districts as they relate to parking setbacks, active uses, parking entrances and transparency and fenestration.

- **Parking and Loading Entrances.** No more than one-third of the width or 20 feet, whichever is less, of any given street frontage of a new parallel to and facing a street may be devoted to parking and loading ingress or egress. Street-facing garage structures and garage doors may not extend closer to the street than a primary building facade unless the garage structure and garage door are consistent with the features listed in Section 136. The total street frontage dedicated to parking and loading access should be minimized, and combining entrances for off-street parking with those for off-street loading is encouraged. The placement of parking and loading entrances should minimize interference with street-fronting active uses and with the movement of pedestrians, cyclists, public transit, and autos. Entrances to off-street parking shall be located at least six feet from a lot corner located at the intersection of two public rights-of-way. Off-street parking and loading entrances should minimize the loss of on-street parking and loading spaces.

- **Active Uses.** With the exception of space allowed for parking access, building egress, and access to mechanical systems, space for active uses – an active use is any principal, conditional or accessory use excluding the storage of goods or vehicles, that requires transparent windows as defined in Section 145.1(b)(2), shall be provided within the first 25 feet of building depth on the ground floor and 15 feet on floors above from any façade facing a street of at least 30 feet in width.

- **Street-Facing Ground Level Spaces.** Ground floor non-residential uses in all NCT Districts should have a minimum floor-to-floor height of 14 feet, as measured from grade. Floors of street-fronting interior spaces shall be as close as possible to the level of the adjacent sidewalk at the principal entrance to these spaces and shall open directly onto the street, rather than solely into the lobbies or interior spaces of the buildings.
16. **Transparency and Fenestration.** Frontages with active uses that are not residential must be fenestrated with transparent windows and doorways for no less than 60% of the street frontage at the ground level and allow visibility to the inside of the building. The use of dark or mirrored glass shall not count towards the required transparent area.

15. **Special Height Exception for Active Ground Floor Uses.** To encourage generous ground floor ceiling heights for commercial and other active uses, up to an additional 5 feet of height is allowed on parcels in NCT Districts. Per Planning Code Section 263.20(c), one additional foot of height, up to a total of five feet, may be permitted above the designated height limit for each additional foot of ground floor clear ceiling height in excess of 10 feet from sidewalk grade. The height/bulk district for the parcel is 45-X. The PPA plans show the project at 45 feet. Compliance with Section 263.20 would be required to qualify for a height exception.

Please clearly illustrate compliance with the street frontage requirements noted above on your formal plan submittal.

14. **Parking.** Section 151 lists the parking requirement per use or activity. For residential use in the Ocean Avenue NCT the requirement is a maximum of one off-street parking space for each dwelling unit. Any additional parking is not permitted. For commercial use, no parking is required. The PPA plans propose 27 parking spaces in compliance with Section 151.

15. **Loading.** Per Section 152 off-street freight loading is not required if the gross floor area of the commercial area is less than 10,000 square feet.

16. **Curb Cuts/Protected Pedestrian-, Cycling-, and Transit-Oriented Street Frontages.** Section 155(l) requires driveways to be arranged, to the extent practical, so as to minimize the width and frequency of curb cuts, to maximize the number and size of on-street parking spaces available to the public, and to minimize conflicts with pedestrian and transit movements.

Per Section 155(t), in order to preserve the pedestrian character of Ocean Avenue within the Ocean Avenue NCT District, and to minimize delays to transit service, garage entries, driveways or other vehicular access to off-street parking or loading, no new curb cuts accessing off-street parking or loading may be created or utilized on street frontages identified along any Transit Preferential, Citywide Pedestrian Network or Neighborhood Commercial Streets as designated in the Transportation Element of the General Plan or official City bicycle routes or bicycle lanes, where an alternative frontage is available.

For bicycle lanes, the prohibition on curb cuts applies to the side or sides of the street where bicycle lanes are located; for one-way bicycle routes or lanes, the prohibition on curb cuts applies to the right side of the street only, unless the officially adopted alignment is along the left side of the street. In NCT Districts, where an alternative frontage is not available, parking or loading access may be allowed as an exception where it can be clearly demonstrated that the final design of the parking access minimizes negative impacts to transit movement and to the safety of pedestrians and bicyclists to the fullest extent feasible.
The PPA plans propose a 10’ curb cut on Capitol Avenue in compliance with Sections 155(l) and (r). Please see also see Street Design Advisory Team (SDAT) comments below.

17. **Bicycle Parking.** Section 155.2 requires this project to provide 57 Class 1 secure, weather protected, bicycle parking spaces (one per unit), and four Class 2 spaces (one per every 20 units). Class 2 spaces must be located, as feasible, near all main pedestrian entries to the uses to which they are accessory, and should not be located in or immediately adjacent to service, trash or loading areas. Bicycle parking is not required for the commercial spaces. The project data on the PPA plans list the project satisfying the bicycle parking requirements. Class 1 spaces are shown on the proposed first floor plans; however Class 2 spaces are not shown. Please clearly illustrate the Class 2 spaces on your formal plan submittal.

18. **Car sharing.** Section 166 requires this project to provide at least one car share space. Please designate a car share space on your formal plan submittal.

19. ** Dwelling Unit Mix.** Per Section 207.6(c)2, in the Ocean Avenue NCT District, no less than 40 percent of the total number of proposed dwelling units shall contain at least two bedrooms or no less than 30 percent of the total number of proposed dwelling units shall contain at least three bedrooms. Any fraction resulting from this calculation is rounded to the nearest whole number of dwelling units. Per Section 207.6(d), these requirements may be waived or modified with Conditional Use Authorization, where, in addition to those conditions set forth in Section 303, the Planning Commission will consider the following criteria:

- The project demonstrates a need or mission to serve unique populations, or
- The project site or existing building(s), if any, feature physical constraints that make it unreasonable to fulfill these requirements.

Pursuant to the PPA plans, the proposed project does not satisfy the requirements of Section 207.6. Please modify the formal project plans to comply with dwelling unit mix requirements. If the project cannot comply with Section 207.6 please submit an application for Conditional Use Authorization.

20. **Formula Retail.** Per the PPA application, two retail/commercial tenant spaces are proposed at the ground floor of the project. If a formula retail use (as defined by Section 301.1(b)), is proposed for these tenant spaces, please submit an application for Conditional Use Authorization as required pursuant to the criteria of Sections 303(c) and 303.1 and subject to the terms of Sections 303.1(g) and (h).

21. **Residential Demolition.** Per the PPA application, demolition of the existing residential dwelling units on site is proposed. Section 317 requires Conditional Use Authorization for approval of a permit for demolition of the existing residential dwellings. In reviewing the Residential Demolition, the Commission considers the replacement structure as part of its decision on the Conditional Use application. When the Conditional Use authorization is required for the replacement structure by other sections of the Code, the Commission considers the demolition as part of its decision on the entire Conditional Use application.
The Planning Commission considers the following additional criteria in the review of applications for Residential Demolition:

- whether the property is free of a history of serious, continuing Code violations;
- whether the housing has been maintained in a decent, safe, and sanitary condition;
- whether the property is an "historical resource" under CEQA;
- whether the removal of the resource will have a substantial adverse impact under CEQA;
- whether the project converts rental housing to other forms of tenure or occupancy;
- whether the project removes rental units subject to the Residential Rent Stabilization and Arbitration Ordinance or affordable housing;
- whether the project conserves existing housing to preserve cultural and economic neighborhood diversity;
- whether the project conserves neighborhood character to preserve neighborhood cultural and economic diversity;
- whether the project protects the relative affordability of existing housing;
- whether the project increases the number of permanently affordable units as governed by Section 415;
- whether the project locates in-fill housing on appropriate sites in established neighborhoods;
- whether the project increases the number of family-sized units on-site;
- whether the project creates new supportive housing;
- whether the project is of superb architectural and urban design, meeting all relevant design guidelines, to enhance existing neighborhood character;
- whether the project increases the number of on-site Dwelling Units;
- whether the project increases the number of on-site bedrooms;
- whether or not the replacement project would maximize density on the subject lot; and
- if replacing a building not subject to the Residential Rent Stabilization and Arbitration Ordinance, whether the new project replaces all of the existing units with new Dwelling Units of a similar size and with the same number of bedrooms.

22. **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

23. **Inclusionary Affordable Housing.** Inclusionary Affordable Housing is required for a project proposing ten or more dwelling units. The Project Sponsor must submit an ‘Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,’ to the Planning Department identifying the method of compliance, on-site, off-site, or affordable housing fee. The
following Inclusionary Affordable Housing requirements are those in effect at the time of issuance of this letter. In the event that the requirements change, the Project Sponsor shall comply with requirements in place at the time of the issuance of first construction document. Any on-site affordable dwelling-units proposed as part of the project must be designated as owner-occupied units, not rental units; unless a Costa Hawkins exception agreement is secured by the project sponsor. Affordable units designated as on-site units shall be affordable units for the life of the project. The applicable percentage is dependent on the number of units in the project, the zoning of the property, and the date that the project submitted a complete Environmental Evaluation Application. A complete Environmental Evaluation Application has not been submitted; therefore, pursuant to Planning Code Section 415.3 and 415.6 the Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative is to provide 25% of the proposed dwelling units as affordable with a minimum of 15% of the units affordable to low-income households and the remaining 10% of the units affordable to low- or moderate/middle-income households, as defined by the Planning Code and Procedures Manual.

For your information, if a project proposes rental units, it may be eligible for an On-site Alternative to the Affordable Housing Fee if it has demonstrated to the Planning Department that the affordable units are either: 1) ownership only or 2) not subject to the Costa Hawkins Rental Housing Act (a Costa Hawkins exception). Affordable units are not subject to the Costa Hawkins Rental Housing Act under the exception provided in Civil Code Sections 1954.50 through one of the following methods:

- direct financial construction from a public entity
- development bonus or other form of public assistance

A Costa Hawkins exception agreement is drafted by the City Attorney. You must state in your submittal how the project qualifies for a Costa Hawkins exception. The request should be addressed to the Director of Current Planning. If the project is deemed eligible, we may start working with the City Attorney on the agreement.

24. **Stormwater.** If the project results in a ground surface disturbance of 5,000 sf or greater, 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. To view the Stormwater Management Ordinance, the Stormwater Design Guidelines, or download instructions for the Stormwater Control Plan, go to [http://sfwater.org/sg](http://sfwater.org/sg). Applicants may contact [stormwaterreview@sfwater.org](mailto:stormwaterreview@sfwater.org) for assistance.
25. **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).

26. **Non-potable Water Reuse.** Beginning November 1, 2015, all new buildings of 250,000 square feet or more of gross floor area, located within the boundaries of San Francisco’s designated recycled water use area, must install non-potable water reuse systems to treat and reuse available alternate water sources for toilet and urinal flushing and irrigation. This requirement expands to the entire city the following year, on November 1, 2016. Your project will need approvals from the San Francisco Public Utilities Commission and permits from both the Department of Public Health and DBI to verify compliance with the requirements and local health and safety codes. To view more information about the requirements, please visit [http://www.sfwater.org/np](http://www.sfwater.org/np). Project teams may contact [nonpotable@sfwater.org](mailto:nonpotable@sfwater.org) for assistance.

27. **Impact Fees.** This project will be subject to various impact fees. Please refer to the [Planning Director’s Bulletin No. 1](http://www.sfwater.org/np) for an overview of Development Impact Fees, and to the Department of Building Inspection’s [Development Impact Fee webpage](http://www.sfwater.org/np) for more information about current rates.

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

- a. Child-Care (Planning Code Section 414)
- b. Inclusionary Affordable Housing Fee (Planning Code Section 415)
- c. Balboa Park Infrastructure Impact Fee (Planning Code Section 422)
- d. Transportation Sustainability Fee (Planning Code Section 411A)

28. **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, however the proposed project is not fully consistent with a policy related to infill development within the Ocean Avenue Neighborhood Commercial District. See below for further explanation.

- **Policy 4.2.1: Encourage mixed-use commercial and residential infill within the commercial district while maintaining the districts existing fine-grained character.** This policy speaks upon retaining the district’s fine-grained character, and states that, “consolidation or mergers of more than one parcel should be prohibited. An exception to this rule should be made for mergers where a corner parcel would be consolidated with one adjacent parcel. These mergers would allow slightly larger structures to be developed on corners, which would allow more housing units to be developed with access to parking from the side street”. The project proposes a
merger of four lots that front the south side of Ocean Avenue at the intersection of Capitol Avenue. Future review will be necessary to examine if the proposed design balances the need to maintain the district’s fine-grained character and maximizing residential infill along the corridor. The project sponsor is encouraged to review the full plan, which can be viewed at: http://generalplan.sfplanning.org/Balboa_Park_Station.htm.

29. **Option for In-Kind Provision of Community Improvements and Fee Credits.** Project sponsors may propose to directly provide community improvements to the City. In such a case, the City may enter into an In-Kind Improvements Agreement with the sponsor and issue a fee waiver for the Balboa Park Station Area Plan Impact Fee from the Planning Commission, for an equivalent amount to the value of the improvements. This process is further explained in Section 422.3(d) of the Planning Code.

More information on in-kind agreements can be found in the Application Packet for In-Kind Agreement on the Planning Department website.

30. **Invest in Neighborhoods.** 1601 – 1633 Ocean Ave, – 1271 – 1275 Capitol Ave. is located on an Invest In Neighborhoods Corridor. Invest in Neighborhoods is an interagency partnership to strengthen and revitalize neighborhood commercial districts around San Francisco. The initiative, currently being piloted in 25 commercial districts, aims to strengthen small businesses, improve physical conditions, increase quality of life, and increase community capacity. Each corridor is appointed an IIN Point Person. This staff member is responsible for advocating for the neighborhood, leveraging City services and working with community partners to develop customized service plans for each corridor. Additionally the IIN Point Person keeps track of vacant retail spaces and development projects. More information on the Invest in Neighborhoods program, including the IIN Point Person, can be found at http://investsf.org/

**PRELIMINARY DESIGN COMMENTS:**

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

**Architecture and Building Massing**

The project is located in a NCT – Ocean Avenue Neighborhood Commercial Transit zoning district and Balboa Park planning area. The Urban Design Guidelines in the Commerce and Industry Element of the San Francisco General Plan apply to Neighborhood Commercial Districts and are the basis of design review. Relevant guidelines are printed in Italics below.

1. **Site Design, Open Space, and Massing.** Defining the corner prominently and distinctly from the other bays along the facades may enhance the identity of this building. As proposed the corner bay does not appear to be Code conforming. Consider minimizing or eliminating the upper wrap-around corner
balcony to create a stronger vertically defined corner. Likewise, designing window proportions that enhance the vertical proportion of the bay should also be used to augment the corner.

The height of a proposed development should relate to the individual neighborhood character and the height and scale of adjacent buildings to avoid an overwhelming or dominating appearance of new structures. On a street of varied building heights, transitions between high and low buildings should be provided. While three-and four-story buildings are appropriate in many locations, two-story buildings are more appropriate in some areas with lower-scale development.

The Planning Department recommends the massing and height of the building should transition down to neighboring properties along Capitol Ave.

When new buildings are constructed on large lots, the facades should be designed in a series of elements which are compatible with the existing scale of the district.

The Planning Department encourages using massing breaks to create three distinct building modules along Ocean Avenue.

Facades of new development should be compatible with the proportions and design features of adjacent facades that contribute to the positive visual qualities of the neighborhood commercial district.

Although there are wider storefronts across the street, the Planning Department recommends designing well defined small, fine-grain scaled storefronts to accommodate individual retail businesses every 20'-25', as referenced in the Urban Design Guidelines, to maintain continuity with general scale and neighborhood commercial pattern.

2. Parking and Circulation. Explore alternative parking configurations (including tandem parking) to maximize ground floor retail space along Ocean Ave.

The Planning Department recommends maximizing bicycle parking but requests that it be relocated off the street front as it is not an active use.

3. Architecture.

The details, material, texture or color of existing architecturally distinctive buildings should be complemented by new development.

The Planning Department recommends that the project express significant façade depth, provide high-quality materials, and meet the architectural detailing and character of the neighborhood. Innovative architecture is encouraged, but must also complement the context.

Clear, untinted glass should be used at and near the street level to allow maximum visual interaction between sidewalk areas and the interior of buildings. Mirrored, highly reflective glass or densely-tinted glass should not be used except as an architectural or decorative accent.
At this point the architecture is assumed to be preliminary and UDAT will provide further detailed design review on the subsequent submission.

**Streetscape and Public Realm**

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).

The project came to SDAT on September 12, 2016. Below are the SDAT comments from that meeting.

1. **Landscaping, Street Trees and Site Furnishings on Capitol Avenue.** The project is within the Ocean and Geneva Corridor Design Plan area, and the Plan recommends sidewalk greening on Capitol Avenue in front of the project site.

   Per the Ocean and Geneva Corridor Design Plan, SDAT recommends installing plantings and seating that share a similar design palette and language as the plantings and seating on Ocean Avenue in front of Win Long Ocean Hardware. Please coordinate with Patrick Race from the SF Planning Department (patrick.race@sfgov.org).

   All landscaping, street trees, site furniture, and special paving should be consistent with guidelines in the Better Streets Plan (BSP). See www.sfbetterstreets.org.

   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.sfdpw.org/trees or call 415-554-6700.

2. **Trash Removal.** If there is no driveway curb cut or vehicle access provided, please clarify how trash will be removed from the site.

3. **Electrical Transformer Room.** If a new electrical power transformer is required by PG&E to provide power to the building, please show the location of the transformer room on the plans. Public Works typically does not permit new transformer vaults in the public right-of-way. The project sponsor may request an exception by submitting a Vault Permit from SF Public Works Bureau of Street Use &
Mapping (BSM) will be required, however at this time, SDAT recommends locating the transformer inside the project’s property line, potentially near the bike storage room on Capitol Avenue.

4. **Utility Poles and Street Improvements (construction within the public right-of-way).** SDAT recommends the project sponsor to consider burying overhead power line at the southern edge of the Capital Ave frontage. This will likely involve coordination with PG&E as and the adjacent property owners.

**PRELIMINARY PROJECT ASSESSMENT EXPIRATION:**

This Preliminary Project Assessment is valid for a period of **18 months**. An updated Environmental Evaluation Application, Conditional Use Authorization, or Variance, as listed above, must be submitted no later than **February 3, 2018**. 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: The Street Design Advisory Team (SDAT) Memo
            Shadow Fan
            Neighborhood Group Mailing List

cc: Chris Lim, TJ Development, INC, Property Owner
    Elizabeth Gordon Jonckheer, Current Planning
    Jessica Look, Citywide Planning and Analysis
    David Winslow, Urban Design Advisory Team
    Jonas Ionin, Planning Commission Secretary
    Charles Rivasplata, SFMTA
    Jerry Sanguinetti, Public Works
    Pauline Perkins, SFPUC
    Planning Department Webmaster (webmaster.planning@sfgov.org)
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The 1601-1633 Ocean Ave / 1271-1275 Capitol Ave project came to SDAT on September 19, 2016. Below are the SDAT comments from that meeting.

CONTEXT

Project Description
The project entails new construction of 4-story building with 57 residential units (6 studio, 33 one-bedroom units, and 18 two-bedroom units), 27 off-street parking spaces, and a shared open space at the 2nd floor. The project proposes a 10-foot-wide curb cut to create a driveway to the parking garage.

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.

- Under the BSP, Ocean Avenue is classified as a Commercial Throughway, with a recommended sidewalk width of 15’.
- Under the BSP, Capitol Avenue is classified as a Neighborhood Residential Street, with a recommended sidewalk width of 12’.

**Vision Zero**

In 2014, the SFMTA Board joined the San Francisco Board of Supervisors, SF Planning, SFPDH and multiple other city agencies in adopting the City’s Vision Zero Policy which seeks to eliminate all traffic 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.

- Ocean Avenue has been designated a Vision Zero Corridor and 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.

- Ocean Avenue is identified as a bike route under the San Francisco Bicycle Plan.

**Ocean and Geneva Corridor Design Plan**

Adopted in March 2015, the goal of the Ocean and Geneva Corridor Design Plan is to improve access, safety, and connectivity to and from the Ocean Avenue commercial corridor and the Balboa Park Station.

The Ocean and Geneva Corridor Design Plan can be found at: http://sf-planning.org/ocean-avenue-corridor-design

**SDAT DESIGN COMMENTS**

**Landscaping, Street Trees and Site Furnishings on Capitol Avenue**

- The project is within the Ocean and Geneva Corridor Design Plan area, and the Plan recommends sidewalk greening on Capitol Avenue in front of the project site.
- Per the Ocean and Geneva Corridor Design Plan, SDAT recommends installing plantings and seating that share a similar design palette and language as the plantings and seating on Ocean
Avenue in front of Win Long Ocean Hardware. Please coordinate with Patrick Race from the SF Planning Department (patrick.race@sfgov.org).

- All landscaping, street trees, site furniture, and special paving should be consistent with guidelines in the Better Streets Plan (BSP). See www.sfbetterstreets.org.
- 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.sfdpw.org/trees or call 415-554-6700.

Trash Removal
- If there is no driveway curb cut or vehicle access provided, please clarify how trash will be removed from the site.

Electrical Transformer Room
- If a new electrical power transformer is required by PG&E to provide power to the building, please show the location of the transformer room on the plans. Public Works typically does not permit new transformer vaults in the public right-of-way. The project sponsor may request an exception by submitting a Vault Permit from SF Public Works Bureau of Street Use & Mapping (BSM) will be required, however at this time, SDAT recommends locating the transformer inside the project’s property line, potentially near the bike storage room on Capitol Avenue.

Utility Poles and Street Improvements (construction within the public right-of-way)
- SDAT recommends the project sponsor to consider burying overhead power line at the southern edge of the Capital Ave frontage. This will likely involve coordination with PG&E and the adjacent property owners.
- 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.sfdpw.org/permits-0 for additional information or call 415-554-5810.
STANDARD SDAT COMMENTS

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, 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. Some permits require public notification and an annual assessment fee may be applied.

For SF Public Works permit information visit http://www.sfdpw.org/permits-0 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

For questions please contact cddengineering@sfwater.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/

BSP Sidewalk Landscaping Guidelines:

San Francisco’s Water Sewer, and Stormwater Requirements
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.
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NeighborhoodGroupList (22).xlsx
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<td>Marc</td>
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<td>Ingleside Terraces Homes Association</td>
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<td>Peter</td>
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<td>Antonio</td>
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<td>People Organizing to Demand Environmental and Economic Rights (PODER)</td>
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