

CHAPTER 2

Project Description

2.A Project Overview

The proposed Balboa Reservoir Project is located on an approximately 17-acre site in the West of Twin Peaks area of south central San Francisco (see **Figure 2-1, Project Location**). The site is north of the Ocean Avenue commercial district, west of the City College of San Francisco Ocean Campus, east of the Westwood Park neighborhood, and south of Archbishop Riordan High School. The project site is owned by the City and County of San Francisco under the jurisdiction of the San Francisco Public Utilities Commission. The City, acting by and through its SFPUC, selected Reservoir Community Partners, LLC, (a joint venture between BRIDGE Housing Corporation [a non-profit affordable housing developer] and Avalon Bay Communities) to act as master developer for the project site.¹ The proposed project would develop the site with mixed-income housing, open space, childcare facilities, a community room available for public use, retail space, on- and off-street parking, and new streets, utilities, and other infrastructure. The EIR will analyze two different sets of options for the site's residential density to capture the range of possible development on the project site: The first is the Developer's Proposed Option (1,100 dwelling units), proposed by Reservoir Community Partners, LLC. The second is the Additional Housing Option (1,550 dwelling units), developed by the City to fulfill the objectives of the San Francisco General Plan (the general plan) to maximize affordable housing and housing in transit-rich neighborhoods. Development under each of the two options would entail the same land uses and street configurations, and similar site plans.

Under each option, the proposed project would amend the general plan, including the Balboa Park Station Area Plan (the area plan), and the planning code, adding a new Balboa Reservoir Special Use District. The special use district would establish land use zoning controls and incorporate design standards and guidelines for the site. The San Francisco Zoning Map would be amended to show changes from the current zoning (P [Public]) to the proposed zoning and would modify the existing height limits of 40 to 65 feet to heights of up to 78 feet in the Developer's Proposed Option and up to 88 feet in the Additional Housing Option.

Overall, the proposed project would construct up to approximately 1.8 million gross square feet (gsf) of uses, including between approximately 1.3 and 1.5 million gsf of residential space (1,100

¹ The build-out of the development would involve additional partner firms, including non-profits Mission Housing and Habitat for Humanity of Greater San Francisco, along with Pacific Union Development Company.

to 1,550 dwelling units plus residential amenities), approximately 10,000 gsf of community space (childcare and a community room for public use), approximately 7,500 gsf of retail, up to 550

Figure 2-1 Location Map

residential parking spaces and 750 public parking spaces in the Developer’s Proposed Option, and up to 650 residential parking spaces (with no public parking spaces) in the Additional Housing Option.² The buildings would range in height from 25 to 78 feet in the Developer’s Proposed Option and from 25 to 88 feet in the Additional Housing Option. Approximately 4 acres would be devoted to publicly accessible open space under each option. Also under each option, the SFPUC would retain ownership of an 80-foot-wide strip of land located along the southern edge of the site where an underground water transmission pipeline is located.

The proposed project (both options) would include transportation and circulation changes, including the extension of existing north-south Lee Avenue across the site, and a new internal street network. The project would design the roadway network to be accessible for people walking, including people with disabilities, bicycling, and driving. The project would also add new utility infrastructure to supply the site with potable water, wastewater collection, stormwater collection and treatment, electricity, natural gas, and communications.

The proposed project also includes four variants that consider modifications to a limited feature or aspect of the project (e.g., street and garage configurations). Each of the variants are described and analyzed in Chapter 5, Project Variants. A brief description is provided under Section 2.F, Project Variants, below.

Construction of the proposed project is anticipated to occur in three main phases over the course of six years, from 2021 to approximately 2027. The initial phase (Phase 0) would include grading, excavation, and construction of site infrastructure over 12 months. During the initial portion of Phase 0, the site may not be available for public parking due to mass grading activities. Two phases of vertical construction would follow, each lasting approximately 24 to 30 months. During construction of Phase 1, unused portions of the site would be paved to allow surface vehicular parking until Phase 2 construction begins. During construction of Phase 2 and operation of phase 1, no surface vehicular parking areas would be available. Public parking would be accommodated in the public parking garage (under the Developer’s Proposed Option), when it is completed.

2.B Project Objectives

2.B.1 Project Sponsor’s and City’s Objectives

[Note to reviewers: To be provided by sponsor team for ADEIR-1 submittal]

2.C Background

A detailed discussion of the Balboa Park Station Area Plan (the area plan) approval process, prior environmental review of the Area Plan, and the relationship of this subsequent EIR to the area

² “Gross square feet” includes residential circulation and common area, and is different from the planning code definition.

plan FEIR is presented in Chapter 1, Introduction. The following provides a description of the project site development background.

2.C.1 Public Lands for Housing and Proposition K

The City established a Public Land for Housing program in 2014 (formerly the Public Sites Program), wherein City agencies examined underutilized City-owned sites for housing potential. The interagency committee site selection process was informed by the general plan, Planning Code section 101.1(b), the Surplus City Property Ordinance (Administrative Code chapter 23A), San Francisco Charter section 8A.115 (the Transit First Policy), San Francisco Health Care Services Master Plan, San Francisco Municipal Transportation Agency's Real Estate & Facilities Vision for the 21st Century, SFPUC Land Use Framework, and the City & County of San Francisco Consolidated Plan. In 2014, the City, in coordination with a robust public outreach process, selected the Balboa Reservoir as the first site identified for housing through this process.

In April 2015, the San Francisco Board of Supervisors established the Balboa Reservoir Community Advisory Committee to solicit public input for the site. Between August 2015 and September 2016, the committee advised the City and developed the Balboa Reservoir Development Principles & Parameters. The principles and parameters guided the selection process of a developer partner to finance and construct a residential development at the site.

In November 2015, the San Francisco electorate approved Proposition K. The ballot measure expanded allowable uses of surplus public land to include affordable housing. Under Proposition K, surplus property developments with 200 or more units would allow mixed-income projects and would also require at least 33 percent of the housing in each such development to be made permanently affordable to low- and moderate-income households.

2.C.2 Competitive Solicitation and Exclusive Negotiation Agreement

In November 2016, the City, through the SFPUC, issued a request for qualifications to initiate a developer solicitation and selection process. Out of nine request for qualifications respondents, the City identified three development teams most qualified to develop the project site. In March 2017 the City invited these development teams to submit comprehensive proposals in response to a request for proposals. The request for proposals panel selected Reservoir Community Partners, LLC, and in August 2017 recommended its selection to the SFPUC General Manager.

The City and Reservoir Community Partners, LLC entered into an exclusive negotiating agreement, as authorized by SFPUC Commission Resolution No. 17-0225 in November 2017. In April 2018, the San Francisco Board of Supervisors adopted Resolution No. 85-18, finding the proposed development of the Balboa Reservoir site to be fiscally feasible under chapter 29 of the administrative code. This resolution authorized the filing of the environmental application and the Planning Department to undertake environmental review as required by Administrative Code, chapter 31 and the California Environmental Quality Act (CEQA).

2.D Project Setting

2.D.1 Balboa Park Station Area Plan

The City adopted the area plan into the general plan in May 2009. The Balboa Reservoir project site comprises the central portion of the plan area, as shown in Figure 2-1. The 210-acre plan area is generally bounded by parcels along the northern edge of Ocean Avenue, the southern boundary of Archbishop Riordan High School, Judson Avenue and Havelock Street to the north; the northeastern edge of City College, and San Jose and Delano avenues to the east; Niagara and Mount Vernon avenues, and parcels along the southern edges of Geneva and Ocean avenues to the south; and Manor Drive to the west.

The area plan's objectives and policies were developed to implement a set of land use and zoning controls; urban design and architectural guidelines; and transportation/infrastructure, streetscape, and open space improvements that would enhance the overall urban environment and encourage new development, particularly housing and neighborhood-serving commercial uses.³ The area plan EIR estimated that implementation of the area plan would result in a net increase of 1,780 residential units and 104,620 net new gsf of commercial development in the plan area by 2025.⁴ As of September 2018, 273 dwelling units and 40,904 gsf of commercial uses have been built in the plan area. Excluding the proposed Balboa Reservoir project, an additional 209 dwelling units and 10,995 gsf of commercial uses are under construction or review in the plan area.⁵

The project site is the western portion of the larger Balboa Reservoir basin. The area plan includes policies to develop the east basin with classroom, administrative, a performing arts center, and other uses in accordance with City College's master plan; and policies to develop the west basin (the project site) with residential and open space uses, and to prioritize affordable housing.⁶

2.D.2 Project Site

The project site is a 17.6-acre rectangular parcel and encompasses Assessor's Block 3180/Lot 190. As shown in **Figure 2-2, Project Site and Adjacent Uses**, the site is bounded by City College to the east, Archbishop Riordan High School to the north, the Westwood Park neighborhood to the west, and multi-family residential development along Ocean Avenue to the south. The site is less than a quarter mile north of Ocean Avenue, the primary retail corridor in the Ingleside-Westwood Park neighborhood.

³ City and County of San Francisco, *Balboa Park Station Area Plan Final Environmental Impact Report*, December 4, 2008.

⁴ Ibid.

⁵ San Francisco Planning Department, *Development Status of Balboa Park Area Plan Land Use Program – Updated September 2018*, September, 2018.

⁶ In 2010, the former east basin was filled and its grade raised to match surrounding terrain to the east.

Figure 2-2 Project Site and Adjacent Uses

Balboa Reservoir Background

The project site is the western portion of a once-larger 28-acre Balboa Reservoir site. In 1957, the San Francisco Water Department (now the SFPUC) began excavation with water storage in mind, creating north and south basins separated by an east-west berm. The SFPUC never filled or used the basins for water storage. In 2012, a series of land transfers between various public agencies resulted in the reconfiguration of the SFPUC's original Balboa Reservoir land holdings. The City removed the east-west berm, and the City reconfigured the 28-acre property into western and eastern portions. City College now owns the 10.4-acre east basin and SFPUC owns the 17.6-acre west basin (the project site). City College filled and developed the east basin in 2010 with a surface parking lot and a multi-use building.

Existing Uses

The project site is bounded on three sides by sloping western, northern, and eastern edges that surround a sunken paved surface at the center. An approximately 30-foot-tall earthen berm is located at the western edge of the property. The asphalt-paved surface is relatively level with a slope of 0 to 5 percent, sloping gently up from west to east. There is an approximately 18- and 30-foot increase in elevation between the project site bottom and the top of the eastern and northern slopes, respectively. Along the southern boundary of the site is an 80-foot-wide section of the parcel where a high-pressure underground pipeline maintained by the SFPUC is located. The pipeline runs east-west and delivers water across San Francisco.

The site does not contain any permanent structures and currently contains 1,007-space surface vehicular parking spaces. The lot provides overflow vehicular parking for City College students, faculty, and staff.⁷ A cargo storage container is located on the west side of the site, at the foot of the berm slope. The parking lot is entirely paved with no vegetation. The western and northern slopes contain scattered trees and shrubs, with paved pathways along the tops of these slopes. Paved walkways, stairs, vegetation, and lighting are located on the eastern slope, providing pedestrian connections between the project site and adjacent City College property containing parking and the Multi-Use Building.

Direct vehicular access into and out of the site would be provided along the north side of the east basin by an east-west access road immediately south of Archbishop Riordan High School, and accessed from Frida Kahlo Way (formerly Phelan Avenue).

2.D.3 Zoning and Land Use Designations

Zoning

The project site is within a P (Public) Use District and located in 40-X and 65-A Height and Bulk Districts (see **Figure 2-3, Existing Zoning on Project Site**). The project site is within the central portion of the Balboa Park Station Plan Area (see Figure 2-1). The area plan was adopted in 2009, but the site was not rezoned as part of plan adoption.

⁷ City College uses the site under a revocable license granted by the SFPUC.

Figure 2-3 Existing Zoning on Project Site

General Plan Land Use Designation

The project site is currently designated P (Public Use) in the general plan. Objectives for the Balboa Reservoir include: “develop the reservoirs in a manner that will best benefit the neighborhood, the city, and the region as a whole”; “the PUC should...consider facilitating the development of a mixed-use residential neighborhood on part of the site to address the city-wide demand for housing”; “[t]he development on the site should recognize the opportunity to knit the surrounding neighborhoods together through the creation of a community open space and pedestrian connections”; and “consider housing as a primary component to any development on the reservoir.”⁸

2.D.4 Existing Streets and Access Areas

Major roadways in the vicinity include Ocean Avenue, a major east-west roadway, approximately 0.1 mile to the south, and the north-south running Interstate 280 (I-280) freeway, located about 0.3 mile to the east. The site is less than 0.1 mile from a number of Muni stops at Ocean and Lee avenues, including the KT Ingleside/ Third Street Muni line, and the 29 Sunset, along with overnight service on the 91 Third Street and K Owl. The site is less than 0.2 mile away from the Muni stops at City College Loop, including the 8 Bayshore, 8BX Bayshore Express, and 49 Van Ness/Mission.⁹ The site is also approximately 0.5 mile from the Balboa Park BART Station, which also has stops for the KT-Ingleside/Third Street, K Owl, J and M light rail lines along with bus routes 43 Masonic, 54 Felton, 88 BART Shuttle, 8 Bayshore, 8BX Bayshore, 49 Van Ness/Mission, and 91 Third Street.

2.D.5 Adjacent Uses

Land uses immediately surrounding the project site consist primarily of mixed-use commercial and residential buildings, high school buildings and athletic fields, surface parking lots and a four-story college accessory building, and single- and two-story single family housing (see Figure 2-2).

City College of San Francisco Ocean Campus

The 67.4-acre City College Ocean Campus is to the east and includes academic and support buildings, commons, open spaces, walkways and roads, and parking facilities. City College is a public, two-year community college that serves approximately 70,000 students each year at Ocean Campus, City College’s eight Centers, and various other instructional sites throughout San Francisco. The Ocean Avenue Campus serves the majority of City College students. City College’s Ocean Campus contains approximately 726,800 square feet of existing building space

⁸ City and County of San Francisco, *Balboa Park Station, an Area Plan of the General Plan of the City and County of San Francisco*, October, 2008.

⁹ The City College Loop was formerly known as the Phelan Loop.

that includes classrooms, labs, offices, library, study space, and other support spaces (e.g. gym, food service, health service, etc.).¹⁰

The campus is roughly bounded by the project site to the west, Archbishop Riordan High School and Judson Avenue to the north, Ocean Avenue to the south, and I-280 to the east. The western-most area of the Ocean Campus, which comprises the eastern portion of the Balboa Reservoir, contains approximately 1,167-space surface vehicle parking spaces for students, faculty, and staff, and the Multi-Use Building. The Multi-Use Building is located on the southeast portion of the east basin and includes academic counseling services, health education, and other outreach and resource centers, on the southern portion.

Archbishop Riordan High School

Directly north of the project site is the approximately 9.4-acre Archbishop Riordan High School campus, a private Catholic all-male high school which opened in 1949. The campus is bounded by Judson Avenue to the north, Frida Kahlo Way to the east, Westwood Park to the west, and the east-west access road to the proposed project site to the south. The high school has a student population of approximately 680 day and boarding students. The school's campus contains two- and three-story buildings, athletic fields, and a parking lot.

Westwood Park

The Westwood Park residential neighborhood is to the west of the project site and includes approximately 650 one- to two-story bungalow-style homes, generally dating from the 1920s. The neighborhood's systematic street layout generally contains curved roads that form larger ovals within the neighborhood. Miramar Avenue bisects the Westwood Park neighborhood, connecting Ocean Avenue from the south to Monterey Boulevard from the north.

Ocean Avenue Development

Directly south of the project site are three multi-family mixed-use commercial and residential buildings each with neighborhood-serving retail uses at the ground floor and four stories of residential units above. The building at 1100 Ocean Avenue are bounded by Lee Avenue to the west, Ocean Avenue to the south, San Francisco Fire Department Station 15 to the east, and Balboa Reservoir to the north. This site is a mixed-use development with residential above ground-floor retail and public open space (Unity Plaza). The two buildings at 1150 Ocean Avenue are bounded by Ingleside Branch Library to the west, Ocean Avenue to the south, Lee Avenue to the east, and the Balboa Reservoir to the north. This site is a mixed-use development with residential above ground-floor retail.

¹⁰ City College of San Francisco, CCSF Facilities Master Plan Board of Trustees Update, April 27, 2017, https://www.ccsf.edu/dam/Organizational_Assets/About_CCSF/Admin/facilities_planning/2017FMP/20170427FMPUpdateBoT/2017.0427_IV.%20A%20FMP%20Update.pdf, accessed October 15, 2018.

Other Uses

The Ingleside Branch of the San Francisco Public Library is located on Ocean Avenue less than 100 feet from the project's southwestern border. The library has an outdoor courtyard and garden that is open to the public during library hours, and includes seating areas, a play-to-learn area for children, fencing, gates, and landscaping. Unity Plaza, located at the corner of Ocean Avenue and City College Loop approximately 200 feet from the project site's southeastern border, is a landscaped, publicly accessible open space with features including: benches, pedestrian lighting, artistic pavement, a domed play structure and photography displays depicting the history of the area. The space serves as a pedestrian link between Muni's KT-Ingleside/Third Street stop on Ocean Avenue, the City College campus, and the City College Loop Muni bus terminal. San Francisco Fire Department Station 15 is located on the corner of Ocean Avenue and Frida Kahlo Way approximately 500 feet from the project site's southeastern border.

2.E Project Characteristics

The proposed project would rezone the site and establish development controls for the development of mixed-income housing, open space, community facilities, small retail, parking, streets, and other infrastructure. The project would include amendments to the general plan and the planning code, and would create a new Balboa Reservoir Special Use District. The special use district would establish land use zoning controls and incorporate design standards and guidelines for the site. The Zoning Map would be amended to show changes from the current use district (P [Public]) to the proposed special use district. The existing height limits of 40 to 65 feet would be modified to varying heights up to 78 feet in the Developer's Proposed Option and up to 88 feet in the Additional Housing Option, as measured by the planning code. (The planning code permits minor rooftop appurtenances, such as elevator and stair penthouses to exceed height limits.) The proposed project would include new public open space, transportation and circulation changes, and new utilities and other infrastructure. Transportation and circulation changes would include the extension of the existing north-south Lee Avenue across the site and a new internal street network. The project would design the roadway network to be accessible for people walking, including people with disabilities, bicycling, and driving.

Overall, the proposed project would construct up to approximately 1.6 million gsf of development in the Developer's Proposed Option, or 1.8 million gsf of development in the Additional Housing Option. The Developer's Proposed Option includes a 750-space public parking garage, and the Additional Housing Option does not include a public parking garage.

This EIR analyzes two different options for the site's residential density to capture the full range of possible development on the project site. The two options include the Developer's Proposed Option of 1,100 dwelling units, and an Additional Housing Option of 1,550.¹¹ Development under each of the project options would entail the same land uses and street configurations, and

¹¹ In an effort to fulfill general plan objectives to maximize affordable housing and housing in transit-rich neighborhoods, the City developed a policy assumption consisting of 1,550 dwelling units (the Additional Housing Option) that envisions more housing for all incomes than the Developer's Proposed Option

similar site plans. Both project options would include approximately 7,500 gsf of retail space such as a café provided on the ground level of Block C, D, E, or F to help activate the central park open space area. Under both options, the ground floor of Block B would contain approximately 10,000 gsf of childcare and community space. Additional information on the project options is provided below.

Table 2-1, Balboa Reservoir Project Characteristics, summarizes the project characteristics of the two proposed project options, including the types and amounts of land uses, proposed dwelling units, building heights, vehicle and bicycle parking, and other features. In this EIR, the term “proposed project” is used when project features of the Developer’s Proposed Option and the Additional Housing Option would be the same.

**TABLE 2-1
BALBOA RESERVOIR PROJECT CHARACTERISTICS**

	Developer’s Proposed Option		Additional Housing Option	
Project Characteristic	Metric			
Proposed Land Use Program	Area (gross square feet)		Area (gross square feet)	
Residential	1,283,000		1,547,000	
Commercial (retail)	7,500		7,500	
Community facilities (childcare and community room for public use)	10,000		10,000	
Parking	339,900 (residential and public)		231,000 (residential only)	
Total Building Area	1,640,400 gsf		1,795,500 gsf	
Proposed Dwelling Units	Number	Percentage (approximate)	Number	Percentage (approximate)
Studio and 1-bedroom	440	40%	620	40%
2- and 3-bedroom	660	60%	930	60%
Total Dwelling Units	1,100	100%	1,550	100%
Proposed Parking	Number		Number	
Vehicle Parking Spaces Car share spaces	1,300 [550 residential + 750 public garage] 7 minimum		650 [residential only] 12 minimum	
Bicycle parking ¹ Bicycle parking Class 1	936		1,100	
Bicycle parking Class 2	75		80	
Total Bicycle Parking	1,011		1,180	
Open Space	Area (gsf)		Area (gsf)	
Publicly accessible open space	Approximately 4 acres		Approximately 4 acres	
Private open space	36 square feet per unit if located on balcony, or 48 square feet per unit if commonly accessible to residents			
Building Characteristics				
Stories	2 to 7 stories		2 to 8 stories	
Height	25 to 78 feet		25 to 88 feet	
Ground floor	Blocks A through H would include residential units, lobbies, and common space		Blocks A through I would include residential units, lobbies, and common space	
Basements	Blocks A through H would allow but not require one below-grade level of vehicle parking spaces		Blocks A through I would allow but not require one below-grade level of vehicle parking spaces	

SOURCES: Reservoir Community Partners, LLC, 2018, and San Francisco Planning Department, 2018

NOTE:

1. Section 155.1(a) of the planning code defines class 1 bicycle spaces as “spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees” and defines class 2 bicycle spaces as “spaces located in a publicly accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use.”
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2.E.1 Developer's Proposed Option

Development under the Developer's Proposed Option would include up to 1.64 million gsf in new construction on 10 blocks (**Figure 2-4, Developer's Proposed Option Site Plan and Height Ranges**). Construction under this option would provide 1,100 residential units totaling about 1.3 million gsf. Housing would be provided on each block. A total of up to 50 percent of the new units would be designated affordable to persons earning between 55 and 120 percent of the area median income, depending on market surveys, funding source restrictions and other stakeholder input on the affordable housing plan. Affordable housing would be distributed throughout the site. For purposes of this EIR, the unit mix is assumed to be 40 percent studio/one bedroom units and 60 percent two- or more bedroom units. **Figure 2-5, Ground Floor Use Plan for Developer's Proposed Option**, presents the proposed ground floor use plan at the project site. With the exception of the townhome blocks (TH1 and TH2), the ground floor areas on all blocks would include common spaces, building lobbies, residential units, as well as utility and parking access. As shown in Figure 2-5, the ground floor of Block B would contain approximately 10,000 gsf of childcare and community space. Approximately 7,500 gsf of retail space such as a café, would be provided on the ground level of Block C, D, E, or F intended to help activate the Central Park open space area.

2.E.2 Additional Housing Option

Development under the Additional Housing Option would include up to 1.8 million gsf in new construction on 11 blocks (**Figure 2-6, Proposed Additional Housing Option Site Plan and Height Ranges**). Construction under this assumption would provide 1,550 residential units totaling about 1.5 million gsf. Although the Additional Housing Option would include a greater number of blocks than the Developer's Proposed Option, the block configurations would be nearly identical. Under this option and as shown in Figure 2-6, four-story tall townhomes are proposed on Block I, which would be one story taller than the Developer's Proposed Option for the same area. Under the Additional Housing Option, a four to five-story residential building is proposed on Block H, instead of townhomes. With the exception of the townhome blocks (TH1, TH2, and I), the ground floor areas on all blocks would include residential units, common spaces, building lobbies, as well as utility and parking access. For purposes of this EIR, the unit mix is assumed to be 40 percent studio/one bedroom units and 60 percent two- or more bedroom units. **Figure 2-7, Ground Floor Use Plan for Additional Housing Option**, presents the proposed ground floor use plan for this option.

Figure 2-4 Developer's Proposed Option Site Plan and Height Ranges

Figure 2-5 Ground Floor Use Plan for Developer's Proposed Option

Figure 2-6 Proposed Additional Housing Option Site Plan and Height Ranges

Figure 2-7 Ground Floor Use Plan for Additional Housing Option

2.E.3 Building Heights

Figures 2-4 and 2-6 present the proposed height district plan for the Developer's Proposed and Additional Housing Options, respectively. The proposed project would include amendments to the Zoning Map to modify the existing height limits to 78 feet in the Developer's Proposed Option and to 88 feet in the Additional Housing Option. As shown in Figures 2-4 and 2-6, the proposed height limits for both options would generally step up from west to east across the project site, with lower permitted heights being adjacent to the Westwood Park neighborhood and greater permitted heights nearer to Lee Avenue, City College, and existing multi-story development along Ocean Avenue. In general, most buildings under the Additional Housing Option would be one story taller than the Developer's Proposed Option. The maximum building heights for the Developer's Proposed Option would generally be 35 to 78 feet, and the maximum building heights for the Additional Housing Option would generally be 35 to 88 feet. **Figure 2-8, Site Section** is a representative north-south and east-west illustration of the site for both project options. **[[Note to reviewers: this is a placeholder figure. The updated figure will be included in ADEIR-1/IS-2]]**

2.E.4 Building Design Standards and Guidelines

As part of the proposed special use district, the City would adopt design standards and guidelines for building design, land use, streets and circulation, open space and the public realm. Standards would be measurable and include quantitative design specifications that the developer would have to meet. Guidelines would be qualitative that the developer would be required to follow to the maximum extent possible. The design standards and guidelines would establish controls for bulk restriction, articulation and modulation, building materials and treatment, building frontage utilization, setbacks, design parameters for open space, streets, and parking and loading standards. Certain architecture requirements would apply to the entire project-site and others would be block-specific. The proposed planning code amendments included in the special use district and the design standards and guidelines would together guide and control all development at the project site after the project obtains entitlements. In addition to AvalonBay Communities and Bridge Housing, build-out of the project site would involve additional partner firms, including non-profits Mission Housing and Habitat for Humanity of Greater San Francisco, along with Pacific Union Development Company. Each of the developers would be bound by the design standards and guidelines. The City would evaluate subsequent submittals of proposed building designs for consistency with both the special use district and the design standards and guidelines.

2.E.5 Open Space Improvements

As shown in **Figure 2-9, Proposed Open Space Plan** and further described below, the proposed project would provide approximately 4 acres of publicly accessible open space. The open spaces and parks would be connected by new internal networks such as pedestrian passages, sidewalks, and roadways. The proposed pedestrian network is described under Section 2.E.8, Transportation and Circulation Plan. The proposed project would also include balconies, rooftops, and courtyards accessible only to building occupants, as well as privately owned public open spaces.

The City and sponsor would detail and finalize the shape and design of open spaces in the design standards and guidelines.

Figure 2-8 Site Sections

Figure 2-9 Proposed Open Space Plan

Central Park

This proposed approximately 2-acre park would be located at the center of the project site, generally surrounded by Blocks C, D, E, and F. Potential programming could include a multi-use lawn and terraces, playgrounds, community garden, picnic area, stormwater gardens and a terrace overlooking the park from the community room.

SFPUC Open Space

South of Blocks A and B along the south side of the project site is the 80-foot-wide section of the parcel that contains a large underground water main. SFPUC regulations state that no permanent structures are allowed in this space.¹² Thus, the sponsor proposes to this area to serve as an active flexible urban recreation space. The space could potentially accommodate temporary programming such as a farmers market, sports court, childcare overflow play area, and multiuse lawn.

Gateway Park

The proposed 0.3-acre park would be located at the project site's entrance east of the Lee Avenue and South Street intersection. The park could also include neighborhood serving uses such as a dog park.

2.E.6 Vehicle Parking and Loading

[Note to reviewers: the loading on-street numbers will be confirmed/updated once Kittelson's Travel Demand Memorandum is finalized]

Under both project options, all blocks would be allowed, but not required, to provide parking below grade or at ground level wrapped with active uses (e.g., residential, retail, or childcare). As shown in Table 2-1, the Developer's Proposed Option and Additional Housing Option include a different number of off-street vehicle parking spaces. With the exception of the townhomes, all residential parking would be unbundled. The differences between the two project options are as follows:

- **Developer's Proposed Option:** The Developer's Proposed Option would provide a total of up to 1,300 off-street vehicle parking spaces. **Figure 2-10, Developer's Proposed Option Parking Facilities and Street Parking Plan**, illustrates the proposed off-street parking locations. Up to 550 off-street parking spaces for project residents may be located in parking garages below grade at Blocks C, D, F, and G and in the townhomes. In addition to resident parking, the Developer's Proposed Option would include a below-grade multi-level public garage of up to 750 spaces located under Blocks A and B and accessed from South Street. The Developer's Proposed Option would include a minimum of seven car-share parking spaces located on

¹² The SFPUC Asset Protection Standards are regulations that provide guidance to projects in the public right-of-way to protect, maintain the intended function, maintain system performance and level of service requirements, and minimize the risk of damage of SFPUC assets while still being accessible for regular and emergency operations and maintenance. The standards prohibit the placement of permanent structures above water and wastewater assets (such as pipelines).

streets and in buildings. Approximately 93 on-street vehicle parking spaces within the project site along the internal

Figure 2-10 Developer's Proposed Option Parking Facilities and Street Parking Plan

streets. In addition, the Developer's Proposed Option would include three off-street freight loading spaces, eight truck-loading parking spaces, eight accessible parking spaces, and four passenger loading areas along the internal streets.

- **Additional Housing Option:** The Additional Housing Option would provide a total of up to 650 off-street parking spaces for the residents. **Figure 2-11, Additional Housing Option Parking Facilities and Street Parking Plan**, illustrates the proposed off-street parking locations. The residential parking for the project could be located in parking garages at or below grade at Blocks A, B, C, D, and G. A public parking garage is not proposed as part of this project option. The Additional Housing Option would include a minimum of 12 car-share parking spaces located on streets and in buildings. Approximately 93 on-street vehicle parking spaces within the project site along the internal streets. In addition, the Additional Housing Option would include four off-street freight loading spaces, eight truck-loading parking spaces, eight accessible parking spaces, and four passenger loading areas along the internal streets.

2.E.7 Bicycle Parking

Both project options would provide: class 1 bicycle parking spaces located either on the ground floor or in the first below-grade level of each building, and in the locations compliant with the planning code; and class 2 bicycle parking spaces, all of which would be located in the right-of-way adjacent to each building or in the publicly accessible open space.¹³ The Developer's Proposed Option would provide at least 936 class 1 and 75 class 2 bicycle parking spaces. The Additional Housing Option would provide at least 1,100 class 1 and 80 class 2 bicycle parking spaces.

2.E.8 Transportation and Circulation Plan

Vehicular access to the project site would be provided via the intersection of Ocean and Lee avenues from the south, and the access road that would connect to the north end of the project site via Frida Kahlo Way (formerly Phelan Avenue) from the north. Lee Avenue would be extended, as described below, along the eastern project site border and connect to proposed interior streets (see **Figure 2-12, Proposed Street Type Plan**).

The proposed interior streets include the extension of Lee Avenue, and new internal streets designated North Street, South Street, and West Street. Streets within the project site would be designed according to the principles of the Better Streets Plan.¹⁴ The design would provide for street trees and other streetscape elements to encourage walking and the use of bicycles to access adjacent public transit. In addition to passenger vehicles and bikes, the street network would also provide access for delivery and emergency vehicles, as well as on-street parking, bike parking, and passenger loading.

¹³ Section 155.1(a) of the planning code defines class 1 bicycle spaces as "spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees" and defines class 2 bicycle spaces as "spaces located in a publicly accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use."

¹⁴ San Francisco Better Streets Plan, adopted December 2010.

Figure 2-11 Additional Housing Option Parking Facilities and Street Parking Plan

Figure 2-12 Proposed Street Type Plan

Lee Avenue. Lee Avenue currently terminates at the southeast corner of the project site. The proposed project would extend Lee Avenue along the east side of the site.¹⁵ Lee Avenue would include one travel lane in each direction. As shown in **Figure 2-13, Proposed Street Section (Lee Avenue)**, Lee Avenue would include a 10.5-foot-wide vehicle travel lane in each direction, and a 5-foot-wide bicycle facility, and 6.5-foot-wide sidewalks on both sides of the street. An 8-foot-wide parking lane would be provided on one or both sides of the street. The Lee Avenue right-of-way would be approximately 72 feet wide. The sidewalks would be buffered from vehicular traffic by a 4-foot-wide planting strip and 2-foot-wide courtesy strip. A raised crossing would be installed at the Lee Avenue and SFPUC open space intersection as a traffic calming measure and to emphasize pedestrian priority.

North and South Streets. North and South streets would be east-west interior neighborhood residential streets and would provide pedestrian, vehicular, and bike access to the individual buildings. As shown in **Figure 2-14, Proposed Street Section (North and South Street)**, North and South streets would have rights-of-way approximately 64 feet wide and would include a single lane of travel in each direction. North and South streets would include a 12-foot-wide travel lane in each direction, 8-foot-wide parking lane, and 6-foot-wide sidewalks on both sides of the street. The sidewalks would be buffered from vehicular traffic by a 4-foot-wide planting strip and 2-foot-wide courtesy strip. Bike lanes could potentially replace the access road along the north edge of the east basin from Lee Avenue to Frida Kahlo Lane. As shown in Figure 2-14, North Street would be located between Blocks G and E/F, and South Street would be located between Blocks C/D and A/B. North and South streets would be shared roadways including bicycle facilities.

West Street. West Street would be a north-south neighborhood residential street, interior to the site. It would provide pedestrian, vehicular, and bike access to individual buildings and to the townhome blocks. As shown in **Figure 2-15, Proposed Street Section (West Street)**, West Street would include a 12.5-foot-wide single lane of travel in each direction and would have an approximately 54-foot right-of-way. A 6-foot-wide sidewalk would be provided on both sides of the street and an 8-foot-wide parking lane would be provided on the east side of the street. This street would be a shared roadway including bicycle facilities. A raised crossing would be installed at the Central Park open space entry point.

Pedestrian and Bicycle Network

The proposed project would include a new pedestrian and bicycle network. As shown in **Figure 2-16, Proposed Dedicated and Shared Bicycle Circulation**, the proposed project would include class II and III bicycle facilities.¹⁶ Class II facilities (bicycle lanes) are proposed on Lee Avenue. Class III facilities (shared lanes) are proposed on North, South, and West streets. Bicycle access to

¹⁵ The Lee Avenue right-of-way would travel along what is currently the western boundary of the surface parking lot behind City College's Multi-Use Building; this portion of the existing parking lot is within the project site.

¹⁶ Class II bikeways are bike lanes striped within the paved areas of roadways and established for the preferential use of bicycles.
Class III bikeways are signed biked routes that allow bicycles to share the travel lane with vehicles.

the project site would be via class III bicycle facilities on Ocean Avenue, and via class II bike lanes on Frida Kahlo Way (formerly Phelan Avenue)

Figure 2-13 Proposed Street Section (Lee Avenue)

Figure 2-14 Proposed Street Section (North and South Street)

Figure 2-15 Proposed Street Section (West Street)

Figure 2-16 Proposed Dedicated and Shared Bicycle Circulation

Figure 2-12, Proposed Street Type Plan illustrates the proposed pedestrian access and connections on the project site. As shown in Figures 2-12 and 2-16, shared pedestrian and bicycle access to the site would be provided at Brighton Avenue on the south side, and San Ramon Way on the west side of the site. The project site would also be accessible via a shared pedestrian and bicycle connection across City College property to the east. Other pedestrian access to the site would be provided at Brighton and Plymouth avenues and from Unity Plaza (see Figure 2-12). As shown in Figure 2-12, the central park and SFPUC open space areas would be linked by the landscaped shared pedestrian and bicycle passages through the site. The proposed buildings and residential lobbies would be accessible from the interior streets, connected directly to public sidewalks. The pedestrian and bicycle crossings at Lee Avenue, North, South and West streets may be raised slightly to emphasize the pedestrian priority of the open space network. A representation of the proposed pedestrian paseos is included in **Figure 2-17, Representative Proposed Pedestrian Paseo**.

Transportation Demand Management

The proposed project would include a transportation demand management (TDM) program that would implement measures to reduce vehicle trips and encourage sustainable modes of transportation. The TDM program may include both physical (e.g., bicycle and carshare parking) and programmatic (e.g., incentives) measures.

Towards the goal of achieving a sustainable land use development, the TDM program would prioritize pedestrian and bicycle access and implement measures to encourage alternative modes of transportation. Onsite childcare and affordable housing would be among the features of the TDM program. Alternative modes of transportation would be encouraged through building a walkable, mixed-use, transit-oriented development, encouraging bicycling and walking and reduced parking ratios for residential uses. Sidewalk and streetscapes would be designed to prioritize safety for pedestrians and bicyclists.

Key strategies in the TDM plan include improved walking conditions and bike lanes, unbundled parking, car-share parking, and other approaches to discourage use of single-occupant private vehicles. See additional discussion of the TDM plan in Section 3.B, Transportation and Circulation.

Figure 2-17 Representative Proposed Pedestrian Paseo

2.E.9 Infrastructure and Utilities

The proposed project would develop infrastructure and utility systems to support the proposed uses at the site. This would include the following:

- **Potable Water.** The project would include construction of potable water distribution piping located under the planned streets and open spaces. These water distribution pipelines would connect to the existing water lines in Ocean Avenue and Frida Kahlo Way adjacent to the project site. To reduce potable water demand, high-efficiency fixtures and appliances would be installed in new buildings.
- **Wastewater.** The project would include construction of wastewater collection lines throughout the site. These wastewater pipelines would connect to the existing combined sewer system in Ocean Avenue and Frida Kahlo Way. The wastewater from the site would be collected and conveyed to the Westside Pump Station for treatment at the Oceanside Treatment Plant.
- **Stormwater.** The proposed project would include a stormwater management system that would comply with the City's stormwater management ordinance. The system would be designed with low-impact design concepts and stormwater management systems, designed to retain and reuse some of the stormwater captured on site. As required, proposed streets would also incorporate bio-filtration via bioswales in bulbouts or pervious surfaces where feasible.
- **Electricity.** PG&E has both overhead and underground lines along Frida Kahlo Way and underground lines along Ocean Avenue. The proposed project would extend electrical distribution lines to serve the project site.
- **Natural Gas.** There are existing natural gas lines in Ocean Avenue and Frida Kahlo Way. The proposed project would extend natural gas distribution lines throughout the site, connecting to the existing lines.
- **Emergency Generators.** The Developer's Proposed and Additional Housing Options would include two and six backup emergency generators, respectively.

2.E.10 Sustainability Plan

The proposed project would establish a sustainability plan that outlines performance and monitoring criteria for its operation. The project would comply with the state's Title 24 and San Francisco Green Building Code requirements for energy efficiency. The project sponsor would evaluate renewable energy approaches such as solar and living roofs as part of the sustainability plan to be included in the proposed project. The project would pursue LEED Gold certification for the proposed buildings.¹⁷

¹⁷ Leadership in Energy and Environmental Design (LEED) is a green building certification program developed by U.S. Green Building Council (USGBC). LEED v4 is the newest version of the program. LEED uses a green building rating system designed to reduce the negative environmental impacts of buildings and improve occupant health and well-being. Building projects satisfy prerequisites and earn points to achieve different levels of certification. Based on the number of points achieved, a project then earns one of four LEED rating levels: Certified, Silver, Gold or Platinum.

2.F Project Variants

In addition to the specific characteristics of the proposed project described above, there are four proposed variants: (1) Above-Ground Public Parking; (2) South Street Alignment and Below-Ground Public Parking at North End of Site; (3) Assumes pedestrians and bicycles do no access site via San Ramon Way; and (4) North Street Extension. The variants modify one limited feature or aspect of the Developer's Proposed Option, unlike the Alternatives to the proposed project analyzed in Chapter 6, Alternatives, which provide a different features or characteristics to the proposed project. Therefore, each variant is the same as the Developer's Proposed Option except for the specific variation described. The variants are being considered by the project sponsors, but have not been confirmed to be part of the Developer's Proposed Option. Only Variant 4 applies to both project options. These variants are analyzed in Chapter 5, Variants at a sufficient level of detail so that any variant or combination of variants could be included in the Developer's Proposed Option (Variants 1 – 4) and Additional Housing Option (Variant 4 only) as part of an approval action.

2.G Project Construction

2.G.1 Construction Overview and Schedule

Construction of the proposed project is anticipated to occur in three main phases over the course of six years, from 2021 to approximately 2027. The construction phasing and durations would be similar for both project options. Table 2-2, **Preliminary Construction Schedule by Phase**, presents a conservative approach for the impact analysis and is based on the assumption that the concentration of construction activities would occur within a shorter timeframe.

TABLE 2-2
PRELIMINARY CONSTRUCTION SCHEDULE BY PHASE¹

Construction Stage	Proposed Development under Developer's Proposed Option	Proposed Development under the Additional Housing Option	Start	Finish	Duration
Phase 0 (Grading and Site Infrastructure)			2021	2022	1 year
Phase 1	Block TH 1 Block TH 2 Block C Block D Block E Block F	Block TH 1 Block TH 2 Block C Block D Block E Block F Block I	2022	2024	2 ½ years
Phase 2	Block A Block B Block G Block H	Block A Block B Block G Block H	2024	2027	2 ½ years

NOTE:

¹ All dates are estimates and is subject to change by market conditions and other factors.

SOURCE: Reservoir Community Partners, LLC, 2018

The initial phase (Phase 0) would include demolition of the west side berm, and north and east embankments, followed by grading, excavation, and construction of site infrastructure over 12 months from 2021 to 2022. Two phases of vertical construction would follow, each lasting approximately 24 to 30 months. The construction activities during Phase 1 and 2 would include, but not be limited to, finish grading, excavation for subgrade parking, construction of building foundations, building construction, architectural coatings, and paving. **Figure 2-18, Proposed Developer’s Option Construction Phasing** and **Figure 2-19, Proposed Additional Housing Option Construction Phasing**, shows the vertical construction phasing on the project site. As shown in Figures 2-18 and 2-19, Phase 1 would develop the townhome and inner blocks first, followed by development of the south and north ends of the site during Phase 2. As shown in Table 2-2, multiple blocks would be developed under each Phase 1 and 2 for both project options. In general, the construction of each block and associated buildings would occur in parallel for each phase for both project options. Construction of Phase 1 would occur from 2022 to 2024. Construction of Phase 2 would occur from 2022 to 2024, after Phase 1 is complete. Buildings constructed in Phase 1 would be occupied during construction of Phase 2.

Construction would generally occur between the hours of 7 a.m. and 8 p.m., up to seven days a week, consistent with section 2908 of the San Francisco Police Code. Certain construction activities such as large concrete pours, may require earlier start or later finish times to accommodate such time-specific activities. Construction activities that extend beyond normal hours would be subject to review, permitting, and approval by the San Francisco Department of Building Inspection.

Grading, Soil Excavation, and Hauling

Currently, the grade of the site along the west side is approximately at the same elevation as the adjacent residential area along Plymouth Avenue within Westwood Park; however, the two areas are separated by the 30-foot-tall berm. As described under Section 2.D.2, Project Site, the project site slopes gently upward from west to east. There are also 18- and 30-foot increases in elevation between the project site bottom and the top of the eastern and northern slopes, respectively.

The proposed project would require removal of the west side berm, and north and east embankments, with the soil redistributed and used as fill to raise the grade of the project site such that once constructed, the ground floor levels of the buildings, pathways, and roadways would match the grades of adjacent areas along each side of the site (see Figure 2-8).

Soil excavation and grading of the site would occur during Phase 0 of construction. The proposed grading plan intends to balance the site and use as much cut soil as fill soil in other areas of the site, minimizing or eliminating the need for either soil import or export. The approximately 171,000 cubic yards of cut and excavated material would include concrete, asphalt, and soil from the berms and embankments and the parking lot, of which approximately 115,000 cubic yards would be recycled and re-used onsite. Graders, excavators, and dozers would be used to remove and redeposit soil on the project site. During Phase 0, excess soil would be stockpiled onsite on Blocks B and H. Under the Developer’s Proposed Option only, the below-grade public parking garage on Blocks A and B would require excavation to a depth of approximately 20 feet at the beginning

of Phase 2. Approximately 57,000 cubic yards of stockpiled and excavated soil would be exported at the beginning of Phase 2 over two months.

Figure 2-18 Proposed Developer's Option Construction Phasing

Figure 2-19 Additional Housing Option Construction Phasing

Construction Employment

The number of daily construction workers at the project site would vary over the course of construction, depending on the specific construction activities being performed, and overlap between block construction. The number of construction workers per day at the project site would be between 10 and 350. The maximum number of construction workers would be onsite during the building construction on each block. Construction employees would most likely be obtained from San Francisco and the greater Bay Area workforce. Workers would take public transportation, shuttles, or carpool to the project site.

Construction Equipment and Staging

A variety of mobile and stationary construction equipment would be used at the project site during construction. Track/tire-mounted cranes and/or tower cranes would also be used for building construction, including but not limited to, precast or prefabricated erection, and building façades. Other mobile equipment such as excavators, graders, backhoes, loaders, dump trucks, compactors, pavers and forklifts would be used at the project site for a range of other construction tasks on the project site, including excavation, site clearing and grading, building construction, and/or hardscape and landscape materials installation.

In order to minimize the need for exporting materials, a recycling facility would be located on site during Phase 0 to crush and recycle asphalt, rock, and concrete from demolition of the berm and parking lot.

Project construction would also generate offsite truck trips for deliveries of concrete and other building materials, transportation of construction equipment to and from the site, hauling soils and debris from the site, and street sweepers. Miscellaneous stationary equipment would include generators, crushing and processing equipment and cement and mortar mixers. A variety of other, smaller, mechanical equipment would also be used at the project site during the construction period, such as jackhammers/pavement breakers, saw cutters, chopping saws, tile saws, stud impact guns, impact drills, torque wrenches, welding machines, and concrete pumps.

Parking During Construction

During the initial portion of Phase 0, the site may not be available for public parking due to mass grading activities. During construction of Phase 1, unused portions of the site would be paved to allow surface vehicular parking until Phase 2 construction begins. During construction of Phase 2 and operation of Phase 1, no surface vehicular parking areas would be available. Public parking would be accommodated in the public parking garage (under the Developer's Proposed Option), when it is completed.

Building Foundations

The proposed buildings are planned as Type III or V wood framed construction¹⁸ over a ground floor of Type I reinforced concrete construction¹⁹ that would accommodate parking, amenity spaces, and in some cases residential units. The foundations for the townhomes, multifamily structures, and parking structures are anticipated to be of conventional spread footings. The project would not require pile driving.

2.H Graphic Exhibits of Proposed Project

[Note to reviewers: Renderings of project to be provided by sponsor team prior to publication.]

2.I Required Project Approvals

The proposed project is subject to review and approvals by several local, regional, state, and federal agencies. Certification of the final EIR by the San Francisco Planning Commission, which would be appealable to the San Francisco Board of Supervisors, is required before any other discretionary approval or permits would be issued for the proposed project. The proposed project may require major project approvals and/or plan amendments from the following:

2.I.1 State and Regional Agencies

Regional Water Quality Control Board - San Francisco Bay Region

- Approval of Section 401 water quality certification
- General Construction Stormwater Permit

Bay Area Air Quality Management District

- Approval of any necessary air quality permits (e.g., Authority to Construct and Permit to Operate) for individual air pollution sources, such as emergency diesel generators

2.I.2 Local Agencies

San Francisco Board of Supervisors

- Approval of general plan amendments
- Approval of planning code amendments (Special Use District) and associated zoning map and height map amendments
- Approval of a development agreement

¹⁸ Type III construction is defined as construction in which the exterior walls are of noncombustible materials and the interior building elements are of any material permitted by the California Building Code. Type V construction is defined as construction in which the structural elements, exterior walls, and interior walls are of any materials permitted by the California Building Code.

¹⁹ Type I construction is defined as construction in which the building primary structural frame, bearing walls, nonbearing walls and partitions, floor construction, and roof construction are of noncombustible materials, except as permitted in the California Building Code.

- Approval of final subdivision map
- Approval of street vacations, dedications and easements for public improvements, and acceptance (or delegation to Public Works Director to accept) of public improvements, as necessary
- Agreement with City College of San Francisco for roadway access and any joint development of streets, if applicable

San Francisco Planning Commission

- Adoption of CEQA findings and certification of the Final EIR
- Approval of Special Use District Design Standards and Guidelines
- Initiation and recommendation to Board of Supervisors to approve amendments to the general plan
- Initiation and recommendation to the Board of Supervisors to approve planning code amendments adopting a Special Use District and associated zoning map amendments
- Recommendation to Board of Supervisors to approve a development agreement

San Francisco Public Utilities Commission or General Manager

- Consent to development agreement
- Approval of changes to connections to the sewer system
- Approval of an erosion and sediment control plan per San Francisco Public Works Code article 4.1
- Approval of a post-construction stormwater design guidelines, including a stormwater control plan that complies with the city's 2016 Stormwater Management Requirements and Design Guidelines
- Approval of any changes to existing publicly owned fire hydrants, water service laterals, water meters, and/or water mains
- Approval of the size and location of the project's new fire, standard, irrigation, and/or recycled water service laterals
- Approval of the landscape plan per the Water Efficient Irrigation Ordinance
- Approval of required documentation per the Non-Potable Water Ordinance (joint approval by the health department)
- Approval of a water supply assessment

San Francisco Department of Public Works

- Consent to development agreement
- Recommendation of street dedication
- Approval of subdivision map
- Recommendation of encroachment permits

San Francisco Municipal Transportation Agency

- Approval of transit improvements, public improvements and infrastructure, including certain roadway improvements, bicycle infrastructure and loading zones, to the extent included in the project
- Consent to Development Agreement

San Francisco Fire Department

- Actions and approvals related to its jurisdictional authority
- Consent to Development Agreement

San Francisco Department of Building Inspection

- Issue demolition, grading, and site construction permits
- If any night construction work is proposed that would result in noise greater than 5 dBA above ambient noise levels, approval of a permit for nighttime construction is required

San Francisco Department of Public Health

- Oversee compliance with San Francisco Health Code article 22A (Maher Ordinance)
- Approval of a construction dust control plan per San Francisco Health Code article 22B
- Approval of required documentation per the Non-Potable Water Ordinance (joint approval by the public utilities commission)

City College of San Francisco

- Agreement with the City for roadway access and any joint development of streets, if applicable

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