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PLANNING DEPARTMENT

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Executive Summary
HOME-SF Project Authorization
Fee Waiver for Residential Child Care Impact Fee

HEARING DATE: OCTOBER 24, 2019

Record No.:	**2016-006860AHBIKA**
Project Address:	**65 OCEAN AVENUE**
Zoning:	Excelsior Outer Mission NCD (Neighborhood Commercial) Zoning District 40-X Height and Bulk District
Block/Lot:	6954 / 018
Project Sponsor:	Riyad Ghannam RG-Architecture, Inc. 420 South Van Ness Avenue San Francisco, CA 94103
Property Owner:	Agrippa, LLC 1160 Battery Street, Suite 250 San Francisco, CA 94111
Staff Contact:	Veronica Flores – (415) 575-9173 veronica.flores@sfgov.org
Recommendation:	**Approval with Conditions**

PROJECT DESCRIPTION

The Project proposes demolition of three existing commercial buildings (approximately 14,088 square feet) and new construction of a 55-foot-tall building with 193 dwelling units, and a basement-level garage with a total of 121 parking spaces and 149 Class 1 bicycle parking spaces. 25% of the units, or 48 homes, would be provided at below market rate. The building would vary in height from four stories (40 feet) on Cayuga Avenue to five stories along (50 feet) Ocean Avenue to six stories (55 feet) on Alemany Boulevard. Vehicular access to and from the garage would be provided on Cayuga Avenue. 17,505 square feet of usable open space for the residents of the proposed project would be provided in the form of interior courtyards on the ground floor and roof decks at the fourth and fifth floors. A 5,942 square foot child care facility would be provided at the ground level, accommodating up to 25 children.

REQUIRED COMMISSION ACTION

In order for the Project to proceed, the Commission must grant a HOME-SF Project Authorization. This Authorization would grant zoning modifications to 1) the rear yard requirements of Planning Code Section 134, 2) the horizontal dimension and vertical clearance requirements for inner courts to qualify as open space pursuant to Planning Code Section 135, and 3) the dwelling unit exposure requirements of Planning Code Section 140. In addition, the Planning Commission must grant an exception from the Rear Yard requirements to allow an alternate configuration of the rear yard setback than what is specified in Section 328. Using the HOME-SF Program, the Project is receiving development bonuses to allow form-based density, add one additional story of height, and add five feet of additional ground floor height.

Additionally, the Commission will need to approve an impact fee credit in-lieu through an in-kind agreement in return for provision of an on-site child care facility.

ISSUES AND OTHER CONSIDERATIONS

- **Below Market Rate Housing.**
  - The Housing Opportunities Mean Equity – San Francisco (HOME-SF) Program provides benefits to projects that set aside residential units onsite at below market rate rent or sales price in an amount higher than required by the Inclusionary Housing Ordinance. The Project would provide 25% (48 units) of the 193 total proposed dwelling units as permanently affordable in exchange for development bonuses set forth above. A non-HOME-SF project at this site would only be required to provide 18% % (35 units), as affordable units.
- **Off-Street Parking.**
  - The Planning Code permits a maximum of one off-street parking space for each dwelling unit. The Project proposes 117 residential off-street parking spaces for the 193 proposed dwelling units. Given the subject property's location in an area well-served by several transit options, including the Balboa Park BART Station, the proposal aligns with the City's goals of encouraging public transportation use and ensuring choices among modes of travel.
- **Height.**
  - The maximum height limit for the subject property is 40 feet, however the Project proposes a building height of 54 feet 7 inches. This is being achieved through HOME-SF, which permits projects to receive up to 20 additional feet of building height, plus up to five additional feet in height for active ground floor uses. This is consistent with the prevailing neighborhood character because the proposed building proportions and exterior materials are compatible with the adjacent buildings and the immediate neighborhood character. Additionally, the bulk of the massing is situated along Alemany Boulevard which is more commercial in nature, and the building massing decreases towards Cayuga Avenue which is composed of two-story single-family residences.
- **Residential Density.**
  - While the Excelsior Outer Mission NCD would otherwise allow up to 67 units, the Project proposes 193 dwelling units. This is achieved through the HOME-SF Program, which allows for residential density to be governed not by lot area but rather by applicable Code requirements, including but not limited to setbacks, unit mix, and design guidelines.
- **Fee Waiver for Residential Child Care Impact Fee:**
  - The Project is subject to the residential child care impact fees. However, by entering a legally binding "In-Kind Agreement", the Project Sponsor is seeking an impact fee credit in-lieu of constructing a 5,942 square foot child care facility within the Project, which could accommodate up to 25 children. The child care facility will also provide 2,289 square feet of open space. This In-Kind Agreement will be presented to Commission at a subsequent hearing later this year.

- **Public Comment & Outreach.**
    - The Department has received 20 letters in support and five letters in opposition to the Project.
    - The opposition to the Project is generally centered on the overall design and concern that the Project does not include enough affordable housing or family-sized units.
    - The Sponsor reports having conducted more than ten community meetings/community walks. These efforts include the Excelsior Action Group, New Mission Terrace Improvements Association, Excelsior District Improvement Association, Friends of Persia Triangle, The Crayon Box (former child care operator at project site), San Francisco Housing Action Coalition, San Francisco Bay Area Council, Mission Hiring Hall, and PODER SF.

- **Project Design Review Comments:** The project has changed in the following significant ways since the original submittal to the Department:
    - Breaking up the massing along Ocean Avenue to better compliment the topography of the street
    - Better articulate the facades of the upper floors of the Ocean and Cayuga Ave facades, like the Alemany Boulevard frontage.
    - Infilling notches at the ground floor with planters to decrease maintenance issues.
    - Introducing a secondary child-care facility entrance along Alemany Boulevard, adjacent to the proposed loading space.

ENVIRONMENTAL REVIEW

On September 18, 2019, the Preliminary Mitigated Negative Declaration (PMND) for the Project was prepared and published for public review. On October 8, 2019, the PMND was appealed. The Commission held a duly noticed hearing on the appeal of the PMND, upheld the PMND, and approved the issuance of the Final Mitigated Negative Declaration on October 24, 2019. This document determined that there is no significant effect on the environment under California Environmental Quality Act Sections 15064, 15065, and 15070.

BASIS FOR RECOMMENDATION

The Project would provide a substantial amount of new rental housing, including on-site below-market rate units in excess of the amount required by the Planning Code (25% for the Project under the HOME-SF Program versus 18% for a similarly situated conventional project). The project would provide 57 two-bedroom units and 21 three-bedroom units which would be suitable for families with children. The Project Site is located within walking distance to several public transit lines, including the Balboa Park BART Station. Additionally, the proposal will provide a much-needed on-site child care facility. The design of the Project is thoughtfully modern, compatible with the surrounding neighborhood, and responsive to the unique topography of the site.

ATTACHMENTS:

Draft Motion – HOME-SF Project Authorization with Conditions of Approval
Exhibit B – Plans and Renderings

Exhibit C – Environmental Determination (including Mitigation Monitoring and Reporting Program)
Exhibit D – Land Use Data
Exhibit E – Maps and Context Photos
Exhibit F - Project Sponsor Brief
Exhibit G – Inclusionary Affordable Housing Affidavit
Exhibit H – Anti-Discriminatory Housing Affidavit
Exhibit I – First Source Hiring Affidavit

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Planning Commission Draft Motion

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ADOPTING FINDINGS RELATING TO HOME-SF PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 206.3 AND 328 TO ALLOW AN EXCEPTION FROM THE REAR YARD REQUIREMENTS PURSUANT TO PLANNING CODE SECTION 134, AND ZONING MODIFICATIONS FROM THE 1) REAR YARD REQUIREMENTS OF PLANNING CODE SECTION 134, 2) THE HORIZONTAL DIMENSION AND VERTICAL CLEARANCE REQUIREMENTS FOR INNER COURTS TO QUALIFY AS OPEN SPACE PURSUANT TO PLANNING CODE SECTION 135, AND 3) DWELLING UNIT EXPOSURE REQUIREMENTS OF PLANNING CODE SECTION 140, AS PART OF A PROJECT THAT WOULD CONSTRUCT A FIVE-STORY, 54-FOOT-7-INCHES TALL BUILDING WITH 193 DWELLING UNITS, A 5,942 SQUARE FOOT CHILD CARE FACILITY, 117 RESIDENTIAL PARKING SPACES, AND 149 BICYCLE SPACES, LOCATED AT 65 OCEAN AVENUE, LOT 018 IN ASSESSOR'S BLOCK 6954, WITHIN THE EXCELSIOR OUTER MISSION NCD (NEIGHBORHOOD COMMERCIAL) ZONING DISTRICT AND A 40-A HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On December 18, 2018, Riyad Ghannam of RG-Architecture, Inc. (hereinafter "Project Sponsor") filed Application No. 2016-006860AHB (hereinafter "Application") with the Planning Department (hereinafter "Department") for a HOME-SF Project Authorization to allow new construction of an approximately 55-foot-tall building (with an additional 5 foot with the mechanical penthouse) with 193 dwelling units, a 5,952 gross square foot (gsf) child care facility, and a one-story, basement-level garage with a total of 121 parking spaces and 149 Class 1 bicycle parking spaces at 65 Ocean Avenue, Block 6954, Lot 018 (hereinafter "Project Site").

The Planning Department Commission Secretary is the custodian of records; the File for Record Nos. 2016-006860AHB and 2016-006860ENV are located at 1650 Mission Street, Suite 400, San Francisco, California.

On October 24, 2019, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on HOME-SF Project Authorization (2016-006860AHB), In-Kind Agreement (2016-006860IKA), and the Appeal of the Mitigated Negative Declaration (2016-006860ENV).

On September 18, 2019, an Initial Study/Preliminary Mitigated Negative Declaration (IS/PMND) for the Project was prepared and published for public review; and

The IS/PMND was available for public comment until October 8, 2019; and

On October 8, 2019, an appeal of the PMND was filed with the Planning Department ("Department").

On October 24, 2019, the Commission upheld the PMND and approved the issuance of the Final Mitigated Negative Declaration (FMND), finding that the contents of said report and the procedures through which the FMND was prepared, publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA), Title 14 California Code of Regulations Sections 15000 et seq. (the "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code ("Chapter 31"): and

The Department/Commission found the FMND was adequate, accurate and objective, reflected the independent analysis and judgment of the Department and the Commission, and approved the FMND for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31.

Department staff prepared a Mitigation Monitoring and Reporting Program (MMRP), which material was made available to the public and this Commission for this Commission's review, consideration and action.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the HOME-SF Project Authorization as requested in Application No. 2016-006860AHB, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and constitute findings of this Commission.

2. **Project Description.** The Project proposes demolition of the existing buildings and new construction of an approximately 55-foot-tall building with 193 dwelling units, a 5,942 gross square foot (gsf) child care facility, and a one-story, basement-level garage with a total of 121 parking spaces and 149 Class 1 bicycle parking spaces. The building would contain approximately 190,215 gsf and would vary in height from four stories (40 feet) on Cayuga Avenue to five stories along Ocean Avenue to six stories (55 feet) on Alemany Boulevard. Vehicular access to and from the basement-level garage would be provided from on Cayuga Avenue. The existing curb cut along the site on Cayuga Avenue would be reduced in width from 80 feet to 20 feet, and the existing curb cut on Ocean Avenue would be removed. The passenger loading zone for the childcare facility would located be on Alemany Boulevard. A total of 147 bicycle parking spaces would be provided (Class 1 spaces in the basement-level garage and Class 2 spaces on the sidewalks adjacent to the project site). A total of approximately 17,505 square feet of usable open space for the residents of the proposed project would be provided in the form of interior courtyards on the ground floor and roof decks at the fourth and fifth floors.

3. **Site Description and Present Use.** The Project is located on an irregular-shaped lot with a an area of approximately 4,497 square feet, which has approximately 94 feet of frontage along Cayuga Avenue, 224 feet of frontage along Ocean Avenue, and approximately 95 feet of frontage along Alemany Boulevard. The Project Site slopes laterally upward along Ocean Avenue and was formerly occupied by a child care facility operating as Crayon Box. Crayon Box voluntarily left the Project Site to relocate to 3215 Cesar Chavez Street prior to the Project Sponsor's acquisition of the property. Since then, Crayon Box has expressed interest in returning to the property and the Project Sponsor is in continued communications with them regarding this matter.

4. **Surrounding Properties and Neighborhood.** The Project Site is located within the Excelsior Outer Mission Neighborhood Commercial District. The immediate context is mixed in character with residential and commercial uses. The immediate neighborhood includes one-to-two-story residentail uses and a gas station to the north, primarily two-to-three story residential development to the east, and two-story single-family residences to the west. There is a five-story, 116-unit, new construction building proposed for the property directly south of the Project Site. Other zoning districts near the Project Site include: Excelsior Outer Mission Neighborhood Commercial District (NCD), RH-1 (Residential —House, One-Family), RH-2 (Residential — House, Two-Family), and P (Public).

5. **Public Outreach and Comments.** The Department has received 20 letters in support and five letters in opposition to the Project. The opposition to the Project is centered on the overall design and concern that the Project does not include enough affordable housing or family-sized units.

6. **Planning Code Compliance.** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

A. **Floor Area Ratio.** Planning Code Section 124 states that in the Excelsior Outer Mission Neighborhood Commercial Zoning District, the basic floor area ratio limit shall be 3.6 to 1.

The subject property is approximately 40,497 square feet in size. As such, the maximum permitted basic floor area ratio would allow for a total of 1,457,892 square feet of non-residential uses. The total proposed non-residential gross floor area approximately 5,942 square feet and therefore complies with this requirement.

B. **Rear Yard.** Planning Code Section 134 requires that the project provide a rear yard equal to 25 percent of the total lot depth at the lowest level containing a residential unit, and at each succeeding level or story of the building, but in no case less than 15 feet of lot depth. HOME-SF Projects may receive a Zoning Modification which allows corner properties to provide 20% of the lot area at the interior corner of the property to meet the miniumum rear yard requirement.

Literal enforcement of this Code requirement would result in approximately a 70-foot deep rear yard abutting the Cayuga Avenue frontage. The Project proposes two inner courts measuring approximately 8,780 square feet when combined, equal to approximately 21.6% of the area of the lot, but the setback is not located in the interior corner of the lot. As such, the Project is seeking both a zoning modification and an exception to the rear yard requirements of Planning Code Section 206.3. The zoning modification would allow the project to provide setbacks totaling less than 25% of lot coverage, while the exception allows the project sponsor to relocate these setbacks to other areas of the lot to respond to the surrounding context. The additional required findings are listed below under Subsection 10.

C. **Inner Courts as Open Space.** Planning Code Section 135 requires that the project provide a minimum of 80 square feet of common usable open space per dwelling unit. Any space credited as common usable open space shall be at least 15 feet in every horizontal dimension and shall have a minimum area of 300 square feet. Inner courts may qualify as common usable open space as long as they are at least 20 feet in every horizontal dimension, and the height of all of the walls and projections above the court on at least three sides is no higher than one foot for each foot that such point is horizontally distant from the opposite side of the clear space in the court. HOME-SF Projects may receive a Zoning Modification to provide an inner court that is at least 25 feet in every horizontal dimension with no restrictions on the heights of adjacent walls. An area within such an inner court shall qualify as common usable open space under Section 135.

The Project proposes 8,437 square feet of common usable open space available at grade within three separate inner courts as well as two common rooftop decks totaling approximately 9,068 square feet. This combined results in approximately 17,505 square feet of common usable open space. All three inner courts are greater than 25 feet in every horizontal directon, but do not meet the strict height restrictions set forth in Planning Code Section 135(g)(1). As such, the Project complies with the

Zoning Modification for the inner courts to qualify as usable open spacepurusant to Planning Code Section 206.3(d)(4)(G).

D. **Dwelling Unit Exposure.** Planning Code Section 140 states that in each dwelling unit, the windows of at least one room of 120-square-foot minimum dimensions shall face directly onto a public street, public alley at least 20 feet in width, side yard at least 25 feet in width, a Code-complying rear yard, or an open area which is unobstructed and is no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit in question is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor. HOME-SF Projects may receive a Zoning Modification to satisfy dwelling unit exposure requirements as long as qualifying windows face onto an unobstructed open area that is no less than 25 feet in every horizontal dimension. Such open area is not required to expand in evry horizontal dimension at each subsequent floor.

Eighty-nine of the proposed dwelling units would face directly onto either Cayuga Avenue, Ocean Avenue, or Alemany Boulevard. Forty-seven of the proposed dwelling units face directly onto a qualifying rear yard. The Project proposes fifty-seven units that gain their dwelling unit exposure by facing an open area that is no less than 25 feet in every horizontal dimension, however, that open area does not expand in every horizontal dimension at each subsequent floor, and therefore complies with the Zoning Modification set forth in Section 206.3(d)(4)(B)

E. **Street Frontage in Residential-Commercial Districts.** Section 145.1 of the Planning Code requires that, with the exception of space allowed for parking and loading access, building egress, and access to mechanical systems, space for active uses shall be provided within the first 25 feet of building depth on the ground floor and 15 feet on floors above from any facade facing a street at least 30 feet in width. Building systems including mechanical, electrical, and plumbing features may be exempted from this requirement by the Zoning Administrator only in instances where those features are provided in such a fashion as to not negatively impact the quality of the ground floor space. Building lobbies are considered active uses, so long as they do not exceed 40 feet or 25 percent of building frontage, whichever is larger. The floors of street-fronting interior spaces housing non-residential active uses and lobbies shall be as close as possible to the level of the adjacent sidewalk at the principal entrance to these spaces. Frontages with active uses must be fenestrated with transparent windows and doorways for no less than 60 percent 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. No more than one-third of the width or 20 feet, whichever is less, of any given street frontage shall be devoted to parking ingress or egress. Ground floor non-residential uses in all RC districts shall have a minimum floor-to-floor height of 14 feet.

The proposed building would front onto both Cayuga Avenue, Ocean Avenue, or Alemany Boulevard and active uses are required along all frontages. The proposed ground floor uses include residential uses which are considered active uses because more than 50 percent of the linear residential street

frontage at the ground level features walk-up dwelling units that provide direct, individual pedestrian access to a public sidewalk, and are consistent with the Ground Floor Residential Design Guidelines.

On the Cayuga Avenue side, approximately 18 feet of frontage is dedicated to parking ingress/egress, and an additional 5 feet is occupied by doors providing access to secondary building ingress/egress corridor. Both of these features are exempted from the provisions of Planning Code Section 145.1. The entrance to the residential lobby is located on Ocean Avenue measuring approximately 27 feet wide. All street frontages are fenestrated with transparent windows and doorways. As such, the proposed uses and ground floor layout along the three street frontages complies with the requirements of Planning Code Section 145.1.

F. **Off-Street Parking and Loading**. Section 151.1 of the Planning Code permits a maximum of one (1) off-street parking space for every dwelling unit. Planning Code Section 152 does not require any off-street loading spaces for non-residential uses with a gross floor area less than 10,000 square feet.

The project proposes 117 off-street parking spaces for the residential uses in the garage accessed from Cayuga Avenue. Therefore, the project complies with Section 151.1.

H. **Bicycle Parking.** Planning Code Section 155.2 requires the provision of at 100 Class 1 spaces plus one Class 1 space for every four Dwelling Units over 100 and one Class 2 bicycle parking space per 20 dwelling units for residential uses. Planning Code Section 155.2 requires a minimum of two Class 2 spaces or one space for every 20 children and one Class 2 space for every 20 children for child care facility uses.

The Project would provide a total of 149 Class 1 bicycle parking spaces in a bicycle storage area on the ground floor for both residential and child care uses. 22 Class 2 bicycle parking spaces would be provided on along all three street frontages, which complies with the Planning Code requirements.

I. **Dwelling Unit Density.** Planning Code Section 207 permits a maximum dwelling unit density of 3 units per lot or 1 dwelling unit per 400 square feet of lot area. The density of a HOME-SF Project shall not be limited by lot area but rather by applicable requirements and limitations set forth by the Planning Code, including but not limited to setbacks, unit mix, and design guidelines.

While Planning Code Section 207 permits a maximum of of one dwelling unit per 600 square feet of lot area, or 67 total units, on the subject lot, HOME-SF Projects shall receive form-based density as a Development Bonus pursuant to Section 206.3(d)(1). The project proposes 193 dwelling units which is compliant with the Planning Code.

J. **Building Height.** Per Planning Code Section 260, the maximum height limit for the subject property is 40 feet. HOME-SF Projects shall receive up to two additional stories of height (each limited to 10') above the height set forth in the Height Map of the Zoning Map,

depending on the amount of affordable housing provided. In addition, a HOME-SF Project with active ground floor uses as defined in Section 145.1(b)(2) shall receive up to five feet of additional height to provide a 14-foot floor-to-ceiling height at the ground floor or to provide walk-up dwelling units that are consistent with the Ground Floor Residential Design Guidelines.

The Project is a Tier 2 HOME-SF Project, which permits up to one additional story of height plus five feet for active ground floor uses, for a total of 15 feet additional height overall. The Project proposes a building height of 54 feet 7 inches, which is compliant with the Development Bonuses provided in Section 206.3(d).

K. **Shadow.** Planning Code Section 295 restricts net new shadow, cast by structures exceeding a height of 40 feet, upon property under the jurisdiction of the Recreation and Park Commission. Any project in excess of 40 feet in height and found to cast net new shadow must be found by the Planning Commission, with comment from the General Manager of the Recreation and Parks Department, in consultation with the Recreation and Park Commission, to have no adverse impact upon the property under the jurisdiction of the Recreation and Park Commission.

Based upon a shadow analysis, the Project does not cast any net new shadow upon property under the jurisdiction of the Recreation and Parks Commission.

L. **Entertainment Commission Outreach.** Planning Code Section 314 requires that the Planning Department and Planning Commission consider the compatibility of uses when approving residential uses adjacent to or near existing permitted Places of Entertainment and shall take all reasonably available means through the City's design review and approval processes to ensure that the design of such new residential development project takes into account the needs and interests of both the Places of Entertainment and the future residents of the new development.

The subject property is not located within 300 feet of a Place of Entertainment.

M. **Transportation Demand Management (TDM) Plan.** Pursuant to Planning Code Section 169 and the TDM Program Standards, the Project shall finalize a TDM Plan prior Planning Department approval of the first Building Permit or Site Permit. As currently proposed, the Project must achieve a target of 23 points.

The Project submitted a completed Environmental Evaluation Application prior to January 1, 2018. Therefore, the Project must only achieve 75% of the point target established in the TDM Program Standards, resulting in a required target of 18 points. As currently proposed, the Project will achieve its required 18 points through the following TDM measures:

- *Bicycle Parking (Option B)*
- *Bicycle Repair Station*

- *Car-Share Parking (Option A)*
- *Delivery Supportive Amenities*
- *Family TDM Amenities (Option A)*
- *On-site Childcare*
- *Multimodal Wayfinding Signage*
- *Real Time Transportation Information Displays*
- *On-Site Affordable Housing (Option B)*
- *Unbundled Parking (Location C)*
- *Parking Supply (Option C)*

N. **Transportation Sustainability Fee.** Planning Code Section 411A is applicable to any development project that results in the construction of more than twenty (20) new dwelling units.

The Project proposes the construction of 193 new dwelling units and is therefore subject to the Transportation Sustainability Fee. These fees must be paid prior to the issuance of the first construction document.

O. **Inclusionary Affordable Housing Program**. Planning Code Section 206.3 sets forth the requirements for the HOME-SF program, which automatically awards development bonuses such as form-based density and additional height, and allows a project sponsor to seek specified zoning modifications, in exchange for a higher rate of on-site affordable units.

Planning Code Section 206.3(f) sets forth temporary provisions that create three separate HOME-SF Tiers. Each tier requires a set percentage of on-site affordable units that exceeds the amount required by the Inclusinary Housing Ordinance, and provides the Project with either zero, one or two additional stories of height. The HOME-SF Tiers are as follows:

	Form-Based Density	**Additional Height Awarded Above Existing Height Limit**	**On-Site Affordability Requirement**
Tier 1: 3-24 units	Yes	5′ for active ground floor uses, but no additional stories	20%
Tier 1: 25+ units	Yes	5′ for active ground floor uses, but no additional stories	23%
Tier 2: All Projects	Yes	5′ for active ground floor uses, plus one additional story up to 10′ in height	25%
Tier 3: All Projects	Yes	5′ for active ground floor uses, plus two additional storeis up to 20′ in height	30%

Pursuant to Planning Code Section 206.3(c)(1), the affordable units in a HOME-SF project (HOME-SF units) are restricted for the life of the project, and are subject to the provisions of Planning Code Section 415 and the Procedures Manual, except that project sponsor must provide the specified percentage of the proposed dwelling units as affordable for that tier, with a set proportion of each tier as affordable to low-, middle- and moderate-income households as defined in Section 206.3.

The Project Sponsor has demonstrated that it is eligible for the HOME-SF program as a Tier 2 Project, and has submitted an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the HOME-SF by providing 25% affordable housing on-site, as ownership units with a minimum of 10% of the units affordable to low-income households, 8% of the units as affordable to moderate income households, and the remaining 7% of the units affordable to middle-income households as defined by the Planning Code and Procedures Manual. Forty-eight (48) units (12 studios, 17 one-bedrooms, 9 two-bedrooms and 5 three-bedroom) of the 193 total units provided will be affordable units. The project sponsor will enter into a regulatory agreement with the City which records the number of required affordable units, the tenure of the units, and the term of restriction for the units.

P. **First Source Hiring.** The Project is subject to the requirements of the First Source Hiring Program as they apply to permits for residential development (Section 83.4(m) of the Administrative Code), and the Project Sponsor shall comply with the requirements of this Program as to all construction work and on-going employment required for the Project. Prior to the issuance of any building permit to construct or a First Addendum to the Site Permit, the Project Sponsor shall have a First Source Hiring Construction and Employment Program approved by the First Source Hiring Administrator, and evidenced in writing. In the event that both the Director of Planning and the First Source Hiring Administrator agree, the approval of the Employment Program may be delayed as needed.

The Project Sponsor submitted a First Source Hiring Affidavit and prior to issuance of a building permit will execute a First Source Hiring Memorandum of Understanding and a First Source Hiring Agreement with the City's First Source Hiring Administration.

Q. **Child Care Fee.** Planning Code Section 414A requires payment of a child care impact fee for a project that results in one net new dwelling unit.

The Project proposes 193 new dwelling units and is therefore subject to the Child Care Fee. These fees must be paid prior to the issuance of the first construction document. Instead, the Project Sponsor will provide an on-site child care facility and pursuing an In-Kind Agreement for a fee waiver.

7. **HOME-SF Project Authorization Applicability.** Planning Code Section 206.3 lists eight eligibility requirements for HOME-SF Projects.

A. The Project contains three or more residential units, as defined in Section 102, not including any Group Housing as defined in Section 102, efficiency dwelling units with reduced square footage defined in Section 318, and Density Bonus Units permitted through this Section 206.3, or any other density bonus;

The Project proposes 193 dwelling units and does not contain any group housing units nor does it include any efficiency dwelling units with reduced square footage.

B. The Project is located in a zoning district that: (A) is not designated as an RH-1 or RH-2 Zoning District; and (B) establishes a maximum dwelling unit density through a ratio of number of units to lot area, including RH-3, RM, RC, C-2, Neighborhood Commercial, Named Neighborhood Commercial, and SoMa Mixed Use Districts; but only if the SoMa Mixed Use District has a density measured by a maximum number of dwelling units per square foot of lot area; (C) is not in the North of Market Residential Special Use District, Planning Code Section 249.5, until the Affordable Housing Incentive Study is completed at which time the Board will review whether the North of Market Residential Special Use District should continue to be excluded from this Program. The Study will explore opportunities to support and encourage the provision of housing at the low, moderate, and middle income range in neighborhoods where density controls have been eliminated. The goal of this analysis is to incentivize increased affordable housing production levels at deeper and wider ranges of AMI and larger unit sizes in these areas through 100% affordable housing development as well as below market rate units within market rate developments; (D) is not located within the boundaries of the Northeastern Waterfront Area Plan south of the centerline of Broadway; and (E) is not located on property under the jurisdiction of the Port of San Francisco;

The Project site is located in the Excelsior Outer Mission Neighborhood Commercial Zoning District, which establishes a maximum dwelling unit density through a ratio of number of units to lot area and is not on property under the jurisdiction of the Port of San Francisco.

C. The Project is not seeking and receiving a density or development bonus under the provisions of California Government Code Section 65915, Planning Code Section 207, Section 124(f), Section 202.2(f), 304, or any other State or local program that provides development bonuses;

The Project is not seeking and receiving a density or development bonus under the provisions of California Government Code Sections 65915 et seq.,,[1] Planning Code Section 207, Section 124(f), Section 202.2(f), 304, or any other State or local program that provides development bonuses.

D. The Project includes at least 135% of the Base Density as calculated under Planning Code Section 206.5;

The Project proposes 193 dwelling units, equal to 288% of the Base Density, which in this instance would be a total of 67 dwelling units.

E. The Project consists of new construction, and excluding any project that includes an addition to an existing structure;

The Project proposes the demolition of an existing institutional building and new construction of a five-story building. The Project does not include an addition to any existing structure.

F. The Project complies with the on-site Inclusionary Affordable Housing option set forth in Planning Code Section 415.6; provided however, that the percentage of affordable units and the required affordable sales price or affordable rents set forth in Section 415.6(a) shall be as provided in this Section 206.3;

The Project proposes to provide at least 25% of the onsite dwelling units as permanently affordable, at the affordable sales prices set forth in Section 206.3.

G. If any retail use is demolished or removed, does not include a Formula Retail use, as defined in Section 303.1, unless the retail use demolished or removed was also a Formula Retail Use, or was one of the following uses: Gas Stations, Private or Public Parking Lots, Financial Services, Fringe Financial Services, Self Storage, Motel, Automobile Sales or Rental, Automotive Wash, Mortuaries, Adult Business, Massage Establishment, Medical Cannabis Dispensary, and Tobacco Paraphernalia Establishment, as those uses are defined in Planning Code Section 102;

The Project does not propose the demolition or removal of a retail use.

H. If located north of the centerline of Post Street and east of the centerline of Van Ness Avenue, all otherwise eligible HOME-SF Projects shall only be permitted on:

(A) lots containing no existing buildings; or

(B) lots equal to or greater than 12,500 square feet where existing buildings are developed to less than 20% of the lot's principally permitted buildable gross floor area as determined by height limits, rear yard requirements, and required setbacks;

The Project site is located south of the centerline of Polk Street and on the west side of Van Ness Avenue.

I. If the City enacts an ordinance directing the Planning Department to study the creation of a possible area plan wholly or partially located in Supervisorial District 9, HOME-SF Projects shall not be permitted in any area in Supervisorial District 9 listed in the ordinance until such time as the City enacts the area plan.

The Project site is located within Supervisorial District 11.

8. **HOME-SF Project Authorization Eligibility Requirements.** In order to receive the development bonuses granted under Planning Code Section 206.3, a Tier Two HOME-SF Project must meet the following requirements:

   A. Tier Two HOME-SF Projects shall provide 25% of units in the HOME-SF Project as HOME-SF Units. Ten percent of Tier Two HOME-SF Units that are Owned Units shall have an average affordable purchase price set at 80% of Area Median Income; eight percent shall have an average affordable purchase price set at 105% of Area Median Income; and seven percent shall have an average affordable purchase price set at 130% of Area Median Income. Ten percent of HOME-SF Units that are rental units shall have an average affordable rent set at 55% of Area Median Income; eight percent shall have an average affordable rent set at 80% of Area Median Income; and sevent percent shall have an average affordable rent set at 110% of Area Median Income.

   The Project proposes to provide 25% (48 units) of the onsite dwelling units as HOME-SF Units. 10% (19 units) of the Owned Units will have an average affordable purchase price set at 80% of Area Median Income; 8% (15 units) will have an average affordable purchase price set at 105% of Area Median Income; and 7% (14 units) will have an average affordable purchase price set at 130% of Area Median Income.

   B. Demonstrate to the satisfaction of the Environmental Review Officer that the HOME-SF Project does not:

      (A) cause a substantial adverse change in the significance of an historic resource as defined by California Code of Regulations, Title 14, Section 15064.5;
      (B) create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas; and
      (C) alter wind in a manner that substantially affects public areas;

      There Project would not cause a substantial adverse change in the significance of an historic resource, would not create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas, and would not alter wind in a manner that substantially affects public areas.

   C. All HOME-SF units (income-restricted units in HOME-SF projects meeting the requirements of Section 206.3) shall be no smaller than the minimum unit sizes set forth by the California Tax Credit Allocation Committee as of May 16, 2017. In addition, notwithstanding any other provision of this Code, HOME-SF projects shall provide a minimum dwelling unit mix of (A) at least 40% two and three bedroom units, including at least 10% three bedroom units, or (B) any unit mix which includes some three bedroom or larger units such that 50% of all bedrooms within the HOME-SF Project are provided in units with more than one bedroom. Larger units should be distributed on all floors, and prioritized in spaces adjacent to open spaces or play yards. Units with two or three bedrooms are encouraged to incorporate family

friendly amenities. Family friendly amenities shall include, but are not limited to, bathtubs, dedicated cargo bicycle parking, dedicated stroller storage, open space and yards designed for use by children. HOME-SF Projects are not eligible to modify this requirement under Planning Code Section 328 or any other provision of this Code.

The California Tax Credit Allocation Committee requires that one-bedroom units must be at least 450 square feet, two-bedroom units must be at least 700 square feet, and three-bedroom units must be at least 900 square feet. Studio units must be at least 300 square feet pursuant to Planning Code Section 415.6(fl(2). The Project proposes HOME-SF units that exceed the minimum unit sizes set forth by the California Tax Credit Allocation Committee.

D. Does not demolish, remove or convert any residential units.

The Project does not demolish, remove or convert any residential units.

E. Includes at the ground floor level active uses, as defined in Section 145.1, at the same square footages as any neighborhood commercial uses demolished or removed, unless the Planning Commission has granted an exception under Section 328.

The Project proposes ground floor level active uses in accordance with the requirements of Planning Code Section 145.1. The Project includes the demolition of a child care facility, which is not defined as a neighborhood commercial use, but rather is considered an institutional use. Nonetheless, the Project will include a 5,942 square foot child care facility on-site.

9. **HOME-SF Project Authorization Development Bonuses and Zoning Modifications.** Pursuant to Planning Code Section 206.3, certain development bonus and zoning modifications are permitted for HOME-SF Program projects.

A. **Form-Based Density.** Notwithstanding any zoning designation to the contrary, the density of a Tier Two HOME-SF Project shall not be limited by lot area but rather by the applicable requirements including, are not limited to, height, including any additional height allowed by subsections (f)(2)(C)(ii) and (iii), Bulk, Setbacks, Required Open Space, Exposure, and unit mix as well as applicable design guidelines, elements, and area plans of the General Plan and design review, including consistency with the Affordable Housing Bonus Program Design Guidelines, referenced in Section 328, as determined by the Planning Department.

The Excelsior Outer Mission NCD would allow a dwelling unit density of up to 1 dwelling unit per 600 square feet of lot area, or 67 units on the subject lot. The Project is receiving a development bonus to provide form-based density and is proposing a total of 193 dwelling units.

B. **Height.** Up to 10 additional feet above the prescribed height limit are authorized for Tier Two HOME-SF Projects. This additional height may only be used to provide one additional story of no more than 10 feet in height.

The Project includes 10 feet of building height in order to accommodate one additional story beyond the 40' height limit

C. **Ground Floor Ceiling Height.** In addition to the permitted height allowed under subsection (f)(2)(C)(ii), Tier Two HOME-SF Projects with active uses on the ground floor as defined in Section 145.1(b)(2) shall receive up to a maximum of five additional feet in height above the height limit. However, the additional five feet may only be applied at the ground floor to provide a 14-foot (floor to ceiling) ceiling height for nonresidential uses, and to allow walk-up dwelling units to be consistent with the Ground Floor Residential Design Guidelines. This additional five feet shall not be granted to projects that already receive such a height increase under Planning Code Section 263.20.

The Project provides walk-up dwelling units consistent with the Ground Floor Residential Design Guidelines allowing for an additional 4 feet 7 inches of height.

10. **HOME-SF Project Authorization Exceptions.** Pursuant to Planning Code Section 328, the Planning Commission may grant minor exceptions to the Planning Code in addition to the development bonuses granted to HOME-SF Projects in Section 206.3. Such exceptions, however, should only be granted to allow building mass to appropriately shift to respond to the surrounding context, and only when the Planning Commission finds that such modifications do not substantially reduce or increase the overall building envelope permitted by the HOME-SF Program under Section 206.3, and also are consistent with the Affordable Housing Bonus Design Guidelines. The project is seeking the following exceptions:

A. **Rear yard:** Pursuant to Planning Code Section 206.3, the required rear yard per Planning Code Section 134 may be reduced in HOME-SF projects to no less than 20% of the lot depth, or 15 feet, whichever is greater. Corner properties may provide 20% of the lot area at the interior corner of the property to meet the minimum rear yard requirement, provided that each horizontal dimension of the open area is a minimum of 15 feet; and that the open area is wholly or partially contiguous to the existing midblock open space, if any, formed by the rear yards of adjacent properties.

The Project proposes two inner courts measuring approximately 8,790 square feet when combined, equal to approximately 21.6% of the area of the lot. As such, the Project is seeking an exception to the rear yard requirements of Planning Code Section 206.3. This exception is necessary to allow building mass to appropriately shift to respond to surrounding context. By providing the interior courtyard, Project more appropriately responds to the surrounding context. Additionally, the building's façade design, tiered height approach, and major variations in the planes of wall surfaces are important for reducing the apparent building mass when viewed from all street frontages.

11. **HOME-SF Project Authorization Design Review.** Pursuant to Planning Code Section 328, the Planning Commission shall review and evaluate all physical aspects of a HOME-SF Project at a

public hearing. The Planning Commission recognizes that most qualifying projects will need to be larger in height and mass than surrounding buildings in order to achieve HOME-SF's affordable housing goals. However, the Planning Commission may, consistent with the Affordable Housing Bonus Program Design Guidelines, and any other applicable design guidelines, and upon recommendation from the Planning Director, make minor modifications to a project to reduce the impacts of such differences in scale. The Planning Commission may require these or other modifications or conditions, or disapprove a project, in order to achieve the objectives and policies of the Affordable Housing Bonus Programs or the purposes of this Code. This review shall be limited to design issues including the following:

A. **Bulk and Massing.** *The Project is built to all property lines facing a public right-of-way. The proposed design includes distinct sections breaking up the façade along Ocean Avenue to better responding to the topography. Additionally, each segment features its own unique set of horizontal and vertical reliefs. Windows are set back from the end of the building, giving a sense of texture. Additionally, each segment features its own material palette, contributing to the overall architectural aesthetic.*

B. **Architectural Treatments, Façade Design, and Building Materials.** *The the Project's design picks up on existing design elements in the neighborhood. The materials palate featured in Exhibit B identifies the high-quality materials to be used on all visible facades. Various segments of the façade are treated differently to mitigate the prominence of the increased height and bulk of the building in relation to the abutting lower-scale residential buildings.*

C. **Design of Lower Floors.** *The Project proposes elevated residental units on the ground floor. These units all have decks to serve as a transition between the public and private realms. Significantly less than 30% of the ground floor frontage features garage entries or blank walls. Building entries and retail frontages are designed to be clearly identifiable and inviting. As such, the Project is consistent with the ground floor AHBP Guidelines.*

D. **Streetscape and Other Public Improvements.** *The Project will comply with all Planning Code requirements for streetscapes, including the design elements set out in Section 145.1, and relevant requirements of Section 138.1, which requires that the project provide a minimum of 9 street trees.*

12. **HOME-SF Project Authorization Findings.** Planning Code Section 328 establishes criteria for the Planning Commission to consider when reviewing applications for HOME-SF Project Authorization. On balance, the project complies with said criteria in that:

A. The use as proposed will comply with the applicable provisions of this Code and is consistent with the General Plan.

The Project complies with all applicable provisions of the Planning Code and is consistent with the objectives of the General Plan, as outlined in Subsections 6 and 13, respectively.

B. The use as proposed will provide development that is in conformity with the stated purpose of the applicable Use District.

The Project proposes residential uses, which is consistent with the stated purpose of the Excelsior Outer Mission NCD (Neighborhood Commercial) Zoning District.

C. Whether the project would require the demolition of an existing building.

The Project proposes the demolition of an existing building, which was formerly occupied by Crayon Box a child care facility. Crayon Box voluntarily left the Project Site to relocate to 3215 Cesar Chavez Street prior to the Project Sponsor's acquisition of the property. Since then, Crayon Box has expressed interest in returning to the property and the Project Sponsor is in continued communications with them regarding this matter.

D. Whether the project would remove existing commercial or retail uses.

The Project proposes removal of an existing child care facility and replacing it with a larger facility.

E. If the project would remove existing commercial or retail uses, how recently the commercial or retail uses were occupied by a tenant or tenants.

The Project proposes to remove the commercial buildings that was formerly occupied by a child care facility.

F. Whether the project includes commercial or retail uses.

The Project would add a child care facility measuring approximately 5,942 square feet in size.

G. Whether there is an adverse impact on the public health, safety, and general welfare due to the loss of commercial or retail uses in the district where the project is located.

The Project proposes removal of an existing child care facility and replacing it with a larger facility.

H. Whether any existing commercial or retail use has been designated, or is eligible to be designated, as a Legacy Business under Administrative Code Section 2A.242; or is a formula retail business.

The Project proposes removal of an existing child care facility and replacing it with a larger facility. The Project does not propose to remove any Legacy Business.

13. **General Plan Compliance.** The Project is, on balance, consistent with the following Objectives and Policies of the General Plan:

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 1:
IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

Policy 1.1
Plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing.

Policy 1.10
Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

OBJECTIVE 4:
FOSTER A HOUSING STOCK THAT MEETS THE NEEDS OF ALL RESIDENTS ACROSS LIFECYCLES.

Policy 4.1
Develop new housing, and encourage the remodeling of existing housing, for families with children.

Policy 4.4
Encourage sufficient and suitable rental housing opportunities, emphasizing permanently affordable rental units wherever possible.

Policy 4.5
Ensure that new permanently affordable housing is located in all of the City's neighborhoods, and encourage integrated neighborhoods, with a diversity of unit types provided at a range of income levels.

OBJECTIVE 11:
SUPPORT AND RESPECT THE DIVERSE AND DISTINCT CHARACTER OF SAN FRANCISCO'S NEIGHBORHOODS.

Policy 11.1
Promote the construction and rehabilitation of well-designed housing that emphasizes beauty, flexibility, and innovative design, and respects existing neighborhood character.

Policy 11.2
Ensure implementation of accepted design standards in project approvals.

Policy 11.3
Ensure growth is accommodated without substantially and adversely impacting existing residential neighborhood character.

Policy 11.4:
Continue to utilize zoning districts which conform to a generalized residential land use and density plan and the General Plan.

Policy 11.6
Foster a sense of community through architectural design, using features that promote community interaction.

OBJECTIVE 12:
BALANCE HOUSING GROWTH WITH ADEQUATE INFRASTRUCTURE THAT SERVES THE CITY'S GROWING POPULATION.

Policy 12.2
Consider the proximity of quality of life elements such as open space, child care, and neighborhood services, when developing new housing units.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 1:
EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

Policy 1.3
Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

Policy 1.7
Recognize the natural boundaries of districts, and promote connections between districts.

OBJECTIVE 3:
MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT.

Policy 3.1:
Promote harmony in the visual relationships and transitions between new and older buildings.

Policy 3.6:
Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 2:
USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

Policy 2.1:
Use rapid transit and other transportation improvements in the city and region as the catalyst for desirable development, and coordinate new facilities with public and private development.

OBJECTIVE 11:
ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY.

Policy 11.3:
Encourage development that efficiently coordinates land use with transit service, requiring that developers address transit concerns as well as mitigate traffic problems.

OBJECTIVE 28:
PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

Policy 28.1:
Provide secure bicycle parking in new governmental, commercial, and residential developments.

Policy 28.3:
Provide parking facilities which are safe, secure, and convenient.

OBJECTIVE 34:
RELATE THE AMOUNT OF PARKING IN RESIDENTIAL AREAS AND NEIGHBORHOOD COMMERCIAL DISTRICTS TO THE CAPACITY OF THE CITY'S STREET SYSTEM AND LAND USE PATTERNS.

Policy 34.1:
Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.

Policy 34.3:
Permit minimal or reduced off-street parking supply for new buildings in residential and commercial areas adjacent to transit centers and along transit preferential streets.

Policy 34.5:
Minimize the construction of new curb cuts in areas where on-street parking is in short supply and locate them in a manner such that they retain or minimally diminish the number of existing on-street parking spaces.

The Project will provide a substantial amount of new rental housing, including new on-site below-market rate units for rent, which is a goal for the City's Housing Element. The Project will provide 57 two-bedroom units and 21 three-bedroom units which would be suitable for families with children. The Project is in an area where existing and planned infrastructure can support residential growth. The proposed residential building would provide 149 weather-protected bicycle parking spaces for its residents and the child care facility to encourage bicycling. The Project Site is located within walking distance to several public transit lines, including the Balboa Park BART Station. Additionally, the proposal will provide an on-site child care facility, which is a suitable priority for an In-Kind Agreement to satisfy the applicable residential child-care impact fee obligation. This facility will serve approximately 25 children and also provide approximately 2,289 square feet of open space dedicated to the child care. The Department also finds the project to be compatible with the surrounding neighborhood, and not to be detrimental to persons or adjacent properties in the vicinity.

14. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project complies with said policies in that:

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

    The subject site is located within the Excelsior Outer Mission Neighborhood Commerical District, which is composed of successful neighborhood retail and commercial areas. The project will introduce new residents who will visit and shop at the existing neighborhood retail and commercial establishments, thereby enhancing their businesses. In addition, the project will provide approximately 5,942 square feet of for a future Child Care Facility.

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

    The Project Site does not contain any existing housing. The Project would provide 193 new dwelling units, thus resulting in an overall increase in the neighborhood housing stock. In addition, the Project provides 25% affordable units and at least 40% family-sized units which consist of units with at least

two bedrooms. For these reasons, the Project would protect and preserve the cultural and economic diversity of the neighborhood.

C. That the City's supply of affordable housing be preserved and enhanced,

There is currently no housing on the subject property, therefore no affordable housing is proposed to be removed for this project. Moreover, the project would enhance the City's supply of affordable housing by providing 48 on-site affordable dwelling units, in compliance with the HOME-SFProgram requirements of Planning Code Section 206.3.

D. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

The Project Site is served by nearby public transportation options. The Project is within walking distance of the Balboa Park BART Station. In addition, the Project is within one block of 14-Mission, 29-Sunset, 49-Van Ness/Mission bus routes. Future residents would be afforded proximity to a bus line. The Project also provides off-street parking and sufficient bicycle parking for residents and their guests.

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

The Project will not displace any service or industry establishment. The project will not affect industrial or service sector uses or related employment opportunities. Ownership of industrial or service sector businesses will not be affected by this project.

F. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

The Project will be designed and will be constructed to conform to the structural and seismic safety requirements of the Building Code. This proposal will not impact the property's ability to withstand an earthquake.

G. That landmarks and historic buildings be preserved.

The Project site is not occupied by any City Landmarks or historic buildings.

H. That our parks and open space and their access to sunlight and vistas be protected from development.

The Project would not cast shadows on any nearby public parks or open space.

15. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.

16. The Commission hereby finds that approval of the HOME-SF Project Authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES HOME-SF Project Authorization Application No. 2016-006860AHB** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated October 2, 2019, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth**.**

The Planning Commission has reviewed and considered the FMND and the record as a whole and finds that there is no substantial evidence that the Project will have a significant effect on the environment with the adoption of the mitigation measures contained in the MMRP to avoid potentially significant environmental effects associated with the Project, and hereby adopts the FMND.

The Planning Commission hereby adopts the FMND and the MMRP attached hereto as Exhibit C and incorporated herein as part of this Resolution/Motion by this reference thereto. All required mitigation measures identified in the FMND and contained in the MMRP are included as conditions of approval.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 328 HOME-SF Project Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of adoption of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (415) 575-6880, 1660 Mission, Room 3036, San Francisco, CA 94103.

Protest of Fee or Exaction: You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the project, the Planning Commission's adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator's Variance Decision Letter constitutes the approval or conditional approval of the development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on October 24, 2019.

Jonas P. Ionin

Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: October 24, 2019

EXHIBIT A

AUTHORIZATION

This authorization is for a HOME-SF Project to allow new construction of an approximately 55-foot-tall building (with an additional 5 foot with the mechanical penthouse) with 193 dwelling units, a 5,952 gross square foot (gsf) child care facility, and a one-story, basement-level garage with a total of 121 parking spaces and 149 Class 1 bicycle parking spaces. located at 65 Ocean Avenue, Block 6954, and Lot 018 pursuant to Planning Code Sections 206.3 and 328 within the Excelsior Outer Mission Neighborhood Commercial Zoning District and a 40-A Height and Bulk District; in general conformance with plans, dated October 2, 2019, and stamped "EXHIBIT B" included in the docket for Record No. 2016-006860AHB and subject to conditions of approval reviewed and approved by the Commission on October 24, 2019 under Motion No. XXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on October 4, 2018 under Motion No. 20306.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. XXXXX shall be reproduced on the Index Sheet of construction plans submitted with the site or building permit application for the Project. The Index Sheet of the construction plans shall reference to the Conditional Use authorization and any subsequent amendments or modifications.

SEVERABILITY

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.

CHANGES AND MODIFICATIONS

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new HOME-SF Project authorization.

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this three-year period.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

3. **Diligent pursuit.** Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

4. **Extension.** All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the project is delayed by a public agency, an appeal or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

5. **Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

6. **Mitigation Measures.** Mitigation measures described in the MMRP attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor. Their implementation is a condition of project approval

DESIGN – COMPLIANCE AT PLAN STAGE

7. **Final Materials.** The Project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.
   For information about compliance, contact the Case Planner, Planning Department at 415-575-9087, www.sf-planning.org

8. **Garbage, composting and recycling storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the building permit plans. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.
   For information about compliance, contact the Case Planner, Planning Department at 415-575-9087, www.sf-planning.org

9. **Rooftop Mechanical Equipment.** Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the building permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.
   For information about compliance, contact the Case Planner, Planning Department at 415-575-9087, www.sf-planning.org

10. **Streetscape Plan.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall continue to work with Planning Department staff, in consultation with other City agencies, to refine the design and programming of the Streetscape Plan so that the plan generally meets the standards of the Better Streets Plan and all applicable City standards. The Project Sponsor shall complete final design of all required street improvements, including procurement of relevant City permits, prior to issuance of first architectural addenda, and shall complete construction of all required street improvements prior to issuance of first temporary certificate of occupancy.
    For information about compliance, contact the Case Planner, Planning Department at 415-575-9087, www.sf-planning.org

11. **Transformer Vault.** The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Planning

Department recommends the following preference schedule in locating new transformer vaults, in order of most to least desirable:

A. On-site, in a basement area accessed via a garage or other access point without use of separate doors on a ground floor façade facing a public right-of-way;
B. On-site, in a driveway, underground;
C. On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
D. Public right-of-way, underground, under sidewalks with a minimum width of 12 feet, avoiding effects on streetscape elements, such as street trees; and based on Better Streets Plan guidelines;
E. Public right-of-way, underground; and based on Better Streets Plan guidelines;
F. Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
G. On-site, in a ground floor façade (the least desirable location).

Unless otherwise specified by the Planning Department, Department of Public Work's Bureau of Street Use and Mapping (DPW BSM) should use this preference schedule for all new transformer vault installation requests.

For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, http://sfdpw.org

12. **Overhead Wiring.** The Property owner will allow MUNI to install eyebolts in the building adjacent to its electric streetcar line to support its overhead wire system if requested by MUNI or MTA.

For information about compliance, contact San Francisco Municipal Railway (Muni), San Francisco Municipal Transit Agency (SFMTA), at 415-701-4500, www.sfmta.org

PARKING AND TRAFFIC

13. **Transportation Demand Management (TDM) Program.** Pursuant to Planning Code Section 169, the Project shall finalize a TDM Plan prior to the issuance of the first Building Permit or Site Permit to construct the project and/or commence the approved uses. The Property Owner, and all successors, shall ensure ongoing compliance with the TDM Program for the life of the Project, which may include providing a TDM Coordinator, providing access to City staff for site inspections, submitting appropriate documentation, paying application fees associated with required monitoring and reporting, and other actions.

Prior to the issuance of the first Building Permit or Site Permit, the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property to document compliance with the TDM Program. This Notice shall provide the finalized TDM Plan for the Project, including the relevant details associated with each TDM measure included in the Plan, as well as associated monitoring, reporting, and compliance requirements.

For information about compliance, contact the TDM Performance Manager at tdm@sfgov.org or 415-558-6377, www.sf-planning.org.

14. **Parking for Affordable Units.** All off-street parking spaces shall be made available to Project residents only as a separate "add-on" option for purchase or rent and shall not be bundled with any Project dwelling unit for the life of the dwelling units. The required parking spaces may be made available to residents within a quarter mile of the project. All affordable dwelling units pursuant to Planning Code Section 415 shall have equal access to use of the parking as the market rate units, with parking spaces priced commensurate with the affordability of the dwelling unit. Each unit within the Project shall have the first right of refusal to rent or purchase a parking space until the number of residential parking spaces are no longer available. No conditions may be placed on the purchase or rental of dwelling units, nor may homeowner's rules be established, which prevent or preclude the separation of parking spaces from dwelling units.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

15. **Car Share.** Pursuant to Planning Code Section 166, no fewer than one (1) car share space shall be made available, at no cost, to a certified car share organization for the purposes of providing car share services for its service subscribers.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

16. **Bicycle Parking.** Pursuant to Planning Code Sections 155, 155.1, and 155.2, the Project shall provide no fewer than 147 bicycle parking spaces (149 Class 1 spaces and 22 Class 2 spaces total for the Project). SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW. Prior to issuance of first architectural addenda, the project sponsor shall contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

17. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than 193 off-street parking spaces.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

18. **Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the

Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

PROVISIONS

19. **Anti-Discriminatory Housing.** The Project shall adhere to the requirements of the Anti-Discriminatory Housing policy, pursuant to Administrative Code Section 1.61.
For information about compliance, contact the Case Planner, Planning Department at 415-575-9087, www.sf-planning.org

20. **First Source Hiring.** The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program approved by the First Source Hiring Administrator, pursuant to Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project.
For information about compliance, contact the First Source Hiring Manager at 415-581-2335, www.onestopSF.org

21. **Transportation Sustainability Fee.** The Project is subject to the Transportation Sustainability Fee (TSF), as applicable, pursuant to Planning Code Section 411A.
For information about compliance, contact the Case Planner, Planning Department at 415-575-9087, www.sf-planning.org

22. **Child Care Fee - Residential.** The Project is subject to the Residential Child Care Fee, as applicable, pursuant to Planning Code Section 414A.
For information about compliance, contact the Case Planner, Planning Department at 415-575-9087, www.sf-planning.org

23. **Regulatory Agreement.** Recipients of development bonuses under this Section 206.3 shall enter into a Regulatory Agreement with the City, as follows.
    A. The terms of the agreement shall be acceptable in form and content to the Planning Director, the Director of MOHCD, and the City Attorney. The Planning Director shall have the authority to execute such agreements.
    B. Following execution of the agreement by all parties, the completed Regulatory Agreement, or memorandum thereof, shall be recorded and the conditions filed and recorded on the Housing Project.
    C. The approval and recordation of the Regulatory Agreement shall take place prior to the issuance of the First Construction Document. The Regulatory Agreement shall be binding to all future owners and successors in interest.
    D. The Regulatory Agreement shall be consistent with the guidelines of the City's Inclusionary Housing Program and shall include at a minimum the following:

i. The total number of dwelling units approved for the Housing Project, including the number of HOME-SF Units or other restricted units;
ii. A description of the household income group to be accommodated by the HOME-SF Units, and the standards for determining the corresponding Affordable Rent or Affordable Sales Price. If required by the Procedures Manual, the project sponsor must commit to completing a market survey of the area before marketing HOME-SF Units;
iii. The location, dwelling unit sizes (in square feet), and number of bedrooms of the HOME-SF Units;
iv. Term of use restrictions for the life of the project;1
v. A schedule for completion and occupancy of HOME-SF Units;
vi. A description of any Concession, Incentive, waiver, or modification, if any, being provided by the City;
vii. A description of remedies for breach of the agreement (the City may identify tenants or qualified purchasers as third party beneficiaries under the agreement); and
viii. Other provisions to ensure implementation and compliance with this Section.

For information about compliance, contact the Case Planner, Planning Department at 415-575-9087, www.sf-planning.org

24. **Affordable Units.** The following Inclusionary Affordable Housing Requirements are those in effect at the time of Planning Commission action. In the event that the requirements change, the Project shall comply with the requirements in place at the time of issuance of first construction document.

A. **Number of Required Units.** Pursuant to Planning Code Section 206.3 the Project is required to provide 25% of the proposed dwelling units as affordable to qualifying households. The Project contains 193 units; therefore, 48 affordable units are currently required. The Project Sponsor will fulfill this requirement by providing the three affordable units on-site. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing and Community Development ("MOHCD").

B. **Mixed Income Levels for Affordable Units.** Pursuant to Planning Code Section 206.3 the Project is required to provide 25% of the proposed dwelling units as affordable to qualifying households. At least 10 percent of HOME-SF Units that are Owned Units shall have an average affordable purchase price set at 80% of Area Median Income, 8% shall have an average affordable purchase price set at 105% of Area Median Income, and 7% shall have an average affordable purchase price set at 130% of Area Median Income. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing and Community Development ("MOHCD").

C. **Unit Mix.** The Project contains forty-seven (47) studios, sixty-seven (67) one-bedroom units, fifty-seven (57) two-bedroom units, and twenty-two (22) three-bedroom units; therefore, the required affordable unit mix is twelve (12) studios, seventeen (17) one-bedroom units, fourteen (14) two-bedroom units, and five (5) three-bedroom units. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from Planning Department staff in consultation with MOHCD.

D. **Unit Location.** The affordable unit(s) shall be designated on a reduced set of plans recorded as part of a Regulatory Agreement and a Notice of Special Restrictions prior to the issuance of the first Construction Document.

E. **Phasing.** If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than 25% of the each phase's total number of dwelling units as on-site affordable units.

F. **Duration.** Under Planning Code Section 206.3, all HOME-SF units constructed pursuant to Section 206.3 must remain affordable to qualifying households for the life of the project.
For information about compliance, contact the Case Planner, Planning Department at 415-575-9087, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

25. **Other Conditions.** The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Section 415 et seq. of the Planning Code and City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the MOHCD at 1 South Van Ness Avenue or on the Planning Department or MOHCD websites, including on the internet at: http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451. As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale.

A. The affordable unit(s) shall be designated on the building plans prior to the issuance of the first construction permit by the Department of Building Inspection ("DBI"). The affordable unit(s) shall (1) reflect the unit size mix in number of bedrooms of the market rate units, (2) be constructed, completed, ready for occupancy and marketed no later than the market rate units, (3) be evenly distributed throughout the building; and (4) be of comparable overall quality, construction and exterior appearance as the market rate units in the principal project. The interior features in affordable units should be generally the same as those of the market units in the principal project, but need not be the same make, model or type of such item as long they are of good and new quality and are consistent with then-current standards for

new housing. Other specific standards for on-site units are outlined in the Procedures Manual.

B. If the units in the building are offered for sale, the affordable unit(s) shall be sold to Qualified Buyer households, as defined in the Procedures Manual, including but not limited to a First-time Homebuyer requirement. The units shall be priced to be affordable to households whose gross annual income, adjusted for household size, does not exceed eighty, (80), one hundred and ten (110) percent or one hundred and thirty (130) percent of the median income for the City and County of San Francisco as defined in the Inclusionary Affordable Housing Program. The initial sales price of such units shall be calculated according to the Procedures Manual. Limitations on (i) reselling; (ii) renting; (iii) recouping capital improvements; (iv) refinancing; and, (v) procedures for inheritance apply and are set forth in the Inclusionary Affordable Housing Program and the Procedures Manual. The Project Sponsor is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. MOHCD shall be responsible for overseeing and monitoring the marketing of affordable units. The Project Sponsor must contact MOHCD at least six months prior to the beginning of marketing for any unit in the building.

C. Prior to the issuance of the first construction permit by DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that contains these conditions of approval and a reduced set of plans that identify the affordable units satisfying the requirements of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOHCD or its successor.

D. The Project Sponsor has demonstrated that it is eligible for the On-site Affordable Housing Alternative under Planning Code Section 415.6 instead of payment of the Affordable Housing Fee, and has submitted the Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415 to the Planning Department that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the Project.

E. If the Project Sponsor fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Section 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all available remedies at law.

F. If the Project becomes ineligible at any time for the On-site Affordable Housing Alternative, the Project Sponsor or its successor shall pay the Affordable Housing Fee prior to issuance of the first construction permit. If the Project becomes ineligible after issuance of its first construction permit, the Project Sponsor shall notify the Department and MOHCD and pay interest on the Affordable Housing Fee and penalties, if applicable.

G. The use of said property contrary to these special restrictions shall constitute a violation of the Planning Code, and no release, modification or elimination of these restrictions shall be valid unless notice thereof is recorded on the Land Records by the Zoning Administrator of the City and County of San Francisco; except that in the event that the zoning standards above are modified so as to be less restrictive and the uses therein restricted are thereby permitted and in conformity with the provisions of the Planning Code, this document would no longer be in effect and would be null and void.

MONITORING - AFTER ENTITLEMENT

26. **Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

27. **Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

OPERATION

28. **Sidewalk Maintenance.** The Project Sponsor shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Streets and Sidewalk Maintenance Standards.
For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, http://sfdpw.org

29. **Community Liaison.** Prior to issuance of a building permit to construct the project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator and all registered neighborhood groups for the area with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator and registered neighborhood groups shall be made aware of such change. The community liaison shall report to

the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

30. **Lighting.** All Project lighting shall be directed onto the Project site and immediately surrounding sidewalk area only, and designed and managed so as not to be a nuisance to adjacent residents. Nighttime lighting shall be the minimum necessary to ensure safety, but shall in no case be directed so as to constitute a nuisance to any surrounding property.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

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EXHIBIT B

65 OCEAN AVENUE, San Francisco

193 New Residential Units

New Child Care Facility

PROJECT INFORMATION

■ UNITS	
- RESIDENTIAL	193 UNITS, 59 X 1 BEDROOMS; 8 X 1 BEDROOMS + DEN; 57 X 2 BEDROOMS; 22 X 3 BEDROOMS; 47 X STUDIOS
- STORAGE/PARKING	GARAGE
- CHILD CARE	GROUND FLOOR
■ LOT SIZE	40,497 SF
■ HEIGHT	54'-7" TALL (54'-7" HEIGHT LIMIT PER HOME-SF)
■ PARKING	
- TOTAL	121
- RESIDENTIAL PARKING	117
- RESIDENTIAL MOTORCYCLE	1
- CAR SHARE	2
- CHILD CARE PARKING	1
- BIKE PARKING	RESIDENTIAL: 147 CLASS 1; 20 CLASS 2 CHILD CARE: 2 CLASS 1; 2 CLASS 2
■ REAR YARD	8,683 SF (21.4 %)
■ OPEN SPACE	
- COMMON	17,408 SF
■ ACCESSIBILITY	CBC SEC. 1134A, BATHING AND TOILET FACILITIES: PROJECT CONFORMS W/ OPTION 2 COMPLIANCE.
■ AFFORDABILITY	25%
■ CONSTRUCTION TYPE	TYPE-IIIA WOOD FRAMED CONSTRUCTION OVER TYPE-1A: CONCRETE PODIUM (S-2, R-2 & E

SCOPE OF WORK

THE PROPOSED PROJECT WOULD INCLUDE DEMOLITION OF (3) EXISTING TWO STORY AND (1) ONE-STORY COMMERCIAL BUILDING ON A THROUGH LOT AND CONSTRUCTION OF A 3-6-STORY OVER GARAGE, 54'-7" TALL MAXIMUM HEIGHT, 191,374 SQUARE FOOT RESIDENTIAL APARTMENT BUILDING. THE NEW BUILDING WOULD INCLUDE A TOTAL OF 193 DWELLING UNITS, 5.942 SQUARE FEET OF GROUND FLOOR CHILD CARE FACILITY, AND 121 PARKING SPACES IN A BELOW GRADE PARKING GARAGE.

SPECIAL USE DISTRICT

EXCELSIOR OUTER MISSION SUD

MODIFICATIONS REQUIRED:

REAR YARD MODIFICATION SEC.134, DWELLING UNIT EXPOSURE MODIFICATION SEC.140(a)(1), USABLE OPEN SPACE MODIFICATION SEC.135 AND INNER COURT AS OPEN SPACE SEC. 135 PER HOME-SF

GROSS AREA & UNIT MIX CALCULATIONS

GROSS EXTERIOR CALCULATIONS

AREA GROSS	
FLOOR (STORY)	AREA
GARAGE -10'	39,501
GROUND FLOOR -0'	27,964
2ND FLOOR +10'	29,880
3RD FLOOR +20'	31,354
4TH FLOOR +30'	26,302
5TH FLOOR +40'	17,871
6TH FLOOR +50'	17,785
ROOF +60'	717
TOTAL	191,374 sq ft

BUILDING GFA

RESIDENTIAL	**= 154,381 SF**
CHILD CARE	**= 5,942 SF**
ALLOWED DEDUCTIONS	**= 31,051 SF**
PARKING	= 27,254 SF
BIKE PARKING	= 1,323 SF
SERVICE UTILITY IN BASEMENT	= 1,426 SF
ROOF STAIR/MECH BULKHEAD	= 872 SF
BAY WINDOW DEDUCTIONS	= 176 SF
GFA TOTAL WITH DEDUCTIONS	
191,374 SF - 31,051 SF	**= 160,323 SF**

UNIT MIX CALCULATIONS

UNITS MIX		
UNIT TYPE	**QUANTITY**	**UNIT MIX %**
1 BD		
	59	32 %
1 BD + DEN		
	8	4 %
2 BD		
	57	29 %
3 BD		
	22	11 %
STUDIO		
	47	24 %
TOTAL	193	100 %

BUILDING AREA

BUILDING AREA	
AREA	GROSS AREA (SQ FT)
AMENITIES/LOBBY	5,999
CHILD CARE	5,388
CHILD CARE LOBBY	554
CIRCULATION	17,463
PARKING	28,577
RESIDENTIAL	129,906
RESIDENTIAL STORAGE	1,514
UTILITY	1,973
TOTAL	191,374 sq ft

Area Calculations: Common Open Space	
FLOOR (STORY)	Measured Area
GROUND FLOOR -0'	8,340
4TH FLOOR +30'	3,429
5TH FLOOR +40'	5,639
TOTAL	17,408 sq ft

Note: Child Care Open Space is included in the total Open Space Calculations

Area Calculations: Rear Yard	
FLOOR (STORY)	AREA
GROUND FLOOR -0'	8,683
TOTAL	8,683 sq ft (21.4%)

PLANNING CODE SUMMARY

65 OCEAN AVE			ZONING SUMMARY
SECTION		**REFERENCE**	**NOTES/REQUIRED**	**PROPOSED**
	ASSESSORS BLOCK	Map	6954/018	-
	SITE AREA	Map	40,497 sf (0.376 Hectare)	-
	ZONING DISTRICT	ZN11	NCD-Excelsior Outer Mission	-
	HEIGHT	HT11	40-X / 54'-7" per HOME-SF	54'-7" subject to HOME-SF
	SPECIAL SIGN DISTRICT (SSD)	609.6	Scenic Streets SSD	-
	SLOPE OF 20% OR GREATER		-	-
	MAHER ORDINANCE		-	Subject to provisions of Heatlh Code Article 22A, administered by DPH.
745.11	**LOT SIZE**		C 10,000 sf & above	40,497 sf
645.12	**REAR YARD**	130, 134a.1.C, 136	Req'd at 2nd story & above,20%req'd ≥ 15 ft per HOME-SF 20% x 40,497 = 8,099 sf required	8,683 sf (21.4%) rear yard equivalent provided via modification subject to Section 134(e) (1) & (2) subject to HOME-SF
745.13a	**STREET FRONTAGE**		Active uses required	No commercial space provided. Residential units and lobby meet active use requirements.
745.13b	**GROUND FLOOR COMMERCIAL**	145.4.19	Ocean Ave, for the entirety of the Ocean Ave NCT District	No commercial space provided
745.17	**STREETSCAPE & PEDESTRIAN IMPROVEMENTS**	138.1	Vision Zero Program: Incorporate pedestrian safety streetscape measures. Submit a streetscape plan.	
745.9	**RESIDENTIAL USE**	790.88	Permitted all stories	
745.91	**DWELLING UNIT DENSITY**	207.c	No dwelling unit density per HOME-SF	
745.91	**DWELLING UNIT DENSITY**	304(d)(4)	PUD in an the Excelsior Outer Mission Street Zoning District may utilize the next highest density ratio (one dwelling unit per 400 square feet of area), less one unit.	
745.91	**DWELLING UNIT DENSITY**	207.c	Additionally, Planning Code Section 207(c) allows for exceptions to dwelling unit density limits. For projects that are not located in any RH-1 or RH-2 Zoning District, are not seeking and receiving a HOME-SF Tier 2, and where 25 percent or more of the dwelling units are affordable units, the onsite affordable units shall not count towards the calculation of dwelling unit density.	No Density limit per HOME-SF; pending. 40,497 sf lot area / 193 DU = 1:211
	INCLUSIONARY HOUSING		25% Per Home-SF Tier 2	25% Per Home-SF Tier 2
745.93	**USEABLE OPEN SPACE FOR DWELLING UNITS**	135, 136 135(d)(2)	80 sf / unit private or 100 sf / unit common Dwelling units that measure less than 350 square feet plus a bathroom shall provide one-third or the amount required. 23 Units = 2,300 / 3 = 766 sf Common open space for 170 units x 100 sf = 17,000 sf required, 10% Reduction per HOME-SF Modifications = 15990 sf	17,408 sf common open space (qualifying space on roof decks & rear yard) provided for 193 units. 10% Reduction per HOME-SF Modifications. Note: Child Care Open Space is included in the total Open Space Calculations
745.94	**OFF-STREET PARKING, RESIDENTIAL**	151.1	None required. Permitted 1 space : 1unit	121 Parking Total, 117 Residential car parking, 1 Residential Motorcycle, 2 Car share, 1 Child Care parking,
745.95	**COMMUNITY RESIDENTIAL PARKING**	145.1, 166, 790.10	Parking for vicinity use. C	Not proposed.
	ABOVE-GRADE PARKING SETBACK	145.1.c.1	Setback ≥ 25ft on ground floor, 15 ft on floors above, from any façade facing a street ≥ 30 ft wide. All parking must be set back 25 ft from front of development.	39'-1" minimum parking setback at grade therefore complies
	PARKING & LOADING ENTRANCES	145.1.c.2	No more than 1/3 width (94/3=31'-4") or 20 ft, whichever is less can be used for parking/loading entrances	18'-0" parking entrance on Cayuga Avenue
	BIKE PARKING RESIDENTIAL - CLASS 1	155.2.11	Residential, Class 1: 1 per DU + 1 per 2 DU over 100	147 - Class 1 bike parking
	BIKE PARKING RESIDENTIAL - CLASS 2	155.2.11	Residential, Class 2: 1 per 20 DU (193 DU/20 = 10 req'd)	20 - Class 2 bike parking
	BIKE PARKING CHILD CARE - CLASS 1	155.2	Child Care, Class 1: 1 per 20 Child (25 / 20) 2 req'd)	2 - Class 1 bike parking
	BIKE PARKING CHILD CARE - CLASS 2	155.2	Child Care, Class 2: 1 per 20 Child (25 / 20) 2 req'd)	2 - Class 2 bike parking
	STREET TREES	138.1	1 per 20 ft street frontage	94' + 223'-6" + 125' = 442 ft / 20 = 22 trees required. 22 trees provided
	CAR SHARE	166	1 per 50 - 200 dwelling units	2 provided

BUILDING CODE SUMMARY

CONSTRUCTION TYPE: TYPE-IIIA WOOD FRAMED CONSTRUCTION OVER TYPE-1A: CONCRETE PODIUM (S-2, R-2 & E)

OCCUPANT GROUP:
R-2: RESIDENTIAL BASEMENT TO 6TH FLOOR
S-2: STORAGE/PARKING : GARAGE PLAN
E: CHILD CARE: GROUND FLOOR

SPRINKLERS:
NFPA 13 AUTOMATIC FIRE SPRINKLERS TO BE PROVIDED THROUGHOUT ENTIRE BLDG.

BLDG. HT. & NUMBER OF STORIES:
ALLOWED: BLDG. HT: 54'-7"
STORIES: MAXIMUM 4-6 - INCLUDING 4-5 STORIES OF TYPE VA OR IIIA (R-2) OVER 1-2 STORY OR BASEMENT TYPE IA (S-2, E)

PROPOSED: BLDG. HT: 54'-7"
STORIES: VARIES 4-6 - INCLUDING 4-5 STORIES MAXIMUM OF TYPE VA OR IIIA (R-2) OVER 1-2 STORY OR BASEMENT TYPE IA S-2, E)

ACCESSIBLE ELEVATOR:
BUILDING IS A COVERED MULTIFAMILY DWELLING WITH AN ELEVATOR THAT MEETS THE CH. 11A REQUIREMENTS

ACCESSIBILTY:
CBC SEC. 1134A, BATHING AND TOILET FACILITIES: PROJECT CONFORMS W/ OPTION 2 COMPLIANCE.

DEFERRED SUBMITTALS: SPRINKLER SYSTEM IS UNDER SEPARATE PERMIT

CODE SUMMARY:

2016 CALIFORNIA BUILDING CODE
2016 CALIFORNIA ELECTRICAL CODE
2016 CALIFORNIA MECHANICAL CODE
2016 CALIFORNIA PLUMBING CODE
2016 CALIFORNIA ENERGY CODE
2016 SAN FRANCISCO PLUMBING CODE AMENDMENTS
2016 CALIFORNIA FIRE CODE

INTERSECTION OCEAN AVENUE & CAYUGA AVENUE

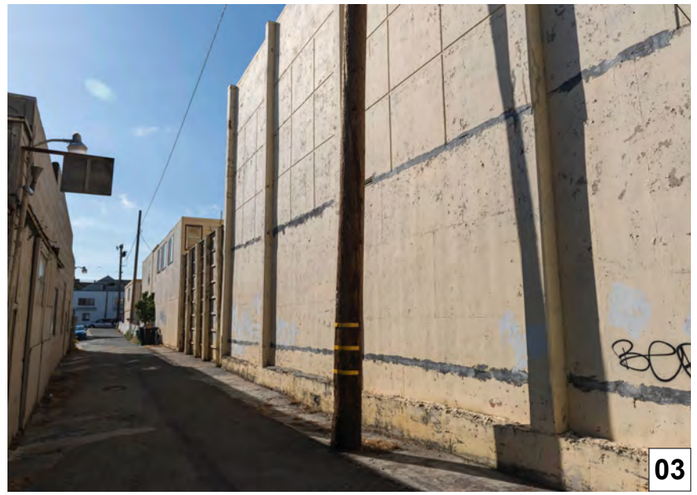
VIEW FROM ALEMANY BOULEVARD

65 OCEAN MAIN ENTRANCE

INTERSECTION OCEAN AVENUE & CAYUGA AVENUE

PROJECT
LOCATION
OCEAN AVENUE
CAYUGA AVENUE
ALEMANY BLVD
01
02
03
04
05
06

02


03

04

05

01

06

COURT YARD LOOKING NORTH

PRESIDIO BAY VENTURES

rg-architecture

65 OCEAN AVENUE
10/2/19

OCEAN AVENUE

STOP

BUS STOP

+/- 11'-9"

+/- 43'-6"

56'-9"

RESIDENTIAL ENTRY

CURB-CUT TO BE REMOVED

308 FEET ACCESS ROUTE FROM LOADING TO MAIN BUILDING ENTRANCE

+/- 152.48'

+/- 9'-5"

222'-6 1/2"

140'-6"

SUBJECT PROPERTY
#65 OCEAN AVENUE
LOT 015, BLOCK 6954
2 STORY & 5 STORY OVER 2 STORY PARKING

6'-0" ROOF TOP PE
FALL PROTECTION E
SEE EBM

+/- 214.25'

30x30

EPF-1

SRD

STAIR BULKHEAD

ELEVATOR BULKHEAD

MECHANICAL SCREEN 10' WHERE REQUIRED

GARAGE EXHAUST

EF-1

40'-8 1/2"

84'-9 1/2"

29'-10"

5'-0"

1-STORY
CONCRETE BLOCK
BUILDING
"MIDAS"
BLDG. HT.:22'-3"
(NOT IN SCOPE)

12'-6"

15'-3"

39'-6"

93'-1"

53'-7"

+/- 158.84'

27'-10 1/2"

FLOW THROUGH PLANTER
2.7% MODIFIED REAR YARD
INNER COURT
1,103 sq ft
COMMON OPEN
SPACE
1,103 sq ft

+/- 153.25'

10'-0"

10'-0"

25'-3 1/2"

11 CLASS II BICYCLE PARKING, TYP
22 BIKES

+/- 140.55'

COMMON OPEN
SPACE
5,639 sq ft

+/- 194.25'

TRELLIS

MECHANICAL SCREEN 10' WHERE REQUIRED

4,731 sq ft

RESERVED FOR SOLAR PANEL

15% OR MORE SOLAR PANELS

SKYLIGHT

MECHANICAL SCREEN
10' WHERE REQUIRED

28x28

AHU-1

+/- 159.69'
308 FEET ACCESS ROUTE FROM LOADING TO MAIN BUILDING ENTRANCE

ON STREET PARKING REMAIN

ALEMANY BLVD

+/- 10'-0"

CURB-CUT TO BE REMOVED

STOP

NO PARKING FROM CURB CUT TO STOP

94'

+/- 142.04'

+/- 142.98'

TRELLIS

+/- 184.25'

COMMON OPEN
SPACE
3,429 sq ft

TRELLIS

14'-10"

20'-0"

STAIR BULKHEAD

MULTIMODAL WAYFINDING SIGNAGE

COMMON OPEN SPACE 5,727 sq ft

15.0% MODIFIED REAR YARD INNER COURT 6,070 sq ft

+/- 153.25'

EGRESS BALCONY OR COURT

FLOW THROUGH PLANTER

MECHANICAL

15% OR MORE SOLAR PANELS

5'-0"

28'-8"

5'-0"

3.7% MODIFIED REAR YARD
INNER COURT
1,510 sq ft
COMMON OPEN
SPACE
1,510 sq ft
(FOR CHILD CARE USE)

+/- 153.25'

39'-3"

10'-0"

10'-0"

10'-0"

RAMP

RAMP

MID PT. SOUTH LOT LINE

62'-7 1/2"

62'-7 1/2"

78'-10 1/2"

49'-3"

6'-10"

38'-8"

53'-7"

53'

283'-0 1/2"

+/- 159.95'

PROPOSED
ADJACENT PROPERTY

0 16' 32'

Site Plan **010**

OCEAN AVENUE

CAYUGA AVENUE
(60.00' R/W)

1 STORY
CONCRETE BLOCK
BUILDING

EXISTING 1 STORY
-TO BE DEMOLISHED
505 SF
W/F BUILDING

AC-PAVING TO BE
REMOVED, TYP

EXISTING
1 STORY
OVER BASEMENT
CONCRETE
BUILDING
-TO BE DEMOLISHED
11,731 SF

EXISTING
1 STORY
OVER BASEMENT
W/F BUILDING
-TO BE DEMOLISHED
5,453 SF

EXISTING
2 STORY
W/F
BLDG.
TO BE DEMOLISHED
1,504 SF

1ST STORY PORTION
(CONC. BREEZEWAY BELOW)

GAS
METER

LIGHT ON WALL

R/W LINE

TRASH

STOP

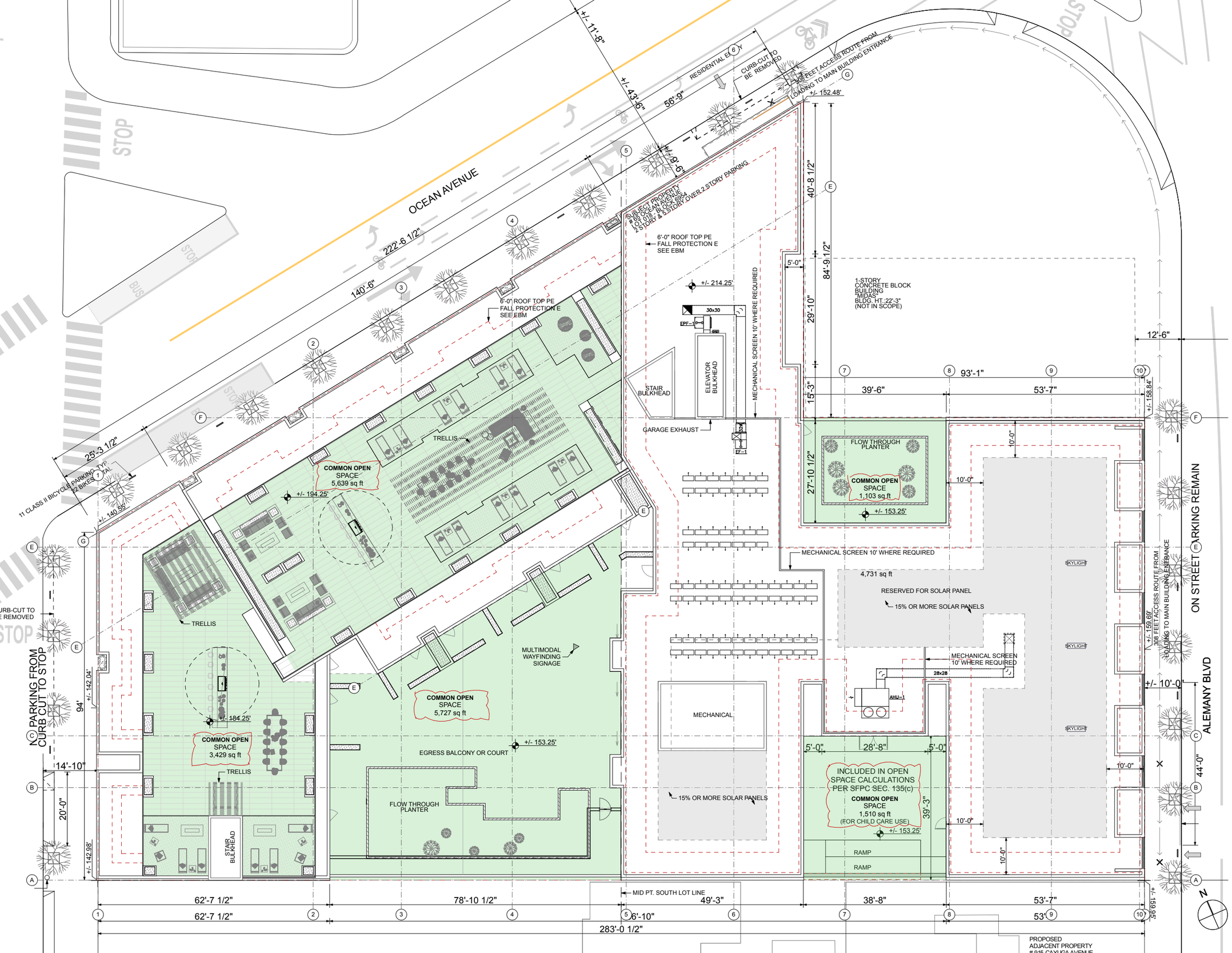
PRESIDIO BAY
VENTURES

rg-architecture

65 OCEAN AVENUE
10/2/19

0 16' 32'

Demo Plans **011**



PRESIDIO BAY VENTURES

rg-architecture

65 OCEAN AVENUE
10/2/19

Area Calculations: Common Open Space

FLOOR (STORY)	Measured Area
GROUND FLOOR -0'	8,340
4TH FLOOR +30'	3,429
5TH FLOOR +40'	5,639
TOTAL:	17,408 sq ft

Note: Child Care Open Space is included in the total Open Space Calculations

QUALIFYING COMMON OPEN SPACE

0 16' 32'

PRESIDIO BAY VENTURES

rg-architecture

65 OCEAN AVENUE
10/2/19

OCEAN AVENUE
CAYUGA AVENUE
ALEMANY BLVD
STOP
BUS
CURB-CUT TO BE REMOVED
+/- 43'-6"
11 CLASS II BICYCLE PARKING TYP. 22 BIKE TOTAL
16'-0 1/2"
UNIT 001 2 BD A: 706 sq ft
UNIT 002 2 BD A: 731 sq ft
UNIT 003 STUDIO A: 474 sq ft
UNIT 004 STUDIO A: 469 sq ft
UNIT 005 STUDIO A: 469 sq ft
UNIT 006 STUDIO A: 469 sq ft
UNIT 007 STUDIO A: 469 sq ft
UNIT 008 L 1 BD A: 469 sq ft
UNIT 009 L 1 BD A: 467 sq ft
UNIT 010 L 1 BD A: 467 sq ft
UCD
VCD
2 SECURE CARGO STORAGE SPACES
BFP/PUMP ROOM 128 sq ft
ELECTRICAL 399 sq ft
18 STORAGE LOCKERS DOUBLE HEIGHT 4'x4'x7'
RESIDENTIAL STORAGE 1,469 sq ft
ADJ. BUILD. FOOTPRINT
ADJACENT PROPERTY 1-STORY CONCRETE BLOCK # 1800 ALEMANY BLVD. LOT 020 - BLOCK 6954 BLDG. HT.: 22.3' (NOT IN SCOPE)
+/- 139.50'
+/- 142.75'
CLG. 9'-3"
ELEV. 122 sq ft
ELEV. OR 29 sq ft
STAIR 1 136 sq ft
UP
DOWN
RAMP
2YD
3YD
TRASH ROOM 587 sq ft
TRASH ROOM TO CURB VEHICLE
2'-6" x 7'-3" GARAGE SHAFT
26'-7"
27'-6"x7'-8"x10'-1" U-HAUL 20' TRUCK
7'-8"
CLG. 12'-6"
3'-4"
CHILD CARE
147 RESIDENTIAL DOUBLE STACKED BICYCLE PARKING
2 CHILD CARE BICYCLE PARKING
CODE-COMPLAINT LIFT ASSIST DOUBLE DECKER RACKS
149 BIKE PARKING 1,323 sq ft
BICYCLE REPAIR STATION
CHAINLINK FENCE
ACCESS ROUTE FOR REMOVAL OF TRASH
CAR SHARE
CAR SHARE
DOUBLE STACKER TYP
8'-0"
9'-0"
18'-0"
24'-0"
94'-0"
+/- 10'-0"
NO PARKING FROM CURB CUT TO STOP
30'-0"
14'-10"
20'-0"
18'-2 1/2"
10% RAMP
AUTOMATED CONTROL BARRIER FOR OUTGOING TRAFFIC
RESIDENTIAL PARKING
117 RESIDENTIAL CAR PARKING
1 RESIDENTIAL MOTORCYCLE PARKING
2 CAR SHARE
1 CHILD CARE
HIGH SPEED GARAGE DOOR
VISUAL WARNING DEVICE
UTILITY POLE
EXIT PASSAGEWAY
MID PT. SOUTH LOT LINE
58'-2 1/2"
23'-10"
30'-0"
30'-10"
29'-1"
28'-4"
27'-7"
1'-4"

STUDIO
1 BD
2 BD
3 BD
BIKE PARKING
PARKING

0 16' 32'

GARAGE - 10' **013**

PRESIDIO BAY VENTURES

rg-architecture

65 OCEAN AVENUE
10/2/19

STUDIO
1 BD
2 BD
3 BD
CHILD CARE
COMMON SPACE

OCEAN AVENUE
CAYUGA AVENUE
ALEMANY BLVD
STOP
BUS
UCD
+/- 43'-6"
56'-9"
222'-6 1/2"
140'-6"
25'-3 1/2"
11 CLASS II BICYCLE PARKING SPACES TYP. TOTAL
CURB CUT TO BE REMOVED
308 FEET ACCESS ROUTE FROM LOADING TO MAIN BUILDING ENTRANCE
+/- 151.80'
+/- 153.25'
+/- 158.58'
RAMP
8'-0"
17'-8"
5'-1 1/2"
4'-0"
8'-4"
40'-8 1/2"
84'-9 1/2"
29'-10"
15'-3"
39'-6"
93'-1"
53'-7"
12'-6"
MULTIMODAL WAYFINDING SIGNAGE
REAL TIME TRANSPORTATION INFO DISPLAY
CORRIDOR SHAFT
ELEV. 22 sq ft
STAIR 1 139 sq ft
2'-6" x 7'-3" GARAGE SHAFT
OFFICE
MAIL ROOM
AMAZON LOCKER
GAS METER 19 sq ft
UNIT 119 2 BD A: 701 sq ft
UNIT 118 STUDIO A: 469 sq ft
UNIT 010 U 1 BD A: 223 sq ft
UNIT 009 U 1 BD A: 223 sq ft
UNIT 008 U 1 BD A: 223 sq ft
UNIT 117 STUDIO A: 469 sq ft
UNIT 116 STUDIO A: 469 sq ft
UNIT 115 STUDIO A: 469 sq ft
UNIT 114 STUDIO A: 469 sq ft
UNIT 113 STUDIO A: 469 sq ft
UNIT 112 2 BD A: 739 sq ft
UNIT 111 STUDIO A: 374 sq ft
UNIT 110 STUDIO A: 462 sq ft
UNIT 109 2 BD A: 711 sq ft
UNIT 101 2 BD A: 928 sq ft
UNIT 102 1 BD A: 511 sq ft
UNIT 103 1 BD A: 511 sq ft
UNIT 104 1 BD A: 511 sq ft
UNIT 105 1 BD A: 511 sq ft
UNIT 106 1 BD A: 536 sq ft
UNIT 107 STUDIO A: 316 sq ft
UNIT 108 2 BD A: 714 sq ft
STAIR 1 131 sq ft
UP
DOWN
COMMON RESIDENTIAL AMENITIES 6,081 sq ft
COMMUNITY AMENITIES T.B.D. MAY INCLUDE LOUNGE, GYM, MEETING ROOMS, BATHROOMS ETC.
8'-8 1/2"
81'-10 1/2"
59'-4 1/2"
60'-8 1/2"
18'-8 1/2"
COMMON OPEN SPACE 5,727 sq ft
15.0% MODIFIED REAR YARD INNER COURT 6,070 sq ft
EGRESS BALCONY OR COURT
FLOW THROUGH PLANTER
MULTIMODAL WAYFINDING SIGNAGE
OPEN TO ABOVE
2.7% MODIFIED REAR YARD INNER COURT 1,103 sq ft
COMMON OPEN SPACE 1,103 sq ft
FLOW THROUGH PLANTER
UNIT 120 3 BD A: 1,186 sq ft
UNIT 121 3 BD A: 1,090 sq ft
CHILD CARE (E OCC.) 155 OCC 5,161 sq ft
5,388 SQ FT GROSS:
CHILD CARE OUTDOOR SPACE 1,992 sq ft
2.7% MODIFIED REAR YARD INNER COURT 1,510 sq ft
COMMON OPEN SPACE 1,510 sq ft
(FOR CHILD CARE USE)
RAMP
RAMP
CAR STACKER BELOW
STOOP ABOVE
43'-2"
18'-1"
30'-10 1/2"
23'-7 1/2"
36'-3"
96'-3"
55'-2 1/2"
5'-0"
28'-8"
39'-3"
17'-1"
10'-8 1/2"
+/- 10'-0"
44'-0"
94'
30'-0"
14'-10"
20'-0"
CURB-CUT TO BE REMOVED
NO PARKING FROM CURB CUT TO STOP
UTILITY POLE
ON STREET PARKING REMAIN
62'-7 1/2"
78'-10 1/2"
49'-3"
38'-8"
53'-7"
166'-10"
283'-0 1/2"

0 16' 32'

N

GROUND FLOOR - 0' **014**

PRESIDIO BAY VENTURES

rg-architecture

65 OCEAN AVENUE
10/2/19

STUDIO

1 BD

2 BD

3 BD

CHILD CARE

COMMON SPACE

0 16' 32'

2ND FLOOR +10' **015**

PRESIDIO BAY VENTURES

rg-architecture

65 OCEAN AVENUE
10/2/19

- STUDIO
- 1 BD
- 1 BD + DEN
- 2 BD
- 3 BD
- COMMON SPACE

0 16' 32'

N

3RD FLOOR +20' **016**

PRESIDIO BAY VENTURES

rg-architecture

65 OCEAN AVENUE
10/2/19

- STUDIO
- 1 BD
- 1 BD + DEN
- 2 BD
- 3 BD
- COMMON SPACE

0 16' 32'

4TH FLOOR +30' **017**

PRESIDIO BAY VENTURES

rg-architecture

65 OCEAN AVENUE
10/2/19

STUDIO

1 BD

1 BD + DEN

2 BD

3 BD

COMMON SPACE

0 16' 32'

5TH FLOOR +40' **018**

PRESIDIO BAY VENTURES

rg-architecture

65 OCEAN AVENUE
10/2/19

STUDIO

1 BD

1 BD + DEN

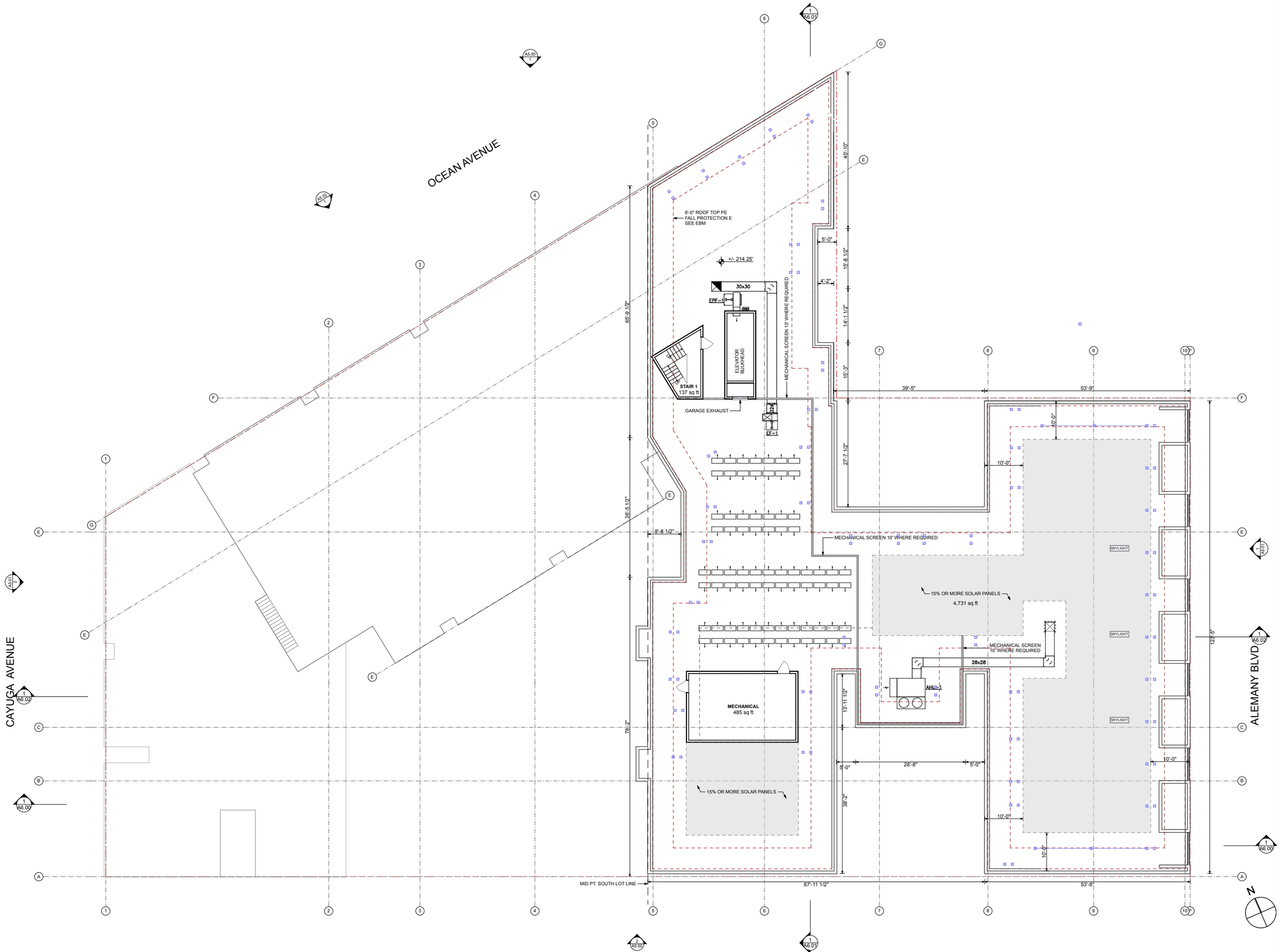
2 BD

3 BD

COMMON SPACE

0 16' 32'

6TH FLOOR +50' **019**



PRESIDIO BAY VENTURES

rg-architecture

65 OCEAN AVENUE
10/2/19

- STUDIO
- 1 BD
- 1 BD + DEN
- 2 BD
- 3 BD
- COMMON SPACE

0 16' 32'

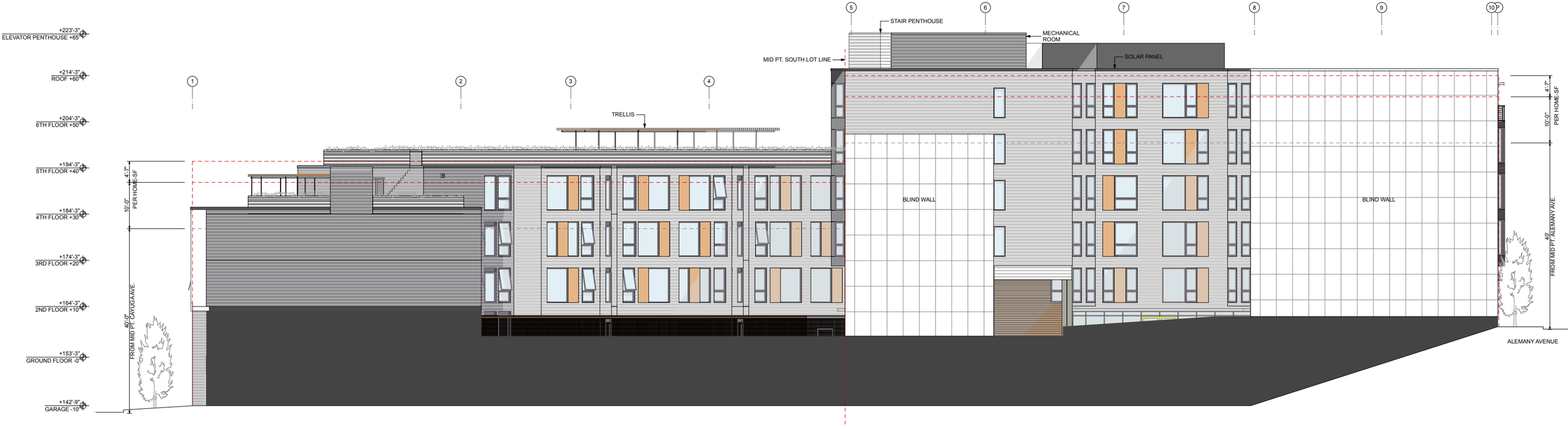
ROOF +60' **020**

1 BEDROOM NESTED, STANDARD 1 BED (UNIT 311 STACKED)

1 BEDROOM + DEN (STACKED UNIT 340)

2 BEDROOM NESTED - 2ND BEDROOM NO QUALIFYING WINDOW PROPERTY-LINE (STACKED UNIT 305)

NORTH ELEVATION 1"= 20'

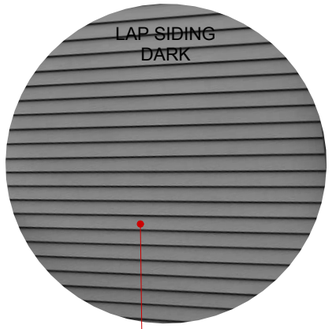


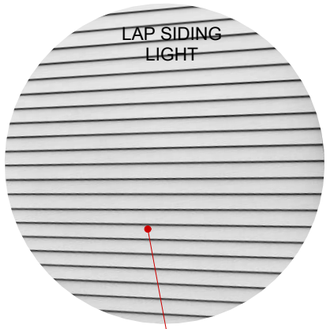
SOUTH ELEVATION 1"= 20'

WEST ELEVATION 1"= 20'

EAST ELEVATION 1"= 20'

METAL RAIL


LAP SIDING
DARK


LAP SIDING
LIGHT

WOOD VENEER
BAKELITE PANEL

PROPOSED MURAL
MECHANICAL ROOM
MID PT. SOUTH LOT LINE
+223'-3"
ELEVATOR PENTHOUSE +65'
+214'-3"
ROOF +60'
+204'-3"
8TH FLOOR +50'
+194'-3"
5TH FLOOR +40'
+184'-3"
4TH FLOOR +30'
+174'-3"
3RD FLOOR +20'
+184'-3"
2ND FLOOR +10'
+153'-3"
GROUND FLOOR -0'
+142'-9"
GARAGE -10'
4'-7"
10'-0"
PER HOME
10'-0"
PER HOME
4'-7"
PER HOME
10'-0"
PER HOME
10'-0"
PER HOME
10'-0"
PER HOME
10'-0"
PER HOME
10'-0"
PER HOME
10'-0"
PER HOME
10'-0"
PER HOME
4'-7"
PER HOME
FROM MID PT. ALEMANY AVE.
40'-5"
FROM MID PT. CAYUGA AVE.
ALEMANY AVENUE
GAS METER
223'-6 1/2"
OCEAN AVENUE
CAYUGA AVENUE

SOLID COLORED
BAKELITE PANEL

PERFORATED
METAL

BOARD FORMED
CONCRETE

SOLID COLORED
BAKELITE PANEL

1
2
3
4
5
6
7
8
9
10
P
STAIR PENTHOUSE
MECHANICAL ROOM
SOLAR PANELS
TRELLIS
ROOF DECK 5TH FLOOR
ROOF DECK 4TH FLOOR
3 A6.00
RESIDENTIAL
INNER COURT
CHILD CARE LOBBY
CHILD CARE STAIR
CHILD CARE
MID POINT AT ALEMANY BLVD.
ALEMANY BLVD.
FLOW THROUGH PLANTER
RESIDENTIAL PARKING GARAGE
DOUBLE STACKER
GRADE PLANE
142.75'
CAYUGA AVENUE
139.50'
8'-7 3/8"
8'-8 5/8"
10'-0"
10'-6"
12'-8"
13'-1"
19'-5 1/8"
2'8.2"
11'-11 9/32"

65 OCEAN MAIN ENTRANCE

EXHIBIT C

SAN FRANCISCO
PLANNING DEPARTMENT

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

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Planning
Information:
415.558.6377

Preliminary Mitigated Negative Declaration

Date:	September 18, 2019
Case No.:	**2016-006860ENV**
Project Title:	**65 Ocean Avenue**
Zoning:	Excelsior Outer Mission Street Neighborhood Commercial District (NCD) 40-X Height and Bulk District
Block/Lot:	6954/018
Lot Size:	40,497 square feet
Project Sponsor	Jody Knight, Rueben, Junius, & Rose, LLP (415) 567-9000 jknight@reubenlaw.com
Lead Agency:	San Francisco Planning Department
Staff Contact:	Michael Li – (415) 575-9107 michael.j.li@sfgov.org

PROJECT DESCRIPTION:

The proposed project at 65 Ocean Avenue is located in San Francisco's Outer Mission neighborhood. The project site (Assessor's Block 6954, Lot 018) is an irregularly shaped 40,497-square-foot parcel that fronts three streets: Cayuga Avenue on the west, Ocean Avenue on the north, and Alemany Boulevard on the east. The proposed project consists of the demolition of three existing buildings on the project site and construction an approximately 55-foot-tall building (with an additional 9 foot mechanical penthouse) containing 193 dwelling units, a 5,952-gross-square-foot (gsf) childcare facility, and a one-story, basement-level garage with a total of 121 parking spaces. The dwelling units would be a mix of studios and one-, two-, and three-bedroom units. The building would contain approximately 190,215 gsf and would vary in height from four stories (40 feet) on Cayuga Avenue to five stories along Ocean Avenue to six stories (55 feet) on Alemany Boulevard. Vehicular access to and from the basement-level garage would be provided from on Cayuga Avenue. The existing curb cut along the site on Cayuga Avenue would be reduced in width from 80 feet to 20 feet, and the existing curb cut on Ocean Avenue would be removed. The passenger loading zone for the childcare facility would located be on Alemany Boulevard. A total of 147 bicycle parking spaces would be provided (Class 1 spaces in the basement-level garage and Class 2 spaces on the sidewalks adjacent to the project site).[1] A total of approximately 17,750 square feet of usable open space for the residents of the proposed project would be provided in the form of interior courtyards on the ground floor and roof decks at the fourth and fifth floors.

[1] Pursuant to San Francisco Planning Code Section 155.1, Class 1 bicycle parking spaces are secure weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees. Class 2 bicycle parking spaces are racks 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.

Construction of the proposed project is expected to last 25 months. Construction of the proposed project would require excavation to a depth of up to 21 feet below ground surface and the removal of about 13,500 cubic yards of soil from the project site.

FINDING:

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached.

Mitigation measures are included in this project to avoid potentially significant effects. See pages 111-119.

cc: Jody Knight, Rueben, Junius, & Rose, LLP, project sponsor
Veronica Flores, Current Planning Division
Supervisor Ahsha Safaí, District 11
Master Decision File
Distribution List

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Exhibit A

Project Figures

Initial Study

65 Ocean Avenue

Planning Department Case No. 2016-006860ENV

A. PROJECT DESCRIPTION

The proposed project at 65 Ocean Avenue is located in San Francisco's Outer Mission neighborhood. A description of the proposed project location, characteristics, and it's regional and local context, planning process and background, as well as a discussion of requested project approvals is included below.

Project Location

The project site (Assessor's Block 6954, Lot 018) is an irregularly shaped 40,497-square-foot parcel that fronts three streets: Cayuga Avenue on the west, Ocean Avenue on the north, and Alemany Boulevard on the east (see Figure 1: Project Location). Additionally, Onondaga Avenue borders the site to the south. The project site is currently occupied by three buildings and a surface parking lot with 21 parking spaces. Two of the existing buildings are unoccupied, and the other building is occupied by the Golden Bridges School.[1] Of the three buildings on the project site; two are two stories, and one is one story. The existing buildings total approximately 14,100 gross square feet. The project site slopes down from east (Alemany Boulevard) to west (Cayuga Avenue). The elevation at the project site's eastern property line is approximately 20 feet higher than the elevation at the western property line.

The project site is in the Excelsior Outer Mission Street Neighborhood Commercial District (NCD) and a 40-X Height and Bulk District.

Project Characteristics

The proposed project consists of demolishing the existing buildings on the project site and constructing an approximately 55-foot-tall building (with an additional nine-foot-tall mechanical penthouse) containing 193 dwelling units, a 5,952-gross-square-foot (gsf) childcare facility, and a one-story, basement-level garage with a total of 121 parking spaces. The dwelling units would be a mix of studios and one-, one-plus-den, two-, and three-bedroom units. The building would contain approximately 190,215 gsf and would vary in height from four stories (40 feet) on Cayuga Avenue to five stories along Ocean Avenue to six stories (55 feet) on Alemany Boulevard.

[1] Golden Bridges School is proposing to relocate to 203 Cotter Street (Case No. 2015-003791ENV) following construction of a new school building at that site. Little Bear School previously occupied one of the other buildings on the project site but has relocated to 327 Capitol Avenue.

SOURCE: San Francisco Planning Department

FIGURE 1: PROJECT LOCATION

Vehicular access to and from the basement-level garage would be provided from Cayuga Avenue. The existing curb cut on Cayuga Avenue along the project site would be reduced in width from 80 feet to 20 feet, and the existing curb cut on Ocean Avenue along the project site would be removed. The passenger loading zone for the childcare facility would located be on Alemany Boulevard. A total of 147 bicycle parking spaces would be provided (Class 1 spaces in the basement-level garage and Class 2 spaces on the sidewalks adjacent to the project site).[2] A total of approximately 17,750 square feet of usable open space for the residents of the proposed project would be provided in the form of interior courtyards on the ground floor and roof decks at the fourth and fifth floors. See Exhibit A (attached) for the project plans.

Project Construction

Construction of the proposed project is expected to last 25 months. The proposed building would be supported by a spread footings foundation bearing on ground improvements with rammed aggregate piers. Construction of the proposed project would require excavation to a depth of up to 21 feet below ground surface and the removal of about 13,500 cubic yards of soil from the project site. The project would also proposes to remove the utility pole located immediately south of the proposed project garage driveway curb cut and would move the utilities underground.

[2] Pursuant to San Francisco Planning Code Section 155.1, Class 1 bicycle parking spaces are secure weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees. Class 2 bicycle parking spaces are racks 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.

Table 1: Summary of Existing and Proposed Uses

Land Use	Existing	Proposed
Studios	0	47
One-Bedroom Units	0	60
One-Bedroom Plus Den	0	8
Two-Bedroom Units	0	57
Three-Bedroom Units	0	21
Total Dwelling Units	0	193 Units (129,132 gsf)
Institutional [1] (Ground Floor, 2nd Floor)	14,088 gsf	5,952 gsf
Amenity, Circulation, Lobby (Various Floors)	0	26,486 gsf
Parking (Garage)	21	121 (28,655 gsf)
Loading Spaces (Alemany)	0	1
Bicycle Parking (Garage and Cayuga Street, Ocean Street, and Alemany Sidewalks)	0	147 (1,234 gsf)
Total GSF	**14,088 gsf**	**190,215 gsf**
Residential Open Space (Rear Yard, Ground Floor, 4th Floor, 5th Floor)	0	17,509 sf

1. Institutional space consists of childcare and preschool land uses.

Project Approvals

The proposed project would require the following approvals:

Planning Commission

- **Approval of HOME-SF Project Authorization** and approval of modifications to the planning code requirements for rear yard, usable open space, and dwelling unit exposure as well as two height bonuses in exchange for providing 48 dwelling units (25 percent of 193 dwelling units) that would be affordable to low-, middle-, and moderate-income households *(Planning Commission)*

Actions by other City Departments

- **Demolition Permit** *(Planning Department and Department of Building Inspection)*
- **Site/Building Permit** *(Planning Department and Department of Building Inspection)*
- **Approval of Color Curb Changes including passenger loading zone on Alemany Boulevard frontage.** *(San Francisco Municipal Transportation Agency)*
- **Approval of a street space permit for construction** (if sidewalks are used for construction staging and walkways are constructed in the curb lane) *(San Francisco Municipal Transportation Agency)*
- **Approval of any changes to sewer laterals** (connections to the city sewer system). (*San Francisco Public Utilities Commission (SFPUC)*)
- **Encountering of groundwater** during construction or operation, the sponsor would need a permit from SFPUC's Wastewater Enterprise Collection System Division. (*SFPUC*)
- **Hydraulic analysis** to confirm the adequacy of the water distribution system for proposed new potable and fire water services. *(SFPUC*)
- **Construction erosion and sediment control plan** and post-construction stormwater control plan for compliance with the city's Stormwater Design Guidelines. (*SFPUC*)
- **Review and approval of site mitigation plan** in accordance with San Francisco Health Code Article 22A *(Department of Public Health)*
- **Review and approval of a Dust Control Plan** in accordance with San Francisco Health Code Article 22B *(Department of Public Health)*
- **Approval of the use of dewatering wells** per Article 12B of the health code *(joint approvals by the Department of Public Health and the SFPUC*)

Home-SF Project Authorization by the Planning Commission constitutes the Approval Action for the proposed project. The Approval Action date establishes the start of the 30-day period for the appeal of the Final Mitigated Negative Declaration to the Board of Supervisors pursuant to Section 31.04(h) of the San Francisco Administrative Code.

B. PROJECT SETTING

Project Site and Surrounding Land Uses

The project site fronts three streets: Cayuga Avenue on the west, Ocean Avenue on the north, and Alemany Boulevard on the east. There is an adjacent property that abuts the project site on the northeast; this adjacent property is on the southwest corner of Ocean Avenue and Alemany Boulevard and is occupied by a one-story auto repair facility. The adjacent property to the south of the project site is occupied by a two-story building containing a mix of land uses (church, yoga studio, dance/performance studio, automotive/metalworking shop) and a surface parking lot for 12 vehicles.

There are two-story, single-family homes on the west side of Cayuga Avenue across from the project site and on the north side of Ocean Avenue across from the project site. A gas station occupies the northwest corner of Ocean Avenue and Alemany Boulevard. There are two- and three-story, multi-family residential buildings and a one-story restaurant on the east side of Alemany Boulevard across from the project site. To the east of the restaurant is a four-story mixed-use building featuring residential uses above a vacant ground-floor commercial space.

The existing scale of development in the area ranges from one story to four stories. Most of the buildings in the project vicinity are residential, but there are neighborhood-serving commercial uses along the portion of Ocean Avenue east of Alemany Boulevard. Other land uses in the area include the Croatian American Cultural Center (one block south of the project site), Balboa High School (one block southwest), and Balboa Park (0.25 mile west).

The project site is well served by public transportation. Within one-quarter mile of the project site, Muni operates the following bus lines: the 14 Mission, 14R Mission Rapid, 14X Mission Express, 29 Sunset, 49 Van Ness/Mission, and 52 Excelsior. In addition, Muni operates several light rail lines in the project vicinity. The J Church runs along San Jose Avenue to the northwest of the project site, just outside of the one-quarter-mile radius. The K Ingleside/T Third Street and M Oceanview light rail lines terminate at the Balboa Park Muni station at San Jose and Geneva avenues, about one-half mile southwest of the project site. The Bay Area Rapid Transit District's Balboa Park station is also located at San Jose and Geneva avenues.

Cumulative Context

The cumulative context for land use effects are typically localized, within the immediate vicinity of the project site, or at the neighborhood level. Cumulative development in the project vicinity (within approximately a quarter-mile radius of the project site) includes the following projects, which are either under construction or for which the Planning Department has a project application on file. The areas and the projects relevant to the analysis vary, depending on the topic, as detailed in the cumulative analyses presented in subsequent sections of this document.

- Case No. 2015-001961ENV: 350 Ocean Avenue (construction of mixed-use building with 24 dwelling units, approximately 1,225 sf of commercial space, and 12 parking spaces)
- Case No. 2015-003791ENV: 203 Cotter Street (demolition of existing greenhouse and storage sheds and construction of a 15,400-sf private school (Golden Bridges school) serving kindergarten through eighth grade)[3]
- Case No. 2016-012545ENV: 4840 Mission Street (construction of residential building with 134 dwelling units and 24 parking spaces)
- Case No. 2016-013850ENV: 915 Cayuga Avenue (demolition of existing building and construction of mixed-use building with 116 dwelling units, approximately 400 sf of commercial space, and 69 parking spaces)

[3] The project site is currently home to the Golden Bridges school, and this school is proposing to relocate to 203 Cotter Street.

Implementation of the nearby cumulative development projects would result in the construction of a total of 274 dwelling units, approximately 1,625 sf of commercial space, and a 15,400-sf school serving kindergarten through eighth grade.

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	Applicable	*Not Applicable*
Discuss any variances, special authorizations, or changes proposed to the planning code or zoning map, if applicable.	☒	☐
Discuss any conflicts with any adopted plans and goals of the City or region, if applicable.	☒	☐
Discuss any approvals and/or permits from city departments other than the planning department or the Department of Building Inspection, or from regional, state, or federal agencies.	☒	☐

San Francisco Planning Code and Zoning Maps

The San Francisco Planning Code, which incorporates by reference the City's zoning maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings or to alter or demolish existing buildings may not be issued unless the proposed project complies with the Planning Code, an exception or variance is granted pursuant to the provisions of the Planning Code, or legislative amendments to the Planning Code are included and adopted as part of the proposed project.

Land Use

The project site is in the Excelsior Outer Mission Street NCD. Pursuant to Planning Code Section 720, the Excelsior Outer Mission Street NCD is intended to provide convenience goods and services to the surrounding neighborhoods as well as limited comparison shopping goods for a wider market. Housing development in new buildings is encouraged above the second story, and existing residential units are protected by limitations on demolitions and upper-story conversions.

Vehicle Parking, Loading, and Bicycle Parking

Pursuant to Planning Code Section 151, parking for residential and commercial uses is not required. Pursuant to Planning Code Section 151.1, up to one parking space is permitted for each dwelling in the Excelsior Outer Mission Street NCD. The proposed project would include 121 automobile parking spaces (117 residential, one residential motorcycle, two car share, one childcare) and 147 bicycle parking spaces (125 Class 1 spaces and 22 Class 2 spaces). Pursuant to Planning Code Section 152, one off-street loading space is required for residential uses for building with a gross floor area between 100,001 - 200,000. The project has one off-street loading space located in the ground-floor garage. Per Section 155.2, the project is required to provide 125 Class 1 bicycle parking spaces (123 for residential uses and two for the childcare) and 22 Class 2 bicycle parking spaces. The project meets these planning code requirements.

Height and Bulk

The project site is in a 40-X Height and Bulk District, which permits a maximum building height of 40 feet. Bulk controls reduce the size of a building's floorplates as the building increases in height. Pursuant to Planning Code Section 270(a), there are no bulk controls in an X Bulk District. HOME-SF Tier 2 allows the building height on the project site to be increased to 50 feet plus an additional five feet for active uses on the ground floor.

HOME-SF

HOME-SF is an optional local density bonus program that provides density bonuses and modifications from Planning Code requirements in exchange for a higher percentage of dwelling units that are affordable to low-, middle-, and moderate-income families, based on the area median income for San Francisco. The project sponsor is seeking modifications to the Planning Code requirements applicable to the project site for rear yard, usable open space, and dwelling unit exposure as well as two height bonuses in exchange for providing 48 dwelling units (25 percent of 193 dwelling units) that would be affordable to low-, middle-, and moderate-income households. The two height bonus would allow for an additional one-story above the 40-foot height limit, and allow a five-foot height bonus for ground-floor elevated residential units.

Floor Area Ratio

Floor area ratio (FAR) is the ratio of gross floor area of all the buildings on a lot to the area of the lot. Pursuant to Planning Code Section 124(b), FAR shall not apply to dwellings or other residential uses in NCDs. Pursuant to Planning Code Section 720, Table 720, the FAR limit for nonresidential uses in the Excelsior Outer Mission Street NCD is 3.6 to 1. Based on a lot area of 40,497 sf, a maximum of 145,789 sf of nonresidential use could be developed on the project site. The proposed project consists of residential and childcare uses. FAR is not applicable to the residential component of the proposed project, and the 5,952-square-foot childcare facility would comply with the nonresidential FAR limit.

Plans and Policies

San Francisco General Plan

The San Francisco General Plan establishes objectives and policies to guide land use decisions related to the physical development of San Francisco. It is comprised of ten elements, each of which addresses a particular topic that applies citywide: Air Quality; Arts; Commerce and Industry; Community Facilities; Community Safety; Environmental Protection; Housing; Recreation and Open Space; Transportation; and Urban Design. Any conflict between the proposed project and polices that relate to physical environmental issues are discussed in Section E, Evaluation of Environmental Effects. The compatibility of the proposed project with general plan policies that do not relate to physical environmental issues will be considered by decision-makers as part of their deliberations on whether to approve or disapprove the proposed project.

Proposition M – The Accountable Planning Initiative

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the Planning Code and established eight Priority Policies. These policies, and the topics in Section E, Evaluation of Environmental Effects, that address the environmental issues associated with these policies, are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character; (3) preservation and enhancement of affordable housing (Question 2b, Population and Housing, regarding housing supply and displacement issues); (4) discouragement of commuter automobiles (Questions 5a and 5b, Transportation and Circulation); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; (6) maximization of earthquake preparedness (Question 15a, Geology and Soils); (7) landmark and historic building preservation (Question 3a, Cultural Resources); and (8) protection of open space (Question 10a, Shadow, and Question 11a, Recreation).

Prior to issuing a permit for any project that requires an Initial Study under CEQA, prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action that requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation would be consistent with the Priority Policies.

As noted above, the compatibility of the proposed project with *General Plan* objectives and policies that do not relate to physical environmental issues will be considered by decision-makers as part of their deliberations on whether to approve or disapprove the proposed project. Any potential conflicts that are identified as part of the process would not alter the physical environmental effects of the proposed project.

Regional Plans and Policies

The five principal regional planning agencies and their overarching policy-plans to guide planning in the nine-county Bay Area include the Association for Bay Area Governments' *Plan Bay Area* and *Projections 2040*, the Bay Area Air Quality Management District's *Bay Area 2017 Clean Air Plan*, the Metropolitan Transportation Commission's *Regional Transportation Plan – Transportation 2035*, the San Francisco Regional Water Quality Control Board's *San Francisco Basin Plan*, and the San Francisco Bay Conservation and Development Commission's *San Francisco Bay Plan*. Based on the size and nature of the proposed project, no anticipated conflicts with regional plans would occur.

Required Approvals by Other Agencies

See section A, Project Description, for a list of required project approvals.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

☐ Land Use and Planning	☐ Greenhouse Gas Emissions	☐ Hydrology and Water Quality
☐ Aesthetics	☐ Wind	☐ Hazards and Hazardous Materials
☐ Population and Housing	☐ Shadow	☐ Mineral Resources
☒ Cultural Resources	☐ Recreation	☐ Energy
☒ Tribal Cultural Resources	☐ Utilities and Service Systems	☐ Agriculture and Forestry Resources
☐ Transportation and Circulation	☐ Public Services	☐ Wildfire
☒ Noise	☐ Biological Resources	☐ Mandatory Findings of Significance
☐ Air Quality	☐ Geology and Soils	

This Initial Study examines the proposed project to identify potential effects on the environment. For each item on the Initial Study checklist, the evaluation has considered the impacts of the proposed project both individually and cumulatively. All items on the Initial Study checklist that have been checked "Less than Significant Impact with Mitigation Incorporated," "Less than Significant Impact," "No Impact," or "Not Applicable" indicate that, upon evaluation, the Planning Department has determined that the proposed project could not have a significant adverse environmental effect relating to that issue. A discussion is included for those issues checked "Less than Significant Impact with Mitigation Incorporated" and "Less than Significant Impact," and for most items checked with "No Impact" or "Not Applicable." For all of the items checked "No Impact" or "Not Applicable" without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Planning Department, such as the *Transportation Impact Analysis Guidelines for Environmental Review* or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Wildlife. The items checked above have been determined to be "Less than Significant with Mitigation Incorporated."

Aesthetics and Parking

In accordance with CEQA Section 21099: Modernization of Transportation Analysis for Transit-Oriented Projects, aesthetics and parking shall not be considered in determining if a project has the potential to result in significant environmental effects, provided the project meets all of the following three criteria:

a) The project is in a transit priority area;

b) The project is on an infill site; and

c) The project is residential, mixed-use residential, or an employment center.

The proposed project meets each of the above criteria; therefore, this initial study does not consider aesthetics or parking in determining the significance of project impacts under CEQA.[4]

Automobile Delay and Vehicle Miles Traveled

In addition, CEQA Section 21099(b)(1) requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." CEQA Section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to Section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment under CEQA.

In January 2016, the OPR published for public review and comment a *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*[5] recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted the OPR's recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution No. 19579). The VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as riding transit, walking, and bicycling.

E. EVALUATION OF ENVIRONMENTAL EFFECTS

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
1.	**LAND USE AND PLANNING. Would the project:**					
a)	Physically divide an established community?	☐	☐	☐	☒	☐
b)	Cause a significant physical environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐	☐

[4] San Francisco Planning Department, *Eligibility Checklist for CEQA section 21099: Modernization of Transportation Analysis, 65 Ocean Avenue* (hereinafter "*CEQA section 21099 Checklist*"), September 2019.

[5] This document is available online at: http://opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf.

Impact LU-1: The proposed project would not physically divide an established community. *(No Impact)*

The division of an established community typically involves the construction of a physical barrier to neighborhood access, such as a new freeway, or the removal of a means of access, such as a bridge or a roadway. Implementation of the proposed project would not result in the construction of a physical barrier to neighborhood access or the removal of an existing means of access; it would result in the construction of a new building containing 193 dwelling units and a 5,952-gsf childcare facility. Implementation of the proposed project would not alter the established street grid or permanently close any streets or sidewalks. Although portions of the sidewalks adjacent to the project site could be closed for periods of time during project construction, these closures would be temporary in nature. For these reasons, the proposed project would not physically divide an established community. Therefore, the proposed project would not physically divide an established community and would have no impact.

Impact LU-2: The proposed project would not cause a significant physical environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. *(Less than Significant)*

Land use impacts would be considered significant if the proposed project would conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Environmental plans and policies are those that directly address environmental issues and/or contain targets or standards that must be met in order to preserve or improve characteristics of the City's physical environment. Examples of such plans, policies, or regulations include the Bay Area Air Quality Management District's *2017 Clean Air Plan* and the San Francisco Regional Water Quality Control Board's *San Francisco Basin Plan*. As discussed in Section C, Compatibility with Existing Zoning and Plans, the proposed project would not substantially conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect including Article 10 of the San Francisco Planning Code, the *2017 Clean Air Plan*, San Francisco's *Strategies to Address Greenhouse Gas Emissions* (GHG Reduction Strategy) and the San Francisco Urban Forestry Ordinance, as discussed in Section E.3, Cultural Resources, Section E.7, Air Quality, Section E.8 Greenhouse Gas Emissions, and Section E.14, Biological Resources, respectively. Therefore, the proposed project would have a less-than-significant impact related to conflicts with land use plans, policies, or regulations.

Impact C-LU-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative land use impact. *(Less than Significant)*

Cumulative development in the project vicinity (within a quarter-mile radius of the project site) includes projects that are either under construction or for which the Planning Department has a project application on file.

As previously discussed in the Project Setting, the nearby cumulative development projects would result in the construction of a total of 274 dwelling units, approximately 1,625 sf of commercial space, and a 15,400-sf school serving kindergarten through eighth grade in the

project vicinity. The nearby cumulative development projects would not physically divide an established community by constructing a physical barrier to neighborhood access or removing a means of access. Furthermore, these projects would not conflict with any adopted environmental plan or policy, including Article 10 of the San Francisco Planning Code, the *2017 Clean Air Plan*, the San Francisco's GHG Reduction Strategy, and the San Francisco Urban Forestry Ordinance, as discussed in Section E.3, Cultural Resources, Section E.7, Air Quality, Section E.8, Greenhouse Gas Emissions, and Section E.14, Biological Resources, respectively. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects to create a significant cumulative land use impact.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
2. POPULATION AND HOUSING. Would the project:					
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐	☐
b) Displace substantial numbers of existing people or housing units, necessitating the construction of replacement housing?	☐	☐	☒	☐	☐

Impact PH-1: The proposed project would not directly or indirectly induce substantial unplanned population growth in an area. ***(Less than Significant)***

In general, a project would be considered growth-inducing if its implementation would result in substantial unplanned population growth or new development that might not otherwise occur without the project. The proposed project, which would result in the construction of a new building containing 193 dwelling units and a 5,952-gsf childcare facility, would directly increase the residential population on the project site and contribute to anticipated population growth in both the neighborhood and citywide contexts.

The 2010 U.S. Census reported a population of 805,235 persons in San Francisco and a population of 6,810 persons in Census Tract 261, which includes the project site and its immediate vicinity.[6] The population of census tracts within a quarter-mile radius of the project site is about

[6] U.S. Census Bureau, *American FactFinder, Profile of General Population and Housing Characteristics: 2010, 2010 Demographic Profile Data*. Available online at https://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml and http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml, accessed May 1, 2019.

25,459 persons.[7] Based on an average household size for San Francisco of 2.27 persons per unit in 2015, implementation of the proposed project would increase the residential population at the project site by about 438 residents.[8] This would represent a residential population increase of about 6.43 percent over the 2010 population within Census Tract 261, about 1.72 percent over the 2010 population within the project vicinity (census tracts within a quarter-mile of the project site), and about 0.05 percent over the 2010 citywide population. The population increase attributable to the proposed project would represent about 0.12 percent of the projected citywide increase in population of about 364,250 persons anticipated between 2010 and 2040.[9] The increase in the number of dwelling units associated with the proposed project is not considered substantial unplanned population growth that would cause a substantial adverse physical change to the environment. The project site is already developed, is in an established neighborhood, and is served by existing infrastructure. The proposed project would not indirectly induce substantial population growth in the project vicinity, because it would not extend any roads or other infrastructure into areas where roads or other infrastructure currently do not exist.

Construction of the proposed project would result in up to 500 temporary employees on the project site for the duration of the construction period. Operation of the proposed childcare facility would result in five permanent employees on the project site and operation of the residential building would result in employment of up to 12 employees.[10] Implementation of the proposed project would not induce substantial growth or concentration of employment that would cause a substantial adverse physical change to the environment.

The proposed project would be consistent with San Francisco General Plan objectives and policies and Association of Bay Area Governments (ABAG) priority development area goals and criteria; it is located on an infill site, is served by existing transit, and is in an area containing a mix of moderate density housing, services, retail, employment, and civic or cultural uses. Furthermore, as discussed in Section E.12, Utilities and Service Systems, and Section E.13, Public Services, the population growth generated under the proposed project would not require the expansion of infrastructure or services that would cause adverse physical impacts. Therefore, the proposed project's estimated population growth would not constitute substantial unplanned growth. Implementation of the proposed project would not directly or indirectly induce substantial population growth in the project vicinity that would cause a substantial adverse physical change to the environment.

In summary, the project-related increase in residential population would be less than significant in relation to the existing number of residents in the project vicinity and in relation to the

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[7] Census Tracts 255, 260.01, 260.04, and 261. U.S. Census Bureau, *American FactFinder, Profile of General Population and Housing Characteristics: 2010, 2010 Demographic Profile Data*. Available online at http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml, accessed May 1, 2019.

[8] Association of Bay Area Governments (ABAG), *Projections 2040*. Available at http://projections.planbayarea.org, accessed June 26, 2019.

[9] *Ibid*. The projected residential population of San Francisco for 2040 is 1,169,485 persons.

[10] Jody Knight, email correspondence with Chelsea Fordham, Principal Environmental Planner, San Francisco Planning Department, September 13, 2019.

expected increases in the residential population of San Francisco. The proposed project would not directly or indirectly induce substantial population growth or concentration of employment in the project vicinity or citywide such that an adverse physical change to the environment would occur. This impact would be less than significant, and no mitigation measures are necessary.

Impact PH-2: The proposed project would not displace substantial numbers of existing housing units or people necessitating the construction of replacement housing. ***(Less than Significant)***

The proposed project would not displace substantial numbers of existing housing units, because there are no existing housing units on the project site. Implementation of the proposed project would not result in the need to construct replacement units to house substantial numbers of people. Additionally, the demolition of two existing commercial building with one vacant preschool building and one building containing Golden Bridges School would not displace employees, resulting in need for construction of replacement housing elsewhere. This is because Golden Bridges School would relocate to a site in the project vicinity. This impact would be less than significant, and no mitigation measures are necessary.

Impact C-PH-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact related to population and housing. ***(Less than Significant)***

The cumulative context for population and housing effects are typically citywide. Over the last several years, the supply of housing has not met the demand for housing in San Francisco. In December 2013, the ABAG projected regional housing needs in the *Regional Housing Need Plan for the San Francisco Bay Area: 2015-2023*. According to this report, the housing growth need of San Francisco for 2015 through 2023 is 28,869 dwelling units: 6,234 units in the very low income level (0 to 50 percent of the area median income); 4,639 units in the low income level (51 to 80 percent); 5,460 units in the moderate income level (81 to 120 percent); and 12,536 units in the above moderate income level (120 percent and higher).[11] These numbers are consistent with the development pattern identified in *Plan Bay Area 2040*, a state-mandated, integrated long-range transportation, land use, and housing plan.[12] As part of the planning process for Plan Bay Area, San Francisco identified priority development areas, which consist of areas where new development will support the day-to-day needs of residents and workers in a pedestrian-friendly environment served by transit. The project site is located within the Mission-San Jose Corridor Priority Development Area. Therefore, although the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would increase the population in the area, it would not induce substantial population growth beyond that already anticipated to occur. For these reasons, the proposed project, in combination with other past, present, and reasonably

[11] ABAG, *Regional Housing Need Plan, San Francisco Bay Area, 2015-2023*, July 2013.

[12] Metropolitan Transportation Commission and ABAG, *Plan Bay Area: 2040*, July 26, 2017, http://2040.planbayarea.org/, accessed January 12, 2018.

foreseeable future projects, would not result in a significant cumulative impact related to population and housing.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
3. CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5, including those resources listed in article 10 or article 11 of the San Francisco Planning Code?	☐	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐	☐

Impact CR-1: The proposed project would not cause a substantial adverse change in the significance of a historical resource. ***(Less than Significant)***

Historical resources are those properties that meet the definitions in Section 21084.1 of the CEQA statute and Section 15064.5 of the CEQA Guidelines. Historical resources include properties listed in, or formally determined eligible for listing in, the California Register of Historical Resources or in an adopted local historic register. Historical resources also include resources identified as significant in a historical resource survey meeting certain criteria. Additionally, properties that are not listed but are otherwise determined to be historically significant, based on substantial evidence, would also be considered historical resources. The significance of a historical resource is materially impaired when a project "demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance ..."[13]

Implementation of the proposed project would include the demolition of the three existing buildings on the project site. In evaluating whether the proposed project would cause a substantial adverse change in the significance of a historical resource, the Planning Department must first determine whether the existing buildings on the project site are historical resources. A property may be considered a historical resource if it meets any of the California Register criteria related to (1) events, (2) persons, (3) architecture, or (4) information potential, that make it eligible for listing in the California Register, or if it is considered a contributor to a potential historic district.

Two of the existing buildings on the project site were constructed during the early 1950s and are age eligible; these two buildings were evaluated to determine if they are historic resources.

[13] CEQA Guidelines 15064.5(b)(2)(A).

A Historic Resource Evaluation (HRE) was prepared to assist the Planning Department in determining whether these buildings are historical resources.[14] The Planning Department reviewed the HRE, concurred with the findings, and issued a determination that the buildings are not historical resources, as summarized below.[15]

Both buildings were constructed during the early 1950s; they are associated with the gradual development of the southern portion of San Francisco but do not possess a specific association to support a finding of significance under Criterion 1: Events.[16] None of the owners or occupants of the buildings has been identified as important to history.[17] Therefore, the buildings are not eligible for listing in the California Register under Criterion 2: Persons. Although the buildings exhibit some of the general characteristics of mid-century modern commercial architecture, they represent unremarkable examples of this architectural style.[18] Therefore, the buildings are not eligible for listing in the California Register under Criterion 3: Architecture. The subject property does not appear to be eligible for listing in the California Register under Criterion 4: Information Potential. Impact CR-2, below, discusses whether the subject property contains archeological resources that could yield information important to history.

The third building on the project site is a prefabricated trailer that was installed in 1985. This building is not age-eligible to be considered a historical resource under CEQA. The project site is not located within a designated or potential historic district.

In conclusion, the existing buildings at 65 Ocean Avenue are not eligible for listing in the California Register as individual resources or as contributors to a historic district and thus are not considered historical resources under CEQA. For these reasons, the proposed project would not cause a substantial adverse change in the significance of a historical resource. This impact would be less than significant, and no mitigation measures are necessary.

Impact CR-2: The proposed project could cause a substantial adverse change in the significance of an archeological resource. ***(Less than Significant with Mitigation)***

Determining the potential for encountering archeological resources is based on relevant factors such as the location, depth, and amount of excavation proposed as well as any recorded information on known resources in the area. Construction of the proposed project would require excavation to a depth of up to 21 feet below ground surface and the removal of about 13,500 cubic yards of soil. Due to the depth of the proposed excavation, the Planning Department conducted a Preliminary Archeological Review and determined that the project site is sensitive for prehistoric, Hispanic Period, 19th century, and early 20th century archeological deposits.

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[14] Left Coast Architectural History, *65 Ocean Avenue, Historic Resource Evaluation*, November 2, 2016.
[15] San Francisco Planning Department, *Preservation Team Review Form, 65 Ocean Avenue*, October 5, 2017.
[16] *Ibid*, p. 2.
[17] *Ibid*, p. 2.
[18] *Ibid*, p. 2.

Excavation as part of the proposed project could damage or destroy these subsurface archeological resources, which would impair their ability to convey important scientific and historical information. The proposed project could result in a significant impact on archeological resources if such resources are present within the project site. Implementation of Mitigation Measure M-CR-2, Archeological Testing, would be required to reduce the potential impact on archeological resources to a less-than-significant level. Archeological testing, monitoring, and data recovery would preserve and realize the information potential of archeological resources. The recovery and documentation of information about archeological resources that may be encountered within the project site would enhance knowledge of prehistory and history. This information would be available to future archeological studies, contributing to the collective body of scientific and historic knowledge. With implementation of Mitigation Measure M-CR-2, the proposed project would not cause a substantial adverse change in the significance of an archeological resource should one be discovered during excavation of the project site.[19]

Mitigation Measure M-CR-2: Archeological Testing

Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources and on human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archeologist. After the first project approval action or as directed by the Environmental Review Officer (ERO), the project sponsor shall contact the Planning Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of *construction* can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sections 15064.5(a) and (c).

Consultation with Descendant Communities: On discovery of an archeological site[20] associated with descendant Native Americans, the Overseas Chinese, or other potentially

[19] San Francisco Planning Department, *Environmental Planning Preliminary Archeological Review, 65 Ocean Avenue*, October 16, 2017.

[20] The term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

interested descendant group, an appropriate representative[21] of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

Archeological Monitoring Program (AMP). The archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils-disturbing activities commencing. The ERO, in consultation with the project archeologist, shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archeological resources and to their depositional context;
- The archeological consultant shall undertake a worker training program for soils-disturbing workers that will include an overview of expected resource(s), how to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving or deep foundation activities (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving or deep foundation activities may affect an archeological resource, the pile driving or deep foundation activities shall be terminated until an appropriate evaluation of

[21] An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Planning Department archeologist.

the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.

If the ERO, in consultation with the archeological consultant, determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

A) The proposed project shall be redesigned so as to avoid any adverse effect on the significant archeological resource; or

B) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures*. Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis*. Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy*. Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program*. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures*. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report*. Description of proposed report format and distribution of results.
- *Curation*. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate

curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains, Associated or Unassociated Funerary Objects. If human remains and associated or unassociated funerary objects are discovered during any soils-disturbing activity, all applicable state and federal laws shall be followed, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Public Resources Code Section 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines Section 15064.5(d)) within six days of the discovery of the human remains. This proposed timing shall not preclude the PRC 5097.98 requirement that descendants make recommendations or preferences for treatment within 48 hours of being granted access to the site. The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing state regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such an agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If no agreement is reached, state regulations shall be followed including the reinterment of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Public Resources Code Section 5097.98).

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. Copies of the FARR shall be distributed as follows: the California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the Planning Department shall receive one bound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for

nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of public interest in or the high interpretive value of the resource, the ERO may require a different or additional final report content, format, and distribution than that presented above.

With implementation of Mitigation Measure M-CR-2, this impact would be less than significant.

Impact CR-3: The proposed project could not disturb human remains. ***(Less than Significant with Mitigation)***

In the unlikely event that human remains are encountered during construction, any inadvertent damage to human remains would be considered a significant impact. In order to reduce this potential impact to a less-than-significant level, the project sponsor must implement Mitigation Measure M-CR-2, Archeological Testing, which includes the required procedures for the treatment of human remains. With implementation of Mitigation Measure M-CR-2, as described above, the proposed project would have a less-than-significant impact on previously unknown human remains.

Impact C-CR-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in cumulative impacts on cultural resources. ***(Less than Significant)***

Impacts on historical resources and archeological resources are generally site-specific and limited to the construction area of an individual development project. One of the proposed cumulative development projects, 915 Cayuga Avenue, is adjacent to and south of the project site. These two projects could combine to create a cumulative impact on archeological resources, as the potential exists for the same archeological site to be impacted by both projects.

As discussed under Impact CR-1, implementation of the proposed project would not cause a substantial adverse change in the significance of a historical resource because the existing buildings on the project site are not considered historical resources under CEQA. For this reason, the proposed project would not make a cumulatively considerable contribution to a significant cumulative impact on historical resources should one be identified. This impact would be less than significant.

The potential exists for the cumulative projects to encounter previously unidentified archeological resources during ground-disturbing activities. Disturbance of these resources during construction of the proposed project or other cumulative projects could result in significant cumulative impacts on archeological resources. The contribution of the proposed project could be cumulatively considerable. However, with implementation of Mitigation Measure M-CR-2, described above, the proposed project would not make a cumulatively considerable contribution to impacts on archeological resources. This impact would be less than significant with mitigation.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
4. TRIBAL CULTURAL RESOURCES. Would the project:						
a)	Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
	i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐	☐
	ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐	☐

Impact TC-1: The proposed project could cause a substantial adverse change in the significance of a tribal cultural resource. ***(Less than Significant with Mitigation)***

Public Resources Code section 21074.2 requires the lead agency to consider the effects of a project on tribal cultural resources. As defined in section 21074, tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are listed, or determined to be eligible for listing, in a national, state, or local register of historical resources.

Pursuant to Assembly Bill 52, effective July 1, 2015, within 14 days of a determination that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency is required to contact the Native American tribes that are culturally or traditionally affiliated with the geographic area in which the project is located. Notified tribes have 30 days to request consultation with the lead agency to discuss potential impacts on tribal cultural resources and measures for addressing those impacts.

On February 5, 2019, the Planning Department mailed a "Tribal Notification Regarding Tribal Cultural Resources and CEQA" to the appropriate Native American tribal representatives who

have requested notification. During the 30-day comment period, no Native American tribal representatives contacted the Planning Department to request consultation.

However, there is always some potential for unknown tribal cultural resources to be encountered during excavation activities. As discussed under Impact CR-2, the project site is in an archeologically sensitive area with the potential for prehistoric archeological resources, which may be considered TCRs. In the event that construction activities disturb unknown archeological sites that are considered TCRs, any inadvertent damage would be considered a significant impact. Mitigation Measure M-TC-1: Tribal Cultural Resources Interpretive Program, would address impacts related to the discovery of previously unknown TCRs.

Mitigation Measure M-TC-1: Tribal Cultural Resources Interpretive Program

Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and federal laws. This shall include immediate notification of the Medical Examiner of the City and County of San Francisco and, in the event of the Medical Examiner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission, which will appoint a Most Likely Descendant (MLD). The MLD will complete his or her inspection of the remains and make recommendations or preferences for treatment within 48 hours of being granted access to the site (Public Resources Code section 5097.98). The ERO also shall be notified immediately upon the discovery of human remains.

The project sponsor and ERO shall make all reasonable efforts to develop a Burial Agreement ("Agreement") with the MLD, as expeditiously as possible, for the treatment and disposition, with appropriate dignity, of human remains and associated or unassociated funerary objects (as detailed in CEQA Guidelines section 15064.5(d)). The Agreement shall take into consideration the appropriate excavation, removal, recordation, scientific analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. If the MLD agrees to scientific analyses of the remains and/or associated or unassociated funerary objects, the archaeological consultant shall retain possession of the remains and associated or unassociated funerary objects until completion of any such analyses, after which the remains and associated or unassociated funerary objects shall be reinterred or curated as specified in the Agreement.

Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept treatment recommendations of the MLD. However, if the ERO, project sponsor and MLD are unable to reach an Agreement on scientific treatment of the remains and associated or unassociated funerary objects, the ERO, with cooperation of the project sponsor, shall ensure that the remains and/or mortuary materials are stored securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance.

Treatment of historic-period human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity, additionally, shall follow protocols laid out in the project's archaeological treatment documents, and in any related agreement established between the project sponsor, Medical Examiner and the ERO.

With implementation of Mitigation Measure M-TC-1, this impact would be less-than-significant.

Impact C-TC-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in cumulative impacts on tribal cultural resources. ***(Less than Significant with Mitigation)***

Impacts on tribal cultural resources are generally site-specific and limited to the construction area of an individual development project. One of the proposed cumulative development projects, 915 Cayuga Avenue, is adjacent to and south of the project site. These two projects could combine to create a cumulative impact on tribal cultural resources, as the potential exists for the same resources to be impacted by both projects. Disturbance of these resources during construction of the proposed project or 915 Cayuga Avenue could result in significant cumulative impacts on tribal cultural resources. The contribution of the proposed project could be cumulatively considerable. However, with implementation of Mitigation Measure M-TC-1, described above, the proposed project would not make a cumulatively considerable contribution to impacts on tribal cultural resources. This impact would be less than significant with mitigation.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
5.	**TRANSPORTATION AND CIRCULATION— Would the project:**					
a)	Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐	☐
b)	Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐	☐
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☒	☐	☐
d)	Result in inadequate emergency access?	☐	☐	☒	☐	☐

SETTING

The project site fronts three streets: Cayuga Avenue on the west, Ocean Avenue on the north, and Alemany Boulevard on the east. The project site is currently occupied by three buildings and a surface parking lot with 21 parking spaces.

The Cayuga Avenue project frontage contains two adjacent curb cuts with widths of 49 feet and 22 feet. Along Ocean Avenue on the east side of the lot line is a curb cut with a width of 33 feet. Existing sidewalk widths surrounding the project site are 15 feet along Cayuga Avenue, 9.5 feet along Ocean Avenue[22], and 10 feet along Alemany Boulevard. Street parking is present on the west side of Cayuga Avenue, on the east side of Cayuga Avenue south of the project site, and on both sides of Alemany Boulevard. Street parking is present on the north side of Ocean Avenue, but street parking is not permitted on the south side of Ocean Avenue, which includes a bus stop serving Muni's 29 Sunset and 49 Van Ness/Mission bus lines. There are Class II bicycle lanes on westbound Ocean Avenue and both northbound and southbound Alemany Boulevard, and there is a Class III bicycle lane on eastbound Ocean Avenue. There is an all-way stop-controlled intersection at Cayuga Avenue/Ocean Avenue/Santa Ynez Avenue, which includes yellow continental crosswalks on all approaches, and there is a signal at the Ocean Avenue/Alemany Boulevard intersection, which features transverse striped crosswalks on all approaches.

The proposed project consists of demolishing the existing buildings on the project site and constructing an approximately 55-foot-tall building containing 193 dwelling units and a 5,952- gsf childcare facility. The proposed project would provide 121 vehicle parking spaces, 125 Class 1 bicycle parking spaces, 22 Class 2 bicycle parking spaces, and one off-street freight loading/service vehicle space. The vehicle parking spaces, Class 1 bicycle parking spaces, and the freight loading/service vehicle space would be located in a basement-level garage. Vehicles would enter and exit the garage via a 20-foot wide curb cut and driveway on Cayuga Avenue.

A 44-foot-long passenger loading zone (white curb) would be provided along Alemany Boulevard for both the residential and childcare uses. Childcare drop-off would begin in the mornings at 7:00 a.m., and pick-up would occur until 6:00 p.m. In both cases, on-site childcare staff would escort the children to and from the curb. The existing curb cut on Cayuga Avenue would be reduced in width from 80 feet to 20 feet, and the curb line north of the proposed 20-foot-wide curb cut would be restored. In the location where the curb line would be restored, the project sponsor proposes the designation of a no parking zone (red curb) on the east side of Cayuga Avenue from the driveway to the southern crosswalk at the intersection of Cayuga and Ocean avenues. In addition, the existing curb cut on Ocean Avenue would be removed.

IMPACTS

Appendix G Questions and Significance Criteria

San Francisco Administrative Code Chapter 31 directs the Planning Department to identify environmental effects of a project using as its base the environmental checklist form set forth in Appendix G of the *CEQA Guidelines*. As it relates to transportation and circulation, Appendix G asks whether the project would:

[22] This is the surveyed width of the sidewalk along Ocean Avenue; however, the existing functional width of the sidewalk is 6.5 feet.

- conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
- substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses; and
- result in inadequate emergency access

The Planning Department uses significance criteria to facilitate the transportation analysis and address the Appendix G checklist. The Planning Department separates the significance criteria into construction and operation.

Construction

Construction of the project would have a significant effect on the environment if it would require a substantially extended duration or intense activity; and the effects would create potentially hazardous conditions for people walking, bicycling, or driving, or public transit operations; or interfere with accessibility for people walking or bicycling or substantially delay public transit.

Operation

The operational impact analysis addresses the following five significance criteria. A project would have a significant effect if it would:

- create potentially hazardous conditions for people walking, bicycling, or driving or public transit operations;
- interfere with accessibility of people walking or bicycling to and from the project site, and adjoining areas, or result in inadequate emergency access;
- substantially delay public transit;
- cause substantial additional VMT or substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network; or
- result in a loading deficit and the secondary effects would create potentially hazardous conditions for people walking, bicycling, or driving or substantially delay public transit.

PROJECT-LEVEL IMPACTS

The following discussion is based on the analysis, findings, and information contained in a transportation circulation memorandum and a supplemental memorandum prepared for the proposed project.[23, 24]

[23] Kittelson & Associates, *65 Ocean Avenue Transportation Circulation Memorandum*, August 1, 2019.

[24] Kittelson & Associates, *65-99 Ocean Avenue, Circulation Memo Supplement: Project Description Changes*, September 13, 2019.

Impact TR-1: Construction of the proposed project would not require a substantially extended duration or intense activity and the secondary effects would not create potentially hazardous conditions for people walking, bicycling, or driving; or interfere with accessibility for people walking or bicycling; or substantially delay public transit. ***(Less than Significant)***

Construction of the proposed project is expected to last 25 months. It is anticipated that up to 148 daily construction worker vehicle trips would be generated during the building construction period. Given the project's location in close proximity to high-quality local and regional transit service, a substantial portion of construction workers would be expected to take public transit to and from the project site.

Construction staging would largely occur on the project site, with transport of materials either via Cayuga Avenue or Ocean Avenue. In concordance with the proposed streetscape improvements and the need for construction scaffolding along Ocean Avenue, portions of the sidewalk along the project's Ocean Avenue frontage would need to be closed temporarily (approximately six to eight weeks). These closures would be performed in sections. As such, the bus stop on Ocean Avenue just east of Cayuga Avenue would need to be temporarily relocated further east along Ocean Avenue toward Alemany Boulevard for a period of time.

The project sponsor would be required to follow the *Regulations for Working in San Francisco Streets*.[25] For sidewalks along the closed frontage portions, signage and protection for people walking would be erected, as appropriate. Sidewalk and travel lane closures, including along Ocean Avenue, would be needed at various stages throughout construction. The contractor would be required to maintain adequate bicycle and walking circulation at all times. The closures would be coordinated with the City in order to minimize the impacts on local traffic.

The impact of construction traffic would be a temporary lessening of the capacities on surrounding roadways and truck routes, as well as connecting local streets, due to the slower movement and larger turning radii of trucks. Construction truck and worker vehicle traffic could result in minor congestion and conflicts with vehicles, transit, people walking and bicyclists. Construction activities would be temporary and of limited duration, and the majority of construction activity would occur during off-peak hours when traffic volumes are minimal and potential for conflicts is low. Therefore, the proposed project would have a less-than-significant transportation-related construction impact.

Implementation of Improvement Measure I-TR-1: Coordinated Construction Traffic Management Plan, discussed below, would further reduce any less-than-significant transportation impacts related to project construction.

[25] San Francisco Municipal Transportation Agency, *Regulations for Working in San Francisco Streets*, September 2012. Available at https://www.sfmta.com/reports/construction-regulations-blue-book, accessed September 16, 2019.

Improvement Measure I-TR-1: Coordinated Construction Traffic Management Plan

The project sponsor should participate in the preparation and implementation of a coordinated construction traffic management plan that includes measures to reduce hazards between construction-related traffic and pedestrians, bicyclists, and transit vehicles. The coordinated construction traffic management plan should be prepared in coordination with other public and private projects within a one-block radius that may have overlapping construction schedules and should be subject to review and approval by the City's interdepartmental Transportation Advisory Staff Committee (TASC). The plan should include, but not necessarily be limited to, the following measures:

Restricted Construction Access Hours: Limit truck movements and deliveries requiring lane closures to occur between 9:00 a.m. and 4:00 p.m., outside of peak morning and evening weekday commute hours.

Alternative Transportation for Construction Workers: Provide incentives to construction workers to carpool, use transit, bike, and walk to the project site as alternatives to driving alone to and from the project site. Such incentives may include, but not be limited to, providing secure bicycle parking spaces, participating in the free-to-employee-and-employer ride matching program from www.511.org, participating in the emergency ride home program through the City of San Francisco (www.sferh.org), and providing transit information to construction workers.

Construction Worker Parking Plan: The location of construction worker parking will be identified as well as the person(s) responsible for monitoring the implementation of the proposed parking plan. The use of on-street parking to accommodate construction worker parking will be discouraged. The project sponsor could provide on-site parking once the below-grade parking garage is usable.

Coordination of Temporary Sidewalk Closures: The project sponsor should coordinate sidewalk closures with other projects requesting concurrent lane or sidewalk closures through the TASC and interdepartmental meetings, to minimize the extent and duration of requested closures.

Maintenance of Transit, Vehicle, Bicycle, and Pedestrian Access: The project sponsor/construction contractor(s) should meet with Public Works, SFMTA, the Fire Department, Muni Operations and other City agencies to coordinate feasible measures to include in the Coordinated Construction Management Plan to maintain access for transit, vehicles, bicycles, and pedestrians. This should include an assessment of the need for temporary transit stop relocations or other measures to reduce potential traffic, bicycle, and transit disruption and pedestrian circulation effects during construction of the project.

Proposed Project Construction Updates for Adjacent Businesses and Residents: Provide regularly updated information regarding project construction, including a construction contact person, construction activities, duration, peak construction activities (e.g., concrete pours), travel lane closures,

and lane closures (bicycle and parking) to nearby residences and adjacent businesses through a website, social media, or other effective methods acceptable to the ERO.

Impact TR-2: Operation of the proposed project would not create potentially hazardous conditions for people driving, walking, or bicycling, or for public transit operations. (*Less than Significant*)

The proposed project is estimated to generate 2,062 daily person trips in the form of 1,190 auto trips, 291 walking trips, 470 transit trips, and 111 trips by other modes (e.g., bicycle, motorcycle, taxi). However, the proposed project would not alter the existing street grid, reconfigure the intersections near the project site, or introduce other physical features that would increase hazards for people driving, walking, or bicycling, or for public transit operations.

Driving Impacts

As discussed below, the proposed project would be designed to minimize hazards related to queuing of inbound vehicles on Cayuga Avenue. The proposed project's garage door and driveway would be designed to reduce wait time and ingress/egress time with priority given to inbound vehicles. The garage door would be a high-speed model operated with a remote for inbound vehicles and with an electronic reader for outbound vehicles. The proposed driveway is not wide enough to accommodate two vehicles side by side, so there would be an interior queuing area with a gate arm for up to three vehicles just inside the garage door. In the event of simultaneous arrivals and departures, the gate arm would hold outbound vehicles in the interior queuing area to allow inbound vehicles to enter the garage first and keep Cayuga Avenue clear.

In addition, the project sponsor intends to request the designation of a no parking zone (red curb) on the east side of Cayuga Avenue from the driveway to the southern crosswalk at the intersection of Cayuga and Ocean avenues. If this request is approved by the SFMTA, drivers exiting the proposed project's garage would have a clear line of sight from the driveway to the intersection of Cayuga and Ocean avenues.

For these reasons, operation of the proposed project would not create potentially hazardous conditions for people driving. This impact would be less than significant, and no mitigation measures are necessary.

Improvement Measure I-TR-2: Queue Abatement, would further reduce the proposed project's less-than-significant impact related to traffic hazards.

Improvement Measure I-TR-2: Queue Abatement

Prior to a recurring queue occurring (e.g., if queues are observed for a consecutive period of two minutes or longer), the owner/operator of the parking facility will employ abatement methods as needed to abate a reoccurring queue. Appropriate abatement methods will be tailored to the characteristics and causes of a reoccurring queue on Cayuga Avenue, as well as the characteristics of the project driveway and garage.

Suggested abatement methods may include, but are not limited to, the following: redesign of the garage and/or driveway to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; additional Transportation Demand Management (TDM) strategies, such as additional bicycle parking, or parking demand management strategies.

If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Planning Department will notify the property owner in writing. Upon request, the owner/operator will hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant will prepare a monitoring report to be submitted to the Planning Department for review. If the Planning Department determines that a recurring queue does exist, the facility owner/operator will have 90 days from the date of the written determination to abate the queue.

Walking Impacts

Implementation of the proposed project would increase the level of pedestrian activity in the area above existing levels, with the proposed project estimated to generate 128 walking trips during the p.m. peak hour. People walking to and from the project site would likely be traveling to and from public transit stops and stations in the project vicinity or to and from nearby businesses along Ocean Avenue and Alemany Boulevard.

The proposed project is estimated to generate 97 vehicle trips during the p.m. peak hour: 72 inbound (one every 50 seconds) and 25 outbound (one every 2.4 minutes). The operation of the project driveway prioritizes vehicle ingress and reduces conflict between inbound and outbound vehicles, such that bidirectional traffic would not straddle the sidewalk while a person attempts to walk past the driveway. Finally, given the expected p.m. peak hour traffic volumes along Cayuga Avenue (107 northbound and 141 southbound), outbound drivers would not be expected to wait long to find a gap and merge into Cayuga Avenue traffic, thus minimizing time spent leaving the project site and keeping overall traffic-related exposure for people walking to a minimum.

As part of the proposed project, the existing curb cut on Cayuga Avenue would be reduced in width from 80 feet to 20 feet. The curb line north of the proposed 20-foot-wide curb cut and driveway would be restored, thus improving the existing condition of the sidewalk at this location. On-street parking at this location could be restricted, pending review and approval by the SFMTA. In addition, the existing utility pole south of the proposed 20-foot-wide driveway would be relocated underground. All of these proposed streetscape improvements would enhance sightlines for people walking along the east side of Cayuga Avenue.

For these reasons, operation of the proposed project would not create potentially hazardous conditions for people walking. This impact would be less than significant, and no mitigation measures are necessary.

As previously discussed under "Driving Impacts," implementation of Improvement Measure I-TR-2: Queue Abatement, would ensure that vehicle queueing does not occur on Cayuga Avenue, thus minimizing any potential hazards for people walking on the Cayuga Avenue sidewalk.

Bicycling Impacts

Implementation of the proposed project would increase the level of bicycling activity in the area above existing levels. Bicyclists intending to travel west from the project site would likely exit the garage onto Cayuga Avenue and access the westbound Class II bicycle lane on Ocean Avenue. Bicyclists intending to travel north, south, or east from the project site would likely exit the garage onto Cayuga Avenue and access the eastbound Class II bicycle lane on Ocean Avenue or turn left or right on Alemany Boulevard to travel north or south. Alternatively, bicyclists may exit through the building's main entrance on Ocean Avenue.

The proposed project is estimated to generate 97 p.m. peak hour vehicle trips at the proposed driveway on Cayuga Avenue. Turning movement counts collected for this project show Cayuga Avenue serving 16 p.m. peak hour bicyclists (eight northbound and eight southbound). The addition of project vehicles at the driveway and along surrounding streets would not be substantial nor would they occur across a bicycle facility used by a substantial amount of people bicycling.

The proposed project includes a 44-foot-long passenger loading zone on Alemany Boulevard to serve both the residents and the childcare facility, with up to 32 expected passenger loading events during the p.m. peak hour. The loading zone is long enough to accommodate two vehicles at a time. Each passenger loading pick-up or drop-off event would include vehicle movements across the Class II bicycle lane along Alemany Boulevard. The proposed supply of passenger loading facilities is expected to satisfy the demand without spillover effects (i.e., drivers would not need to idle in the travel lane or across the bicycle lane). During traffic counts conducted in December 2017, eight people bicycling were observed passing the project site along Alemany Boulevard during the p.m. peak hour under existing conditions. The volume of passenger loading events and the volume of people bicycling, together with the sufficient curb supply for loading events, would minimize the likelihood of conflicts along Alemany Boulevard.

For these reasons, operation of the proposed project would not create potentially hazardous conditions for people bicycling. This impact would be less than significant, and no mitigation measures are necessary.

Public Transit Impacts

Muni's 29 Sunset and 49 Van Ness/Mission bus lines run along Ocean Avenue past the project site. The proposed project's garage would be located on Cayuga Avenue instead of Ocean Avenue, thus eliminating any potential hazards that could result from vehicles entering or exiting the garage as buses are driving past the project site. Implementation of the proposed project would not alter the established street grid or result in any other changes that could adversely affect public transit operations adjacent to or near the project site.

For these reasons, operation of the proposed project would not create potentially hazardous conditions for public transit operations. This impact would be less than significant, and no mitigation measures are necessary.

Impact TR-3: Operation of the project would not interfere with accessibility of people walking or bicycling to and from the project site and adjoining areas or result in inadequate emergency access. (*Less than Significant*)

Implementation of the proposed project would not alter the established street grid, permanently close any streets or sidewalks, or eliminate or reconfigure any existing bicycle routes. Although portions of the sidewalks adjacent to the project site could be closed for periods of time during project construction, these closures would be temporary in nature. Once construction of the proposed project has been completed, people walking and bicycling would experience unrestricted access to and from the project site as they currently do under existing conditions.

As part of the proposed project, the sidewalk along Ocean Avenue would be restored to its surveyed width of 9.5 feet from its existing functional width of 6.5 feet.[26] This sidewalk extension would provide more room for people walking along Ocean Avenue, particularly at a well-utilized Muni bus stop at the southeast corner of Cayuga and Ocean avenues.

Implementation of the proposed project would not result in the permanent closure of any existing streets in the project vicinity or any alterations to the roadway network that would preclude or restrict emergency vehicle access to the project site. Therefore, emergency vehicle access would remain unchanged from existing conditions. Emergency vehicles would continue to access the project site from Alemany Boulevard, Ocean Avenue, or Cayuga Avenue. This impact would be less than significant, and no mitigation measures are necessary.

Impact TR-4: Operation of the proposed project would not substantially delay public transit. (*Less than Significant*)

The proposed project is estimated to generate 85 transit trips (66 inbound, 19 outbound) during the weekday p.m. peak hour. Transit riders to and from the project site would use the nearby Muni bus and light rail lines for local trips, and the regional lines (potentially with transfers to and from Muni) for trips outside San Francisco. Transit riders with local destinations may also choose to use BART via the Balboa Park or Glen Park stations.

Among the 66 transit riders inbound to the project site, trip origins would be dispersed from within San Francisco and regional locations. The variety of origins yields an insubstantial number of project trips coming from any one origin or along any one transit line during the p.m. peak hour and could be accommodated by existing transit capacity. Therefore, the

[26] Due to a fence and property encroachment on the sidewalk, the functional width of the Ocean Avenue sidewalk is 6.5 feet instead of its surveyed width of 9.5 feet. These encroachments would be removed as part of the proposed project.

proposed project would not have an impact on ridership and capacity utilization for local and regional transit operators during the weekday p.m. peak hour.

The proposed project would not result in the permanent relocation or removal of any existing bus stops or other changes that would alter transit service. The proposed project would not directly interfere with transit operations as a result of its design. However, the proposed project would generate 97 weekday p.m. peak hour vehicle trips (72 inbound, 25 outbound) and up to 32 passenger loading trips (14 residential and 18 childcare trips) during the p.m. peak hour. Project vehicle trips may result in delays to transit vehicles at two locations: along Geneva Avenue between Mission Street and San Jose Avenue, and along Ocean Avenue between Alemany Boulevard and Cayuga Avenue. Each location is discussed below.

Given the project site's proximity to Interstate 280, it is anticipated that some project-related vehicle trips would travel to and from Interstate 280 along Geneva Avenue. An initial analysis was conducted to assess the likelihood of project vehicle trips contributing to delays to Muni buses along Geneva Avenue. The only vehicle trips that would likely use the portions of Geneva Avenue between Mission Street and Interstate 280 were project trips to and from the South Bay, of which there are 10 (8 inbound and 2 outbound) during the p.m. peak-hour. These drivers are equally likely to use either Interstate 280 or US 101. Even assuming all of these drivers use Interstate 280, the 10 additional p.m. peak hour trips would not contribute to a substantial amount of transit delay along Geneva Avenue.

Of the 72 inbound driving trips that would be generated by the proposed project, 66 would be estimated to pass through the all-way stop-controlled Cayuga Avenue/Ocean Avenue/Santa Ynez Avenue intersection. Twenty-four of the 25 outbound driving trips and 19 of 32 passenger loading trips would be estimated to pass through the same intersection. The proposed project's contribution to total entering vehicles at this intersection thus represents about 110 p.m. peak hour vehicle trips (in addition to the existing 1,000 total entering vehicle trips during the p.m. peak hour).

Muni's 29 Sunset and 49 Van Ness/Mission bus lines run along Ocean Avenue and have stops at this intersection, with p.m. peak hour headways of 9 and 12 minutes, respectively. Both bus lines have an eastbound stop and a westbound stop on Ocean Avenue. Operations analysis was conducted to assess transit delay at this intersection, and the operations results show an increase of 2.6 seconds per vehicle in the eastbound direction and 7.9 seconds per vehicle in the westbound direction. Both delay numbers would be minimal.

For these reasons, the proposed project would result in a less-than-significant impact related to transit delay, and no mitigation measures are necessary.

Impact TR-5: Operation of the proposed project would not cause substantial additional VMT. ***(Less than Significant)***

Vehicle Miles Traveled (VMT) Analysis

As discussed in Section D, Summary of Environmental Effects, in January 2016, the State Office of Planning and Research (OPR) recommended that transportation impacts for projects be measured

using a vehicle miles traveled (VMT) metric. In March 2016, the San Francisco Planning Commission adopted the OPR's recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects

Many factors affect travel behavior. These factors include density, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics, and transportation demand management. Typically, low-density development at great distance from other land uses, located in areas with poor access to non-private vehicular modes of travel, generate more automobile travel compared to development located in urban areas, where a higher density, mix of land uses, and travel options other than private vehicles are available.

Given these travel behavior factors, San Francisco has a lower VMT ratio than the nine-county San Francisco Bay Area region. In addition, some areas of the City have lower VMT ratios than other areas of the City. These areas of the City can be expressed geographically through transportation analysis zones (TAZs). TAZs are used in transportation planning models for transportation analysis and other planning purposes. The zones vary in size from single city blocks in the downtown core, multiple blocks in outer neighborhoods, to even larger zones in historically industrial areas like the Hunters Point Shipyard.

The San Francisco County Transportation Authority (Transportation Authority) uses the San Francisco Chained Activity Model Process (SF-CHAMP) to estimate VMT by private automobiles and taxis for different land use types. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey 2010-2012, census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings. SF-CHAMP uses a synthetic population, which is a set of individual actors that represents the Bay Area's actual population, who make simulated travel decisions for a complete day. The Transportation Authority uses tour-based analysis for office and residential uses, which examines the entire chain of trips over the course of a day, not just trips to and from the project. For retail uses, the Transportation Authority uses trip-based analysis, which counts VMT from individual trips to and from the project (as opposed to the entire chain of trips). A trip-based approach, as opposed to a tour-based approach, is necessary for retail projects because a tour is likely to consist of trips stopping in multiple locations, and the summarizing of tour VMT to each location would overestimate VMT.[27, 28]

[27] To state another way: a tour-based assessment of VMT at a retail site would consider the VMT for all trips in the tour, for any tour with a stop at the retail site. If a single tour stops at two retail locations, for example, a coffee shop on the way to work and a restaurant on the way back home, then both retail locations would be allotted the total tour VMT. A trip-based approach allows us to apportion all retail-related VMT to retail sites without double-counting.

[28] San Francisco Planning Department, *Executive Summary: Resolution Modifying Transportation Impact Analysis*, Appendix F, Attachment A, March 3, 2016.

For residential development, the existing regional average daily VMT per capita is 17.2.[29] For office development, the existing regional average daily VMT per office employee is 19.1. Childcare uses are treated as office uses for the purposes of VMT analysis. Average daily VMT for these land uses are projected to decrease under future 2040 cumulative conditions. Please see Table 2: Daily Vehicle Miles Traveled, which includes the TAZ, 48, in which the project site is located.

Table 2: Average Daily Vehicle Miles Traveled

Land Use	Existing			Cumulative 2040		
	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 48 Average	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 48 Average
Households (Residential)	17.2	14.6	10.3	16.1	13.7	9.3
Employment (Office)	19.1	16.2	11.5	17.0	14.5	9.9

A project would have a significant effect on the environment if it would cause substantial additional VMT. The State Office of Planning and Research's (OPR) *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA* ("proposed transportation impact guidelines") recommends screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. If a project meets one of the three screening criteria provided (Map-Based Screening, Small Projects, and Proximity to Transit Stations), then it is presumed that VMT impacts would be less than significant for the project and a detailed VMT analysis is not required. Map-Based Screening is used to determine if a project site is located within a TAZ that exhibits low levels of VMT. Small Projects are projects that would generate fewer than 100 vehicle trips per day. The Proximity to Transit Stations criterion includes projects that are within a half-mile of an existing major transit stop, have a floor area ratio that is equal to or greater than 0.75, vehicle parking that is less than or equal to that required or allowed by the Planning Code without conditional use authorization, and are consistent with the applicable Sustainable Communities Strategy.

In TAZ 48, the existing average daily household VMT per capita is 10.3, and the existing average daily VMT per office employee is 11.5.[30] In TAZ 48, the future 2040 average daily household

[29] Includes the VMT generated by the households in the development and averaged across the household population to determine VMT per capita.

[30] *CEQA Section 21099 Checklist*.

VMT per capita is estimated to be 9.3, and the future 2040 average daily VMT per office employee is estimated to be 9.9. Given that the project site is located in an area in which the existing and future 2040 residential and office employee VMT would be more than 15 percent below the existing and future 2040 regional averages, the proposed project's residential and childcare uses would not result in substantial additional VMT. Furthermore, the project site meets the Proximity to Transit Stations screening criterion, which also indicates the proposed project's residential and childcare uses would not cause substantial additional VMT.[31] For these reasons, the proposed project would result in less-than-significant impacts related to VMT.

Impact TR-6: Operation of the proposed project would not result in a loading deficit. ***(Less than Significant)***

Freight Loading

The proposed project would include one off-street freight loading space in the garage. The loading space would be 27'-6" long and 7'-8" wide with a vertical clearance of 12 feet. Given that the proposed project is entirely residential except for a 5,952-gsf childcare facility, large trucks (e.g. semi-trucks, tractor-trailers) are not anticipated to need access to the project site. From the proposed loading zone, drivers would access the main entrance for people walking via an elevator accessible from the freight loading walkway. Upon entering the building, they would be able to access any floor via the elevators down a hallway from the lobby.

The proposed project would generate an average of approximately six freight delivery/service vehicle trips per day, which corresponds to a demand of one loading space during the average and peak hour of loading activity.

The proposed supply of off-street freight loading facilities in the garage is sufficient to satisfy the demand and would not result in a loading deficit. This impact would be less than significant, and no mitigation measures are necessary.

Passenger Loading

As part of the proposed project, the project sponsor would request that the SFMTA designate a new passenger loading zone (white curb) on Alemany Boulevard along the project site's frontage. The proposed passenger loading zone would be 44 feet long and would begin at a point approximately 150 feet south of the intersection with Ocean Avenue. The passenger loading zone would be able to accommodate two passenger vehicles at one time.

Residents and visitors would use the proposed passenger loading zone for pick-up and drop-off. The length of the passenger loading zone would be sufficient to accommodate the anticipated demand of 17 loading instances during the peak 15 minutes of the p.m. peak hour. The passenger loading zone is not anticipated to be continually occupied. Passenger loading demand is estimated to equal 32 vehicles (14 residential and 18 childcare trips) during the p.m. peak hour,

[31] *Ibid*.

for a needed supply equal to about two passenger vehicle equivalents (44 feet). The proposed supply of passenger loading facilities would meet the demand.

Childcare drop-off would begin in the mornings at 7:00 a.m., and pick-up would occur until 6:00 p.m. In both cases, on-site childcare staff would escort the children to and from the curb. This process would ensure that pick-up and drop-off activities could occur quickly at the curb without parents needing to park or exit their vehicles. Parents and guardians would be notified in advance of the operations plan. An entrance to the childcare facility would be provided along the proposed building's Alemany Boulevard frontage adjacent to the proposed passenger loading zone, which would provide ingress and egress for childcare staff to facilitate the pick-up and drop-off of children in the morning and evening. This building entrance would lead directly to a stairwell and elevator that provide access to the childcare facility on the first floor.

The proposed supply of passenger loading facilities is sufficient to satisfy the demand and would not result in a loading deficit. This impact would be less than significant, and no mitigation measures are necessary.

Implementation of Improvement Measure I-TR-3: Passenger Loading Education, would further reduce the proposed project's less-than-significant impact related to loading.

> **Improvement Measure I-TR-3: Passenger Loading Education**
>
> The project sponsor should encourage resident and visitor use of the designated Alemany Boulevard passenger loading zone rather than any curb space along the proposed project's Ocean Avenue frontage. The sponsor should supplement the promotion and move-in packets included as part of proposed TDM Measure INFO-3 (Tailored Transportation Marketing Services). Supplementary printed materials should explain that Alemany Boulevard is the preferred passenger loading location and should request that residents both direct pick-up or drop-off drivers and direct any visitors being dropped off or picked up to use the Alemany Bouelvard passenger loading zone.
>
> Additionally, the project sponsor should install signage directing residents or visitors to the Alemany Boulevard exit and passenger loading zone. This signage should be co-located with the multimodal wayfinding signage proposed to be included in the proposed project as part of TDM Measure INFO-1 (Multimodal Wayfinding Signage).

Residential Move-In/Move-Out Activities

It is anticipated that residents of the building would utilize either the proposed off-street loading space in the garage or adjacent on-street parking spaces for move-in/move-out activities. From the off-street loading space in the garage, items would be transported along the off-street loading walkway to the residential lobby via an elevator. From adjacent street parking spaces, items would be transported along the Ocean Avenue sidewalk to the main entrance and then to any floor via the elevators down a hallway from the lobby. Should on-street parking be necessary for

move-in/move-out activities, spaces would need to be reserved through the SFMTA's temporary signage program.[32] Typically, these activities occur during off-peak times, such as in the evenings and on weekends, when there are lower traffic and walking volumes in the area.

Given the peak-hour freight loading demand of one space for the proposed project and the options for accommodating residential move-in/move-out activities discussed above, the proposed project would not result in a loading deficit. This impact would be less than significant, and no mitigation measures are necessary.

2040 CUMULATIVE CONDITIONS

The 2040 cumulative conditions assess the long-term impacts of the proposed project in combination with other reasonably foreseeable projects (cumulative projects).

Impact C-TR-1: The proposed project, in combination with cumulative projects, would not result in significant construction-related transportation impacts. (*Less than Significant*)

It is possible that the proposed project and cumulative development projects, particularly the adjacent cumulative project at 915 Cayuga Avenue, could be constructed simultaneously. All project sponsors would be required to follow the *Regulations for Working in San Francisco Streets*. For sidewalks along the closed frontage portions, signage and protection for people walking would be erected, as appropriate. Sidewalk and travel lane closures would be needed at various stages throughout construction. The contractors would be required to maintain adequate bicycle and walking circulation at all times. The closures would be coordinated with the City in order to minimize the impacts on local traffic.

The effect of any simultaneous construction-related traffic would be a temporary lessening of the capacities on surrounding roadways and truck routes, as well as connecting local streets, due to the slower movement and larger turning radii of trucks. Construction truck and worker vehicle traffic could result in minor congestion and conflicts with vehicles, transit, people walking and bicyclists. Construction activities would be temporary and of limited duration, and the majority of construction activity would occur during off-peak hours when traffic volumes are minimal and potential for conflicts is low.

This impact would be less-than significant, and no mitigation measures are necessary. Implementation of Improvement Measure I-TR-1: Coordinated Construction Traffic Management Plan, would further reduce this less-than-significant impact.

Impact C-TR-2: The proposed project, in combination with cumulative projects, would not create potentially hazardous conditions. (*Less than Significant*)

[32] Information about the San Francisco Municipal Transportation Agency's temporary signage permits is available at https://www.sfmta.com/permits/temporary-signage,accessed September 16, 2019.

As discussed under Impact TR-2, the proposed project would be designed to minimize hazards related to queuing of inbound vehicles on Cayuga Avenue. The proposed project's garage door and driveway would be designed to reduce wait time and ingress/egress time with priority given to inbound vehicles. Similarly, the adjacent cumulative project at 915 Cayuga Avenue has been designed to prioritize access for inbound vehicles in order to eliminate queues along Cayuga Avenue.

Implementation of the proposed project would increase the level of pedestrian activity in the area above existing levels. The proposed project has been designed to minimize hazards to people walking along Cayuga Avenue past the project site. Design features include a visual warning device at the project driveway to alert people walking when the garage door is in operation. There would also be an interior queuing area just inside the garage door so that outbound vehicles can wait without blocking the sidewalk. The adjacent cumulative project at 915 Cayuga Avenue would include similar design features to minimize hazards for people walking.

Implementation of the proposed project would increase the level of bicycling activity in the area above existing levels. Both the proposed project and the adjacent cumulative project at 915 Cayuga Avenue would provide on-street freight loading and passenger loading zones along Alemany Boulevard, where there is a bicycle lane. The loading zones, both individually and together, would be able to adequately accommodate the project-related loading demand without vehicles blocking the bicycle lane for loading activities. As discussed under Impact TR-2, the bicycle lane on Alemany Boulevard is not used by a substantial number of people bicycling. During traffic counts conducted in December 2017, eight people bicycling were observed passing the project site along Alemany Boulevard during the p.m. peak hour under existing conditions. Given the volume of estimated loading activities and the volume of bicycle trips, it is not expected that either people driving or people bicycling would need to make conflicting movements across the bicycle lane.

Muni's 29 Sunset and 49 Van Ness/Mission bus lines run along Ocean Avenue past the project site. The garages of the proposed project and the adjacent cumulative project at 915 Cayuga Avenue would be located on Cayuga Avenue instead of Ocean Avenue, thus eliminating any potential hazards that could result from vehicles entering or exiting the garages as buses are driving along Ocean Avenue. Implementation of the proposed project and cumulative projects would not alter the established street grid or result in any other changes that could adversely affect public transit operations in the project vicinity.

The proposed project, in combination with cumulative projects, would not create potentially hazardous conditions for people driving, walking, or bicycling, or for public transit operations. This impact would be less than significant, and no mitigation measures are necessary. Implementation of Improvement Measure I-TR-2: Queue Abatement, would further reduce this less-than-significant impact.

Impact C-TR-3: The proposed project, in combination with cumulative projects, would not interfere with accessibility. (*Less than Significant*)

Implementation of the proposed project and cumulative projects would not alter the established street grid, permanently close any streets or sidewalks, or eliminate or reconfigure any existing bicycle routes. Although portions of the sidewalks adjacent to the various project sites could be closed for periods of time during project construction, these closures would be temporary in nature. Once construction of the proposed project and cumulative projects has been completed, people walking and bicycling would experience unrestricted access to and from the various project sites as they currently do under existing conditions.

Implementation of the proposed project and cumulative projects would not result in the permanent closure of any existing streets in the project vicinity or any alterations to the roadway network that would preclude or restrict emergency vehicle access to the project site. Therefore, emergency vehicle access would remain unchanged from existing conditions.

The proposed project, in combination with cumulative projects, would not interfere with accessibility. This impact would be less-than significant, and no mitigation measures are necessary.

Impact C-TR-4: The proposed project, in combination with cumulative projects, would not substantially delay public transit. (*Less than Significant*)

Operation of the proposed project and cumulative projects would result in an increase in the number of vehicles on the local roadway network, and these additional vehicles could potentially delay public transit in the project vicinity. Some of these additional vehicles would pass through the Cayuga Avenue/Ocean Avenue/Santa Ynez Avenue intersection.

Muni's 29 Sunset and 49 Van Ness/Mission bus lines run along Ocean Avenue and have stops at this intersection, with p.m. peak hour headways of 9 and 12 minutes, respectively. Operations analysis was conducted to assess transit delay at this intersection under cumulative conditions. The operations results show that, compared to existing conditions, there would be an increase of four seconds per vehicle in the eastbound direction and 15 seconds per vehicle in the westbound direction. Both delay numbers would be minimal.

The proposed project, in combination with cumulative projects, would not substantially delay public transit. This impact would be less than significant, and no mitigation measures are necessary.

Impact C-TR-5: The proposed project, in combination with cumulative projects, would not cause substantial additional VMT or substantially induce automobile travel. (*Less than Significant*)

Table 2: Average Daily Vehicle Miles Traveled, under Impact TR-5 shows the estimated VMT in the year 2040 for the San Francisco Bay Area and in TAZ 48. The future 2040 regional average daily household VMT per capita is estimated to be 16.1, and the future 2040 regional average daily VMT per office employee is estimated to be 17.0. In TAZ 48, the future 2040 average daily household VMT per capita is estimated to be 9.3, and the future 2040 average daily VMT per office employee is estimated to be 9.9.

Given that the proposed project and cumulative projects are in an area in which the daily averages for future 2040 residential and office employee VMT would be more than 15 percent below the future 2040 regional averages, the proposed project would not combine with cumulative projects to cause substantial additional VMT. This impact would be less than significant, and no mitigation measures are necessary.

Impact C-TR-6: The proposed project, in combination with cumulative projects, would not result in significant loading impacts. (*Less than Significant*)

While there would be a general increase in vehicle traffic and loading demand associated with cumulative projects in the project vicinity, loading impacts are localized and site-specific. As discussed under Impact TR-6, the proposed project would generate a demand of one freight loading/service vehicle space during the peak hour of loading activity and a demand of 32 passenger loading events during the p.m. peak hour. The adjacent cumulative project at 915 Cayuga Avenue would generate a demand of one freight loading/service vehicle space during the peak hour of loading activity and a demand of nine passenger loading events during the p.m. peak hour. These two projects represent the expected changes between existing conditions and cumulative conditions related to loading demand on the project block.

As discussed under Impact TR-6, the proposed project would provide one off-street freight loading/service vehicle space in the garage and a 44-foot-long passenger loading zone on Alemany Boulevard. The project at 915 Cayuga Avenue would provide a 66-foot-long dual-use freight loading and passenger loading zone on Alemany Boulevard. This dual-use loading zone provides curb space in excess of the expected peak demand for both freight loading and passenger loading, and loading activities associated with the project at 915 Cayuga Avenue would not be expected to spill over to the proposed project.

Considered together, both projects would provide adequate loading facilities to meet project-specific and cumulative demand. This impact would be less than significant, and no mitigation measures are necessary. Implementation of Improvement Measure I-TR-3: Passenger Loading Education, would further reduce this less-than-significant impact.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
6. NOISE. Would the project result in:					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☐	☒

An environmental noise and vibration analysis was conducted to assess the project's construction and operational noise and vibration impacts. The findings and recommendations are presented in a noise and vibration report and are summarized below.[33]

Additionally, the project site is not within the vicinity of a private airstrip or an airport land use plan area. Therefore, the proposed project would not result in the long-term exposure of people residing or working in the area to excessive airport-related noise levels, and these criteria are not discussed further in this initial study.

Impact NO-1: Construction of the proposed project could generate substantial temporary or periodic increases in ambient noise levels in the project vicinity. ***(Less than Significant with Mitigation)***

Demolition, excavation, and building construction would cause a temporary increase in noise levels within the project vicinity. Construction equipment and activities would generate noise and possibly vibrations that could be considered an annoyance by occupants of nearby properties. The construction period for the proposed project would last approximately 25 months. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and affected receptor, and the presence (or absence) of barriers. Additionally, the project sponsor is not proposing construction during nighttime hours (8pm to 7am the following morning), and therefore this assessment only

[33] Shen, Milsom, Wilke, *Environmental Noise and Vibration Analysis, 65 Ocean Avenue, San Francisco, California*, September 16, 2019.

considers construction during daytime hours. Impacts would generally be limited to periods during which excavation and grading occurs, new foundations are installed, and exterior structural and facade elements are constructed. Additionally, no pile driving would be required to construct the project.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code). The noise ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. For reference, Table 3 provides estimated construction noise for each of the equipment items expected to be used for project construction using the Federal Highway Administration Roadway Construction Noise Model (FHWA). Impact tools (e.g., jackhammers, hoe rams, impact wrenches) must have manufacturer recommended and city-approved mufflers for both intake and exhaust. Section 2908 of the noise ordinance prohibits construction work between 8 p.m. and 7 a.m., if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of the Department of Public Works or the Director of Building Inspection.

Table 3. Maximum Noise Levels from Construction Equipment

Phase	Equipment Type	Substituted Equipment (FHWA)[2]	FHWA Ref. Noise Level, dBA Lmax @ 100 ft.	Quantity	Months Used	Use Hours per Day	Percent of Phase
Demolition	Excavator	Excavator	75	1	1	6	40%
	Tractors/Loaders/ Backhoes	Backhoe	72	2	1	7	40%
	Air Compressors	Air Compressor	72	2	1	8	40%
	Generator	Generator	75	1	1	8	50%
	Concrete/Industrial Saw	Concrete Saw	**84**	5	1	6	20%
Excavation and Shoring	Excavator	Excavator	75	1	2	6	40%
	Loaders/ Backhoes	Backhoe	72	2	2	7	40%
	Graders	Grader	79	1	2	6	40%
	Pile and Drilling Rig	Auger Drill Rig	78	1	1.5	7	20%
Building Construction	Air Compressors	Air Compressor	72	2	12	8	40%
	Crane	Crane	75	2	12	8	16%
	Generator	Generator	75	2	12	8	50%
	Cement and Mortar Mixers	Concrete Pump Truck	75	2	10	4	20%
	Welders	Welders/ Torches	68	6	10	4	40%
	Forklift	Man Lift	72	1	16	6	20%

NOTES:

1. Interior Construction is expected to be comprised of mostly interior site-work, exterior noise levels associated with interior site-work were not evaluated in this analysis
2. Equipment items from the FHWA were substituted for similar items on the equipment list – assumptions from this list are subject to change during the building permit review process; the reviewed equipment provides a conservative analysis of potential noise.
3. Reference Construction Noise Levels from Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM)

As shown in the Table 3 above, noise levels measured at 100 feet from individual pieces of construction equipment would only exceed the 80 dBA threshold for concrete saws. However, this type of equipment noise is typically considered intermittent and temporary because this equipment is typically used for short durations over specific targeted areas of the site as opposed to generally throughout (such as excavation and shoring equipment, trucks, etc.). Therefore, the project would comply San Francisco Police Code standards except for the concrete saw, which would be used for a limited duration.

Because the noise ordinance does not include a combined construction equipment noise standard and does not establish a noise limit for impact tools and equipment meeting certain requirements, construction noise was evaluated by reviewing noise levels that would be generated by project construction according to the Federal Transit Administration guidelines. Using FTA's general assessment construction noise criterion (90 dBA daytime 8-hour Leq)[34] and an increase in the ambient noise level of more than 10 dBA[35] at sensitive receptor locations, the construction noise analysis below evaluates noise from the two loudest pieces of equipment used for each construction phase. This is a reasonable worst-case scenario of construction noise because it is unlikely that more than the two pieces of equipment would operate at the same time at the same location on-site. The project sponsor provided a list of the construction equipment that is expected to be used to construct the project. Noise reference levels in FHWA's Road Construction Noise Model User's Guide were used to assess noise from the projects construction equipment.[36] Note that the FTA guidelines for construction noise were developed in the context of transportation projects. However, it is reasonable to use these guidelines for the proposed project because the guidelines address noise resulting from construction equipment, regardless of the project context.

To determine if the project would result in a substantial temporary increase in noise related to construction, the ambient noise levels at the nearest sensitive receptor were first compared to the construction noise levels from the use of two loudest pieces of construction equipment at that receptor. If construction noise would result in a level greater than 90 dBA or an increase of more than 10 dBA over ambient, then a potentially significant impact could occur, depending on the duration and level of exceedances of these noise criteria. Thus, construction noise that would exceed the above noted criteria would be evaluated to determine if the severity and duration would be substantial and prolonged. An exceedance of the FTA and the 10 dBA-above-ambient construction noise criteria is not necessarily considered to be a significant impact because there are non-quantitative considerations, such as the severity and duration of construction noise, which are also determinants of whether an impact is significant. The level of exceedances during construction are discussed in the context of human hearing, distance from the noise source, and

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[34] 90 dBA is considered "very loud" by the US Department of Housing and Urban Development, *The Noise Guidebook Chapter 1 Figure 1, p 1,* March 2009. Available at https://www.hudexchange.info/resource/313/hud-noise-guidebook/, accessed June 26, 2018.

[35] A 10 dBA increase in the level of a continuous noise represents a perceived doubling of loudness.

[36] Federal Highway Administration, Roadway Construction Noise Model User's Guide, January 2006, Washington, D.C., http://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf.

the noticeability of noise increases, while construction noise duration, in conjunction with severity, is evaluated in terms of the potential of the noise to adversely affect sensitive receptors. As such, this analysis uses both quantitative and qualitative assessments in the evaluation of construction noise impacts.

To determine the ambient noise levels, noise-level measurements were conducted at representative locations in the vicinity of the project area. Noise measurements were recorded to establish the baseline ambient noise levels that existing noise-sensitive land uses currently experience in the project area and are presented in Table 4 below. As shown in Table 4 below, ambient noise levels surrounding the project site range from 66 to 69 dBA, and the primary source of ambient noise is traffic along Ocean and Alemany Avenue.

Table 4. Existing Ambient Noise Levels

Location	Site Description	24-Hr Average (Leq)	Lowest Typical Ambient (L_{90})	
			Daytime (7am-8pm)	Nighttime (8pm-7am)
LT-1	Adjacent to the existing Golden Bridges school building and Alemany Blvd.	69.4 dBA Ldn	51 dBA	41 dBA
LT-2	Adjacent to the project site and Ocean Ave.	67.3 dBA Ldn	52 dBA	42 dBA
LT-3	Adjacent to the project site and Cayuga Ave.	65.9 dBA Ldn	49 dBA	41 dBA

Additionally, the construction noise analysis considers the noise in terms of the nearest noise-sensitive receptors. The most noise sensitive receptors in terms of project-related noise would be residential and hotel land uses because these are places where people will normally sleep. Nearby land uses (e.g. churches and schools) are also typically associated with noise-sensitive operations and is therefore included below. Receptors within 1000 feet of the project site boundary, associated land use type, and approximate distances to the closest property line are listed in the following Table 5 below.

Table 5. Noise Sensitive Receptors near Project Site

Sensitive Receptor	Land Use Type	Minimum Setback from Project Site (ft)
1: Neighborhood (Santa Ynez/Ocean)	Residential Neighborhood	60
2: Neighborhood (Santa Ynez/Cayuga)	Residential Neighborhood	75
3: Neighborhood (Ocean/Cayuga)	Residential Neighborhood	55
4: Neighborhood (Valerton Ct)	Residential Neighborhood	15
5: Croatian American Cultural Center	Community Center	360
6: Balboa High School	School	550
7: SF Muslim Community Center	Community Center	380
8: Mission Child Care Consortium	Child Care Center	290
9: Neighborhood (Leo/Alemany)	Residential Neighborhood	100

The daytime construction noise analysis evaluates noise from the two loudest pieces of construction equipment at sensitive receptor locations to determine if construction noise would exceed 90 dBA or be 10 dBA above the ambient noise level. If so, the evaluation considers the duration and severity of noise levels in determining whether the project would result in a significant noise impact. Table 6 shows the worst-case noise levels for each major phase of construction for the proposed project. As indicated above, the worst-case noise levels assume that the two loudest pieces of equipment from each construction phase are operating simultaneously. None of the construction phases would exceed the FTA criteria of 90 dBA as shown in the Table 6 below.

Table 6. Combined Maximum Construction Noise Levels

Phase	Two Loudest Pieces of Equipment	Receiver #4 South Property Line		Receiver #5 Ocean/Cayuga	
		Distiance[1]	Combined Lmax	Dist.	Combined Lmax
Demolition	1. Concrete Saw 2. Generator or Excavator	120 feet	82.5 dBA	195 feet	78.3 dBA
Excavation and Shoring	1. Grader 2. Pile and Drilling Rig	120 feet	80.1 dBA	195 feet	75.9 dBA
Building Construction	1. Generator or Cement Mixer or Crane 2. (same as 1)	120 feet	76.0	195 feet	71.8 dBA

1. Distance between the center of the site and the receiving property line per 2018 FTA Transit Noise and Vibration Impact Assessment Manual Eq. 7-1

For the evaluation of noise impacts with respect to the 10 dBA increase above ambient noise levels as a result of project construction, construction noise is compared to the Leq ambient noise levels in the project area. Predicted noise levels from construction activities at the two nearest residential receivers are provided in the Table 7 below. Construction noise at the residential properties directly south of the project would be well above the 10 dBA increased noise criteria when project construction equipment is operating near the adjoining property line due to the very limited setback. Noise levels at sensitive receivers with setbacks of 55 feet or more from the project site would generally meet the 10 dBA above ambient criteria except during project demolition. However, noise levels would still clearly exceed the local ambient levels during times of high construction activity near the property lines.

Table 7. Estimated Daily Leq at Nearest Sensitive Receptors

	#3 Neighborhood (Ocean/Cayuga Avenue) 55 ft setback	#4 Neighborhood (Valerton Court); 15 ft setback
Demolition	84 dBA	96 dBA
Excavation and Shoring	83 dBA	95 dBA
Building Construction	81 dBA	92 dBA
Exceedance over Ambient Threshold (60 dBA existing ambient)	21 to 24 dB	32 to 36 dB

As discussed above, noise levels from construction at the nearest sensitive receptors at Valerton Court would range from 96 to 92 dBA, which is a 32 – 36 dBA increase over ambient noise levels of 60 – 64 dBA. Additionally, noise levels from construction at the nearest sensitive receptors along Ocean Avenue and Cayuga Avnue would range from 84 to 81 dBA, which is a 21 – 24 dBA increase over ambient noise levels. Thus, nearly all construction activities would result in noise levels that are 10 dBA or greater than the existing noise levels. In reality, daily average noise levels at the sensitive receptors would be lower as equipment moves around the site due to increased distance, and the noise levels predicted here would likely only represent temporary conditions.

In addition, as discussed above, the increase could be as high as 36 dBA, which would be substantially greater than 10 dBA increase over ambient noise conditions and noticeable to sensitive receptors. The duration of these exceedance would be limited because construction would last 25 months, and the loudest of these activities would occur during demolition and excavation and shoring, which would be of limited duration during the overall construction timeline. Because unmitigated construction noise could be as much as 36 dBA greater than ambient noise levels, representing a substantial increase, the proposed project would result in temporary or periodic construction noise that would be substantially above ambient noise levels. This impact is therefore considered to be significant.

Implementation of Mitigation Measure M-NO-1, Construction Noise Control, would reduce daytime construction noise resulting from the proposed project. Components of the construction noise control plan would be implemented to reduce construction noise and its effect on nearby sensitive land uses by requiring measures to control noise and preparation of a noise control plan in response to noise complaints from nearby residents. Measures in the noise control plan would reduce quantitative increases in noise through direct mitigation related to equipment noise, such as measures to ensure that equipment is maintained in a manner that reduces noise, installation of a solid sound barrier adjacent to the closest residence, and through the use of improved mufflers, engine enclosures, and acoustically attenuating shields. These increases would occur under a worst-case scenario, which would involve simultaneous operation of the two loudest

pieces of equipment. These construction noise reduction measures combined with the limited duration of construction (25 months) would serve to mitigate noise increases at sensitive receptor locations during the noisiest construction activities. Therefore, implementation of Mitigation Measure M-NO-1 would reduce the impact to a less-than-significant level.

Mitigation Measure M-NO-1: Construction Noise Control

The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant to ensure that maximum feasible noise attenuation will be achieved for the duration of construction activities. Prior to commencement of demolition and construction activities, the project sponsor shall submit the construction noise control plan to the San Francisco Planning Department for review and approval. Noise attenuation measures shall be implemented to meet a goal of not increasing noise levels from construction activities by more than 10 dBA above the ambient noise level at sensitive receptor locations. Noise measures may include, but are not limited to, those listed below.

- Require that all construction equipment powered by gasoline or diesel engines have sound control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation.
- Prohibit gasoline or diesel engines from having unmuffled exhaust systems.
- Ensure that equipment and trucks for project construction use the best available noise control techniques (e.g., improved mufflers, redesigned equipment, intake silencers, ducts, engine enclosures, acoustically attenuating shields or shrouds) wherever feasible. According to the Federal Highway Administration, the use of shields or barriers around noise sources can reduce noise by 5 to 10 dBA, depending on the type of barrier used.
- Use "quiet" gasoline-powered or electrically powered compressors as well as electric rather than gasoline- or diesel-powered forklifts for small lifting, where feasible.
- Locate stationary noise sources, such as temporary generators, concrete saws, and crushing/processing equipment, as far from nearby receptors as possible; muffle and enclose noise sources within temporary enclosures and shield with barriers, which could reduce construction noise by as much as 5 dB; or implement other measures, to the extent feasible.
- Undertake the noisiest activities during times of least disturbance to surrounding residents and occupants, such as midday or early afternoon when residents are more likely to be at work and less likely to be sleeping, as feasible.
- During the demolition phase, provide solid sound barriers (minimum 10 feet high) along property lines facing residential properties. During all project phases (until the building is enclosed), provide a solid sound barrier (minimum 10 feet high) along southern property line.

- In response to noise complaints received from people in the project area, monitor the effectiveness of noise attenuation measures by taking noise measurements. A plan for noise monitoring shall be provided to the City for review prior to the commencement of each construction phase.

  The construction noise control plan must include the following measures for responding to and tracking complaints pertaining to construction noise:

  - A procedure and phone numbers for notifying the Department of Building Inspection, health department, or the police department of complaints (during regular construction hours and off hours).
  - A sign posted onsite describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction.
  - Designation of an onsite construction complaint and enforcement manager for the project.
  - A plan for notification of neighboring residents and nonresidential building managers within 300 feet of the project construction area at least 30 days in advance of activities that could increase daytime ambient noise levels at sensitive receptor locations by 10 dBA or more. The notification must include the associated control measures that will be implemented to reduce noise levels.

Mitigation Measure M-NO-1 would reduce construction noise impacts on existing sensitive receptors. Therefore, construction noise impacts on existing sensitive receptors would be less than significant with mitigation.

Impact NO-2: Construction of the project would not generate excessive groundborne vibration or groundborne noise levels. (*Less than Significant*)

The proposed project would not include the types of construction activities that could produce substantial groundborne vibration such as blasting or pile driving. However, construction equipment used for demolition, site preparation, and excavation activities, such as hoe rams and bulldozers, could generate varying degrees of temporary groundborne vibration, with the highest levels expected during demolition and excavation. Additionally, construction-related vibration impacts depend on the proximity of construction activities to sensitive receptors, the presence of intervening barriers, the number and types of construction equipment, and duration of construction equipment use. Therefore, the potential for construction-related vibration on structures and people (receptors), including cosmetic damage effects on structures was evaluated. Sleep disturbance and associated health effects on people was not evaluated because nighttime construction is not proposed. For building damage, the threshold limit depends on the architectural characteristics of the potentially affected structure, including for modern residential, industrial and commercial buildings. The latest Caltrans guidance manual "Transportation and Construction Vibration" includes guidelines to use in construction projects to address the potential for building damage as summarized in the Table 8 below. This analysis

uses the thresholds for Category III based on a conservative estimate of the surrounding structure types and construction, a standard of 0.2 in/sec PPV is applied.

Table 8 – Building Damage Vibration Criteria

Building Class	Continuous Sources (PPV in/sec)	Single-Event Source (PPV in/sec)
Class I: buildings in steel or reinforced concrete, such as factories, retaining walls, bridges, steel towers, open channels, underground chambers and tunnels with and without concrete alignment.	0.5	1.2
Class II: buildings with foundation walls and floors in concrete, walls in concrete or masonry, stone masonry retaining walls, underground chambers and tunnels with masonry alignments, conduits in loose material.	0.3	0.7
Class III: buildings as mentioned above but with wooden ceilings and walls in masonry.	0.2	0.5
Class IV: construction very sensitive to vibration; objects of historic interest.	0.12	0.3

Anticipated project construction vibration levels were estimated using industry standard methodology as documented by Caltrans and other relevant authorities.[37] This analysis predicts construction vibration levels at the nearest sensitive receptors, conservatively assuming construction equipment is operating directly at the nearest property line. Predicted vibration levels for the two nearest sensitive receivers (#3 and #4) are provided in the Table 9 below. Anticipated construction activities that would produce vibration are limited to general earthmoving, light demolition, and other activities that produce relatively low levels of vibration.

[37] California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, September 2013. Available at http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf, accessed: October 30, 2018.

Table 9 - Predicted Construction Vibration Levels at Receiver

	#3 Neighborhood (Ocean/Cayuga) 55 ft setback	#4 Neighborhood (Valerton Ct); 15 ft setback
Large Bulldozer or Caisson drilling	0.027 PPV	0.191 PPV
Loaded Trucks	0.023 PPV	0.164 PPV
Jackhammer	0.011 PPV	0.075 PPV
Small Bulldozer	0.0009 PPV	0.006 PPV

Notes:

1. PPV refers to Peak Particle Velocity in inches/second

As shown in the Table 9 above, all construction equipment would be below the building damage threshold for continuous sources of 0.2 inches/second PPV (Category III). Additionally, all equipment vibration would be below the building damage threshold for single-event sources of 0.5 inches/second PPV. Because no building damage thresholds would be exceeded, construction activity would not result in structural damage to any surrounding buildings. This impact would be less than significant.

Impact NO-3: Operation of the proposed project would not result in a substantial periodic or permanent increase in ambient noise levels. (*Less than Significant*)

Project-Induced Traffic Noise

Vehicular traffic makes the largest contribution to ambient noise levels throughout most of San Francisco. Generally, traffic would have to double in volume to produce a noticeable 3 dBA increase in the ambient noise level in the project vicinity.[38] The existing p.m. peak hour vehicle volume on Ocean Avenue, Cayuga Avenue, and Santa Ynez Avenue is 1,000 vehicle trips. The proposed project would generate approximately 104 trips during p.m. peak hour. This increase in vehicle trips would not cause p.m. traffic volumes to double on nearby streets and as a result, project-generated traffic noise would not have a noticeable effect on ambient noise levels in the project site vicinity. Therefore, this impact would be less than significant.

[38] United States Department of Transportation, Federal Highway Administration, Highway Traffic Noise: Analysis and Abatement Guidance, December 2011, p. 9. Available online at http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguid ance.pdf, accessed October 10, 2018

Fixed Mechanical Equipment Noise

Mechanical building equipment, such as elevators and heating, ventilation and air conditioning (HVAC) systems, would also create operational noise. These noise sources would be subject to the San Francisco Noise Ordinance (Article 29 of the Police Code). Section 2909(d) of the noise ordinance establishes maximum noise levels for fixed noise sources (e.g., mechanical equipment) of 55 dBA (from 7 a.m. to 10 p.m.) and 45 dBA (from 10 p.m. to 7 a.m.) inside any sleeping or living room in any dwelling unit located on residential property to prevent sleep disturbance. Furthermore, section 2909 of the noise ordinance regulates noise levels at residential and commercial properties. Noise at residential properties are limited to no more than 5 dBA above the ambient noise level at the property plane per noise ordinance section 2909 (a).[39]

The proposed project would introduce new stationary noise sources located in different areas of the project building. No new emergency generators would be required. The building mechanical design includes the following fixed-mechanical equipment on the roof consisting of the following equipment:

- VRF Outdoor Condensing Units (76 total HVAC equipment units)
- Garage Exhaust Fan GEF-1 (1 unit)
- General Exhaust Fan EF-1 (1 unit)
- Packaged Air Handling Unit AHU-1 (1 unit)
- Elevator Pressurization Fan EPF-1 (1 unit)
- TV monitor (and associated loudspeakers) proposed on the level 4 roof deck

Compliance with the noise ordinance would require the noise at the property plane be no louder than 50 dBA (45dBA ambient + 5 dBA), which has been used in the following analysis. Using the noise levels from typical HVAC equipment, the anticipated noise levels at the property plane is evaluated with respect to the noise ordinance section 2909(a). Table 10 predicts noise levels with the rooftop equipment and layout. Additionally, these calculations assumed all equipment would operate at full power simultaneously. However, in reality, noise levels experienced by the neighboring properties would be significantly lower due to variable operation throughout the day and night and additional acoustic shielding provided by the project building itself as well as additional distance attenuation beyond the property plane. Noise from the outdoor TV monitor would be designed to be no higher than 50 dBA at the property plane, and such uses are considered to be intermitent and temporary, and would not adversely affect existing sensitive receptors.

[39] Property plane means a vertical plane including the property line that determines the property boundaries in space.

Note that the elevator pressurization fan is not included in this analysis as it is emergency equipment that would only operate during a fire event, which is exempt from the noise ordinance.[40]

Table 10 – Predicated HVAC Equipment Noise

Property Plane	Predicted Combined Equipment Noise at property plane without noise attenuation(dBA)	Noise Ordinance Limit (dBA)	Predicted Combined Equipment Noise at property plane with noise attenuation (dBA)
Ocean Ave	51	50	49
Alemany Blvd	50	50	44
Cayuga Ave	43	50	43
Corner Lot (Alemany &	60	50	49
Alley (south property line)	51	50	48

As shown in Table 10, the proposed project would meet the noise ordinance section 2909 (a) and (d) with incorporation of the following project features:

- A mechanical screen as a barrier with a height of 10 feet surrounding the equipment. The barrier is made of material with minimum 4 lb/sf surface weight. Minimum 50% of barrier facing the equipment should be covered by sound absorptive material with at least NRC 0.75.
- A silencer with minimum 12 dB noise reduction would be provided at the discharge of the garage exhaust fan.

Additionally, the fixed interior noise limits (55 dBA daytime and 45 dBA nighttime) of noise ordinance of section 2909 (d) would be met if noise is controlled to the property plane limit when considering additional attenuation due to distance to nearby sensitive receptors and closed or partially open windows. Therefore, the proposed project would meet the requirements of the noise ordinance with the incorporation of the 10-foot mechanical screen and silencer on the garage exhaust fan, which are incorporated into the project plans (see Figure X). Therefore, the proposed project's fixed mechanical equipment noise would not result in a significant permanent increase in ambient noise levels. This impact would be less than significant.

Cumulative Impacts

The geographic scope of analysis for cumulative noise and vibration construction impacts, as well as stationary noise sources, encompasses reasonably foreseeable projects within approximately 1,000 feet of the project site. Beyond 1,000 feet, the contributions of noise from other projects

[40] Refer to *Guidelines for Noise Control Ordinance Monitoring and Enforcement* Guidance issued by the San Francisco Department of Public Health, December 2014.

would be greatly attenuated through both distance and intervening structures, and their contribution would be expected to be minimal. One cumulative project within this 1,000 foot project vicinity is 915 Cayuga Avenue (Case No. 2016-013850ENV), which is located directly adjacent to the project site.

Impact C-NO-1: Construction activities for the proposed project, in combination with reasonably foreseeable projects, could result in a substantial temporary increase in noise. (Less than Significant with Mitigation)

With respect to cumulative construction noise, construction noise from the 915 Cayuga Street project could overlap with construction noise from the proposed project. However, it is currently unknown when construction for this cumulative project would occur, and it is possible that construction activities from that project would not overlap with construction activities from the proposed project. If construction activities do overlap, many of the same noise sensitive receptors could be exposed to construction noise from both projects. Based on the construction noise levels expected with the proposed project, shown in Table 7, the proposed project's contribution to cumulative construction noise would be considerable because the combined project impacts could result in a cumulative construction noise impact, the impact of the proposed project would be the most substantial in terms of increasing ambient noise levels. Because the magnitude of construction noise and the duration of schedule overlap cannot be determined with precision at this time, cumulative noise is conservatively considered to be significant.

With implementation of Mitigation Measure M-NO-1, the project's contribution to cumulative noise impacts would be reduced to a less-than-significant level through the requirement to implement noise control measures and a noise control plan in response to noise complaints from nearby residents. Furthermore, all three projects would be required to comply with the noise ordinance requirements, which limit noise levels from individual pieces of equipment. Therefore, in light of all of the above, the project's contribution to cumulative construction noise impacts would be less than significant with mitigation.

Impact C-NO-2: Construction activities from the proposed project, in combination with reasonably foreseeable projects, would not generate excessive groundborne vibration. (Less than Significant)

As shown in Table 9, groundborne vibration from the project construction activities attenuates with distance to levels that are not perceptible and the projects vibration impacts would be less-than-significant. The 915 Cayuga Avenue cumulative project is not proposing construction activities that could produce substantial groundborne vibration such as blasting or pile driving. Additionally, there are no vibration sensitive receivers that could experience combined effects from construction of the proposed project and 915 Cayuga Avenue. As such, there would be no appreciable potential for groundborne vibration from the proposed project to combine with that of reasonably foreseeable projects and result in a significant cumulative vibration impact.

Impact C-NO-3: Operation of the proposed project, in combination with reasonably foreseeable projects, would not result in a substantial periodic or permanent increase in

ambient noise levels in the project vicinity, above levels existing without the project. (Less than Significant)

Because stationary sources of operational noise are highly localized, the potential for stationary sources of noise (e.g., HVAC equipment) from disparate residential projects to overlap would be very unlikely. As discussed above, stationary equipment at the project site and other new development would be required to comply with the noise ordinance; thus, there would be no cumulative noise impacts from these sources of noise. Consequently, this discussion focuses on cumulative traffic noise impacts.

As discussed above for Impact NO-3, the existing noise environment in the project area is governed primarily by vehicle traffic, and this will continue to be the case in future years. The proposed project combined with other cumulative projects would result in an increase in the number of vehicle trips in future years; however, these projects would not result in a doubling of traffic volumes. Therefore, the cumulative traffic noise would not produce a noticeable 3 dBA increase in the ambient noise level in the project vicinity.[41] Consequently, cumulative traffic noise would not be perceptible, and cumulative traffic noise impacts would be less than significant.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
7.	**AIR QUALITY. Would the project:**					
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	☐
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard?	☐	☐	☒	☐	☐
c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐	☐
d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐	☐

[41] United States Department of Transportation, Federal Highway Administration, Highway Traffic Noise: Analysis and Abatement Guidance, December 2011, p. 9. Available online at http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguid ance.pdf, accessed October 10, 2018.

Setting

Overview

The Bay Area Air Quality Management District (or air district) is the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (air basin), which includes San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara, and Napa counties and portions of Sonoma and Solano counties. The air district is responsible for attaining and maintaining air quality in the air basin within federal and state air quality standards, as established by the federal Clean Air Act and the California Clean Air Act, respectively. Specifically, the air district has the responsibility to monitor ambient air pollutant levels throughout the air basin and to develop and implement strategies to attain the applicable federal and state standards. The federal and state Clean Air Acts require plans to be developed for areas that do not meet air quality standards, generally. The most recent air quality plan, the *2017 Clean Air Plan*, was adopted by the air district on April 19, 2017. The *2017 Clean Air Plan* updates the most recent Bay Area ozone plan, the *2010 Clean Air Plan,* in accordance with the requirements of the state Clean Air Act to implement all feasible measures to reduce ozone; provide a control strategy to reduce ozone, particulate matter, air toxics, and greenhouse gases in a single, integrated plan; and establish emission control measures to be adopted or implemented. The *2017 Clean Air Plan* contains the following primary goals:

- Protect air quality and health at the regional and local scale: Attain all state and national air quality standards, and eliminate disparities among Bay Area communities in cancer health risk from toxic air contaminants; and
- Protect the climate: Reduce Bay Area greenhouse gas emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050.

The *2017 Clean Air Plan* represents the most current applicable air quality plan for the air basin. Consistency with this plan is the basis for determining whether the proposed project would conflict with or obstruct implementation of air quality plans.

Criteria Air Pollutants

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the air basin experiences low concentrations of most pollutants when compared to federal or state standards. The air basin is designated as either in attainment[42] or unclassified for most criteria pollutants with the exception

[42] "Attainment" status refers to those regions that are meeting federal and/or state standards for a specified criteria pollutant. "Non-attainment" refers to regions that do not meet federal and/or state standards for a specified criteria pollutant. "Unclassified" refers to regions where there is not enough data to determine the region's attainment status for a specified criteria air pollutant.

of ozone, $PM_{2.5}$, and PM_{10}, for which these pollutants are designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.[43]

Land use projects may contribute to regional criteria air pollutants during the construction and operational phases of a project. Table 11: Criteria Air Pollutant Significance Thresholds, identifies air quality significance thresholds followed by a discussion of each threshold. Projects that would result in criteria air pollutant emissions below these significance thresholds would not violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the air basin.

Table 11: Criteria Air Pollutant Significance Thresholds[44]

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Maximum Annual Emissions (tons/year)
ROG	54	54	10
NO_x	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	

Ozone Precursors. As discussed previously, the air basin is currently designated as non-attainment for ozone and particulate matter. Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and oxides of nitrogen (NO_x). The potential for a project to result in a cumulatively considerable net increase in criteria air pollutants, which may contribute to an existing or projected air quality violation, are based on the state and federal Clean Air Acts emissions limits for stationary sources. To ensure that new stationary sources do not cause or contribute to a violation of an air quality standard, air district Regulation 2, Rule 2 requires that any new source that emits criteria air pollutants above a specified emissions limit must offset those emissions. For ozone precursors ROG and NO_x, the offset emissions level is an annual average of 10 tons per year (or 54 pounds (lbs.) per day).[45] These levels represent emissions below which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants.

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[43] Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, May 2017, page 2-1.

[44] *Ibid*, page 2-2.

[45] BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 17.

Although this regulation applies to new or modified stationary sources, land use development projects result in ROG and NO_x emissions as a result of increases in vehicle trips, architectural coating and construction activities. Therefore, the above thresholds can be applied to the construction and operational phases of land use projects, and those projects that result in emissions below these thresholds would not be considered to contribute to an existing or projected air quality violation or result in a considerable net increase in ROG and NO_x emissions. Due to the temporary nature of construction activities, only the average daily thresholds are applicable to construction phase emissions.

Particulate Matter (PM_{10} and $PM_{2.5}$).[46] The air district has not established an offset limit for $PM_{2.5}$. However, the emissions limit in the federal New Source Review for stationary sources in nonattainment areas is an appropriate significance threshold. For PM_{10} and $PM_{2.5}$, the emissions limit under New Source Review is 15 tons per year (82 lbs. per day) and 10 tons per year (54 lbs. per day), respectively. These emissions limits represent levels below which a source is not expected to have an impact on air quality.[47] Similar to ozone precursor thresholds identified above, land use development projects typically result in particulate matter emissions as a result of increases in vehicle trips, space heating and natural gas combustion, landscape maintenance, and construction activities. Therefore, the above thresholds can be applied to the construction and operational phases of a land use project. Again, because construction activities are temporary in nature, only the average daily thresholds are applicable to construction-phase emissions.

Fugitive Dust. Fugitive dust emissions are typically generated during construction phases. Studies have shown that the application of best management practices at construction sites significantly controls fugitive dust,[48] and individual measures have been shown to reduce fugitive dust by anywhere from 30 to 90 percent.[49] The air district has identified a number of best management practices to control fugitive dust emissions from construction activities.[50] The City's Construction Dust Control Ordinance (Ordinance No. 176-08, effective July 30, 2008) requires a number of measures to control fugitive dust, and the best management practices employed in compliance with the City's Construction Dust Control Ordinance are an effective strategy for controlling construction-related fugitive dust.

Other Criteria Pollutants. Regional concentrations of CO in the Bay Area have not exceeded the state standards in the past 11 years, and SO_2 concentrations have never exceeded the standards.

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[46] PM_{10} is often termed "coarse" particulate matter and is made of particulates that are 10 microns in diameter or smaller. $PM_{2.5}$, termed "fine" particulate matter, is composed of particles that are 2.5 microns or less in diameter.

[47] BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 16.

[48] Western Regional Air Partnership. *2006. WRAP Fugitive Dust Handbook.* September 7, 2006. This document is available online at http://www.wrapair.org/forums/dejf/fdh/content/FDHandbook_Rev_06.pdf, accessed February 16, 2012.

[49] BAAQMD, *CEQA Air Quality Guidelines*, May 2017, page D-47.

[50] *Ibid*.

The primary source of CO emissions from development projects is vehicle traffic. Construction-related SO_2 emissions represent a negligible portion of the total basin-wide emissions, and construction-related CO emissions represent less than five percent of the Bay Area total basin-wide CO emissions. As discussed previously, the Bay Area is in attainment for both CO and SO_2. Furthermore, the air district has demonstrated, based on modeling, that in order to exceed the California ambient air quality standard of 9.0 ppm (8-hour average) or 20.0 ppm (1-hour average) for CO, project traffic in addition to existing traffic would need to exceed 44,000 vehicles per hour at affected intersections (or 24,000 vehicles per hour where vertical and/or horizontal mixing is limited). Therefore, given the Bay Area's attainment status and the limited CO and SO_2 emissions that could result from development projects, development projects would not result in a cumulatively considerable net increase in CO or SO_2 emissions, and quantitative analysis is not required.

Local Health Risks and Hazards

In addition to criteria air pollutants, individual projects may emit toxic air contaminants (TACs). TACs collectively refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long duration) and acute (i.e., severe but short-term) adverse effects on human health, including carcinogenic effects. Human health effects of TACs include birth defects, neurological damage, cancer, and mortality. There are hundreds of different types of TACs with varying degrees of toxicity. Individual TACs vary greatly in the health risk they present; at a given level of exposure, one TAC may pose a hazard that is many times greater than another.

Unlike criteria air pollutants, TACs do not have ambient air quality standards but are regulated by the air district using a risk-based approach to determine which sources and pollutants to control as well as the degree of control. A health risk assessment is an analysis in which human health exposure to toxic substances is estimated and considered together with information regarding the toxic potency of the substances to provide quantitative estimates of health risks.[51]

Air pollution does not affect every individual in the population in the same way, and some groups are more sensitive to adverse health effects than others. Land uses such as residences, schools, children's day care centers, hospitals, and nursing and convalescent homes are considered to be the most sensitive to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress or, as in the case of residential receptors, their exposure time is greater than that of other land uses. Therefore, these groups are referred to as sensitive receptors. Exposure assessment guidance typically assumes that residences would be exposed to air pollution 24 hours per day, seven days a week, for 30 years.[52]

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[51] In general, a health risk assessment is required if the air district concludes that projected emissions of a specific air toxic compound from a proposed new or modified source suggest a potential public health risk. The applicant is then subject to a health risk assessment for the source in question. Such an assessment generally evaluates chronic, long-term effects, estimating the increased risk of cancer as a result of exposure to one or more TACs.

[52] California Office of Environmental Health Hazard Assessment, *Air Toxics Hot Spot Program Risk Assessment Guidelines*, February 2015, pages 4-44 and 8-6.

Therefore, assessments of air pollutant exposure to residents typically result in the greatest adverse health outcomes of all population groups.

Exposures to fine particulate matter ($PM_{2.5}$) are strongly associated with mortality, respiratory diseases, lung development in children, and other endpoints such as hospitalization for cardiopulmonary disease.[53] In addition to $PM_{2.5}$, diesel particulate matter (DPM) is also of concern. The California Air Resources Board (California air board) identified DPM as a TAC in 1998, primarily based on evidence demonstrating cancer effects in humans.[54] The estimated cancer risk from exposure to diesel exhaust is much higher than the risk associated with any other TAC routinely measured in the region.

In an effort to identify areas of San Francisco most adversely affected by sources of TACs, San Francisco partnered with the air district to conduct a citywide health risk assessment based on an inventory and assessment of air pollution and exposures from mobile, stationary, and area sources within San Francisco. Areas with poor air quality, termed the "Air Pollutant Exposure Zone," were identified based on health-protective criteria that consider estimated cancer risk, exposures to fine particulate matter, proximity to freeways, and locations with particularly vulnerable populations. Each of the Air Pollutant Exposure Zone criteria is discussed below.

Excess Cancer Risk. The Air Pollution Exposure Zone includes areas where modeled cancer risk exceeds 100 incidents per one million persons exposed. This criterion is based on United States Environmental Protection Agency (EPA) guidance for conducting air toxic analyses and making risk management decisions at the facility and community-scale level.[55] As described by the air district, the EPA considers a cancer risk of 100 per one million to be within the "acceptable" range of cancer risk. Furthermore, in the 1989 preamble to the benzene National Emissions Standards for Hazardous Air Pollutants rulemaking,[56] the EPA states that it "…strives to provide maximum feasible protection against risks to health from hazardous air pollutants by (1) protecting the greatest number of persons possible to an individual lifetime risk level no higher than approximately one in one million and (2) limiting to no higher than approximately one in ten thousand [100 in one million] the estimated risk that a person living near a plant would have if he or she were exposed to the maximum pollutant concentrations for 70 years." The 100 per one million excess cancer cases is also consistent with the ambient cancer risk in the most pristine portions of the Bay Area based on air district regional modeling.[57]

Fine Particulate Matter. In April 2011, the EPA published *Policy Assessment for the Particulate Matter Review of the National Ambient Air Quality Standards*, "Particulate Matter Policy

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[53] San Francisco Department of Public Health, *Assessment and Mitigation of Air Pollutant Health Effects from Intra-Urban Roadways: Guidance for Land Use Planning and Environmental Review*, May 2008.

[54] California Air Resources Board (ARB), Fact Sheet, "The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines," October 1998.

[55] BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance,* October 2009, page 67.

[56] 54 Federal Register 38044, September 14, 1989.

[57] BAAQMD, *Clean Air Plan,* May 2017, page D-43.

Assessment." In this document, the EPA concludes that the then-current federal annual $PM_{2.5}$ standard of 15 μg/m³ should be revised to a level within the range of 13 to 11 μg/m³, with evidence strongly supporting a standard within the range of 12 to 11 μg/m³. The Air Pollutant Exposure Zone for San Francisco is based on the health protective $PM_{2.5}$ standard of 11 μg/m³, as supported by the EPA's "Particulate Matter Policy Assessment," although lowered to 10 μg/m³ to account for uncertainty in accurately predicting air pollutant concentrations using emissions modeling programs.

Proximity to Freeways. According to the California air board, studies have shown an association between the proximity of sensitive land uses to freeways and a variety of respiratory symptoms, asthma exacerbations, and decreases in lung function in children. Siting sensitive uses in close proximity to freeways increases both exposure to air pollution and the potential for adverse health effects. As evidence shows that sensitive uses in an area within a 500-foot buffer of any freeway are at an increased health risk from air pollution,[58] parcels that are within 500 feet of freeways are included in the Air Pollutant Exposure Zone.

Health Vulnerable Locations. Based on the air district's evaluation of health vulnerability in the Bay Area, those zip codes (94102, 94103, 94105, 94124, and 94130) in the worst quintile of Bay Area health vulnerability scores as a result of air pollution-related causes were afforded additional protection by lowering the standards for identifying parcels in the Air Pollutant Exposure Zone to: (1) an excess cancer risk greater than 90 per one million persons exposed, and/or (2) $PM_{2.5}$ concentrations in excess of 9 μg/m³.[59]

The above citywide health risk modeling was also used as the basis in approving amendments to the San Francisco Building and Health Codes, referred to as referred to as Health Code Article 38: Enhanced Ventilation Required for Urban Infill Sensitive Use Developments (Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. In addition, projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project's activities would add a substantial amount of emissions to areas already adversely affected by poor air quality.

Construction Air Quality Impacts

Project-related air quality impacts fall into two categories: short-term impacts from construction and long-term impacts from project operation. The following addresses construction-related air quality impacts resulting from the proposed project.

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[58] California Air Resources Board (ARB), *Air Quality and Land Use Handbook: A Community Health Perspective*, April 2005. Available online at http://www.arb.ca.gov/ch/landuse.htm.

[59] San Francisco Planning Department and San Francisco Department of Public Health, *2014 Air Pollutant Exposure Zone Map (Memo and Map)*, April 9, 2014. These documents are part of San Francisco Board of Supervisors File No. 14806, Ordinance No. 224-14, Amendment to Health Code Article 38.

Impact AQ-1: The proposed project's construction activities would generate fugitive dust and criteria air pollutants but would not violate an air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. ***(Less than Significant)***

Construction activities (short-term) typically result in emissions of ozone precursors and fine particulate matter in the form of dust (fugitive dust) and exhaust (e.g., vehicle tailpipe emissions). Emissions of ozone precursors and fine particular matter are primarily a result of the combustion of fuel from on-road and off-road vehicles. However, ROGs are also emitted from activities that involve painting, other types of architectural coatings, or asphalt paving. The proposed project includes 193 dwelling units and a 5,952-gsf childcare facility. During the project's approximately 25-month construction period, construction activities would have the potential to result in emissions of ozone precursors and fine particulate matter, as discussed below.

Fugitive Dust

Project-related demolition, excavation, grading, and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Depending on exposure, adverse health effects can occur due to this particulate matter in general and also due to specific contaminants such as lead or asbestos that may be constituents of soil. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the California air board, reducing $PM_{2.5}$ concentrations to state and federal standards of 12 $\mu g/m^3$ in the San Francisco Bay Area would prevent between 200 and 1,300 premature deaths.[60]

In response, the San Francisco Board of Supervisors approved the Construction Dust Control Ordinance (Ordinance No. 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and avoid orders to stop work by the San Francisco Department of Building Inspection (DBI).

The Construction Dust Control Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from the DBI. The Director of the DBI may waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust.

[60] ARB, *Methodology for Estimating Premature Deaths Associated with Long-term Exposure to Fine Airborne Particulate Matter in California*, Staff Report, Table 4c, October 24, 2008.

For projects over one half-acre, such as the proposed project, the Dust Control Ordinance requires that the project sponsor submit a Dust Control Plan for approval by the San Francisco Department of Public Health (DPH). The DBI will not issue a building permit without written notification from the Director of the DPH that the applicant has a site-specific Dust Control Plan, unless the director waives the requirement. Interior-only tenant improvement projects that are over one-half acre in size that will not produce exterior visible dust are exempt from the site-specific Dust Control Plan requirement.

The site-specific Dust Control Plan would require the project sponsor to: submit of a map to the Director of the DPH showing all sensitive receptors within 1,000 feet of the site; wet down areas of soil at least three times per day; provide an analysis of wind direction and install upwind and downwind particulate dust monitors; record particulate monitoring results; hire an independent, third party to conduct inspections and keep a record of those inspections; establish shut-down conditions based on wind, soil migration, etc.; establish a hotline for surrounding community members who may be potentially affected by project-related dust; limit the area subject to construction activities at any one time; install dust curtains and windbreaks on the property lines, as necessary; limit the amount of soil in hauling trucks to the size of the truck bed and securing with a tarpaulin; enforce a 15-mph speed limit for vehicles entering and exiting construction areas; sweep affected streets with water sweepers at the end of the day; install and utilize wheel washers to clean truck tires; terminate construction activities when winds exceed 25 miles per hour; apply soil stabilizers to inactive areas; and sweep off adjacent streets to reduce particulate emissions. The project sponsor would be required to designate an individual to monitor compliance with these dust control requirements. San Francisco Ordinance No. 175-91 restricts the use of potable water for soil compaction and dust control activities undertaken in conjunction with any construction or demolition project occurring within the boundaries of San Francisco, unless permission is obtained from the San Francisco Public Utilities Commission (SFPUC). Non-potable water must be used for soil compaction and dust control activities during project construction and demolition. The SFPUC operates a recycled water truck-fill station at the Southeast Water Pollution Control Plant that provides recycled water for these activities at no charge.

Compliance with the regulations and procedures set forth by the Dust Control Ordinance would ensure that potential dust-related air quality impacts would be reduced to a less-than-significant level.

Criteria Air Pollutants

As discussed above, construction activities would result in emissions of criteria air pollutants from the use of off- and on-road vehicles and equipment. To assist lead agencies in determining whether short-term construction-related air pollutant emissions require further analysis as to whether the project may exceed the criteria air pollutant significance thresholds shown in Table 11, above, the air district, in its *CEQA Air Quality Guidelines* (May 2017), developed screening criteria. If a proposed project meets the screening criteria, then construction of the project would result in less-than-significant criteria air pollutant impacts. A project that exceeds the screening criteria may require a detailed air quality assessment to determine whether criteria air pollutant emissions would exceed significance thresholds. The *CEQA Air Quality Guidelines*

note that the screening levels are generally representative of new development on greenfield[61] sites without any form of mitigation measures taken into consideration. In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions.

The proposed project includes 193 dwelling units and a 5,952-gsf childcare facility. The size of proposed construction activities would be below the criteria air pollutant screening criteria for the "condo/townhouse, high-rise" land use type (252 dwelling units) and the "day care center" land use type (277,000 sf) identified in the BAAQMD's *CEQA Air Quality Guidelines.* The amount of proposed excavation, about 13,500 cubic yards of soil, exceeds the criteria air pollutant screening criterion of 10,000 cubic yards by about 3,500 cubic yards. Quantification of criteria air pollutant emissions for much larger development projects involving more than 100,000 cubic yards of excavation has demonstrated that emissions would be well below the maximum allowable daily construction emissions for criteria air pollutants. Since the amount of excavation for the proposed project would be well below 100,000 cubic yards, quantification of construction-related criteria air pollutant emissions for the proposed project is not required. The proposed project's construction activities would result in a less-than-significant impact related to criteria air pollutants.

Impact AQ-2: The proposed project's construction activities would generate toxic air contaminants, including diesel particulate matter, but would not expose sensitive receptors to substantial pollutant concentrations. ***(Less than Significant)***

As discussed above, the project site is not within an Air Pollutant Exposure Zone. Regarding construction emissions, off-road equipment, which includes construction-related equipment, is a large contributor to DPM emissions in California, although since 2007, the ARB has found the emissions to be substantially lower than previously expected.[62] Newer and more refined emission inventories have substantially lowered the estimates of DPM emissions from off-road equipment such that off-road equipment is now considered the sixth largest source of DPM emissions in California.[63] This reduction in emissions is due, in part, to effects of the economic recession and refined emissions estimation methodologies. For example, revised fine particulate matter emission estimates for the year 2010, which DPM is a major component of total fine particulate matter, have decreased by 83 percent from previous 2010 emission estimates for the air basin.[64] Approximately half of the reduction can be attributed to the economic recession,

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[61] A greenfield site refers to agricultural or forest land or an undeveloped site earmarked for commercial, residential, or industrial projects.

[62] ARB, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements,* p. 1 and p. 13 (Figure 4), October 2010.

[63] ARB, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements,* October 2010.

[64] ARB, "In-Use Off-Road Equipment, 2011 Inventory Model," Query accessed online, April 2, 2012, http://www.arb.ca.gov/msei/categories.htm#inuse_or_category.

and approximately half can be attributed to updated assumptions independent of the economic recession (e.g., updated methodologies used to better assess construction emissions).[65]

Additionally, a number of federal and state regulations are requiring cleaner off-road equipment. Specifically, both the EPA and the California air board have set emissions standards for new off-road equipment engines, ranging from Tier 1 to Tier 4. Tier 1 emission standards were phased in between 1996 and 2000, and Tier 4 Interim and Final emission standards for all new engines were phased in between 2008 and 2015. To meet the Tier 4 emission standards, engine manufacturers will be required to produce new engines with advanced emission-control technologies. Although the full benefits of these regulations will not be realized for several years, the EPA estimates that by implementing the federal Tier 4 standards, NO_x and PM emissions will be reduced by more than 90 percent.[66]

In addition, construction activities do not lend themselves to analysis of long-term health risks because of their temporary and variable nature. As explained in the air district's *CEQA Air Quality Guidelines*:

> "Due to the variable nature of construction activity, the generation of TAC emissions in most cases would be temporary, especially considering the short amount of time such equipment is typically within an influential distance that would result in the exposure of sensitive receptors to substantial concentrations. Concentrations of mobile-source diesel PM emissions are typically reduced by 70 percent at a distance of approximately 500 feet (ARB 2005). In addition, current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 40, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. This results in difficulties with producing accurate estimates of health risk."[67]

Therefore, project-level analyses of construction activities have a tendency to produce overestimated assessments of long-term health risks. However, within the Air Pollutant Exposure Zone, as discussed above, additional construction activity may adversely affect populations that are already at a higher risk for adverse long-term health risks from existing sources of air pollution.

Although on-road heavy-duty diesel vehicles and off-road equipment would be used during the 25-month construction duration, emissions would be temporary and variable in nature and would not be expected to expose sensitive receptors to substantial air pollutants. Furthermore, the proposed project would be required to comply with California regulations limiting idling to

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[65] ARB, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements,* October 2010.

[66] United State Environmental Protection Agency, "Clean Air Nonroad Diesel Rule: Fact Sheet," May 2004.

[67] BAAQMD, *CEQA Air Quality Guidelines,* May 2017, page 8-7.

no more than five minutes,[68] which would further reduce nearby sensitive receptor exposure to temporary and variable DPM emissions. Therefore, because the project site is not within the Air Pollutant Exposure Zone and construction activities would be temporary and variable over the 25-month construction period, TAC emissions would result in a less-than-significant impact on sensitive receptors.

Operational Air Quality Impacts

Land use projects typically result in emissions of criteria air pollutants and TACs primarily from an increase in motor vehicle trips. However, land use projects may also result in criteria air pollutants and TACs from combustion of natural gas, landscape maintenance, use of consumer products, and architectural coating. The following addresses air quality impacts resulting from operation of the proposed project.

Impact AQ-3: During project operations, the proposed project would result in emissions of criteria air pollutants, but not at levels that would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. ***(Less than Significant)***

As discussed above under Impact AQ-1, the air district, in its *CEQA Air Quality Guidelines* (May 2017), has developed screening criteria to determine whether a project requires an analysis of project-generated criteria air pollutants. If all the screening criteria are met by a proposed project, then the lead agency or applicant does not need to perform a detailed air quality assessment.

The proposed project, which includes 193 dwelling units and a 5,952-gsf childcare facility, is expected to generate 645 daily vehicle trips to and from the project site. The proposed project would be below the criteria air pollutant screening criteria for the "condo/townhouse, high-rise" land use type (511 dwelling units) and the "day care center" land use type (53,000 sf) identified in the air district's *CEQA Air Quality Guidelines*. Thus, quantification of project-generated criteria air pollutant emissions is not required. The proposed project would not exceed any of the significance thresholds for criteria air pollutants and would result in a less-than-significant impact related to criteria air pollutants.

Impact AQ-4: During project operations, the proposed project would generate toxic air contaminants, including diesel particulate matter, but would not expose sensitive receptors to substantial air pollutant concentrations. ***(Less than Significant)***

As discussed above, the project site is not within an Air Pollutant Exposure Zone. However, the proposed project would generate TACs, as discussed below.

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[68] California Code of Regulations, Title 13, Division 3, Section 2485 (on-road) and Section 2449(d)(2) (off-road).

Sources of Toxic Air Contaminants

Vehicle Trips. Individual projects result in emissions of TACs primarily as a result of an increase in vehicle trips. The air district considers roads with fewer than 10,000 vehicles per day "minor, low-impact" sources that do not pose a significant health impact even in combination with other nearby sources and recommends that these sources be excluded from the environmental analysis. The proposed project's 645 daily vehicle trips would be well below this level and would be distributed among the local roadway network. Therefore, an assessment of project-generated TACs resulting from vehicle trips is not required, and the proposed project would not generate a substantial amount of TAC emissions that could affect nearby sensitive receptors. This impact would be less than significant.

Impact AQ-5: The proposed project would not conflict with, or obstruct implementation of, the *2017 Clean Air Plan*. *(Less than Significant)*

The most recently adopted air quality plan for the air basin is the *2017 Clean Air Plan*. The *2017 Clean Air Plan* is a road map that demonstrates how the San Francisco Bay Area will achieve compliance with the state ozone standards as expeditiously as practicable and how the region will reduce the transport of ozone and ozone precursors to neighboring air basins. In determining consistency with the *2017 Clean Air Plan*, this analysis considers whether the project would: (1) support the primary goals of the *2017 Clean Air Plan*, (2) include applicable control measures from the *2017 Clean Air Plan*, and (3) avoid disrupting or hindering implementation of control measures identified in the *2017 Clean Air Plan*.

The primary goals of the *2017 Clean Air Plan* are to: (1) protect air quality and health at the regional and local scale; (2) eliminate disparities among Bay Area communities in cancer health risk from TACs; and (3) protect the climate by reducing greenhouse gas emissions. To meet the primary goals, the *2017 Clean Air Plan* recommends specific control measures and actions. These control measures are grouped into various categories and include stationary and area source measures, mobile source measures, transportation control measures, land use measures, and energy and climate measures. The *2017 Clean Air Plan* recognizes that to a great extent, community design dictates individual travel mode, and that a key long-term control strategy to reduce emissions of criteria pollutants, air toxics, and greenhouse gases from motor vehicles is to channel future Bay Area growth into vibrant urban communities where goods and services are close at hand and people have a range of viable transportation options. To this end, the *2017 Clean Air Plan* includes 85 control measures aimed at reducing air pollution in the air basin.

The measures most applicable to the proposed project are transportation control measures and energy and climate control measures. The proposed project's impact related to greenhouse gases are discussed in Section E.8, Greenhouse Gas Emissions, which demonstrates that the proposed project would comply with the applicable provisions of the San Francisco's Greenhouse Gas Reduction Strategy.

The compact development of the proposed project and high availability of viable transportation options ensure that residents could bicycle, walk, and ride transit to and from the project site instead of taking trips via private automobile. These features ensure that the proposed project

would avoid substantial growth in automobile trips and vehicle miles traveled. The proposed project's anticipated 645 vehicle trips would result in a negligible increase in air pollutant emissions. Furthermore, the proposed project would be generally consistent with the *San Francisco General Plan*, as discussed in Section C, Compatibility with Existing Zoning and Plans. Transportation control measures that are identified in the *2017 Clean Air Plan* are implemented by the *San Francisco General Plan* and the Planning Code, for example, through the City's Transit First Policy, bicycle parking requirements, and transit impact development fees. Compliance with these requirements would ensure that the proposed project includes relevant transportation control measures specified in the *2017 Clean Air Plan*. Therefore, the proposed project would include applicable control measures identified in the *2017 Clean Air Plan* to meet the *2017 Clean Air Plan's* primary goals.

Examples of a project that could cause the disruption or delay of *2017 Clean Air Plan* control measures are projects that would preclude the extension of a transit line or bike path, or projects that propose excessive parking beyond parking requirements. The proposed project would add 193 dwelling units and a 5,952-gsf childcare facility to a dense, walkable urban area near a concentration of regional and local transit service. It would not preclude the extension of a transit line or a bike path or any other transit improvement, and thus would not disrupt or hinder implementation of control measures identified in the *2017 Clean Air Plan*.

For the reasons described above, the proposed project would not interfere with implementation of the *2017 Clean Air Plan*. Because the proposed project would be consistent with the applicable air quality plan that demonstrates how the region will improve ambient air quality and achieve the state and federal ambient air quality standards, this impact would be less than significant.

Impact AQ-6: The proposed project would not create objectionable odors that would affect a substantial number of people. ***(Less than Significant)***

Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. During construction, diesel exhaust from construction equipment would generate some odors. However, construction-related odors would be temporary and would not persist upon project completion. Observation indicates that the project site is not substantially affected by sources of odors.[69] In addition, the proposed project includes 193 dwelling units and a 5,952-gsf childcare facility and would not create significant sources of new odors. Therefore, impacts related to odors would be less than significant.

Impact C-AQ-1: The proposed project, in combination with past, present, and reasonably foreseeable future development in the project area, would result in less-than-significant cumulative air quality impacts. ***(Less than Significant)***

[69] Field observation, October 20, 2017.

As discussed above, regional air pollution is by its very nature largely a cumulative impact. Emissions from past, present and future projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.[70] The project-level thresholds for criteria air pollutants are based on levels by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Therefore, because the proposed project's construction (Impact AQ-1) and operational (Impact AQ-3) emissions would not exceed the project-level thresholds for criteria air pollutants, the proposed project would not be considered to result in a cumulatively considerable contribution to regional air quality impacts.

Although the project would add new sources of TACs (e.g., new vehicle trips), the project site is not located within an Air Pollutant Exposure Zone. The project's incremental increase in localized TAC emissions resulting from new vehicle trips would be minor and would not contribute substantially to cumulative TAC emissions that could affect nearby sensitive land uses. Therefore, cumulative air quality impacts would be considered less than significant.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
8. GREENHOUSE GAS EMISSIONS. Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	☐
b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	☐

GHG emissions and global climate change represent cumulative impacts. GHG emissions cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects have contributed and will continue to contribute to global climate change and its associated environmental impacts.

The Bay Area Air Quality Management District (air district) has prepared guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines Sections 15064.4 and 15183.5, which address the analysis and determination of significant impacts

[70] BAAQMD, *CEQA Air Quality Guidelines,* May 2017, page 2-1.

from a proposed project's GHG emissions. CEQA Guidelines Section 15064.4 allows lead agencies to rely on a qualitative analysis to describe GHG emissions resulting from a project. CEQA Guidelines Section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of GHGs and describes the required contents of such a plan. Accordingly, San Francisco has prepared Strategies to Address Greenhouse Gas Emissions[71] which presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's qualified GHG reduction strategy in compliance with the CEQA Guidelines. These GHG reduction actions have resulted in a 28 percent reduction in GHG emissions in 2015 compared to 1990 levels,[72] exceeding the year 2020 reduction goals outlined in the air district's *2017 Clean Air Plan*, Executive Order S-3-05, and Assembly Bill 32 (also known as the Global Warming Solutions Act).[73]

Given that the City has met the state and region's 2020 GHG reduction targets and San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05[74] and B-30-15,[75, ,76] and Senate Bill 32,[77, ,78] the

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71 San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, 2017. This document is available online at: http://sf-planning.org/strategies-address-greenhouse-gas-emissions.

72 San Francisco Department of the Environment, *San Francisco's Carbon Footprint.* Available at https://sfenvironment.org/carbon-footprint, accessed July 19, 2017.

73 Executive Order S-3-05, Assembly Bill 32, and the air district's 2017 Clean Air Plan (continuing the trajectory set in the 2010 Clean Air Plan) set a target of reducing GHG emissions to below 1990 levels by year 2020.

74 Office of the Governor, Executive Order S-3-05, June 1, 2005. Available at http://www.pcl.org/projects/2008symposium/proceedings/Coatsworth12.pdf, accessed March 16, 2016. Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million metric tons of carbon dioxide equivalents ($MTCO_2E$)); by 2020, reduce emissions to 1990 levels (approximately 427 million $MTCO_2E$); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million $MTCO_2E$). Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

75 Office of the Governor, *Executive Order B-30-15,* April 29, 2015. Available at https://www.gov.ca.gov/news.php?id=18938, accessed March 3, 2016. Executive Order B-30-15, issued on April 29, 2015, sets forth a target of reducing GHG emissions to 40 percent below 1990 levels by 2030 (estimated at 2.9 million $MTCO_2E$).

76 San Francisco's GHG reduction goals are codified in Section 902 of the Environment Code and include: (i) by 2008, determine City GHG emissions for year 1990; (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and by 2050, reduce GHG emissions by 80 percent below 1990 levels.

77 Senate Bill 32 amends California Health and Safety Code Division 25.5 (also known as the California Global Warming Solutions Act of 2006) by adding Section 38566, which directs that statewide greenhouse gas emissions to be reduced by 40 percent below 1990 levels by 2030.

78 Senate Bill 32 was paired with Assembly Bill 197, which would modify the structure of the State Air Resources Board; institute requirements for the disclosure of greenhouse gas emissions criteria pollutants, and toxic air contaminants; and establish requirements for the review and adoption of rules, regulations, and measures for the reduction of greenhouse gas emissions.

City's GHG reduction goals are consistent with Executive Orders S-3-05 and B-30-15, Assembly Bill 32, Senate Bill 32, and the *2017 Clean Air Plan*. Therefore, proposed projects that are consistent with the City's GHG reduction strategy would be consistent with the aforementioned GHG reduction goals, would not conflict with these plans or result in significant GHG emissions, and would therefore not exceed San Francisco's applicable GHG threshold of significance.

The following analysis of the proposed project's impact on climate change focuses on the project's contribution to cumulatively significant GHG emissions. Because no individual project could emit GHGs at a level that could result in a significant impact on the global climate, this analysis is in a cumulative context, and this section does not include an individual project-specific impact statement.

Impact C-GG-1: The proposed project would generate greenhouse gas emissions, but not at levels that would result in a significant impact on the environment or conflict with any policy, plan, or regulation adopted for the purpose of reducing greenhouse gas emissions. *(Less than Significant)*

Individual projects contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operational phases. Direct operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers; energy required to pump, treat, and convey water; and emissions associated with waste removal, disposal, and landfill operations.

The proposed project would increase the intensity of use of the site by introducing a new building containing 193 dwelling units, a 5,952-sf childcare facility, and a garage with 121 parking spaces on a project site that is currently occupied by two preschools and a surface parking lot for nine vehicles. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and childcare operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy. As discussed below, compliance with the applicable regulations would reduce the project's GHG emissions related to transportation, energy use, waste disposal, wood burning, and use of refrigerants.

Compliance with the City's bicycle parking requirements would reduce the proposed project's transportation-related emissions. These regulations reduce GHG emissions from single-occupancy vehicles by promoting the use of alternative transportation modes with zero or lower GHG emissions on a per capita basis.

The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy. As discussed below, compliance with the applicable

regulations would reduce the project's GHG emissions related to transportation, energy use, waste disposal, wood burning, and use of refrigerants.

Compliance with the City's bicycle parking requirements would reduce the proposed project's transportation-related emissions. These regulations reduce GHG emissions from single-occupancy vehicles by promoting the use of alternative transportation modes with zero or lower GHG emissions on a per capita basis.

The proposed project would be required to comply with the energy efficiency requirements of the City's Green Building Code, Stormwater Management Ordinance, the Residential Water Conservation Ordinance, and the Water Efficient Irrigation Ordinance, all of which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.[79]

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Compositing Ordinance, Construction and Demolition Debris Recovery Ordinance, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy[80] and reducing the energy required to produce new materials.

Compliance with the City's street tree planting requirements would serve to increase carbon sequestration. Regulations requiring low-emitting finishes would reduce volatile organic compounds.[81] Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.[82]

The project sponsor is required to comply with these regulations, which have proven effective as San Francisco's GHG emissions have measurably decreased when compared to 1990 emissions levels, demonstrating that the City has met and exceeded Executive Order S-3-05, Assembly Bill 32, and the *2017 Clean Air Plan* GHG reduction goals for the year 2020. Furthermore, the City has met its 2017 GHG reduction goal of reducing GHG emissions to 25 percent below 1990 levels by 2017. Other existing regulations, such as those implemented through Assembly Bill 32, will continue to reduce a proposed project's contribution to climate change. In addition, San Francisco's local GHG reduction targets are consistent with the long-term GHG reduction

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79 Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

80 Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

81 While not a GHG, volatile organic compounds are precursor pollutants that form ground level ozone. Increased ground level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing volatile organic compound emissions would reduce the anticipated local effects of global warming.

82 San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 65 Ocean Avenue*, September 18, 2019

goals of Executive Orders S-3-05 and B-30-15, Assembly Bill 32, Senate Bill 32, and the *2017 Clean Air Plan.* Therefore, because the proposed project is consistent with the City's GHG reduction strategy, it is also consistent with the GHG reduction goals of executive Orders S-3-05 and B-30-15, Assembly Bill 32, Senate Bill 32, and the *2017 Clean Air Plan*, would not conflict with these plans, and would therefore not exceed San Francisco's applicable GHG threshold of significance. As such, the proposed project would result in a less-than-significant impact with respect to GHG emissions. No mitigation measures are necessary.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
9. WIND. Would the project:					
a) Create wind hazards in publicly accessible areas of substantial pedestrian use?	☐	☐	☒	☐	☐

Impact WI-1: The proposed project would not create wind hazards in publicly accessible areas of substantial pedestrian use. ***(Less than Significant)***

A proposed project's wind impacts are directly related to its height, orientation, design, location, and surrounding development context. Based on wind analyses for other development projects in San Francisco, a building that does not exceed a height of 85 feet generally has little potential to cause substantial changes to ground-level wind conditions. The proposed project would vary in height from four stories on Cayuga Avenue to five stories along Ocean Avenue to six stories on Alemany Boulevard.

The proposed project would not be substantially taller than existing buildings in the project vicinity and would have little potential to intercept overhead winds and redirect them down to the sidewalks surrounding the project site. Given its height and surrounding development context, the proposed project would not cause substantial changes to ground-level wind conditions adjacent to and near the project site. For these reasons, the proposed project would not create wind hazards in publicly accessible areas of substantial pedestrian use. This impact would be less than significant, and no mitigation measures are necessary.

Impact C-WI-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative wind impact. ***(Less than Significant)***

As discussed above, buildings shorter than 85 feet have little potential to cause substantial changes to ground-level wind conditions. None of the nearby cumulative development projects involves construction of buildings or structures that would be tall enough to combine with the proposed project to create wind hazards in publicly accessible areas of substantial pedestrian use. For this reason, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative wind impact.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
10. SHADOW. Would the project:					
a) Create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces?	☐	☐	☒	☐	☐

Impact SH-1: The proposed project would not create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces. ***(Less than Significant)***

In 1984, San Francisco voters approved an initiative known as "Proposition K, The Sunlight Ordinance," which was codified as Planning Code Section 295 in 1985. Planning Code Section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Public open spaces that are not under the jurisdiction of the Recreation and Park Commission as well as private open spaces are not subject to Planning Code section 295.

Implementation of the proposed project would result in the construction of a building exceeding 40 feet in height. The Planning Department prepared a preliminary shadow fan analysis to determine whether the proposed project would have the potential to cast shadow on nearby parks or open spaces. The shadow fan analysis prepared by the Planning Department determined that the proposed project would not cast shadow on any nearby parks or open spaces.[83]

The proposed project would shade portions of streets, sidewalks, and private properties in the project vicinity at various times of the day throughout the year. Shadows on streets and sidewalks would not exceed levels commonly expected in urban areas and would be considered a less-than-significant effect under CEQA. Although occupants of nearby properties may regard the increase in shadow as undesirable, the limited increase in shading of private properties as a result of the proposed project would not be considered a significant impact under CEQA.

For these reasons, the proposed project would not create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas. This impact would be less than significant, and no mitigation measures are necessary.

Impact C-SH-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative shadow impact. ***(Less than Significant)***

[83] San Francisco Planning Department, *65 Ocean Avenue Shadow Fan,* April 12, 2019.

As discussed above, the proposed project would not shade any nearby parks or open spaces. Therefore, the proposed project would not contribute to any potential cumulative shadow impact on parks and open spaces.

The sidewalks in the project vicinity are already shadowed for much of the day by multi-story buildings. Although implementation of the proposed project and nearby cumulative development projects would add new shadow to the sidewalks in the project vicinity, these shadows would be transitory in nature, would not substantially affect the use of the sidewalks, and would not increase shadows above levels that are common and generally expected in a densely developed urban environment.

For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative shadow impact.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
11. RECREATION. Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☒	☐	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐	☐

Impact RE-1: The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. ***(Less than Significant)***

The neighborhood parks or other recreational facilities closest to the project site are Balboa Park (approximately 0.25 mile west of the project site), Excelsior Playground (0.3 mile southeast), the Geneva Avenue Strip (0.4 mile southwest), and Crocker-Amazon Playground and John McLaren Park (both 0.75 mile southeast).

The proposed project would increase the population of the project site by about 438 residents and 17 employees. This total represents an increase of about 6.43 percent over the 2010 population within Census Tract 261 and about 1.72 percent over the 2010 population within the project vicinity (census tracts within a quarter-mile of the project site). This residential population growth would increase the demand for recreational facilities. The proposed project would partially offset the demand for recreational facilities by providing on-site open space for the project residents in the form of interior courtyards on the ground floor and roof decks at the fourth and fifth floors. Although the project residents may use parks, open spaces, and other recreational facilities in the project vicinity, the additional use of these recreational facilities is

expected to be modest in light of the small population increase that would result from the proposed project.

On a citywide/regional basis, the increased demand on recreational facilities from 438 new residents would be negligible considering the number of people living and working in San Francisco and the region as well as the number of existing and planned recreational facilities. For these reasons, implementation of the proposed project would not increase the use of existing recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. This impact would be less than significant, and no mitigation measures are necessary.

Impact RE-2: The proposed project would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. ***(Less than Significant)***

The proposed project would provide some on-site open space for the project residents in the form of interior courtyards on the ground floor and roof decks at the fourth and fifth floors. In addition, the project site is within 0.5 mile of three parks, public open spaces, or other public recreational facilities, as discussed above. It is anticipated that these existing recreational facilities would be able to accommodate the increase in demand for recreational resources generated by the project residents. For these reasons, the construction of new or the expansion of existing recreational facilities, both of which might have an adverse physical effect on the environment, would not be required. This impact would be less than significant, and no mitigation measures are necessary.

Impact C-RE-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact on recreational facilities or resources. ***(Less than Significant)***

Implementation of the proposed project, in combination with cumulative development in the project vicinity, would result in the construction of 467 net new dwelling units and an incremental increase in population and demand for recreational facilities and resources. The City has accounted for such growth as part of the Recreation and Open Space Element of the general plan.[84] In addition, San Francisco voters passed two bond measures, in 2008 and 2012, to fund the acquisition, planning, and renovation of the City's network of recreational resources. As discussed above, there are three parks, open spaces, or other recreational facilities within 0.5 mile of the project site. It is expected that these existing recreational facilities would be able to accommodate the increase in demand for recreational resources generated by nearby cumulative development projects. For these reasons, the proposed project would not combine with past,

[84] San Francisco Planning Department, *San Francisco General Plan*, Recreation and Open Space Element, April 2014, pp. 20-36. Available online at http://generalplan.sfplanning.org/Recreation_OpenSpace_Element_ADOPTED.pdf, accessed June 26, 2019.

present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact on recreational facilities or resources.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
12. UTILITIES AND SERVICE SYSTEMS. Would the project:					
a) Require or result in the relocation or construction of new or expanded, water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐	☐

Impact UT-1: Implementation of the proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. ***(Less than Significant)***

The project site is entirely paved and is currently developed with three buildings and a surface parking lot. The land uses on the project site are already served by existing utilities. Although the proposed project would need to be connected to these existing utilities, the proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities. This impact would be less than significant, and no mitigation measures are necessary.

Impact UT-2: Sufficient water supplies are available to serve the proposed project and reasonably foreseeable future development in normal, dry, and multiple dry years unless the Bay-Delta Plan Amendment is implemented; in that event the SFPUC may develop new or

expanded water supply facilities to address shortfalls in single and multiple dry years, but this would occur with or without the proposed project. Impacts related to new or expanded water supply facilities cannot be identified at this time or implemented in the near term; instead, the SFPUC would address supply shortfalls through increased rationing, which could result in significant cumulative effects, but the project would not make a considerable contribution to impacts from increased rationing. ***(Less than Significant)***

Construction Impacts

The proposed project's construction activities are required to comply with Article 21 of the San Francisco Public Works Code (Ordinance No. 175-91), which restricts the use of potable water for soil compaction and dust control activities undertaken in conjunction with any construction or demolition project occurring within the boundaries of San Francisco, unless permission is obtained from the San Francisco Public Utilities Commission (SFPUC). Non-potable water must be used for soil compaction and dust control activities during project construction or demolition. Recycled water is available from the SFPUC for dust control on roads and streets. However, per State regulations, recycled water cannot be used for demolition, pressure washing, or dust control through aerial spraying. The SFPUC operates a recycled water truck-fill station at the Southeast Water Pollution Control Plant that provides recycled water for these activities at no charge. Required compliance with Ordinance No. 175-91 would ensure that the proposed project's construction activities would result in less-than-significant impacts related to water supply.

Operational Impacts

In 2016, the SFPUC adopted its Urban Water Management Plan, which estimates that current and projected water supplies will meet future retail demand through 2035 under normal-year, single-dry-year and multiple-dry-year conditions.[85, 86] However, if a multiple-dry-year event occurs, the SFPUC will implement water use and supply reductions through its retail water shortage allocation plan.

In December 2018, the State Water Resources Control Board adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary, which establishes water quality objectives to maintain the health of rivers and the Bay-Delta ecosystem (the Bay-Delta Plan Amendment).[87] The state water board has stated that it intends to implement the Bay-Delta Plan Amendment by the year 2022, assuming all required approvals are obtained

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[85] San Francisco Public Utilities Commission, *2015 Urban Water Management Plan for the City and County of San Francisco*, June 2016, https://sfwater.org/index.aspx?page=75, accessed August 7, 2019.

[86] "Retail" demand represents water the SFPUC provides to individual customers within San Francisco and several individual customers outside of San Francisco. "Wholesale" demand represents water the SFPUC provides to other water agencies supplying other jurisdictions.

[87] State Water Resources Control Board Resolution No. 2018-0059, *Adoption of Amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary and Final Substitute Environmental Document,* December 12, 2018, available at https://www.waterboards.ca.gov/plans_policies/docs/2018wqcp.pdf.

by that time. Implementation of the Bay-Delta Plan Amendment would result in a substantial reduction in the SFPUC's water supplies from the Tuolumne River watershed during dry years, requiring rationing to a greater degree in San Francisco than previously anticipated to address supply shortages not accounted for in the 2015 Urban Water Management Plan.

The SFPUC has prepared a memorandum discussing future water supply scenarios given the adoption of the Bay-Delta Plan Amendment.[88] As discussed in the SFPUC memorandum, implementation of the plan amendment is uncertain for several reasons, and whether, when, and the form in which the Bay-Delta Plan Amendment would be implemented and how those amendments could affect SFPUC's water supply is currently unknown. The SFPUC memorandum estimates total shortfalls in water supply (that is, total retail demand minus total retail supply) to retail customers through 2040 under three increasingly supply-limited scenarios:

1. Without implementation of the Bay-Delta Plan Amendment wherein the water supply and demand assumptions contained in the 2015 Urban Water Management Plan and the 2009 Water Supply Agreement as amended would remain applicable;
2. With implementation of a voluntary agreement between the SFPUC and the State Water Resources Control Board that would include a combination of flow and non-flow measures that are designed to benefit fisheries at a lower water cost, particularly during multiple dry years, than would occur under the Bay-Delta Plan Amendment); and
3. With implementation of the Bay-Delta Plan Amendment as adopted.

As estimated in the SFPUC memorandum, water supply shortfalls during dry years would be lowest without implementation and highest with implementation of the Bay-Delta Plan Amendment. Shortfalls under the proposed voluntary agreement would be between those with and without implementation of the Bay-Delta Plan Amendment.[89]

Under these three scenarios, the SFPUC would have adequate water to meet total retail demands through 2040 in normal years.[90] For single dry and multiple (years 1, 2 and 3) dry years of an extended drought, the SFPUC memorandum estimates that shortfalls of water supply relative to

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[88] Memorandum from Steven R. Ritchie, SFPUC to Lisa Gibson, Environmental Review Officer, San Francisco Planning Department, Environmental Planning Division, May 31, 2019.

[89] On March 26, 2019, the SFPUC adopted Resolution No. 19-0057 to support its participation in the voluntary agreement negotiation process. To date, those negotiations are ongoing under the California Natural Resources Agency. The SFPUC submitted a proposed project description that could be the basis for a voluntary agreement to the state water board on March 1, 2019. As the proposed voluntary agreement has yet to be accepted by the state water board as an alternative to the Bay-Delta Plan Amendment, the shortages that would occur with its implementation are not known with certainty; however, if accepted, the voluntary agreement would result in dry year shortfalls of a lesser magnitude than under the Bay-Delta Plan Amendment.

[90] Based on historic records of hydrology and reservoir inflow from 1920 to 2017, current delivery and flow obligations, and fully-implemented infrastructure under the 2018 Phased Water System Improvement Program Variant, normal or wet years occurred 85 out of 97 years. This translates into roughly nine normal or wet years out of every 10 years. Conversely, system-wide rationing is required roughly one out of every 10 years. This frequency is expected to increase as climate change intensifies.

demand would occur both with and without implementation of the Bay-Delta Plan Amendment. Without implementation of the plan amendment, shortfalls would range from approximately 3.6 to 6.1 mgd or a 5 to 6.8 percent shortfall during dry years through the year 2040.

With implementation of the Bay-Delta Plan Amendment, shortfalls would range from 12.3 mgd (15.6 percent) in a single dry year to 36.1 mgd (45.7 percent) in years seven and eight of the 8.5-year design drought based on 2025 demand levels and from 21 mgd (23.4 percent) in a single dry year to 44.8 mgd (49.8 percent) in years seven and eight of the 8.5-year design drought based on 2040 demand.

The proposed project does not require a water supply assessment under the California Water Code. Under Sections 10910 through 10915 of the California Water Code, urban water suppliers like the SFPUC must prepare water supply assessments for certain large "water demand" projects, as defined in CEQA Guidelines Section 15155.[91] The proposed mixed-use residential project would result in 193 units and 5,952 gsf of retail/commercial land use; as such it does not qualify as a "water-demand" project as defined by CEQA Guidelines Section 15155(a)(1), and a water supply assessment is not required and has not been prepared for the project.

While a water supply assessment is not required, the following discussion provides an estimate of the project's maximum water demand in relation to the three supply scenarios. No single development project alone in San Francisco would require the development of new or expanded water supply facilities or require the SFPUC to take other actions, such as imposing a higher level of rationing across the city in the event of a supply shortage in dry years. Therefore, a separate project-only analysis is not provided for this topic. The following analysis instead considers whether the proposed project, in combination with both existing development and projected growth through 2040 would require new or expanded water supply facilities, the construction or relocation of which could have significant cumulative impacts on the environment. It also considers whether a high level of rationing would be required that could have significant cumulative impacts. It is only under this cumulative context that development in San Francisco could have the potential to require new or expanded water supply facilities or require the SFPUC to take other actions, which in turn could result in significant physical environmental impacts

[91] Pursuant to CEQA Guidelines Section 15155(1), "a water-demand project" means:
(A) A residential development of more than 500 dwelling units.
(B) A shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
(C) A commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor area.
(D) A hotel or motel, or both, having more than 500 rooms, (e) an industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
(F) A mixed-use project that includes one or more of the projects specified in subdivisions (a)(1)(A), (a)(1)(B), (a)(1)(C), (a)(1)(D), (a)(1)(E), and (a)(1)(G) of this section.
(G) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

related to water supply. If significant cumulative impacts could result, then the analysis considers whether the project would make a considerable contribution to the cumulative impact.

Based on guidance from the California Department of Water Resources and a citywide demand analysis, the SFPUC has established 50,000 gallons per day as an equivalent project demand for projects that do not meet the definitions provided in CEQA Guidelines Section 15155(a)(1).[92] The development proposed by the project would represent 38.6 percent of the 500-unit limit and 1.2 percent of the 500,000 square feet of commercial space provided in Section 15155(1)(A) and (B), respectively. In addition, the proposed project would incorporate water-efficient fixtures as required by Title 24 of the California Code of Regulations and the City's Green Building Ordinance. It is therefore reasonable to assume that the proposed project would result in an average daily demand of less than 50,000 gallons per day of water.

The SFPUC has prepared estimates of total retail demand in five-year intervals from 2020 through 2040.[93] Assuming the project would demand no more than 50,000 gallons of water per day (or 0.05 mgd), Table 12 compares this maximum with the total retail demand from 2020 through 2040. At most, the proposed project's water demand would represent a small fraction of the total projected retail water demand, ranging from 0.07 to 0.06 percent between 2020 and 2040. As such, the project's water demand is not substantial enough to require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects.

Table 12: Proposed Project Demand Relative to Total Retail Demand (mgd)

	2020	2025	2030	2035	2040
Total Retail Demand	72.1	79	82.3	85.9	89.9
Total Demand of Proposed Project	0.05	0.05	0.05	0.05	0.05
Total Demand of Proposed Project as Percentage of Total Retail Demand	0.07%	0.06%	0.06%	0.06%	0.06%

Sufficient water supplies are available to serve the proposed project and reasonably foreseeable future development in normal, dry, and multiple dry years unless the Bay-Delta Plan Amendment is implemented. As indicated above, the proposed project's maximum demand would represent less than 0.06 percent of the total retail demand in 2040 when implementation of the Bay-Delta Plan Amendment would result in a retail supply shortfall of up to 49.8 percent in a

[92] Memorandum, from Steven R. Ritchie, Assistant General Manager, Water Enterprise, San Francisco Public Utilities Commission, to Lisa Gibson, Environmental Review Officer, San Francisco Planning Department – Environmental Planning, May 31, 2019.

[93] San Francisco Public Utilities Commission, *2015 Urban Water Management Plan for the City and County of San Francisco*, June 2016, https://sfwater.org/index.aspx?page=75, accessed August 7, 2019.

multi-year drought. The SFPUC has indicated that it is accelerating its efforts to develop additional water supplies and explore other projects that would increase overall water supply resilience in the case that the Bay-Delta Plan Amendment is implemented. The SFPUC has identified possible projects that it will study, but it has not determined the feasibility of the possible projects, has not made any decision to pursue any particular supply projects, and has determined that the identified potential projects would take anywhere from 10 to 30 years or more to implement. The potential impacts that could result from the construction and/or operation of any such water supply facility projects cannot be identified at this time. In any event, under such a worst-case scenario, the demand for the SFPUC to develop new or expanded dry-year water supplies would exist regardless of whether the proposed project is constructed.

Given the long lead times associated with developing additional water supplies, in the event the Bay-Delta Plan Amendment were to take effect sometime after 2022 and result in a dry-year shortfall, the expected action of the SFPUC for the next 10 to 30 years (or more) would be limited to requiring increased rationing. As discussed in the SFPUC memorandum, the SFPUC has established a process through its Retail Water Shortage Allocation Plan for actions it would take under circumstances requiring rationing. The level of rationing that would be required of the proposed project is unknown at this time. Both direct and indirect environmental impacts could result from high levels of rationing. However, the small increase in potable water demand attributable to the project compared to citywide demand would not substantially affect the levels of dry-year rationing that would otherwise be required throughout the city. Therefore, the proposed project would not make a considerable contribution to a cumulative environmental impact caused by implementation of the Bay-Delta Plan Amendment.

Impact UT-3: The proposed project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments. ***(Less than Significant)***

Implementation of the proposed project would increase the residential population at the project site by about 438 residents and 12 employees, and the proposed on-site childcare facility would include a maximum of 25 children and five employees, resulting in an increase of wastewater flows of 0.58 cubic feet per second (cfs) from the project site. The proposed project would incorporate water-efficient fixtures, as required by Title 24 of the California Code of Regulations and the San Francisco Green Building Ordinance. Compliance with these regulations would reduce wastewater flows to the Southeast Water Pollution Control Plant. The San Francisco Public Utilities Commission's (SFPUC's) infrastructure capacity plans account for projected population and employment growth. For these reasons, implementation of the proposed project would not exceed the capacity of the Southeast Water Pollution Control Plant to treat wastewater flows from the project site. This impact would be less than significant, and no mitigation measures are necessary.

Impact UT-4: The proposed project would not generate solid waste in excess of state or local standards or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. ***(Less than Significant)***

In September 2015, the City approved an agreement with Recology, Inc., for the transport and disposal of the City's municipal solid waste at the Recology Hay Road Landfill in Solano County. The City began disposing its municipal solid waste at Recology Hay Road Landfill in January 2016, and that practice is anticipated to continue for approximately nine years, with an option to renew the agreement thereafter for an additional six years. San Francisco had a goal of 75 percent solid waste diversion by 2010, which it exceeded at 80 percent diversion, and has a goal of 100 percent solid waste diversion or "zero waste" to landfill or incineration by 2020. The San Francisco Construction and Demolition Debris Recovery Ordinance requires mixed construction and demolition debris to be transported by a registered transporter to a registered facility that must recover for reuse or recycling and divert from landfill at least 65 percent of all received construction and demolition debris. The San Francisco Green Building Code also requires certain projects to submit a recovery plan to the San Francisco Department of the Environment demonstrating recovery or diversion of at least 75 percent of all demolition debris. The San Francisco Mandatory Recycling and Composting Ordinance requires all properties and everyone in San Francisco to separate solid waste into recyclables, compostables, and landfill trash. The proposed project would be subject to these ordinances and all other applicable statutes and regulations related to solid waste. This impact would be less than significant, and no mitigation measures are necessary.

Impact C-UT-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact on utilities and service systems. ***(Less than Significant)***

Implementation of the proposed project, in combination with cumulative development in the project vicinity, would result in the construction of 467 dwelling units, approximately 1,625 sf of commercial space, and a 15,400-sf school serving kindergarten through eighth grade. This cumulative development would result in an incremental increase in population, water consumption, and wastewater and solid waste generation. The SFPUC has accounted for such growth in its water demand and wastewater service projections, and the City has implemented various programs to divert 80 percent of its solid waste from landfills. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact on utilities and service systems.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
13. PUBLIC SERVICES. Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services such as fire protection, police protection, schools, parks, or other public facilities?	☐	☐	☒	☐	☐

The proposed project's impacts on parks are discussed under Section E.9, Recreation. Impacts on other public services are discussed below.

Impact PS-1: The proposed project would increase demand for fire protection and police protection, but not to the extent that would require new or physically altered fire or police facilities, the construction of which could result in significant environmental impacts. ***(Less than Significant)***

The project site receives fire protection and emergency medical services from the San Francisco Fire Department's Battalion 9, which includes Fire Station No. 15 at 1000 Ocean Avenue, approximately 0.8 mile west of the project site.[94] The project site receives police protection services from the San Francisco Police Department's Ingleside Station at 1 Sergeant John V. Young Lane, approximately 0.45 mile west of the project site.[95] Implementation of the proposed project would add about 438 residents and 17 employees on the project site, which would increase the demand for fire protection, emergency medical, and police protection services. This increase in demand would be marginal given the overall demand for such services on a citywide basis. Fire protection, emergency medical, and police protection resources are regularly redeployed based on need in order to maintain acceptable service ratios. Moreover, the proximity of the project site to Fire Station No. 15 and Ingleside Station would help minimize Fire Department and Police Department response times should incidents occur at the project site. For these reasons, implementation of the proposed project would not require the construction of new or alteration of existing fire and police facilities. This impact would be less than significant, and no mitigation measures are necessary.

Impact PS-2: The proposed project could increase the population of school-aged children and the demand for school services, but not to the extent that would require new or physically

[94] San Francisco Fire Department website, http://sf-fire.org/fire-station-locations, accessed June 28, 2019.

[95] San Francisco Police Department website, http://sanfranciscopolice.org/police-district-maps, accessed June 28, 2019.

altered school facilities, the construction of which could result in significant environmental impacts. ***(Less than Significant)***

Implementation of the proposed project would result in the demolition of the existing preschool buildings and surface parking lot and the construction of a six-story building containing 193 dwelling units and a 5,952-gsf childcare facility, resulting in an anticipated population increase of about 438 residents and 17 employees. Some of the new residents of the 193 households could consist of families with school-aged children who might attend schools operated by the San Francisco Unified School District, while other children might attend private schools. It is anticipated that existing public schools would be able to accommodate this minor increase in demand. Furthermore, the proposed project would be required to pay a school impact fee based on the construction of net new residential square footage to fund district facilities and operations. Additionally, the proposed project would construct an on-site childcare that would accommodate 25 children.

For these reasons, implementation of the proposed project would not result in a substantial unmet demand for school facilities and would not require the construction of new or alteration of existing school facilities. This impact would be less than significant, and no mitigation measures are necessary.

Impact PS-3: The proposed project would increase demand for other public services, but not to the extent that would require new or physically altered governmental facilities, the construction of which could result in significant environmental impacts. ***(Less than Significant)***

Implementation of the proposed project would add about 438 residents and 17 employees on the project site, which would increase the demand for other public services such as libraries. This increase in demand would not be substantial given the overall demand for library services on a citywide basis. The San Francisco Public Library operates the main library and 27 branches throughout San Francisco.[96] It is anticipated that the Excelsior Branch (0.35 mile northeast of the project site) and the Ingleside Branch (one mile west) would be able to accommodate the minor increase in demand for library services generated by the proposed project. For these reasons, implementation of the proposed project would not require the construction of new or alteration of existing governmental facilities. This impact would be less than significant, and no mitigation measures are necessary.

Impact C-PS-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact on public services. ***(Less than Significant)***

The geographic contexts for cumulative fire, police, and library impacts are the police, fire, and library service areas, while the geographic context for cumulative school impacts is the school

[96] San Francisco Public Library website, http://sfpl.org/pdf/libraries/sfpl421.pdf, accessed June 28, 2019.

district service area. Implementation of the proposed project, in combination with cumulative development in the project vicinity, would result in the construction of 467 dwelling units, approximately 1,625 sf of commercial space, and a 15,400-sf school serving kindergarten through eighth grade, resulting in an incremental increase in population and demand for fire protection, police protection, school services, and other public services. The Fire Department, the Police Department, the school district, and other City agencies have accounted for such growth in providing public services to the residents of San Francisco. In addition, fire protection, emergency medical, and police protection resources are regularly redeployed based on need in order to maintain acceptable service ratios. Nearby cumulative development projects would be subject to many of the same development impact fees applicable to the proposed project. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact on public services.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
14. BIOLOGICAL RESOURCES: Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐	☐

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☐	☒

The project site is completely paved and is currently developed with three buildings and a surface parking lot, so it does not contain any riparian habitat, other sensitive natural community, or federally protected wetlands. There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, state, or regional habitat conservation plans that apply to the project site. Therefore, Topics 14b, 14c, and 14f are not applicable to the proposed project.

Impact BI-1: The proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. ***(No Impact)***

The project site and project vicinity are in an urban environment with high levels of human activity. The project site is completely paved and is currently developed with three buildings and a surface parking lot. Any candidate, sensitive, or special-status specie have been previously extirpated (lost) from the area. For these reasons, implementation of the proposed project would have no impact on candidate, sensitive, or special-status species.

Impact BI-2: The proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. ***(Less than Significant)***

San Francisco is within the Pacific Flyway, a major north-south route of travel for migratory birds along the western portion of the Americas. The project site is fully developed and is not considered an urban bird refuge.[97, 98]

Multi-story buildings are potential obstacles that can injure or kill birds in the event of a collision, and bird strikes are a leading cause of worldwide declines in bird populations. Planning Code Section 139, Standards for Bird-Safe Buildings, establishes building design standards to reduce avian mortality rates associated with bird strikes. This ordinance focuses on location-specific

[97] An urban bird refuge is defined by San Francisco Planning Code Section 139(c)(1) as an open spaces two acres and larger dominated by vegetation, including vegetated landscaping, forest, meadows, grassland, or wetlands, or open water.

[98] San Francisco Planning Department, *Urban Bird Refuge Ma*p. Available at https://sfplanning.org/resource/urban-bird-refuge, accessed July 3, 2019.

hazards and building feature-related hazards. Location-specific hazards apply to buildings in, or within 300 feet of and having a direct line of sight to, an urban bird refuge. The project site is not in or within 300 feet of an urban bird refuge, so the standards related to location-specific hazards are not applicable to the proposed project.[99] Feature-related hazards, which can occur on buildings anywhere in San Francisco, are defined as freestanding glass walls, wind barriers, skywalks, balconies, and greenhouses on rooftops that have unbroken glazed segments of 24 square feet or larger. The proposed project would comply with the feature-related standards of Planning Code Section 139 by using bird-safe glazing treatment on 100 percent of any feature-related hazards.

The project site includes about 15 existing trees that could provide habitat for migratory birds passing through San Francisco. Implementation of the proposed project would require all of the existing trees to be removed. The proposed project would be required to comply with the federal Migratory Bird Treaty Act and the California Fish and Game Code, the latter of which provides that it is unlawful to take or possess any migratory nongame bird or needlessly destroy nests of birds except as otherwise outlined in the code. The California Department of Fish and Wildlife (CDFW) enforces the code by requiring projects to incorporate measures to avoid and minimize impacts to nesting birds if any tree removal would occur during the nesting or breeding season. For example, a qualified biologist would conduct a tree survey within 15 days before the start of construction occurring from March through May or 30 days before the start of construction occurring from June through August. These surveys would help establish the presence of any nesting birds that would need to be protected through avoidance and minimization measures. Additionally, the CDFW may require notification if any active nests are identified, including consultation with the CDFW and establishment of construction-free buffer zones. Compliance with existing federal and state regulations would ensure that project impacts related to nesting birds would be less-than-significant.

The project site is completely paved and is currently developed with three buildings and a surface parking lot. With the exception of migratory birds that may nest in the existing trees on the project site, as discussed above, there are no resident or migratory fish or wildlife species, no established native resident or migratory wildlife corridors, and no native wildlife nursery sites on the subject property.

For these reasons, implementation of the proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. This impact would be less than significant, and no mitigation measures are necessary.

Impact BI-3: The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. ***(Less than Significant)***

[99] *Ibid*.

The project site contains about 15 existing trees and other vegetation that would need to be removed as part of the proposed project. The removal of street trees or significant trees, as well as the planting of new street trees, is subject to the provisions of the San Francisco Urban Forestry Ordinance, which is codified as Article 16 of the San Francisco Public Works Code.[100] Implementation of the proposed project would include the planting of 22 street trees along Cayuga Avenue, Ocean Avenue, and Alemany Boulevard, subject to approval by San Francisco Public Works. The proposed project would not conflict with any local policies or ordinances that protect biological resources. This impact would be less than significant, and no mitigation measures are necessary.

Impact C-BI-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact related to biological resources. ***(Less than Significant)***

Cumulative development in the project vicinity would result in the construction of multi-story buildings that can injure or kill birds in the event of a collision and would result in the removal of existing street trees or other vegetation. Nearby cumulative development projects would be subject to the same bird-safe building and urban forestry ordinances applicable to the proposed project. Moreover, there are no candidate, sensitive, or special-status species or any riparian habitat or other sensitive natural community in the project vicinity. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact on biological resources.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
15. GEOLOGY AND SOILS. Would the project:					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☐

[100] Street trees and significant trees are defined in Article 16, Sections 802 and 810A, respectively, of the San Francisco Public Works Code.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
iv) Landslides?	☐	☐	☒	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	☐
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐	☐

A geotechnical investigation was conducted to assess the geologic conditions underlying the project site and provide recommendations related to the proposed project's design and construction. The findings and recommendations are presented in a geotechnical report and are summarized below.[101, 102]

The geotechnical investigation included the drilling of five test borings on the project site to depths ranging from approximately 25 feet to 31.5 feet below ground surface (bgs). The project site is generally underlain by alluvium consisting of clay and sand to the maximum depths explored with two exceptions. The western end of the project site is underlain by bedrock below a depth of 21 feet bgs, and there is an eight-foot-deep layer of fill (sand, clay, gravel, and charcoal) at the surface of the southern central portion of the project site.

Groundwater was encountered in all five borings and ranged in depth from six feet to 17 feet bgs. Depending on the amount of rainfall, groundwater levels at the project site are expected to fluctuate seasonally and annually. According to the San Francisco Public Utilities Commission's 100-Year Storm Flood Risk Map, there is a historical (buried) seasonal stream that flows in a north-south direction across the project site. [103] Depending on the amount of rainfall, this

[101] Rockridge Geotechnical, *Geotechnical Investigation, Proposed Mixed-Use Development, 65 Ocean Avenue, San Francisco, California* (hereinafter "*Geotechnical Report*"), August 12, 2013.

[102] Rollo & Ridley, *Supplemental Geotechnical Report, 65 Ocean Avenue, San Francisco, California* (hereinafter "*Supplemental Geotechnical Report*"), May 13, 2019.

[103] San Francisco Public Utilities Commission. Available online at: https://sfplanninggis.org/floodmap/

seasonal stream may cause groundwater levels to rise to the elevation of Cayuga Avenue or higher and potentially flood the project site during a major storm.

Impact GE-1: The proposed project would not directly or indirectly cause potential adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, liquefaction, or landslides. ***(Less Than Significant)***

The project site is not within an Alquist-Priolo Earthquake Fault Zone, and there are no known active faults that run underneath the project site or in the project vicinity. The closest active fault to the project site is the San Andreas Fault, which is about 3.75 miles to the west.

The proposed project is required to comply with the seismic safety standards set forth in the California Building Code and the San Francisco Building Code. The Department of Building Inspection (DBI) is the City agency responsible for reviewing the proposed project's building permit application, structural drawings and calculations, and geotechnical report and ensuring that the proposed project complies with the seismic safety standards and other applicable requirements. Project compliance with the Building Code would ensure that the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, or seismic-related ground failure would be low.

The project site is not in a landslide hazard zone, so the potential for risk of loss, injury, or death related to landslides would be low. [104] The project site is not in a liquefaction hazard zone.[105] However, the geotechnical investigation detected the presence of loose to medium dense sand layers below the groundwater level that are susceptible to liquefaction. Further analysis as part of the geotechnical investigation concluded that since the potentially liquefiable layers are relatively thin and/or relatively shallow, the potential for surface manifestations of liquefaction, such as sand boils,[106] is low. In addition, the potentially liquefiable layers are not continuous, so the potential for lateral spreading to occur is also low.

For these reasons, the proposed project would not cause potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, liquefaction, or landslides. This impact would be less than significant, and no mitigation measures are necessary.

Impact GE-2: The proposed project would not result in substantial soil erosion or the loss of topsoil. ***(Less than Significant)***

The project site is entirely paved and is currently developed with three buildings and a surface parking lot. For these reasons, construction of the proposed project would not result in the loss

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[104] San Francisco Planning Department, GIS database geology layer, accessed July 1, 2019.

[105] *Ibid*.

[106] A sand boil or a sand volcano is a cone of sand that is formed when water under pressure wells up through a bed of sand. The water and sand are ejected through an opening in the ground.

of topsoil. Site preparation and excavation activities would disturb soil to a depth of up to 21 feet bgs, creating the potential for windborne and waterborne soil erosion. Sloping terrain is more susceptible to soil erosion than flat terrain. The project site slopes downward from east to west. The elevation at the project site's eastern property line is approximately 20 feet higher than the elevation at the western property line. Construction of the proposed project would require excavation to a depth of up to 21 feet bgs and the removal of about 13,500 cubic yards of soil from the project site. Pursuant to Section 146 et seq. of the San Francisco Public Works Code, any construction project that disturbs more than 5,000 sf of ground surface requires the development and implementation of an erosion and sediment control plan. The proposed project is subject to this requirement, and compliance with this requirement would ensure that the proposed project would not result in substantial soil erosion. This impact would be less than significant, and no mitigation measures are necessary.

Impact GE-3: The proposed project would not be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. ***(Less than Significant)***

As discussed under Impact GE-1, the potential for landslide, liquefaction, or lateral spreading at the project site is low. In addition, the proposed project is required to comply with the provisions of the California Building Code and the San Francisco Building Code that address issues related to seismic safety and unstable soil. The geotechnical report includes recommendations related to the following aspects of construction: site preparation and fill placement; utility trenches; building foundation; floor slab; basement walls; temporary cuts and shoring; cantilever soldier pile and lagging shoring system; soldier pile and lagging shoring system with tiebacks; tieback testing; construction monitoring; and seismic design. Implementation of these recommendations would ensure that the proposed project would not cause the soil underlying the project site to become unstable and result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. This impact would be less than significant, and no mitigation measures are necessary.

Impact GE-4: The proposed project would not create substantial risks to life or property as a result of being located on expansive soil. (*Less than Significant*)

Expansive soils expand and contract in response to changes in soil moisture, most notably when nearby surface soils change from saturated to a low-moisture-content condition and back again. The expansion potential of the soil underlying the project site, as measured by its plasticity index, has not yet been determined. As part of the design-level geotechnical report prepared for the proposed project, the San Francisco Building Code requires an analysis of the project site's potential for impacts related to soil expansion and, if applicable, the implementation of measures to address any impacts. For this reason, the proposed project would not create substantial risks to life or property as a result of being located on expansive soil. This impact would be less than significant, and no mitigation measures are necessary.

Impact GE-5: The project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. (*Not Applicable*)

The proposed project would not include the use septic tanks or alternative wastewater disposal systems; it would be connected to the existing wastewater disposal system. For these reasons, Topic 15e is not applicable to the proposed project.

Impact GE-6: The project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. (*Less than Significant*)

Paleontological resources, or fossils, are the remains, imprints, or traces of mammals, plants, and invertebrates from a previous geological period. Such fossil remains as well as the geological formations that contain them are also considered a paleontological resource. Together, they represent a limited, non-renewable scientific and educational resource. The potential to affect fossils varies with the depth of disturbance, construction activities, and previous disturbance.

The project site is underlain by Early Pleistocene alluvium, and there is a historical seasonal stream that flows in a north-south direction across the project site. The proposed project excavation would occur in fill materials and alluvial sediments. Sandstone bedrock of the Franciscan Complex underlies the western end of the project site below a depth of 21 feet bgs and has the potential to contain previously undiscovered fossil specimens. However, the Franciscan Complex is heavily deformed and metamorphosed in many locations, and fossils contained in these strata are often destroyed. Fossils from the Franciscan Complex are generally rare. Based on the underlying site conditions and the depth of excavation (up to 21 feet bgs), construction of the proposed project would not affect a unique paleontological resource or site. This impact would be less than significant, and no mitigation measures are necessary.

A unique geologic or physical feature embodies distinctive characteristics of any regional or local geologic principles, provides a key piece of information important to geologic history, contains minerals not known to occur elsewhere in the county, and/or is used as a teaching tool. The project site is entirely paved and is currently developed with three buildings and a surface parking lot. No unique geologic features exist at the project site. Therefore, the proposed project would have no impact on unique geologic features.

Impact C-GE-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact related to geology and soils. *(Less than Significant)*

Environmental impacts related to geology and soils are generally site-specific. Nearby cumulative development projects would be subject to the same seismic safety standards and design review procedures applicable to the proposed project. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact related to geology and soils.

Topics:			Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
16.	**HYDROLOGY AND WATER QUALITY. Would the project:**						
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?		☐	☐	☒	☐	☐
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?		☐	☐	☒	☐	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:		☐	☐	☒	☐	☐
	i)	Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐	☐
	ii)	Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐	☐
	iii)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	☐
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?		☐	☐	☐	☒	☐
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?		☐	☐	☒	☐	☐

Impact HY-1: The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. *(Less than Significant)*

Project-related wastewater and stormwater would flow into the City's combined stormwater/sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. The NPDES standards are set and regulated by the San Francisco Bay Area Regional Water Quality Control Board.

The proposed project's discharges from residential operations and stormwater would not exceed water quality standards. The project would be required to comply with Article 4.2 of the San Francisco Public Works Code, Section 147 (Stormwater Management). The intent of the

City's stormwater management program is to reduce the volume of stormwater entering the City's combined and separate sewer systems and to protect and enhance the water quality of receiving waters, pursuant to, and consistent with federal and state laws, lawful standards and orders applicable to stormwater and urban runoff control, and the City's authority to manage and operate its drainage systems. The existing site stormwater flow is 1.71 cfs, and the proposed condition would reduce the flow to 0.98 cfs through the use of traditional planters and flow through planters. The proposed project would have an expected sewer demand of 0.58 cfs. The net flow increase to the combined sewer system would be -0.15 cfs. As discussed under Impact UT-1 in Section E.12, Utilities and Service Systems, the proposed project would be required to reduce the project site's existing runoff flow rate and volume by 25 percent for a two-year, 24-hour design storm. Therefore, the proposed project operations would not violate water quality standards or waste discharge requirements.

Construction activities such as excavation, earthmoving, and grading would expose soil and could result in erosion and excess sediments being carried in stormwater runoff to the combined stormwater/sewer system. In addition, stormwater runoff from temporary on-site use and storage of vehicles, fuels, waste, and other hazardous materials could carry pollutants to the combined stormwater/sewer system if proper handling methods are not employed. Runoff from the project site would drain into the City's combined stormwater/sewer system, ensuring that such runoff is properly treated at the Southeast Water Pollution Control Plant before being discharged into San Francisco Bay.

The proposed project would disturb more than 5,000 square feet of ground surface and is subject to the San Francisco Construction Site Runoff Ordinance. Accordingly, the project sponsor must prepare and implement an erosion and sediment control plan during project construction. Compliance with this ordinance would reduce the potential for sediments and other pollutants to enter the combined stormwater/sewer system. The erosion and sediment control plan must include best management practices designed to prevent discharge of sediment and other pollutants from the site and is subject to review and approval by the San Francisco Public Utilities Commission (SFPUC).

As discussed in Section E.15, Geology and Soils, the project site is generally underlain by alluvium consisting of clay and sand. There is bedrock under the western portion of the project site below a depth of 21 feet below ground surface (bgs). Groundwater is present at depths ranging from six feet to 17 feet bgs. The proposed project's excavation and permanent structures have the potential to encounter groundwater, which could impact water quality. Any groundwater encountered during construction or operation of the proposed project would be subject to the requirements of the San Francisco Sewer Use Ordinance, as supplemented by San Francisco Public Works Order No. 158170, requiring a permit from the Wastewater Enterprise Collection System Division of the SFPUC. A permit may be issued only if an effective pretreatment system is maintained and operated. Each permit for such discharge shall contain specified water quality standards and may require the project sponsor to install and maintain meters to measure the volume of the discharge into the combined stormwater/sewer system. If wells are used for groundwater dewatering, the project would be required to comply with San Francisco's Soil Boring and Well Regulation Ordinance, adopted as Article 12B of the

San Francisco Health Code, requiring a permit from the Department of Public Health for operation of a well and from the SFPUC for use of wellwater.

For these reasons, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. This impact would be less than significant, and no mitigation measures are necessary.

Impact HY-2: The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. ***(Less than Significant)***

As discussed under Impact HY-1, groundwater is located between six feet and 17 feet bgs. The proposed project's excavation has the potential to encounter groundwater, which could affect groundwater supplies. Although dewatering would be required during construction, any effects related to lowering the water table would be temporary and would not be expected to substantially deplete groundwater resources. This impact would be less than significant, and no mitigation measures are necessary.

Impact HY-3: The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river through the addition of impervious surfaces, in a manner that would result in substantial erosion, siltation, or flooding on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. ***(Less than Significant)***

The project site is entirely paved and is currently developed with three buildings and a surface parking lot. For these reasons, construction of the proposed project would not increase the area of impervious surfaces on the project site or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion, siltation, or flooding on-or off-site. As discussed under Impact GE-2, the project sponsor would be required to develop and implement an erosion and sediment control plan to minimize soil erosion during excavation and construction activities. With no increase in the area of impervious surfaces on the project site, the proposed project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

There is a historical (buried) seasonal stream that flows in a north-south direction across the project site, but construction of the proposed project would not alter the course of this stream. Additionally, the project site is also located within the SFPUC 100-year storm flood risk zone.[107] The building has been elevated such that the garage entry and the unit entries along the corner of

[107] San Francisco Public Utilities Commission. Available online at: https://sfplanninggis.org/floodmap/

Ocean and Cayuga avenues are above the 100-year flood plain. These areas of the building are the most vulnerable to flooding.

Therefore, this impact would be less than significant, and no mitigation measures are necessary.

Impact HY-4: The proposed project would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. ***(No Impact)***

There are no dams or levees near the project site. As shown on Map 6, Potential Inundation Areas Due to Reservoir Failure, in the Community Safety Element of the *General Plan*, the project site is not in an area that would be flooded in the event that an existing dam or levee fails.[108]

As shown on Map 5, Tsunami Hazard Zones, San Francisco, 2012, in the Community Safety Element of the General Plan, the project site is not in a tsunami hazard zone, so the proposed project would not be at risk of inundation by tsunami.[109] A seiche is a periodic oscillation (rise and fall) of the surface of an enclosed or semi-enclosed body of water that can be caused by atmospheric or seismic disturbances. Tidal records for San Francisco Bay show that the 1906 earthquake caused a seiche of approximately four inches. A temporary four-inch rise in the water level of San Francisco Bay would not reach the project site, which is 5.75 miles and 2.7 miles from San Francisco's northern and eastern shorelines, respectively. Therefore, the proposed project would not be at risk of inundation by seiche.

For these reasons, the proposed project would have no impact related to the release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones.

Impact HY-5: The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. ***(Less than Significant)***

As discussed under Impact HY-1, project-related wastewater and stormwater would flow into the City's combined stormwater/sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Groundwater encountered during construction or operation of the proposed project would be required to meet certain water quality standards before being discharged into the combined stormwater/sewer system. As discussed under Impact HY-2, the proposed project would not permanently or substantially deplete groundwater resources. For these reasons, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable

[108] San Francisco Planning Department, *San Francisco General Plan*, Community Safety Element, p. 17. Available online at http://generalplan.sfplanning.org/Community_Safety_Element_2012.pdf, accessed July 3, 2019.

[109] San Francisco Planning Department, *San Francisco General Plan*, Community Safety Element, p. 15. Available online at http://generalplan.sfplanning.org/Community_Safety_Element_2012.pdf, accessed July 3, 2019.

groundwater management plan. This impact would be less than significant, and no mitigation measures are necessary.

Impact C-HY-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact related to hydrology and water quality. ***(Less than Significant)***

Implementation of the proposed project, in combination with cumulative development in the project vicinity, would result in the construction of 467 net new dwelling units, approximately 1,625 sf of commercial space, and a 15,400-sf school serving kindergarten through eighth grade. This cumulative development would result in an incremental increase in water consumption and wastewater generation. The SFPUC has accounted for such growth in its service projections. Nearby cumulative development projects would be subject to the same water conservation, stormwater management, and wastewater discharge ordinances applicable to the proposed project. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact related to hydrology and water quality.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
17. HAZARDS AND HAZARDOUS MATERIALS. Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☐	☒

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐	☐

The project site is not located within an area covered by an airport land use plan or within two miles of a public airport or a public use airport. Therefore, Topic 17e is not applicable to the proposed project.

Impact HZ-1: The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. ***(Less than Significant)***

The proposed project's residential and childcare uses would involve the use of relatively small quantities of hazardous materials such as cleaners and disinfectants for routine purposes. These products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. For these reasons, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. This impact would be less than significant, and no mitigation measures are necessary.

Impact HZ-2: The proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. ***(Less than Significant)***

The project site is occupied by three buildings, two of which were constructed during the 1950s. Due to the age of the buildings, it is possible that asbestos-containing material and lead-based paint are present. Demolition of the existing buildings could release asbestos-containing material, lead, or other hazardous materials into the environment.

Demolition and construction activities would follow all appropriate standards and regulations for hazardous materials, including the California Health and Safety Code. Currently, Section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos.

The Bay Area Air Quality Management District (air district) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement and is to be notified 10 days in advance of any proposed demolition or asbestos abatement work. The notification must include (1) the address of the operation; (2) the names

and addresses of those who are responsible; (3) the location and description of the structure to be altered, including size, age, prior use, and the approximate amount of friable asbestos; (4) scheduled start and completion dates for the asbestos abatement work; (5) nature of the planned work and methods to be employed; (6) procedures to be employed to meet air district requirements; (7) and the name and location of the waste disposal site to be used. The air district randomly inspects asbestos removal operations and will inspect any removal operation about which a complaint has been received. Any asbestos-containing building material disturbance at the project site would be subject to the requirements of air district Regulation 11, Rule 2: Hazardous Materials; Asbestos Demolition, Renovation, and Manufacturing.

The local office of Cal/OSHA must also be notified of any asbestos abatement that is to be carried out. Asbestos abatement contractors must follow state regulations contained in the California Code of Regulations, Title 8, Section 1529 and Sections 341.6 through 341.14, where there is asbestos-related work involving 100 square feet or more of asbestos-containing building material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material are required to file a hazardous waste manifest that details the hauling of the material from the site and the disposal of it. Pursuant to law, the Department of Building Inspection (DBI) will not issue the required permit until the project sponsor has complied with the notice requirements described above.

If lead-based paint is present, demolition of the existing buildings on the project site would be subject to the Cal/OSHA Lead in Construction Standard (8 California Code of Regulations Section 1532.1), which requires development and implementation of a lead compliance plan when materials that contain lead would be disturbed during construction. The plan must describe activities that could emit lead, methods that will be used to comply with the standard, safe work practices, and a plan to protect workers from exposure to lead during construction activities. Cal/OSHA would require 24-hour notification if more than 100 square feet of materials that contain lead would be disturbed. Any other hazardous building materials identified either before or during demolition or renovation shall be abated according to federal, state, and local laws and regulations.

Therefore, through compliance with existing laws and regulations, impacts related to exposure to hazardous building materials during demolition would be less than significant, and no mitigation measures are necessary.

Impact HZ-3: The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. ***(Less than Significant)***

There are two existing schools within one-quarter mile of the project site: Balboa High School (0.15 mile southwest) and James Denman Middle School (0.3 mile southwest). In addition, the proposed project would include an on-site childcare facility. As discussed under Impact HZ-1, the proposed project would include the use of common household items in quantities too small

to create a significant hazard to the public or the environment. The proposed residential and childcare uses would not produce hazardous emissions and would not involve the handling of hazardous or acutely hazardous materials, substances, or waste. This impact would be less than significant, and no mitigation measures are necessary.

Impact HZ-4: The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. (*Less than Significant*)

The project site is located in a Maher Area, meaning that it is known or suspected to contain contaminated soil and/or groundwater.[110] The proposed project would require excavation to a depth of up to 21 feet below ground surface and the disturbance of more than 50 cubic yards of soil. For these reasons, the proposed project is subject to the Maher Ordinance, which is administered by the Department of Public Health (DPH).

The Maher Ordinance requires sponsors for projects that disturb more than 50 cubic yards of soil to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6. The Phase I ESA would determine the potential for site contamination and level of exposure risk associated with the proposed project. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a Site Mitigation Plan (SMP) to the DPH or other appropriate state or federal agencies and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit.

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Ordinance Application to the DPH.[111] A Phase I ESA has been prepared to assess the potential for site contamination, and the findings are summarized below.[112]

The Phase I ESA noted that hazardous materials and chemicals at the project site consisted only of cleaning supplies and paint. These materials were stored properly, and there is no evidence of improper use, storage, or disposal of hazardous materials or other chemicals. No chemical storage tanks, significant staining on exterior paved surfaces, or stained soil was observed. Although historic city directories contain dry cleaning business listings for 73 Ocean Avenue and 79 Ocean Avenue from 1954-1967, no records of actual on-site dry cleaning operations at the project site were found within these records. Therefore, the Phase 1 ESA found that no further investigation of this previous use of the property was warranted.

The adjacent property at 915 Cayuga Avenue is listed in the Leaking Underground Storage Tank database. The adjacent property was the site of the former Hayes Laundry. Three underground

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[110] San Francisco Planning Department, GIS database Maher Map layer, accessed July 1, 2019.

[111] *Maher Ordinance Application, 65 Ocean Avenue*, submitted September 15, 2017.

[112] PIERS Environmental Services, Inc., *Phase I Environmental Site Assessment for 65 Ocean Avenue, San Francisco, California* (hereinafter "*Phase I ESA*"), March 2012.

storage tanks were removed from 915 Cayuga Avenue during the mid-1990s. This case has been closed and is unlikely to be of environmental concern in relation to the project site.

The adjacent properties at 55 Ocean Avenue and 915 Cayuga Avenue are both listed in the HAZMAT database. Since neither of these adjacent properties is an active spill or release site, they do not appear to be of environmental concern in relation to the project site.

The Phase I ESA recommended that no additional investigation be conducted, but the DPH reviewed the Phase I ESA and concluded that additional analysis in the form of a Phase II Site Assessment Work Plan is warranted.[113] In response to this request, the project sponsor submitted a Phase II Work Plan Report and a Subsurface Analysis Report. After reviewing these documents, the DPH concluded that the proposed project would comply with the Maher Ordinance with the preparation of a dust control plan and a health and safety plan.[114]

Since the project site is larger than one-half acre, the project sponsor is required to prepare and submit a dust control plan and a health and safety plan to protect construction workers and the public from effects related to hazardous materials during construction of the proposed project. The dust control plan and the health and safety plan would be reviewed and approved by the DPH prior to the commencement of construction activities.

Required compliance with the Maher Ordinance and implementation of the dust control plan and health and safety plan would ensure that the proposed project would result in a less-than-significant impact related to hazardous materials, and no mitigation measures are necessary.

Impact HZ-5: The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. (*Less than Significant*)

In San Francisco, fire safety is ensured through the provisions of the Building Code and the Fire Code. During the review of the building permit application, the DBI and the Fire Department will review the project plans for compliance with all regulations related to fire safety, which may include the development of an emergency procedure manual or an exit drill plan for the residents of the proposed project. Compliance with fire safety regulations would ensure that the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan or expose people or structures to a significant risk of loss, injury, or death involving wildland fires. This impact would be less than significant, and no mitigation measures are necessary.

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[113] San Francisco Department of Public Health, *Phase II Work Plan Request, 65 Ocean Avenue*, August 7, 2018.

[114] San Francisco Department of Public Health, *Article 22A Compliance & Dust Control Plan Request, 65 Ocean Avenue*, November 14, 2018.

Impact C-HZ-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact related to hazards and hazardous materials. ***(Less than Significant)***

Environmental impacts related to hazards and hazardous materials are generally site-specific. The proposed project could result in potential impacts related to hazardous materials due to construction activities within potentially contaminated soil and demolition of structures that contain hazardous building materials. However, compliance with applicable regulatory requirements would reduce those impacts to less-than-significant levels. Nearby cumulative development projects would be subject to the same regulations related to hazardous materials applicable to the proposed project. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact related to hazards and hazardous materials.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
18. MINERAL RESOURCES. Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒	☐
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒	☐

Impact MR-1: The proposed project would not result in the loss of availability of a known mineral resource or a locally-important mineral resource recovery site. ***(No Impact)***

All land in San Francisco, including the project site, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology under the Surface Mining and Reclamation Act of 1975.[115] This designation indicates that there is inadequate information available for assignment to any other mineral resource zone. Based on the MRZ-4 designation, the project site is not a designated area of known mineral deposits or a locally important mineral resource recovery site. For this reason, the proposed project would have no impact on mineral resources.

Impact C-MR-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact on mineral resources. ***(No Impact)***

[115] California Division of Mines and Geology, *Open File Report 96-03, 1996, and Special Report 146 Parts I and II*, 1986.

As discussed above, San Francisco is not a designated area of significant mineral deposits and does not have locally important mineral resource recovery sites. Implementation of nearby cumulative development projects would have no impact on mineral resources. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact on mineral resources.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
19. ENERGY. Would the project:					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐	☐

Impact EN-1: The proposed project would not result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. ***(Less than Significant)***

In California, energy consumption in buildings is regulated by Title 24 of the California Code of Regulations. Title 24 includes standards that regulate energy consumption for the heating, cooling, ventilation, and lighting of residential and nonresidential buildings. In San Francisco, documentation demonstrating compliance with Title 24 standards is required to be submitted with a building permit application. Compliance with Title 24 standards is enforced by the Department of Building Inspection. The proposed project would comply with the standards of Title 24 and the requirements of the San Francisco Green Building Ordinance and would be built to GreenPoint Rated standards, thus minimizing the amount of fuel, water, or energy used during its construction and operational phases. The proposed project would not encourage activities that result in the use of large amounts of fuel, water, or energy, or use them in a wasteful manner. This impact would be less than significant, and no mitigation measures are necessary.

Impact C-EN-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact related to energy. ***(Less than Significant)***

Nearby cumulative development projects would be subject to the same energy conservation, water conservation, recycling and composting, and construction and demolition debris ordinances applicable to the proposed project. For this reason, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact related to energy.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
20. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. **Would the project:**					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or forest land to non-forest use?	☐	☐	☐	☐	☒

The project site does not contain agricultural uses, is not zoned for agricultural use, and is not subject to a Williamson Act contract.[116] The project site does not contain forest land or timberland as defined in Public Resources Code Sections 12220(g) and 4526, respectively. Therefore, Topics 20a through 20e are not applicable to the proposed project or cumulative development projects.

[116] California Department of Conservation, *Important Farmland in California, 2016*. Available online at ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2016/fmmp2016_20_23.pdf, accessed June 27, 2019.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
21. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair an adopted emergency response plan or emergency evacuation plans?	☐	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☐	☒
d) Expose people or structure to significant risks including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☐	☒

The project site is not in or near any state responsibility areas for fire prevention or lands classified as very high fire hazard severity zones.[117] Therefore, Topics 21a through 21d are not applicable to the proposed project or cumulative development projects.

Please see Section E.17, Hazards and Hazardous Materials, for additional discussion of impacts related to wildland fires.

[117] California Department of Fire and Forest Protection, Fire Resource Assessment Program, Fire Hazard Severity Zones viewer. Available online at https://egis.fire.ca.gov/FHSZ, accessed July 1, 2019.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
22. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:					
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐	☐
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐	☐
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐	☐

Note: Authority cited: Sections 21083 and 21083.05, 21083.09 Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21073, 21074 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21080.3.1, 21080.3.2,21082.3, 21084.2, 21084.3, 21093, 21094, 21095, and 21151, Public Resources Code; Sundstrom v. County of Mendocino,(1988) 202 Cal.App.3d 296; Leonoff v. Monterey Board of Supervisors, (1990) 222 Cal.App.3d 1337; Eureka Citizens for Responsible Govt. v. City of Eureka (2007) 147 Cal.App.4th 357; Protect the Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal.App.4th at 1109; San Franciscans Upholding the Downtown Plan v. City and County of San Francisco (2002) 102 Cal.App.4th 656.

The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. As discussed in Section E.3, Cultural Resources, implementation of the proposed project would not result in a substantial adverse change in the significance of an archeological resource and would not disturb human remains. As discussed in Section E.4, Tribal Cultural Resources, implementation of the proposed project would not result in a substantial adverse change in the significance of a tribal cultural resource. As discussed in Section E.15, Geology and Soils, implementation of the proposed project would not directly or indirectly destroy a unique paleontological resource or site. For these reasons, the proposed project would not result in the elimination of important examples of major periods of California history or prehistory.

The proposed project would not combine with past, present, or reasonably foreseeable future projects to create significant cumulative impacts related to any of the topics discussed in Section E, Evaluation of Environmental Effects. There would be no significant cumulative impacts to which the proposed project would make cumulatively considerable contributions.

As discussed in Section E, Evaluation of Environmental Effects, the proposed project is anticipated to only result in less-than-significant impacts for the topics included in the Initial Study checklist. The foregoing analysis identifies potentially significant impacts related to cultural resources, tribal cultural resources, noise, which would be mitigated through implementation of mitigation measures, as described in the following paragraphs and in more detail in Section F, Mitigation Measures and Improvement Measures.

As discussed in Section E.3, Cultural Resources, construction of the proposed project could cause a substantial adverse change in the significance of an archeological resource. Implementation of Mitigation Measure M-CR-2: Archeological Testing, would reduce this impact to a less-than-significant level. As discussed in Section E.4, Tribal Cultural Resources, construction of the proposed project could cause a substantial adverse change in the significance of a tribal cultural resource. Implementation of Mitigation Measure M-TC-1: Tribal Cultural Resources Interpretive Program, would reduce this impact to a less-than-significant level. As discussed in Section E.6, Noise, construction of the proposed project could generate substantial temporary or periodic increases in ambient noise levels in the project vicinity. Implementation of Mitigation Measure M-NO-1: Construction Noise Control, would reduce this impact to a less-than-significant level. For these reasons, the proposed project would not result in environmental effects that would cause substantial adverse effects on human beings.

F. MITIGATION MEASURES AND IMPROVEMENT MEASURES

The following mitigation measures have been identified to reduce potentially significant environmental impacts resulting from the proposed project to less-than-significant levels.

Mitigation Measures

Mitigation Measure M-CR-2: Archeological Testing

Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources and on human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archeologist. After the first project approval action or as directed by the Environmental Review Officer (ERO), the project sponsor shall contact the Planning Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of *construction* can be extended beyond four weeks only if such a suspension

is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sections 15064.5(a) and (c).

Consultation with Descendant Communities: On discovery of an archeological site[118] associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group, an appropriate representative[119] of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

Archeological Monitoring Program (AMP). The archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils-disturbing activities commencing. The ERO, in consultation with the project archeologist, shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archeological resources and to their depositional context;
- The archeological consultant shall undertake a worker training program for soils-disturbing workers that will include an overview of expected resource(s), how to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy

[118] The term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

[119] An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Planning Department archeologist.

equipment until the deposit is evaluated. If in the case of pile driving or deep foundation activities (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving or deep foundation activities may affect an archeological resource, the pile driving or deep foundation activities shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.

If the ERO, in consultation with the archeological consultant, determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

C) The proposed project shall be redesigned so as to avoid any adverse effect on the significant archeological resource; or

D) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures*. Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis*. Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy*. Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program*. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures*. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.

- *Final Report*. Description of proposed report format and distribution of results.
- *Curation*. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains, Associated or Unassociated Funerary Objects. If human remains and associated or unassociated funerary objects are discovered during any soils-disturbing activity, all applicable state and federal laws shall be followed, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Public Resources Code Section 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines Section 15064.5(d)) within six days of the discovery of the human remains. This proposed timing shall not preclude the PRC 5097.98 requirement that descendants make recommendations or preferences for treatment within 48 hours of being granted access to the site. The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing state regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such an agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If no agreement is reached, state regulations shall be followed including the reinterment of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Public Resources Code Section 5097.98).

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. Copies of the FARR shall be distributed as follows: the California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the Planning Department shall receive one bound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of

Historical Resources. In instances of public interest in or the high interpretive value of the resource, the ERO may require a different or additional final report content, format, and distribution than that presented above.

Mitigation Measure M-TC-1: Tribal Cultural Resources Interpretive Program

Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and federal laws. This shall include immediate notification of the Medical Examiner of the City and County of San Francisco and, in the event of the Medical Examiner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission, which will appoint a Most Likely Descendant (MLD). The MLD will complete his or her inspection of the remains and make recommendations or preferences for treatment within 48 hours of being granted access to the site (Public Resources Code section 5097.98). The ERO also shall be notified immediately upon the discovery of human remains.

The project sponsor and ERO shall make all reasonable efforts to develop a Burial Agreement ("Agreement") with the MLD, as expeditiously as possible, for the treatment and disposition, with appropriate dignity, of human remains and associated or unassociated funerary objects (as detailed in CEQA Guidelines section 15064.5(d)). The Agreement shall take into consideration the appropriate excavation, removal, recordation, scientific analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. If the MLD agrees to scientific analyses of the remains and/or associated or unassociated funerary objects, the archaeological consultant shall retain possession of the remains and associated or unassociated funerary objects until completion of any such analyses, after which the remains and associated or unassociated funerary objects shall be reinterred or curated as specified in the Agreement.

Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept treatment recommendations of the MLD. However, if the ERO, project sponsor and MLD are unable to reach an Agreement on scientific treatment of the remains and associated or unassociated funerary objects, the ERO, with cooperation of the project sponsor, shall ensure that the remains and/or mortuary materials are stored securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance.

Treatment of historic-period human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity, additionally, shall follow protocols laid out in the project's archaeological treatment documents, and in any related agreement established between the project sponsor, Medical Examiner and the ERO.

Mitigation Measure M-NO-1: Construction Noise Control

The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant to ensure that maximum feasible noise attenuation will be achieved for the duration of construction activities. Prior to commencement of

demolition and construction activities, the project sponsor shall submit the construction noise control plan to the San Francisco Planning Department for review and approval. Noise attenuation measures shall be implemented to meet a goal of not increasing noise levels from construction activities by more than 10 dBA above the ambient noise level at sensitive receptor locations. Noise measures may include, but are not limited to, those listed below.

- Require that all construction equipment powered by gasoline or diesel engines have sound control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation.
- Prohibit gasoline or diesel engines from having unmuffled exhaust systems.
- Ensure that equipment and trucks for project construction use the best available noise control techniques (e.g., improved mufflers, redesigned equipment, intake silencers, ducts, engine enclosures, acoustically attenuating shields or shrouds) wherever feasible. According to the Federal Highway Administration, the use of shields or barriers around noise sources can reduce noise by 5 to 10 dBA, depending on the type of barrier used.
- Use "quiet" gasoline-powered or electrically powered compressors as well as electric rather than gasoline- or diesel-powered forklifts for small lifting, where feasible.
- Locate stationary noise sources, such as temporary generators, concrete saws, and crushing/processing equipment, as far from nearby receptors as possible; muffle and enclose noise sources within temporary enclosures and shield with barriers, which could reduce construction noise by as much as 5 dB; or implement other measures, to the extent feasible.
- Undertake the noisiest activities during times of least disturbance to surrounding residents and occupants, such as midday or early afternoon when residents are more likely to be at work and less likely to be sleeping, as feasible.
- During the demolition phase, provide solid sound barriers (minimum 10 feet high) along property lines facing residential properties. During all project phases (until the building is enclosed), provide a solid sound barrier (minimum 10 feet high) along southern property line.
- In response to noise complaints received from people in the project area, monitor the effectiveness of noise attenuation measures by taking noise measurements. A plan for noise monitoring shall be provided to the City for review prior to the commencement of each construction phase.

  The construction noise control plan must include the following measures for responding to and tracking complaints pertaining to construction noise:

  - A procedure and phone numbers for notifying the Department of Building Inspection, health department, or the police department of complaints (during regular construction hours and off hours).
  - A sign posted onsite describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction.

- Designation of an onsite construction complaint and enforcement manager for the project.
- A plan for notification of neighboring residents and nonresidential building managers within 300 feet of the project construction area at least 30 days in advance of activities that could increase daytime ambient noise levels at sensitive receptor locations by 10 dBA or more. The notification must include the associated control measures that will be implemented to reduce noise levels.

Improvement Measures

Improvement Measure I-TR-1: Coordinated Construction Traffic Management Plan

The project sponsor should participate in the preparation and implementation of a coordinated construction traffic management plan that includes measures to reduce hazards between construction-related traffic and pedestrians, bicyclists, and transit vehicles. The coordinated construction traffic management plan should be prepared in coordination with other public and private projects within a one-block radius that may have overlapping construction schedules and should be subject to review and approval by the City's interdepartmental Transportation Advisory Staff Committee (TASC). The plan should include, but not necessarily be limited to, the following measures:

Restricted Construction Access Hours: Limit truck movements and deliveries requiring lane closures to occur between 9:00 a.m. and 4:00 p.m., outside of peak morning and evening weekday commute hours.

Alternative Transportation for Construction Workers: Provide incentives to construction workers to carpool, use transit, bike, and walk to the project site as alternatives to driving alone to and from the project site. Such incentives may include, but not be limited to, providing secure bicycle parking spaces, participating in the free-to-employee-and-employer ride matching program from www.511.org, participating in the emergency ride home program through the City of San Francisco (www.sferh.org), and providing transit information to construction workers.

Construction Worker Parking Plan: The location of construction worker parking will be identified as well as the person(s) responsible for monitoring the implementation of the proposed parking plan. The use of on-street parking to accommodate construction worker parking will be discouraged. The project sponsor could provide on-site parking once the below-grade parking garage is usable.

Coordination of Temporary Sidewalk Closures: The project sponsor should coordinate sidewalk closures with other projects requesting concurrent lane or sidewalk closures through the TASC and interdepartmental meetings, to minimize the extent and duration of requested closures.

Maintenance of Transit, Vehicle, Bicycle, and Pedestrian Access: The project sponsor/construction contractor(s) should meet with Public Works, SFMTA, the Fire Department, Muni Operations and other City agencies to coordinate feasible measures to include in the Coordinated Construction Management Plan to maintain access for transit,

vehicles, bicycles, and pedestrians. This should include an assessment of the need for temporary transit stop relocations or other measures to reduce potential traffic, bicycle, and transit disruption and pedestrian circulation effects during construction of the project.

Proposed Project Construction Updates for Adjacent Businesses and Residents: Provide regularly updated information regarding project construction, including a construction contact person, construction activities, duration, peak construction activities (e.g., concrete pours), travel lane closures, and lane closures (bicycle and parking) to nearby residences and adjacent businesses through a website, social media, or other effective methods acceptable to the ERO.

Improvement Measure I-TR-2: Queue Abatement

Prior to a recurring queue occurring (e.g., if queues are observed for a consecutive period of two minutes or longer), the owner/operator of the parking facility will employ abatement methods as needed to abate a reoccurring queue. Appropriate abatement methods will be tailored to the characteristics and causes of a reoccurring queue on Cayuga Avenue, as well as the characteristics of the project driveway and garage.

Suggested abatement methods may include, but are not limited to, the following: redesign of the garage and/or driveway to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; additional Transportation Demand Management (TDM) strategies, such as additional bicycle parking, or parking demand management strategies.

If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Planning Department will notify the property owner in writing. Upon request, the owner/operator will hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant will prepare a monitoring report to be submitted to the Planning Department for review. If the Planning Department determines that a recurring queue does exist, the facility owner/operator will have 90 days from the date of the written determination to abate the queue.

Improvement Measure I-TR-3: Passenger Loading Education

The project sponsor should encourage resident and visitor use of the designated Alemany Boulevard passenger loading zone rather than any curb space along the proposed project's Ocean Avenue frontage. The sponsor should supplement the promotion and move-in packets included as part of proposed TDM Measure INFO-3 (Tailored Transportation Marketing Services). Supplementary printed materials should explain that Alemany Boulevard is the preferred passenger loading location and should request that residents both direct pick-up or drop-off drivers and direct any visitors being dropped off or picked up to use the Alemany Bouelvard passenger loading zone.

Additionally, the project sponsor should install signage directing residents or visitors to the Alemany Boulevard exit and passenger loading zone. This signage should be co-located with the multimodal wayfinding signage proposed to be included in the proposed project as part of TDM Measure INFO-1 (Multimodal Wayfinding Signage).

G. PUBLIC NOTICE AND COMMENT

On January 15, 2019, the Planning Department mailed a Notification of Project Receiving Environmental Review to owners of properties within 300 feet of the project site, adjacent occupants, and neighborhood groups. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate.

The Planning Department received comments expressing concerns about:

- the disproportionately high number of studios and one-bedroom units in a neighborhood that needs larger family-sized units (three-bedroom units and larger);
- the inadequate number of units (48 out of 193) that would be affordable to low-income households;
- the design compatibility of the proposed project with the existing neighborhood architecture;
- the inadequate number of parking spaces being provided by the proposed project;
- bicycle and pedestrian safety related to the proposed location of the garage entrance/exit on Cayuga Avenue;
- increased traffic congestion;
- increased noise and loss of privacy related to the proposed roof terraces;
- increased shadow; and
- contaminated soil from leaking underground storage tanks on the project site and adjacent and nearby properties;

The proposed unit mix, the number of affordable dwelling units, and the number of parking spaces are not environmental review issues. These issues are related to the merits of the proposed project and may be considered by City decision-makers during their deliberations on whether to approve the proposed project.

As discussed in Section D, Summary of Environmental Effects, the proposed project is a mixed-use residential project on an infill site in a transit priority area. Pursuant to CEQA Section 21099, aesthetics shall not be considered in determining if a project has the potential to result in significant environmental effects. The proposed project's design compatibility with the existing architectural character of the neighborhood may be considered by City decision-makers during their deliberations on whether to approve the proposed project.

Impacts related to traffic, including bicycle and pedestrian safety and increased traffic congestion, are discussed in Section E.5, Transportation and Circulation. Impacts related to increased noise and increased shadow are discussed in Section E.6, Noise, and Section E.10, Shadow, respectively. Impacts related to hazardous materials, including contaminated soil from leaking underground storage tanks, are discussed in Section E.17, Hazards and Hazardous Materials.

H. DETERMINATION

On the basis of this Initial Study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Lisa Gibson

Environmental Review Officer

for

John Rahaim

Director of Planning

DATE 9/19/19

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EXHIBIT A
PROJECT PLANS

65-99 OCEAN AVENUE, San Francisco

54-7' Alemany & 42'-3" Cayuga Height SUD Proposal
78.4% Lot Coverage

PERSPECTIVE OCEAN AVENUE LOOKING SOUTH WEST

VICINITY MAP

ABBREVIATIONS

@	AT	(N).	NEW		
℄	CENTERLINE	N.I.C.	NOT IN CONTRACT		
ø	DIAMETER	NO..	NUMBER		
ABV	ABOVE	NOM.	NOMINAL		
A.D.	AREA DRAIN	N.T.S	NOT TO SCALE		
ADJ.	ADJACENT	O.C.	ON CENTER		
A.F.F.	ABOVE FINISH FLOOR	O.H.	OVERHANG		
APPROX.	APPROXIMATE	OPNG.	OPENING		
ARCH.	ARCHITECTURAL	OPP.	OPPOSITE		
ASPH.	ASPHALT	Or	OVER		
BLDG.	BUILDING	P.	PROPERTY LINE		
BLKG.	BLOCKING	PL.	PLATE		
B.U.R.	BUILT-UP ROOFING	PLAM.	PLASTIC LAMINATE		
		PLYWD.	PLYWOOD		
C.J.	CONTROL JOINT	PR.	PRESSURE TREATED		
CLR.	CLEAR	PTD.	PAINTED		
C.M.U.	CONCRETE				
C.H.	CEILING HEIGHT	(R)	RELOCATED		
CONT.	CONTINUOUS	R.	RISE, RISER		
CTR.	CENTER	R.A.	RETURN AIR		
		R.D.	ROOF DRAIN		
D.	DRYER	REF.	REFRIGERATOR		
DBL.	DOUBLE	REV.	REVISED		
DET.	DETAIL	REINF.	REINFORCED		
D.F.	DOUGLAS FIR	REQ.	REQUIRED		
DIA.	DIAMETER	RM.	ROOM		
DIM.	DIMENSION	R.O.	ROUGH OPENING		
DISP.	DISPOSER	REDWD.	REDWOOD		
DN.	DOWN				
DR.	DOOR	S.	SELF-ADHERED		
D.S.	DOOR SPOUT	S.A.B.F.	FLUSHMOUNT		
D.W.	DISHWASHER		SOLID CORE		
DWG.	DRAWING	S.C.	SMOKE DETECTOR		
DWR.	DRAWER	S.D.	SECTION		
		SECT.	SHEET		
E.	EAST	SHT.	SHEATHING		
(E)	EXISTING	SHTATHG.	SIMILAR		
EA.	EACH	SIM.	SEE MECHANICAL		
EL.	ELEVATION	S.M.D.	DRAWINGS		
ELEC.	ELECTRICAL	SPEC.	SPECIFICATION		
EQ.	EQUAL	SQ.	SQUARE		
EXT.	EXTERIOR	S.S.D.	SEE STRUCTURAL		
			DRAWINGS		
F.D.	FLOOR DRAIN	STD.	STANDARD		
FDN.	FOUNDATION	STL.	STEEL		
FIN.	FINISH	STOR.	STORAGE		
FF.	FINISHED FLOOR	STRUCT.	STRUCTURAL		
FL.	FLOOR	SUSP.	SUSPENDED		
F.O.	FACE OF	SYM.	SYMBOL		
F.O.F.	FACE OF FINISH				
F.O.S.	FACE OF STUD	T.	TREAD		
		TB.	TOWEL BAR		
F.S.M.F	FLEXIBLE SHEET MEMBRANE FLASHING	T&G.	TONGUE AND GROOVE		
		TO.	TOP OF		
FT.	FEET	T.O.C.	TOP OF CURB		
FTG.	FOOTING	T.O.P.	TOP OF PLATE		
		T.O.W.	TOP OF WALL		
GA.	GAUGE	TPH.	TOILET PAPER HOLDER		
GALV.	GALVANIZED	TRSM.	TRANSOM		
GYP. BD.	GYPSUM BOARD	T.V.	TELEVISION		
		TYP.	TYPICAL		
H.	HIGH	U.O.N.	UNLESS OTHERWISE		
H.B.	HOSE BIB		NOTED		
HDR.	HEADER				
HDWR.	HARDWARE	V.	VENT		
HORIZ.	HORIZONTAL	VERT.	VERTICAL		
HT.	HEIGHT	V.I.F.	VERIFY IN FIELD		
		V.G.	VERTICAL GRAIN		
I.D.	INSIDE DIAMETER				
INSUL.	INSULATING GLASS	W.	WEST		
INSUL.	INSULATION	W.	WASHING MACHINE		
INT.	INTERIOR	W.	WITH		
		W.C.	WATER CLOSET (TOILET)		
JT.	JOINT	WD.	WOOD		
		WH.	WATER HEATER		
LAV.	LAVATORY	W/O	WITHOUT		
LT.	LIGHT	W.P.	WATERPROOF, WORK		
			POINT		
M.	MASTER	W.R.	WATER RESISTANT		
MAX.	MAXIMUM	W.R.C.	WESTERN RED CEDAR		
MECH.	MECHANICAL				
M.E.P.	MECHANICAL/ ELECTRIC/ PLUMBING	YD.	YARD		
MFR.	MANUFACTURER				
MIN.	MINIMUM				
MISC.	MISCELLANEOUS				

REFERENCE SYMBOLS

- DEMO WALL (PLAN VIEW)
- EXISTING WALL (PLAN VIEW)
- NEW WALL (PLAN VIEW) HATCH = STRUCTURE OUTLINE = FINISH
- HIDDEN EDGE, ABOVE OR BEYOND
- HIDDEN EDGE, BELOW OR BEHIND
- FLUSH SYMBOL
- WINDOW SYMBOL
- SKYLIGHT SYMBOL
- WALL (FLOOR) TYPE
- GRID OR REFERENCE LINE
- SECTION MARKER; DRAWING # OVERSHEET #
- DETAIL MARKER; DRAWING # OVERSHEET #
- ELEVATION MARKER; DRAWING # OVERSHEET #
- ROOM NO. OV MATERIAL CODE FLOOR | WALL | CEILING
- LEVEL LINE OR DATUM
- SPOT ELEVATION
- PROPERTY LINE
- NEW OR FINISHED CONTOURS
- EXISTING CONTOURS

ELECTRICAL/MECHANICAL SYMBOLS

- SURFACE CEILING LIGHT FIXTURE
- RECESSED DIRECTIONAL LIGHT FIXTURE
- RECESSED CEILING LIGHT FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- MOTION DETECTOR & PHOTOCONTROLLIGHT FIXTURE
- RECESSED WALL LIGHT FIXTURE
- EXPOSED STRIP LIGHT FIXTURE
- CONCEALED STRIP LIGHT FIXTURE
- TRACK AND STRIP LIGHT FIXTURES
- ELECTRICAL SWITCH
- 3-WAY SWITCH
- 4-WAY SWITCH
- DIMMER SWITCH
- PULL SWITCH
- MANUAL-ON OCCUPANCY SENSOR SWITCH

ELECTRICAL/MECHANICAL SYMBOLS

- SINGLE ELECTRICAL OUTLET, DIRECT WIRED
- DUPLEX OUTLET
- FOURPLEX OUTLET
- ELECTRICAL OUTLET, HALF SWITCHED
- ELECTRICAL OUTLET, FULLY SWITCHED
- ELECTRICAL OUTLET FOR PICTURE LIGHT
- 240V ELECTRICAL OUTLET
- FLUSH FLOOR MOUNTED OUTLET
- GFI GROUND FAULT INTERRUPT
- JUNCTION BOX
- S/CO MULTI-FUNCTION SMOKE & CO DETECTOR
- SD SMOKE DETECTOR AUTOMATIC SPRINKLER HEAD
- DB DOOR BELL BUTTON
- DC DOOR CHIME
- GO GARAGE DOOR OPENER SWITCH
- I INTERCOM STATION
- KP ALARM KEYPAD
- MD MOTION DETECTOR
- SP SPRINKER OUTLET
- SC SCENE CONTROL MASTER UNIT
- R SCENE CONTROL REMOTE WALL STATION
- DU STEAM UNIT CONTROL PANEL
- PM PLUG MOLD
- TV (1) RG6 QUAD
- CAT-6 (1) 24/4 PAIR CAT-6
- BM1 (1) CAT-6 & (1) RG6 QUAD
- BM2 (2) CAT-6 & (2) RG6 QUAD
- HDMI HDMI
- (1) 24/4 PAIR CAT-3
- COLD WATER CONNECTION
- HOT WATER CONNECTION
- CENTRAL VACUUM
- GAS OUTLET
- HOSE BIB
- FLOOR DRAIN
- DOWNSPOUT
- THERMOSTAT
- SUPPLY AIR REGISTER AT WALL OR TOE SPACE
- SUPPLY AIR REGISTER AT FLOOR
- RETURN AIR REGISTER AT CEILING
- RETURN AIR GRILL AT WALL
- RETURN AIR GRILL AT FLOOR
- RETURN AIR GRILL AT CEILING
- EXHAUST FAN
- EXHAUST FAN/ LIGHT UNIT
- CEILING FAN

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DRAWING INDEX

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GENERAL NOTES

01 CODES: ALL WORK SHALL CONFORM WITH OR EXCEED THE REQUIREMENTS OF CURRENT APPLICABLE CITY, COUNTY AND STATE CODES, AND ALL OTHER APPLICABLE CODES, ORDINANCES AND REGULATIONS INCLUDING BUT NOT LIMITED TO FIRE DEPARTMENT REGULATIONS, UTILITY COMPANY REQUIREMENTS, AND THE BEST TRADE PRACTICES. SEE CODE EDITIONS ON THIS SHEET.

02 PERMITS: BEFORE COMMENCING WORK, THE CONTRACTOR SHALL FILE ALL REQUIRED CERTIFICATES OF INSURANCE WITH THE DEPARTMENT OF BUILDING INSPECTIONS, OBTAIN ALL REQUIRED PERMITS, AND PAY ALL FEES REQUIRED BY GOVERNING AGENCIES.

03 EXISTING CONDITIONS AND DIMENSIONS: THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS IN THE FIELD PRIOR TO COMMENCING WORK, AND SHALL REPORT ANY DISCREPANCIES BETWEEN DRAWINGS AND FIELD CONDITIONS TO THE ARCHITECT. CALLED-OFF DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED-OFF DIMENSIONS. DIMENSIONS ARE TO FACE OF STRUCTURE (STUD, CONCRETE, STEEL), UNLESS OTHERWISE NOTED. DIMENSIONS IN SECTIONS AND ELEVATIONS ARE TO TOP OF PLATE OR TOP OF SUB-PLATE UNLESS OTHERWISE NOTED. ELEVATION MARKERS ARE TO TOP OF FINISHED FLOORS.

04 PLANS & SPECIFICATIONS: THE PLANS AND SPECIFICATIONS SUPPLEMENT EACH OTHER. CONTRACTOR TO IMMEDIATELY REPORT ANY ERRORS, OMISSIONS, AMBIGUITIES OR CONFLICTS IN THE PLANS AND SPECIFICATIONS TO THE ARCHITECT, AND UNTIL THEY ARE RESOLVED, SHALL NOT PROCEED WITH THE AFFECTED WORK.

05 DETAILS: DETAILS SHOWN ARE TYPICAL. SIMILAR DETAILS SHALL APPLY IN SIMILAR CONDITIONS. MINOR DETAILS NOT USUALLY SHOWN OR SPECIFIED, BUT NECESSARY FOR PROPER CONSTRUCTION OF ANY PART OF THE WORK SHALL BE INCLUDED AS IF THEY WERE INDICATED IN THE DRAWINGS.

06 COORDINATION: THE CONTRACTOR SHALL COORDINATE ALL WORK PROCEDURES WITH REQUIREMENTS OF LOCAL AUTHORITIES AND BUILDING MANAGEMENT.

07 CONTRACTOR RESPONSIBILITY: THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MEANS, METHODS, TECHNIQUES AND SEQUENCES OF CONSTRUCTION AND SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL CONDITIONS AND MATERIALS WITHIN THE PROPOSED CONSTRUCTION AREA. THE CONTRACTOR SHALL DESIGN AND INSTALL ADEQUATE SHORING AND BRACING FOR ALL STRUCTURAL OR REMOVAL TASKS UNTIL THE NEW PERMANENT STRUCTURE CAN PROVIDE ADEQUATE VERTICAL AND LATERAL SUPPORT. THE CONTRACTOR SHALL HAVE SOLE RESPONSIBILITY FOR ANY DAMAGE OR INJURIES CAUSED BY OR DURING THE EXECUTION OF THE WORK.

08 INSTALLATION: THE CONTRACTOR SHALL LAY OUT HIS OWN WORK, AND SHALL PROVIDE ALL DIMENSIONS REQUIRED FOR OTHER TRADES (PLUMBING, ELECTRICAL, ETC.). ALL MATERIALS AND EQUIPMENT SHALL BE INSTALLED IN STRICT ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS OR RECOMMENDATIONS, UNLESS AGREED TO OTHERWISE BY THE ARCHITECTS.

09 SUBCONTRACTORS: PLUMBING AND ELECTRICAL WORK SHALL BE PERFORMED BY PERSONS LICENSED IN THEIR TRADES, WHO SHALL ARRANGE FOR AND OBTAIN INSPECTIONS AND REQUIRED SIGN_OFFS.

10 REPAIR: THE CONTRACTOR SHALL DO ALL CUTTING, PATCHING, REPAIRING AS REQUIRED TO PERFORM ALL OF THE WORK INDICATED ON THE DRAWINGS, AND ALL OTHER WORK THAT MAY BE REQUIRED TO COMPLETE THE JOB.

11 ABANDONMENT: ALL PIPING AND WIRING SHALL BE REMOVED TO A POINT OF CONCEALMENT AND SHALL BE PROPERLY CAPPED OR PLUGGED.

12 CLOSE-OUT: THE CONTRACTOR, UPON COMPLETION OF THE WORK, SHALL ARRANGE FOR DEPARTMENT OF BUILDINGS INSPECTIONS AND SIGN-OFFS AS REQUIRED.

SCOPE OF WORK

THE PROPOSED PROJECT WOULD INCLUDE DEMOLITION OF (3) EXISTING TWO STORY AND (1) ONE-STORY COMMERCIAL BUILDING ON A THROUGH LOT AND CONSTRUCTION OF A 5-STORY OVER BASEMENT, 54'-7" TALL MAXIMUM HEIGHT, 190,215 SQUARE FOOT RESIDENTIAL APARTMENT BUILDING. THE NEW BUILDING WOULD INCLUDE A TOTAL OF 193 DWELLING UNITS, 5,952 SQUARE FEET OF GROUND FLOOR CHILD CARE FACILITY, AND 121 PARKING SPACES IN A BELOW GRADE PARKING GARAGE.

SPECIAL USE DISTRICT

EXCELSIOR OUTER MISSION SUD

MODIFICATIONS REQUIRED:

REAR YARD MODIFICATION SEC.134, DWELLING UNIT EXPOSURE MODIFICATION SEC.140(a)(1), USABLE OPEN SPACE MODIFICATION SEC.135 AND INNER COURT AS OPEN SPACE SEC. 135 PER HOME-SF

GROSS AREA & UNIT MIX CALCULATIONS

GROSS EXTERIOR CALCULATIONS

AREA GROSS	
FLOOR (STORY)	AREA
GARAGE -10'	39,579
GROUND FLOOR -0'	27,550
2ND FLOOR +10'	29,468
3RD FLOOR +20'	31,251
4TH FLOOR +30'	26,203
5TH FLOOR +40'	17,766
6TH FLOOR +50'	17,680
ROOF +60'	718
TOTAL	190,215 sq ft

UNIT MIX CALCULATIONS

UNITS MIX		
UNIT TYPE	**QUANTITY**	**UNIT MIX %**
1 BD		
	60	32 %
1 BD + DEN		
	8	4 %
2 BD		
	57	29 %
3 BD		
	21	11 %
STUDIO		
	47	24 %
TOTAL	193	100 %

BUILDING AREA

BUILDING AREA CALCULATIONS GROSS	
AREA	GROSS AREA (SQ FT)
AMENITIES/LOBBY	5,689
CHILD CARE	5,388
CHILD CARE LOBBY	554
CIRCULATION	17,305
PARKING	28,655
RESIDENTIAL	129,132
RESIDENTIAL STORAGE	1,556
UTILITY	1,936
TOTAL	190,215 sq ft

Area Calculations: Common Open Space	
FLOOR (STORY)	Measured Area
GROUND FLOOR -0'	8,437
4TH FLOOR +30'	3,429
5TH FLOOR +40'	5,639
TOTAL	17,505 sq ft

Area Calculations: Rear Yard		
FLOOR (STORY)	AREA	
GROUND FLOOR -0'	8,780	
TOTAL	8,780 sq ft	(21.6%)

BUILDING GFA

RESIDENTIAL	**= 153,331 SF**
CHILD CARE	**= 5,952 SF**
ALLOWED DEDUCTIONS	**= 30,932 SF**
PARKING	= 27,421 SF
BIKE PARKING	= 1,234 SF
SERVICE UTILITY IN BASEMENT	= 1,389 SF
ROOF STAIR/MECH BULKHEAD	= 712 SF
BAY WINDOW DEDUCTIONS	= 176 SF
GSF TOTAL WITH DEDUCTIONS	**= 159,283 SF**

PLANNING CODE SUMMARY

99 OCEAN AVE				ZONING SUMMARY
SECTION		REFERENCE	NOTES/REQUIRED	PROPOSED
	ASSESSORS BLOCK	Map	6954/018	-
	SITE AREA	Map	40,497 sf	-
	ZONING DISTRICT	ZN11	NCD-Excelsior Outer Mission	-
	HEIGHT	HT11	40-X / 54'-7" per HOME-SF	54'-7" subject to HOME-SF
	SPECIAL SIGN DISTRICT (SSD)	609.8	Scenic Streets SSD	-
	SLOPE OF 20% OR GREATER		-	-
	MAHER ORDINANCE		GARAGE DOOR OPENER SWITCH	Subject to provisions of Health Code Article 22A, administered by DPH.
749.11	**LOT SIZE**		C 10,000 sf & above	190,215 sf, Planned Unit Development
645.12	**REAR YARD**	130, 134a.1.C, 136	Rec'd at 2nd story & above,20%/equiv.z 15 ft per HOME-SF 20% x 40,497 = 8,099 sf required.	8,780 sf (21.6%) rear yard equivalent provided via modification subject to Section 134(e) (1) & (2) subject to HOME-SF
745.13a	**STREET FRONTAGE**		Active uses required	No commercial space provided
745.13b	**GROUND FLOOR COMMERCIAL**	145.4 19	Ocean Ave. for the entirety of the Ocean Ave NCT District	No commercial space provided
746.17	**STREETSCAPE & PEDESTRIAN IMPROVEMENTS**	138.1	Vision Zero Program: Incorporate pedestrian safety streetscape measures. Submit a streetscape plan.	
745.91	**RESIDENTIAL USE**	790.88	Permitted all stories	
745.91	**DWELLING UNIT DENSITY**	207.c	No dwelling unit density per HOME-SF	
745.91	**DWELLING UNIT DENSITY**	304(d)(4)	PUD in an the Excelsior Outer Mission Street Zoning District may utilize the next highest density ratio (one dwelling unit per 400 square feet of area), less one unit.	
745.91	**DWELLING UNIT DENSITY**	207.c	Additionally, Planning Code Section 207(c) allows for exceptions to dwelling unit density limits. For projects that are not located in any RH-1 or RH-2 Zoning District, are not seeking and receiving a HOME-SF Tier 2, and where 25 percent or more of the dwelling units are affordable units, the onsite affordable units shall not count towards the calculation of dwelling unit density.	No Density limit per HOME-SF; pending. 40,497 sf lot area / 193 DU = 1:211
	INCLUSIONARY HOUSING		25% Per Home-SF Tier 2	25% Per Home-SF Tier 2
745.03	**USEABLE OPEN SPACE FOR DWELLING UNITS**	135, 136 135(d)(2)	80 sf / unit private or 100 sf / unit common Dwelling units that measure less than 350 square feet plus a bathroom shall provide one-third or the amount required. 193 x 79= 15,247 Common open space for 170 units x 100 sf = 17,000 sf required. 10% Reduction per HOME-SF Modifications = 15990 sf	17,505 sf common open space (qualifying space on roof decks & rear yard) provided for 193 units. 10% Reduction per HOME-SF Modifications.
745.54	**OFF-STREET PARKING, RESIDENTIAL**	151.1	None required. Permitted 1 space : 1unit	121 Parking Total, 117 Residential car parking, 1 Residential Motorcycle, 2 Car share, 1 Child Care parking.
745.95	**COMMUNITY RESIDENTIAL PARKING**	145.1, 166, 790.10	Parking for vicinity use. C	Not proposed.
	ABOVE-GRADE PARKING SETBACK	145.1.c.1	Setback is 25ft on ground floor, 15 ft on floors above, from any façade facing a street ≥ 30 ft wide. All parking must be set back 25 ft from front of development.	35'-1" minimum parking setback at grade therefore complies
	PARKING & LOADING ENTRANCES	145.1.c.2	No more than 1/3 width (943÷3 =1') or 20 ft, whichever is less can be used for parking/loading entrances	16'-0" parking entrance on Cayuga Avenue
	BIKE PARKING RESIDENTIAL - CLASS 1	155.2.11	Residential, Class 1: 1 per DU + 1 per 4 DU over 100	123 - Class 1 bike parking
	BIKE PARKING RESIDENTIAL - CLASS 2	155.2.11	Residential, Class 2: 1 per 20 DU (193 DU/20 = 10 req'd)	20 - Class 2 bike parking
	BIKE PARKING CHILD CARE - CLASS 1	155.2	Child Care, Class 1: 1 per 20 Child (25 / 20) 2 req'd.	2 - Class 1 bike parking
	BIKE PARKING CHILD CARE - CLASS 2	155.2	Child Care, Class 2: 1 per 20 Child (25 / 20) 2 req'd.	2 - Class 2 bike parking
	STREET TREES	138.1	1 per 20 ft street frontage	94' + 223'-6" + 12'6" + 442 ft / 20 = 22 trees required. 22 trees provided
	CAR SHARE	166	1 per 50 - 200 dwelling units	2 provided

BUILDING CODE SUMMARY

CONSTRUCTION TYPE: TYPE-IIIA WOOD FRAMED CONSTRUCTION OVER TYPE-1A: CONCRETE PODIUM (S-2, R-2 & E)

OCCUPANT GROUP:
R-2: RESIDENTIAL BASEMENT TO 6TH FLOOR
S-2: STORAGE/PARKING : GARAGE PLAN
E: CHILD CARE: GROUND FLOOR

SPRINKLERS: NFPA 13 AUTOMATIC FIRE SPRINKLERS TO BE PROVIDED THROUGHOUT ENTIRE BLDG.

BLDG. HT. & NUMBER OF STORIES:
ALLOWED: BLDG. HT: 54'-7"
STORIES: MAXIMUM 5-6 - INCLUDING 4-5 STORIES OF TYPE VA OR IIIA (R-2) OVER 1-2 STORY OR BASEMENT TYPE IA (S-2, I-4)
PROPOSED: BLDG. HT: 54'-7"
STORIES: VARIES 5-6 - INCLUDING 4-5 STORIES MAXIMUM OF TYPE VA OR IIIA (R-2) OVER 1-2 STORY OR BASEMENT TYPE IA (S-2, I-4)

ACCESSIBLE ELEVATOR: BUILDING IS A COVERED MULTIFAMILY DWELLING WITH AN ELEVATOR THAT MEETS THE CH. 11A REQUIREMENTS

ACCESSIBILITY: CBC SEC. 1134A, BATHING AND TOILET FACILITIES: PROJECT CONFORMS W/ OPTION 2 COMPLIANCE.

DEFERRED SUBMITTALS: SPRINKLER SYSTEM IS UNDER SEPARATE PERMIT

CODE SUMMARY:

2016 CALIFORNIA BUILDING CODE
2016 CALIFORNIA ELECTRICAL CODE
2016 CALIFORNIA MECHANICAL CODE
2016 CALIFORNIA PLUMBING CODE
2016 CALIFORNIA ENERGY CODE
2016 SAN FRANCISCO PLUMBING CODE AMENDMENTS
2016 CALIFORNIA FIRE CODE

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REGISTERED ARCHITECT RIYAD GHANNAM C-29116 06-30-2020 STATE OF CALIFORNIA

REVISIONS

NO.	DATE	ISSUE
	EE APPLICATION R1	12/15/17
	PROJECT APPLICATION	12/11/18
1	PLAN CHECK LETTER	05/08/19
	REVISED PRJ	09/16/19

ISSUE
REVISED PRJ 09/16/19

OWNER
AGRIPPA, LLC
1160 BATTERY STREET, SUITE 250
SAN FRANCISCO, CA 94111

PROJECT NAME
65-99 OCEAN AVENUE
San Francisco, CA 94112

BLOCK/LOT
6954/018

SCALE
AS NOTED
DRAWN BY
EP/TG
CHECKED BY
RG
PROJECT NO.
201605

PROJECT DATA

G0.00

INTERSECTION OCEAN AVENUE & CAYUGA AVENUE

INTERSECTION OCEAN AVENUE & CAYUGA AVENUE

VIEW FROM CAYUGA AVENUE LOOKING NORTH

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LICENSED ARCHITECT
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C-29116
06-30-2021
STATE OF CALIFORNIA

REVISIONS

NO.	DATE	ISSUE
	EE APPLICATION R1	12/15/17
	PROJECT APPLICATION	12/11/18
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ISSUE
REVISED PRJ 09/16/19

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65-99 OCEAN AVENUE
San Francisco, CA 94112

BLOCK/LOT
6954/018

SCALE
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RG
PROJECT NO.
201605

3D RENDERINGS 1

G0.01

INTERSECTION ALEMANY BOULEVARD & OCEAN AVENUE

VIEW FROM OCEAN AVENUE LOOKING WEST/ RESIDENTIAL ENTRY

VIEW FROM OCEAN AVENUE LOOKING EAST

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06-30-2020
STATE OF CALIFORNIA

REVISIONS

NO.	DATE	ISSUE
	EE APPLICATION R1	12/15/17
	PROJECT APPLICATION	12/11/18
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	REVISED PRJ	09/16/19

ISSUE
REVISED PRJ 09/16/19

OWNER
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PROJECT NAME
65-99 OCEAN AVENUE
San Francisco, CA 94112

BLOCK/LOT
6954/018

SCALE
AS NOTED
DRAWN BY
EP/TG
CHECKED BY
RG
PROJECT NO.
201605

3D RENDERINGS 2

G0.02

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REGISTERED ARCHITECT
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06-30-2020
STATE OF CALIFORNIA

REVISIONS

NO.	DATE	ISSUE
	EE APPLICATION R1	12/15/17
	PROJECT APPLICATION	12/11/18
1	PLAN CHECK LETTER	05/08/19
	REVISED PRJ	09/16/19

ISSUE
REVISED PRJ 09/16/19

OWNER
AGRIPPA, LLC
1160 BATTERY STREET, SUITE 250
SAN FRANCISCO, CA 94111

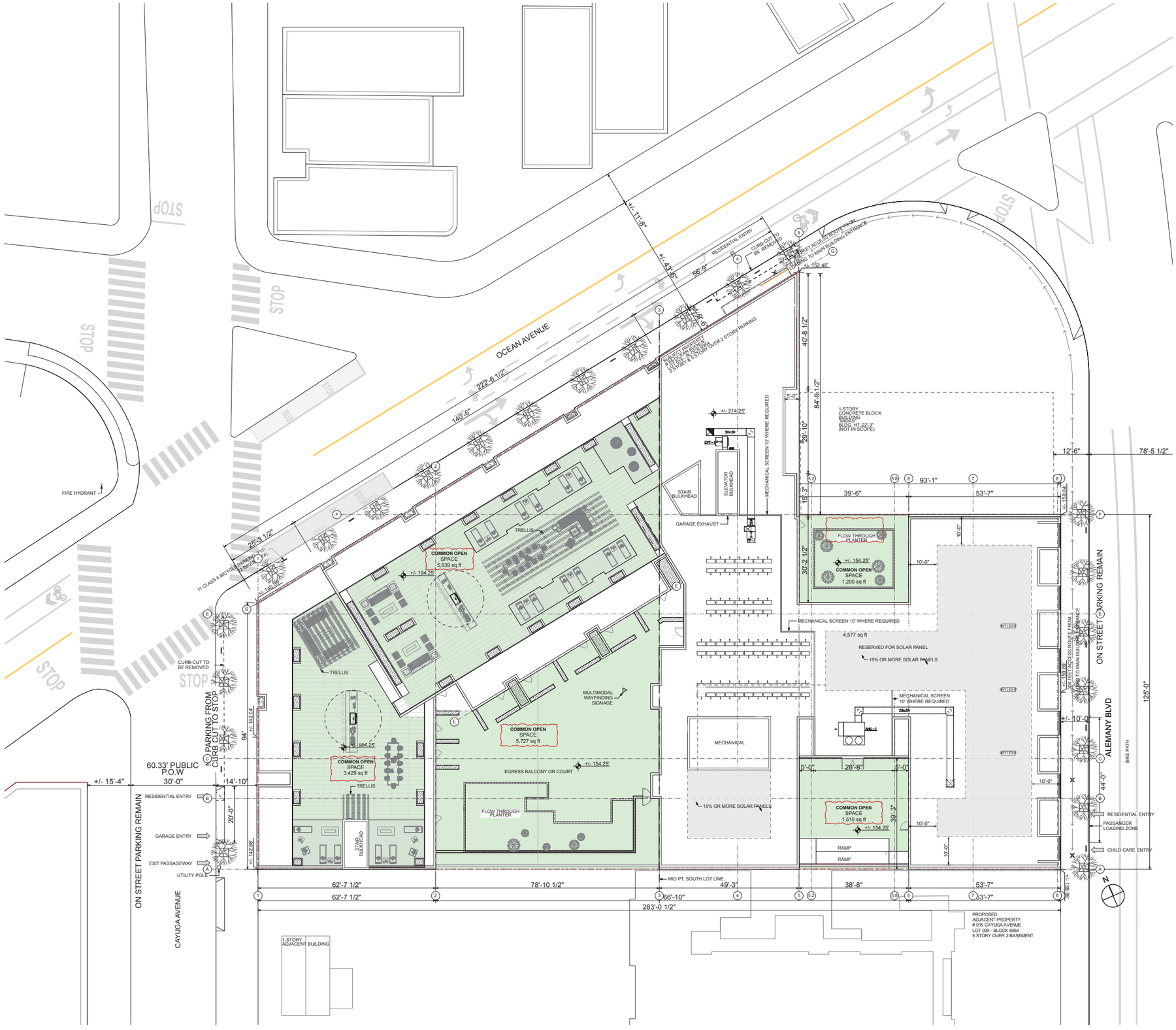
PROJECT NAME
65-99 OCEAN AVENUE
San Francisco, CA 94112

BLOCK/LOT
6954/018

SCALE
AS NOTED
DRAWN BY
EP/TG
CHECKED BY
RG
PROJECT NO.
201605

SITE CONTEXT

G0.05



SITE PLAN
SCALE: 3/32" = 1'-0" 01

Area Calculations: Common Open Space	
FLOOR (STORY)	Measured Area
GROUND FLOOR -0'	8,437
4TH FLOOR +30'	3,429
5TH FLOOR +40'	5,639
	17,505 sq ft

QUALIFYING COMMON OPEN SPACE

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LICENSED ARCHITECT RITTED GIANNINI C-29116 06-30-2022 STATE OF CALIFORNIA

REVISIONS

NO.	DATE	ISSUE
	EE APPLICATION R1	12/15/17
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OWNER
AGRIPPA, LLC
1160 BATTERY STREET, SUITE 250
SAN FRANCISCO, CA 94111

PROJECT NAME
65-99 OCEAN AVENUE
San Francisco, CA 94112

BLOCK/LOT
6954/018

SCALE
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EP/TG
CHECKED BY
RG
PROJECT NO.
201605

COMMON OPEN SPACE

G0.07

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LICENSED ARCHITECT
RAYMOND GIRARD
C-29116
06-30-2022
STATE OF CALIFORNIA

OCEAN AVENUE
ALEMANY BLVD
ON STREET PARKING REMAIN
CAYUGA AVENUE
60.33' PUBLIC P.O.W
BIKE PATH
STOP
BUS STOP
FIRE HYDRANT
11 CLASS II BICYCLE PARKING SPACES
CURB-CUT TO BE REMOVED
CURB CUT BE REMOVED
RESIDENTIAL ENTRY
GARAGE ENTRY
EXIT PASSAGEWAY
UTILITY POLE
PASSENGER LOADING ZONE
CHILD CARE ENTRY
STREET ACCESS ROUTE FROM PARKING TO MAIN BUILDING ENTRANCE
+/- 152.48'
+/- 11'-8"
+/- 43'-5"
56'-9"
+/- 140.48'
222'-6 1/2"
140'-5"
25'-3 1/2"
+/- 194.25'
+/- 214'25"
+/- 154.25'
+/- 158.84'
+/- 169.00'
+/- 142.04'
+/- 142.68'
+/- 15'-4"
30'-0"
14'-10"
20'-0"
94'
84'-9 1/2"
40'-8 1/2"
29'-10"
5'-0"
12'-6"
78'-5 1/2"
39'-6"
93'-1"
53'-7"
15'-3"
30'-2 1/2"
44'-0"
12'-0"
10'-0"
39'-3"
5'-0"
28'-8"
25'-6"
62'-7 1/2"
78'-10 1/2"
49'-3"
38'-8"
66'-10"
283'-0 1/2"
MID PT. SOUTH LOT LINE
1-STORY CONCRETE BLOCK BUILDING PARKING BLDG. HT. 22'-3" (NOT IN SCOPE)
1-STORY ADJACENT BUILDING
PROPOSED ADJACENT PROPERTY # 9 IS CAYUGA AVENUE LOT 039 - BLOCK 6954 5 STORY OVER 2 BASEMENT
SUNKEN PRIVATE OPEN SPACE FOR RESIDENTIAL UNITS 4 & 5 STORY OVER 2 STORY PARKING
STAIR BULKHEAD
ELEVATOR BULKHEAD
MECHANICAL SCREEN 10' WHERE REQUIRED
GARAGE EXHAUST
TRELLIS
COMMON OPEN SPACE 5,639 sq ft
COMMON OPEN SPACE 3,429 sq ft
COMMON OPEN SPACE 5,727 sq ft
18.7% MODIFIED REAR YARD INNER COURT 7,580 sq ft
EGRESS BALCONY OR COURT
FLOW THROUGH PLANTER
MULTIMODAL WAYFINDING SIGNAGE
FLOW THROUGH PLANTER 3% MODIFIED REAR YARD INNER COURT 1,200 sq ft
COMMON OPEN SPACE 1,200 sq ft
MECHANICAL SCREEN 10' WHERE REQUIRED
4,577 sq ft
RESERVED FOR SOLAR PANEL
15% OR MORE SOLAR PANELS
MECHANICAL
MECHANICAL SCREEN 10' WHERE REQUIRED
CHILD CARE OUTDOOR SPACE 2,289 sq ft
COMMON OPEN SPACE 1,510 sq ft
RAMP
RAMP
SKYLIGHT
30x30
25x25
AM2-1
N

REVISIONS
NO. DATE ISSUE
EE APPLICATION R1 12/15/17
PROJECT APPLICATION 12/11/18
1 PLAN CHECK LETTER 05/08/19
REVISED PRJ 09/16/19

ISSUE
REVISED PRJ 09/16/19

OWNER
AGRIPPA, LLC
1160 BATTERY STREET, SUITE 250
SAN FRANCISCO, CA 94111

PROJECT NAME
65-99 OCEAN AVENUE
San Francisco, CA 94112

BLOCK/LOT
6954/018

SCALE
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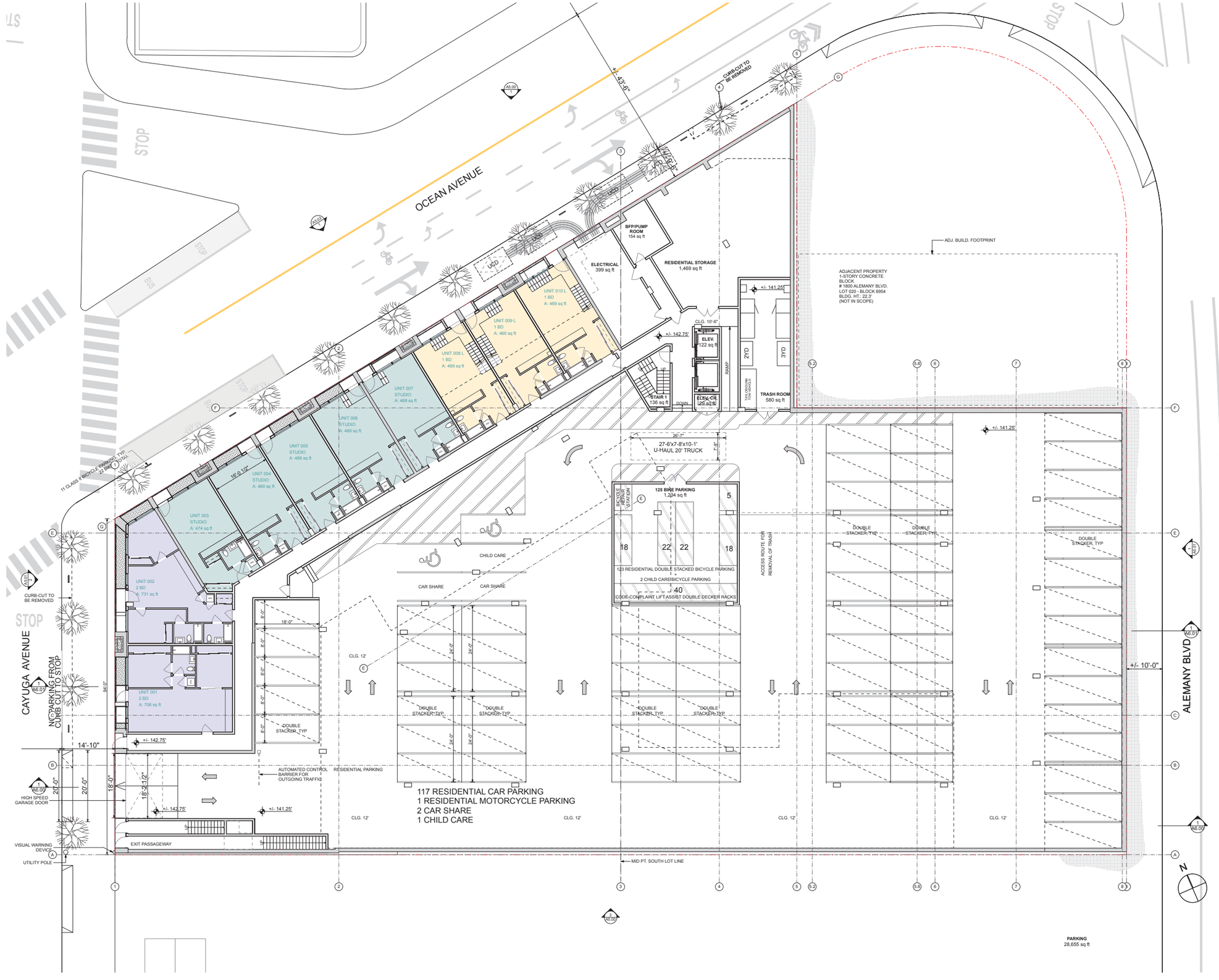
SITE PLAN

A1.00

SITE PLAN
SCALE: 3/32" = 1'-0" 01



1 GARAGE -10'
A2.00 SCALE: 1/8" = 1'-0"

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LICENSED ARCHITECT REGINALD GARAVAGLIA C-29116 06-30-2020 STATE OF CALIFORNIA

REVISIONS

NO.	DATE	ISSUE
	EE APPLICATION R1	12/15/17
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OWNER
AGRIPPA, LLC
1160 BATTERY STREET, SUITE 250
SAN FRANCISCO, CA 94111

PROJECT NAME
65-99 OCEAN AVENUE
San Francisco, CA 94112

BLOCK/LOT
6954/018

SCALE
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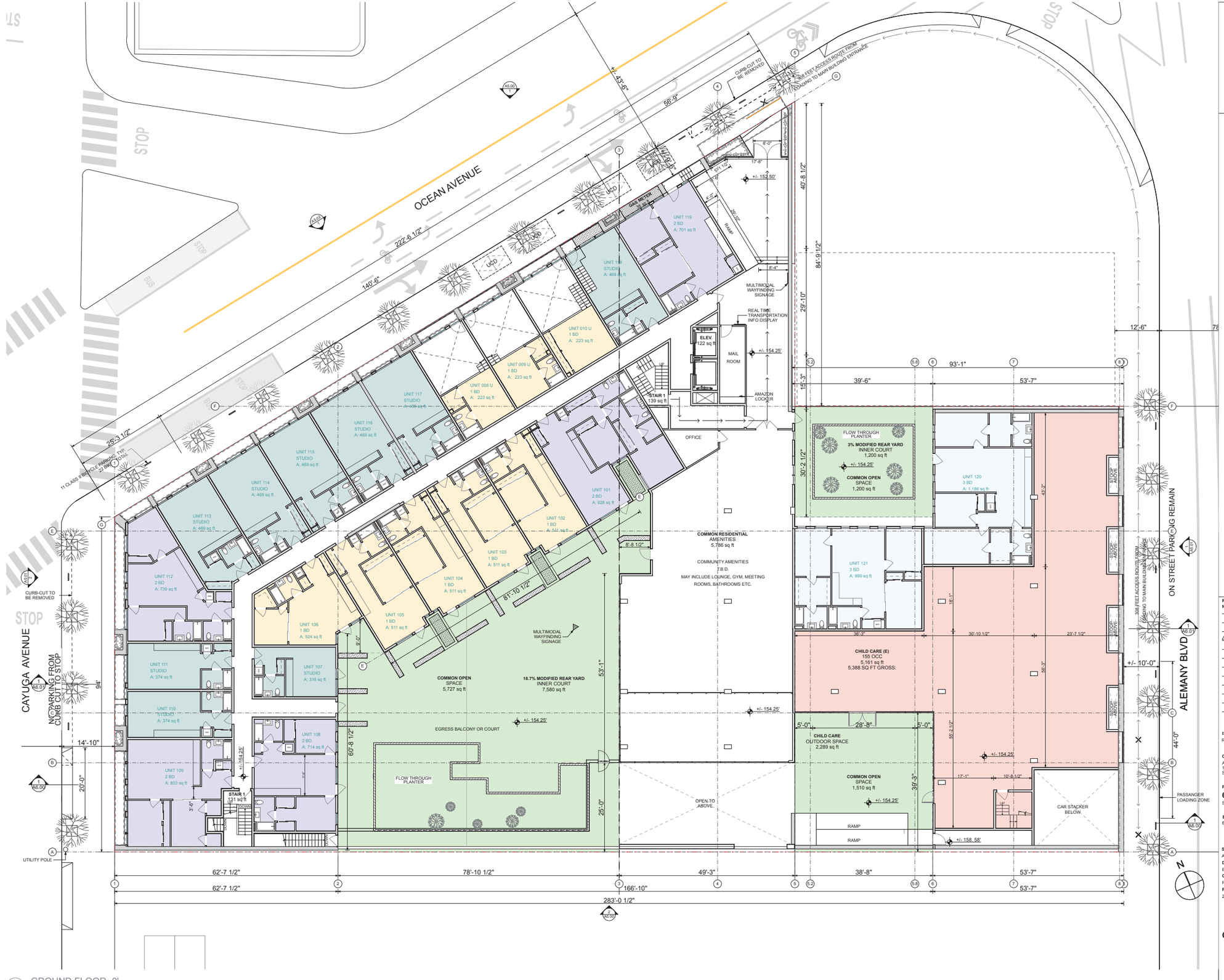
GARAGE

A2.00



1 GROUND FLOOR -0'
A2.01 SCALE: 1/8" = 1'-0"

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LICENSED ARCHITECT
RETIRED 12/31/2020
C-29116
06-30-2021
STATE OF CALIFORNIA

REVISIONS

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ISSUE
REVISED PRJ 09/16/19

OWNER
AGRIPPA, LLC
1160 BATTERY STREET, SUITE 250
SAN FRANCISCO, CA 94111

PROJECT NAME
65-99 OCEAN AVENUE
San Francisco, CA 94112

BLOCK/LOT
6954/018

SCALE
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GROUND FLOOR

A2.01

1 A2.02 2ND FLOOR +10'
SCALE: 1/8" = 1'-0"

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LICENSED ARCHITECT
REGISTERED
C-29116
06-30-2021
STATE OF CALIFORNIA

REVISIONS

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ISSUE
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OWNER
AGRIPPA, LLC
1160 BATTERY STREET, SUITE 250
SAN FRANCISCO, CA 94111

PROJECT NAME
65-99 OCEAN AVENUE
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BLOCK/LOT
6954/018

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2ND FLOOR

A2.02

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LICENSED ARCHITECT
RITA GRIMAN
C-29116
06-30-2021
STATE OF CALIFORNIA

OCEAN AVENUE

CAYUGA AVENUE

ALEMANY BLVD

UNIT 318
2 BD
A: 916 sq ft

UNIT 321
2 BD
A: 847 sq ft

UNIT 320
STUDIO
A: 407 sq ft

UNIT 319
STUDIO
A: 384 sq ft

UNIT 322
1 BD
A: 527 sq ft

UNIT 323
1 BD
A: 511 sq ft

UNIT 324
1 BD
A: 511 sq ft

UNIT 325
1 BD
A: 511 sq ft

UNIT 326
1 BD
A: 511 sq ft

UNIT 327
1 BD
A: 506 sq ft

UNIT 328
1 BD
A: 506 sq ft

UNIT 329
1 BD
A: 511 sq ft

UNIT 330
1 BD
A: 511 sq ft

UNIT 331
1 BD
A: 549 sq ft

UNIT 332
3 BD
A: 1,113 sq ft

UNIT 317
2 BD
A: 822 sq ft

UNIT 316
STUDIO
A: 316 sq ft

UNIT 315
STUDIO
A: 345 sq ft

UNIT 314
STUDIO
A: 302 sq ft

UNIT 313
1 BD
A: 500 sq ft

UNIT 312
1 BD
A: 511 sq ft

UNIT 311
1 BD
A: 511 sq ft

UNIT 310
1 BD
A: 505 sq ft

UNIT 309
1 BD
A: 483 sq ft

UNIT 308
2 BD
A: 847 sq ft

UNIT 307
3 BD
A: 900 sq ft

UNIT 306
3 BD
A: 943 sq ft

UNIT 305
2 BD
A: 701 sq ft

UNIT 304
2 BD
A: 704 sq ft

UNIT 303
3 BD
A: 905 sq ft

UNIT 302
2 BD
A: 715 sq ft

UNIT 301
1 BD
A: 464 sq ft

UNIT 333
2 BD
A: 730 sq ft

UNIT 334
STUDIO
A: 300 sq ft

UNIT 335
STUDIO
A: 312 sq ft

UNIT 336
STUDIO
A: 341 sq ft

UNIT 337
2 BD
A: 716 sq ft

UNIT 338
2 BD
A: 702 sq ft

UNIT 339
2 BD
A: 938 sq ft

UNIT 340
1 BD + DEN
A: 627 sq ft

UNIT 341
1 BD + DEN
A: 627 sq ft

UNIT 342
2 BD
A: 748 sq ft

UNIT 343
STUDIO
A: 441 sq ft

STAIR 1
136 sq ft

ELEV.
122 sq ft

UP

DOWN

+/- 174.25'

SFPC SECTION 136 ALLOWABLE BAY WINDOW OUTLINE , TYPICAL

MID PT. SOUTH LOT LINE

62'-7 1/2" | 78'-10 1/2" | 49'-3" | 38'-8" | 53'-7" | 1'-6"

141'-6" | 141'-6"

283' 3 1/2"

N

REVISIONS

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REVISED PRJ 09/16/19

OWNER
AGRIPPA, LLC
1160 BATTERY STREET, SUITE 250
SAN FRANCISCO, CA 94111

PROJECT NAME
65-99 OCEAN AVENUE
San Francisco, CA 94112

BLOCK/LOT
6954/018

SCALE
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3RD FLOOR

1 A2.03 3RD FLOOR +20'
SCALE: 1/8" = 1'-0"

A2.03

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LICENSED ARCHITECT
REGISTERED ARCHITECT
C-29116
06-30-2021
STATE OF CALIFORNIA

OCEAN AVENUE

CAYUGA AVENUE

ALEMANY BLVD

UNIT 424
3 BD
A: 1,113 sq ft

UNIT 423
1 BD
A: 549 sq ft

UNIT 422
1 BD
A: 511 sq ft

UNIT 421
1 BD
A: 511 sq ft

UNIT 420
1 BD
A: 506 sq ft

UNIT 419
1 BD
A: 506 sq ft

UNIT 418
1 BD
A: 511 sq ft

UNIT 417
1 BD
A: 511 sq ft

UNIT 416
1 BD
A: 511 sq ft

UNIT 415
1 BD
A: 587 sq ft

UNIT 414
STUDIO
A: 387 sq ft

UNIT 413
1 BD
A: 511 sq ft

UNIT 412
1 BD
A: 511 sq ft

UNIT 411
1 BD
A: 511 sq ft

UNIT 410
1 BD
A: 506 sq ft

UNIT 409
1 BD
A: 483 sq ft

UNIT 408
2 BD
A: 848 sq ft

UNIT 407
3 BD
A: 900 sq ft

UNIT 406
3 BD
A: 943 sq ft

UNIT 405
2 BD
A: 701 sq ft

UNIT 404
2 BD
A: 704 sq ft

UNIT 403
3 BD
A: 905 sq ft

UNIT 402
2 BD
A: 715 sq ft

UNIT 401
1 BD
A: 463 sq ft

UNIT 425
2 BD
A: 730 sq ft

UNIT 426
STUDIO
A: 300 sq ft

UNIT 427
STUDIO
A: 312 sq ft

UNIT 428
STUDIO
A: 341 sq ft

UNIT 429
2 BD
A: 716 sq ft

UNIT 430
2 BD
A: 702 sq ft

UNIT 431
2 BD
A: 938 sq ft

UNIT 432
1 BD + DEN
A: 627 sq ft

UNIT 433
1 BD + DEN
A: 627 sq ft

UNIT 434
2 BD
A: 748 sq ft

UNIT 435
STUDIO
A: 441 sq ft

ELEV.
122 sq ft

STAIR 1
136 sq ft

STAIR 2
115 sq ft

+/- 184.25'

TRELLIS

COMMON OPEN SPACE
3,429 sq ft

SFPC SECTION 136 ALLOWABLE BAY WINDOW OUTLINE, TYPICAL

MID PT. SOUTH LOT LINE

62'-7 1/2" | 78'-10 1/2" | 49'-3" | 49'-3" | 39'-4" | 52'-11"
141'-6" | 141'-6"

94'-0"

1 4TH FLOOR +30'
A2.04 SCALE: 1/8" = 1'-0"

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OWNER
AGRIPPA, LLC
1160 BATTERY STREET, SUITE 250
SAN FRANCISCO, CA 94111

PROJECT NAME
65-99 OCEAN AVENUE
San Francisco, CA 94112

BLOCK/LOT
6954/018

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4TH FLOOR

A2.04

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LICENSED ARCHITECT
RITA GRAHAM
C-29116
06-30-2021
STATE OF CALIFORNIA

OCEAN AVENUE

CAYUGA AVENUE

ALEMANY BLVD

A5.00

A6.00

A6.01

UNIT 509
2 BD
A: 729 sq ft

UNIT 510
3 BD
A: 1,139 sq ft

UNIT 511
2 BD
A: 730 sq ft

UNIT 512
STUDIO
A: 300 sq ft

UNIT 513
STUDIO
A: 312 sq ft

UNIT 514
STUDIO
A: 311 sq ft

UNIT 515
2 BD
A: 716 sq ft

UNIT 516
2 BD
A: 702 sq ft

UNIT 517
2 BD
A: 938 sq ft

UNIT 518
1 BD + DEN
A: 627 sq ft

UNIT 519
1 BD + DEN
A: 627 sq ft

UNIT 520
2 BD
A: 748 sq ft

UNIT 521
STUDIO
A: 442 sq ft

UNIT 508
2 BD
A: 700 sq ft

UNIT 507
3 BD
A: 900 sq ft

UNIT 506
3 BD
A: 943 sq ft

UNIT 505
2 BD
A: 701 sq ft

UNIT 504
2 BD
A: 704 sq ft

UNIT 503
3 BD
A: 905 sq ft

UNIT 502
2 BD
A: 716 sq ft

UNIT 501
1 BD
A: 463 sq ft

ELEV.
122 sq ft

STAIR 1
136 sq ft

STAIR 1
159 sq ft

STAIR 2
115 sq ft

COMMON OPEN SPACE
5,639 sq ft

TRELLIS

+/- 194.25'

SFPC SECTION 136 ALLOWABLE BAY WINDOW OUTLINE , TYPICAL

MID PT. SOUTH LOT LINE

60'-5 1/2"
6'-3 1/2"
12'-0 1/2"
28'-8"
29'-10"
13'-3"
30'-2 1/2"
36'-6 1/2"
8'-8 1/2"
38'-8"
53'-7"
1'-6"
2'-2 1/2"
8'-8"
13'-5"
123'-4 1/2"
21'-1 1/2"
78'-1"
14'-0 1/2"
5'-0"
28'-8"
38'-2"
49'-3"
39'-4"
52'-11"
141'-6"

REVISIONS
NO. DATE ISSUE

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ISSUE
REVISED PRJ 09/16/19

OWNER
AGRIPPA, LLC
1160 BATTERY STREET, SUITE 250
SAN FRANCISCO, CA 94111

PROJECT NAME
65-99 OCEAN AVENUE
San Francisco, CA 94112

BLOCK/LOT
6954/018

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5TH FLOOR

1 A2.05 5TH FLOOR +40'
SCALE: 1/8" = 1'-0"

A2.05

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LICENSED ARCHITECT — RITA GRAHAM — C-29116 — 06-30-2021 — STATE OF CALIFORNIA

OCEAN AVENUE

CAYUGA AVENUE

ALEMANY BLVD

UNIT 610
3 BD
A: 1,139 sq ft

UNIT 609
2 BD
A: 816 sq ft

ELEV.
122 sq ft

STAIR 1
136 sq ft

UNIT 611
2 BD
A: 730 sq ft

UNIT 608
2 BD
A: 704 sq ft

UNIT 612
STUDIO
A: 300 sq ft

UNIT 613
STUDIO
A: 312 sq ft

UNIT 614
STUDIO
A: 341 sq ft

UNIT 615
2 BD
A: 716 sq ft

UNIT 616
2 BD
A: 702 sq ft

UNIT 617
2 BD
A: 916 sq ft

UNIT 618
1 BD + DEN
A: 616 sq ft

UNIT 619
1 BD + DEN
A: 616 sq ft

UNIT 620
2 BD
A: 737 sq ft

UNIT 621
STUDIO
A: 430 sq ft

UNIT 607
3 BD
A: 900 sq ft

UNIT 606
3 BD
A: 943 sq ft

UNIT 604
2 BD
A: 704 sq ft

UNIT 605
2 BD
A: 701 sq ft

UNIT 603
3 BD
A: 905 sq ft

UNIT 602
2 BD
A: 715 sq ft

UNIT 601
1 BD
A: 463 sq ft

STAIR 2
115 sq ft

SKYLIGHT

SFPC SECTION 136 ALLOWABLE BAY WINDOW OUTLINE , TYPICAL

MID PT. SOUTH LOT LINE

141'-6" | 49'-3" | 39'-4" | 141'-6" | 52'-11" | 1'-6"

125'-0"

65'-9" | 30'-6 1/2" | 36'-6 1/2" | 78'-1" | 30'-2" | 36'-2"

90'-5 1/2" | 6'-3 1/2" | 12'-0 1/2" | 28'-8" | 29'-10" | 13'-3" | 38'-8" | 53'-7" | 1'-6" | 2'-2 1/4" | 8'-8" | 13'-5" | 8'-8" | 13'-5" | 8'-8" | 13'-5" | 8'-8" | 13'-5" | 8'-8" | 13'-5" | 8'-8" | 2'-1 1/2"

8'-8 1/2" | 14'-0 1/2" | 5'-0" | 28'-8" | 5'-0" | 14'-0 1/2" | +/- 204.2/5"

UP | DN

A5.00 | A5.01 | A5.02 | A6.00 | A6.01

REVISIONS

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OWNER
AGRIPPA, LLC
1160 BATTERY STREET, SUITE 250
SAN FRANCISCO, CA 94111

PROJECT NAME
65-99 OCEAN AVENUE
San Francisco, CA 94112

BLOCK/LOT
6954/018

SCALE
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6TH FLOOR

1 A2.06 6TH FLOOR +50'
SCALE: 1/8" = 1'-0"

A2.06

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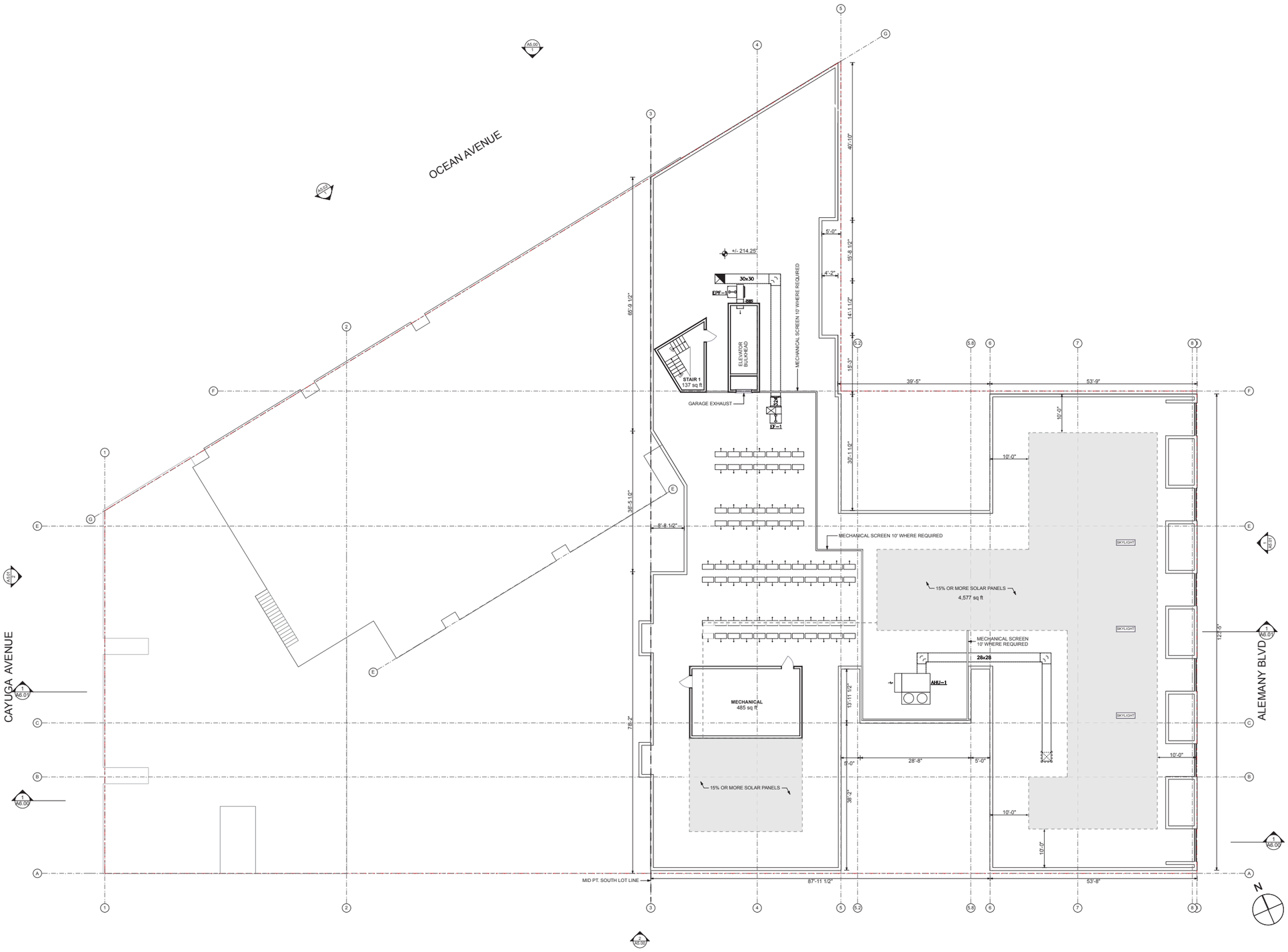
LICENSED ARCHITECT
REGISTERED PROFESSIONAL
C-29116
06-30-2021
STATE OF CALIFORNIA



1 ROOF +60'
A2.07 SCALE: 1/8" = 1'-0"

REVISIONS

NO.	DATE	ISSUE
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OWNER
AGRIPPA, LLC
1160 BATTERY STREET, SUITE 250
SAN FRANCISCO, CA 94111

PROJECT NAME
65-99 OCEAN AVENUE
San Francisco, CA 94112

BLOCK/LOT
6954/018

SCALE
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RG
PROJECT NO.
201605

ROOF

A2.07

SEE SHEET A5.02 FOR MATERIALS

NORTH ELEVATION
SCALE: 1/8" = 1'-0" (1)

0 4' 8' 16'

SOUTH ELEVATION
SCALE: 1/8" = 1'-0" (2)

0 4' 8' 16'

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LICENSED ARCHITECT
REGISTERED ARCHITECT
C-29116
06-30-2021
STATE OF CALIFORNIA

REVISIONS

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OWNER
AGRIPPA, LLC
1160 BATTERY STREET, SUITE 250
SAN FRANCISCO, CA 94111

PROJECT NAME
65-99 OCEAN AVENUE
San Francisco, CA 94112

BLOCK/LOT
6954/018

SCALE
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201605

ELEVATIONS

A5.00

SEE SHEET A5.02 FOR MATERIALS

0 4' 8' 16'

WEST ELEVATION
SCALE: 1/8" = 1'-0" 2

0 4' 8' 16'

EAST ELEVATION
SCALE: 1/8" = 1'-0" 1

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LICENSED ARCHITECT
ERYNN GRIMES
C-29116
06-30-2021
STATE OF CALIFORNIA

REVISIONS

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1160 BATTERY STREET, SUITE 250
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BLOCK/LOT
6954/018

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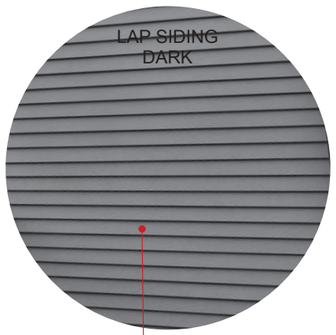
201605

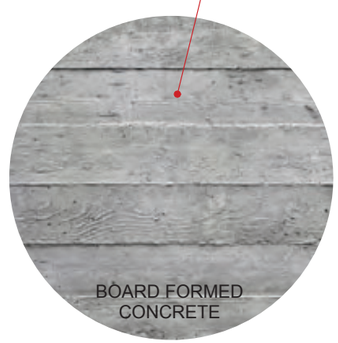
ELEVATIONS

A5.01



MATERIALS
SCALE: 1/8" = 1'-0" 1

0 4' 8' 16'



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LICENSED ARCHITECT
RAYMOND GINEZIN
C-29116
06-30-2021
STATE OF CALIFORNIA

REVISIONS

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San Francisco, CA 94112

BLOCK/LOT
6954/018

SCALE
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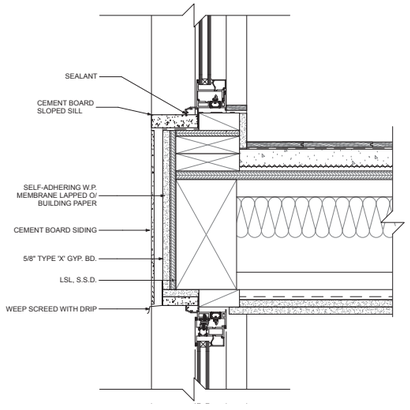
CHECKED BY
RG
PROJECT NO.
201605

MATERIALS

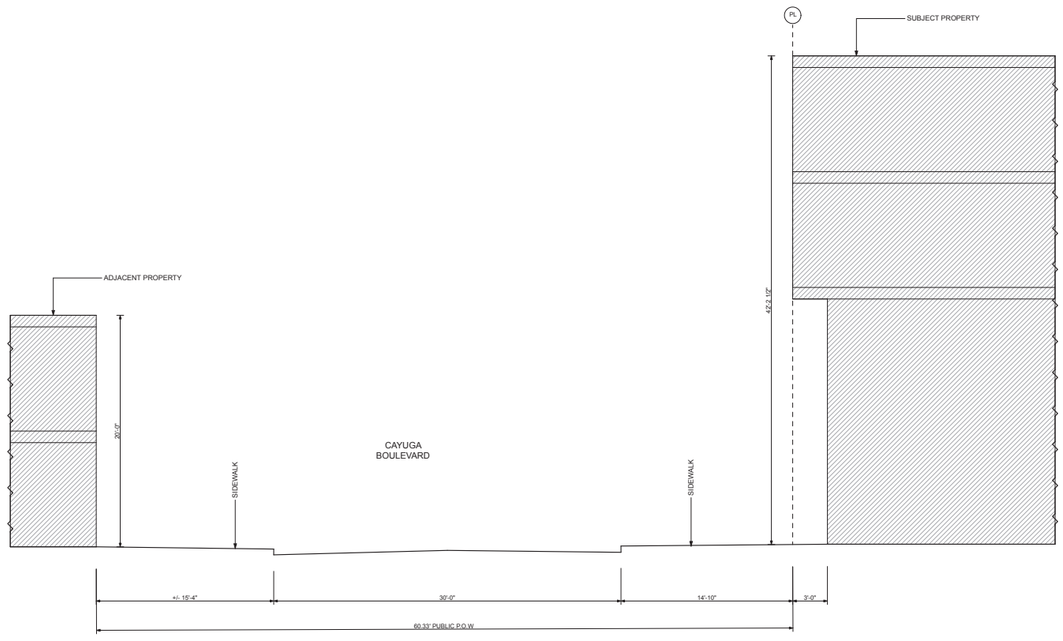
A5.02

LONGITUDINAL SECTION
SCALE: 1/8" = 1'-0" (1)

0 4' 8' 16'



CLAD WINDOW DETAIL
SCALE: 3" = 1'-0" (3)



CAYUGA AVENUE PROFILE LOOKING NORTH
SCALE: 1/4" = 1'-0" (2)

0 2' 4' 8'

rg-architecture
428 SOUTH VAN NESS AVENUE
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415.649.6202
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LICENSED ARCHITECT
REGISTERED ORIGINAL
C-29116
06-30-2020
STATE OF CALIFORNIA

REVISIONS

NO.	DATE	ISSUE
	EE APPLICATION R1	12/15/17
	PROJECT APPLICATION	12/11/18
1	PLAN CHECK LETTER	05/08/19
	REVISED PRJ	09/16/19

ISSUE
REVISED PRJ 09/16/19

OWNER
AGRIPPA, LLC
1160 BATTERY STREET, SUITE 250
SAN FRANCISCO, CA 94111

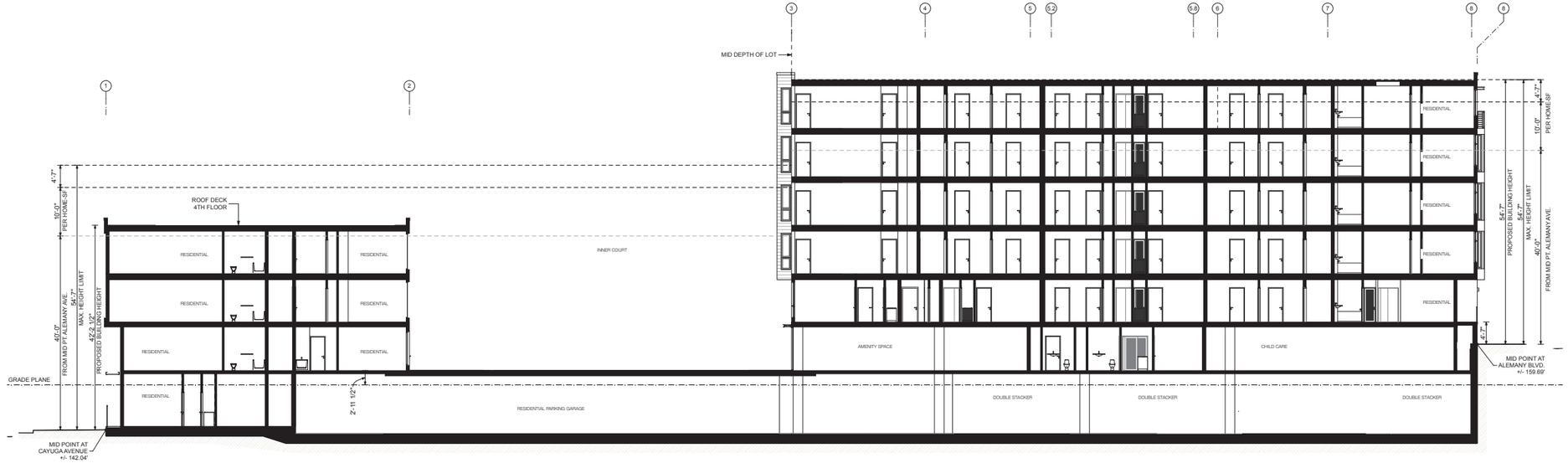
PROJECT NAME
65-99 OCEAN AVENUE
San Francisco, CA 94112

BLOCK/LOT
6954/018

SCALE
AS NOTED
DRAWN BY
EP/TG
CHECKED BY
RG
PROJECT NO.
201605

BUILDING SECTIONS

A6.00



BUILDING SECTION - HEIGHT MEASUREMENT 1

SCALE: 1/8" = 1'-0"

0 4' 8' 16'

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BUILDING SECTION HEIGHT MEASUREMENT

A6.01

Adopted Mitigation/Improvement Measures	MONITORING AND REPORTING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
MITIGATION MEASURES				
Mitigation Measure M-CR-2: Archeological Testing				
Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources and on human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archeologist. After the first project approval action or as directed by the Environmental Review Officer (ERO), the project sponsor shall contact the Planning Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of	Project sponsor's qualified archeological consultant and construction contractor	Prior to issuance of construction permits and throughout the construction period	Environmental Review Officer	Considered complete after Final Archeological Resources Report is approved.

Adopted Mitigation/Improvement Measures	MONITORING AND REPORTING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sections 15064.5(a) and (c).				
Consultation with Descendant Communities: On discovery of an archeological site[1] associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group, an appropriate representative[2] of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.				
Archeological Monitoring Program (AMP). The archeological monitoring program shall minimally include	The Project Sponsor and archaeological	Prior to issuance of site	Consultation with ERO on scope of AMP.	After consultation with and

[1] The term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

[2] An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Planning Department archeologist.

Adopted Mitigation/Improvement Measures	MONITORING AND REPORTING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
the following provisions: ▪ The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils-disturbing activities commencing. The ERO, in consultation with the project archeologist, shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archeological resources and to their depositional context; ▪ The archeological consultant shall undertake a worker training program for soils-disturbing workers that will include an overview of expected resource(s), how to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an archeological resource; ▪ The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the	consultant at the direction of the ERO.	permits.		approval by ERO of AMP.

Adopted Mitigation/Improvement Measures	MONITORING AND REPORTING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; ▪ The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; ▪ If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving or deep foundation activities (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving or deep foundation activities may affect an archeological resource, the pile driving or deep foundation activities shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to				

Adopted Mitigation/Improvement Measures	MONITORING AND REPORTING PROGRAM			
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the ERO. If the ERO, in consultation with the archeological consultant, determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either: A) The proposed project shall be redesigned so as to avoid any adverse effect on the significant archeological resource; or B) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible. If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is				

Adopted Mitigation/Improvement Measures	MONITORING AND REPORTING PROGRAM			
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expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical. The scope of the ADRP shall include the following elements: ▪ *Field Methods and Procedures*. Descriptions of proposed field strategies, procedures, and operations. ▪ *Cataloguing and Laboratory Analysis*. Description of selected cataloguing system and artifact analysis procedures. ▪ *Discard and Deaccession Policy*. Description of and rationale for field and post-field discard and deaccession policies. ▪ *Interpretive Program*. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. ▪ *Security Measures*. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.				

Adopted Mitigation/Improvement Measures	MONITORING AND REPORTING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
▪ *Final Report*. Description of proposed report format and distribution of results. ▪ *Curation*. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.				
Human Remains, Associated or Unassociated Funerary Objects. If human remains and associated or unassociated funerary objects are discovered during any soils-disturbing activity, all applicable state and federal laws shall be followed, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Public Resources Code Section 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines Section 15064.5(d)) within six days of the discovery of the human remains. This proposed timing shall not preclude the PRC 5097.98 requirement that descendants make recommendations or	Project sponsor / archeological consultant in consultation with the San Francisco Medical Examiner, NAHC, and MLD.	In the event that human remains are uncovered during the construction period.	Planning Department	Considered complete after approval of Final Archeological Results Report and disposition of human remains has occurred as specified in Agreement.

Adopted Mitigation/Improvement Measures	MONITORING AND REPORTING PROGRAM			
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preferences for treatment within 48 hours of being granted access to the site. The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing state regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such an agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If no agreement is reached, state regulations shall be followed including the reinterment of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Public Resources Code Section 5097.98).				
Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. The Draft FARR shall include a curation and deaccession	Project sponsor's qualified archaeological consultant.	At completion of archeological investigations.	Planning Department	Considered complete after Final Archeological Resources Report is approved.

Adopted Mitigation/Improvement Measures	MONITORING AND REPORTING PROGRAM			
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plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features. Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. Copies of the FARR shall be distributed as follows: the California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the Planning Department shall receive one bound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of public interest in or the high interpretive value of the resource, the ERO may require a different or additional final report content, format, and distribution than that presented above.				
Mitigation Measure M-TC-1: Tribal Cultural Resources Interpretive Program *Human Remains, Associated or Unassociated Funerary Objects*. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and	Project sponsor archeological consultant, and ERO, in consultation with the affiliated Native American	If significant archeological resources are present, during implementation of the project	Planning Department	Considered complete upon project redesign, completion of ARPP, or interpretive program of the

Adopted Mitigation/Improvement Measures	MONITORING AND REPORTING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
federal laws. This shall include immediate notification of the Medical Examiner of the City and County of San Francisco and, in the event of the Medical Examiner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission, which will appoint a Most Likely Descendant (MLD). The MLD will complete his or her inspection of the remains and make recommendations or preferences for treatment within 48 hours of being granted access to the site (Public Resources Code section 5097.98). The ERO also shall be notified immediately upon the discovery of human remains. The project sponsor and ERO shall make all reasonable efforts to develop a Burial Agreement ("Agreement") with the MLD, as expeditiously as possible, for the treatment and disposition, with appropriate dignity, of human remains and associated or unassociated funerary objects (as detailed in CEQA Guidelines section 15064.5(d)). The Agreement shall take into consideration the appropriate excavation, removal, recordation, scientific analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. If the MLD agrees to scientific analyses of the remains and/or associated or unassociated funerary objects, the archaeological consultant shall retain possession of the remains and associated or unassociated funerary objects until completion of any such analyses, after which the remains and associated or unassociated	tribal representatives			TCR, if required

Adopted Mitigation/Improvement Measures	MONITORING AND REPORTING PROGRAM			
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funerary objects shall be reinterred or curated as specified in the Agreement. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept treatment recommendations of the MLD. However, if the ERO, project sponsor and MLD are unable to reach an Agreement on scientific treatment of the remains and associated or unassociated funerary objects, the ERO, with cooperation of the project sponsor, shall ensure that the remains and/or mortuary materials are stored securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance. Treatment of historic-period human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity, additionally, shall follow protocols laid out in the project's archaeological treatment documents, and in any related agreement established between the project sponsor, Medical Examiner and the ERO.				
Mitigation Measure M-NO-1: Construction Noise Control The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant to ensure that maximum feasible noise attenuation will be achieved for the duration of construction activities. Prior to commencement of	Project sponsor and construction contractor shall prepare and implement Noise Control Plan.	Draft Noise Control Plan to be submitted to Planning Department prior to issuance of the first building permit	Planning Department shall review and approve the Noise Control Plan and construction-noise monitoring programs. Project sponsor, qualified consultant, and/or construction contractor(s) to prepare a weekly noise monitoring log which shall	Project sponsor, qualified consultant, and/or construction contractor(s) to submit final noise monitoring report to the Planning

Adopted Mitigation/Improvement Measures	MONITORING AND REPORTING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
demolition and construction activities, the project sponsor shall submit the construction noise control plan to the San Francisco Planning Department for review and approval. Noise attenuation measures shall be implemented to meet a goal of not increasing noise levels from construction activities by more than 10 dBA above the ambient noise level at sensitive receptor locations. Noise measures may include, but are not limited to, those listed below. • Require that all construction equipment powered by gasoline or diesel engines have sound control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation. • Prohibit gasoline or diesel engines from having unmuffled exhaust systems. • Ensure that equipment and trucks for project construction use the best available noise control techniques (e.g., improved mufflers, redesigned equipment, intake silencers, ducts, engine enclosures, acoustically attenuating shields or shrouds) wherever feasible. According to the Federal Highway Administration, the use of shields or barriers around noise sources can reduce noise by 5 to 10 dBA, depending on the type of barrier used. • Use "quiet" gasoline-powered or electrically		or other permit that allows ground disturbance. Draft construction-noise monitoring program to be submitted to the Planning Department prior to start of excavation of all construction phases.	be made available to the Planning Department when requested. Any weekly report that includes an exceedance or for a period during which a complaint is received shall be submitted to the Development Performance Coordinator within 3 business days following the week in which the exceedance or complaint occurred.	Department Development Performance Coordinator at the completion of each construction phase. Considered complete at the completion of project construction and submittal of final noise monitoring reports.

Adopted Mitigation/Improvement Measures	MONITORING AND REPORTING PROGRAM			
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powered compressors as well as electric rather than gasoline- or diesel-powered forklifts for small lifting, where feasible. • Locate stationary noise sources, such as temporary generators, concrete saws, and crushing/processing equipment, as far from nearby receptors as possible; muffle and enclose noise sources within temporary enclosures and shield with barriers, which could reduce construction noise by as much as 5 dB; or implement other measures, to the extent feasible. • Undertake the noisiest activities during times of least disturbance to surrounding residents and occupants, such as midday or early afternoon when residents are more likely to be at work and less likely to be sleeping, as feasible. • During the demolition phase, provide solid sound barriers (minimum 10 feet high) along property lines facing residential properties. During all project phases (until the building is enclosed), provide a solid sound barrier (minimum 10 feet high) along southern property line. • In response to noise complaints received from people in the project area, monitor the effectiveness of noise attenuation measures by taking noise measurements. A plan for noise monitoring shall be provided to the City for				

Adopted Mitigation/Improvement Measures	MONITORING AND REPORTING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
review prior to the commencement of each construction phase. The construction noise control plan must include the following measures for responding to and tracking complaints pertaining to construction noise: • A procedure and phone numbers for notifying the Department of Building Inspection, health department, or the police department of complaints (during regular construction hours and off hours). • A sign posted onsite describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction. • Designation of an onsite construction complaint and enforcement manager for the project. A plan for notification of neighboring residents and nonresidential building managers within 300 feet of the project construction area at least 30 days in advance of activities that could increase daytime ambient noise levels at sensitive receptor locations by 10 dBA or more. The notification must include the associated control measures that will be implemented to reduce noise levels.				

	MONITORING AND REPORTING PROGRAM			
Adopted Mitigation/Improvement Measures	**Responsibility for Implementation**	**Mitigation Schedule**	**Monitoring and Reporting Actions and Responsibility**	**Status / Date Completed**
IMPROVEMENT MEASURES				
Improvement Measure I-TR-1: Coordinated Construction Traffic Management Plan The project sponsor should participate in the preparation and implementation of a coordinated construction traffic management plan that includes measures to reduce hazards between construction-related traffic and pedestrians, bicyclists, and transit vehicles. The coordinated construction traffic management plan should be prepared in coordination with other public and private projects within a one-block radius that may have overlapping construction schedules and should be subject to review and approval by the City's interdepartmental Transportation Advisory Staff Committee (TASC). The plan should include, but not necessarily be limited to, the following measures: **Restricted Construction Access Hours:** Limit truck movements and deliveries requiring lane closures to occur between 9:00 a.m. and 4:00 p.m., outside of peak morning and evening weekday commute hours. **Alternative Transportation for Construction Workers:** Provide incentives to construction workers to carpool, use transit, bike, and walk to the project site as alternatives to driving alone to and from the project site. Such incentives may include, but not be limited to, providing secure bicycle parking spaces, participating in the free-to-employee-and-employer ride matching program from	Project sponsor and construction contractor(s).	During project construction.	Project sponsor to prepare and implement a coordinated construction traffic management plan to be reviewed and approved by the TASC.	Considered complete upon completion of construction.

Adopted Mitigation/Improvement Measures	MONITORING AND REPORTING PROGRAM			
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www.511.org, participating in the emergency ride home program through the City of San Francisco (www.sferh.org), and providing transit information to construction workers.				
Construction Worker Parking Plan: The location of construction worker parking will be identified as well as the person(s) responsible for monitoring the implementation of the proposed parking plan. The use of on-street parking to accommodate construction worker parking will be discouraged. The project sponsor could provide on-site parking once the below-grade parking garage is usable.				
Coordination of Temporary Sidewalk Closures: The project sponsor should coordinate sidewalk closures with other projects requesting concurrent lane or sidewalk closures through the TASC and interdepartmental meetings, to minimize the extent and duration of requested closures.				
Maintenance of Transit, Vehicle, Bicycle, and Pedestrian Access: The project sponsor/construction contractor(s) should meet with Public Works, SFMTA, the Fire Department, Muni Operations and other City agencies to coordinate feasible measures to include in the Coordinated Construction Management Plan to maintain access for transit, vehicles, bicycles, and pedestrians. This should include an assessment of the need for temporary transit stop relocations or other measures to reduce				

	MONITORING AND REPORTING PROGRAM			
Adopted Mitigation/Improvement Measures	**Responsibility for Implementation**	**Mitigation Schedule**	**Monitoring and Reporting Actions and Responsibility**	**Status / Date Completed**
potential traffic, bicycle, and transit disruption and pedestrian circulation effects during construction of the project. **Proposed Project Construction Updates for Adjacent Businesses and Residents:** Provide regularly updated information regarding project construction, including a construction contact person, construction activities, duration, peak construction activities (e.g., concrete pours), travel lane closures, and lane closures (bicycle and parking) to nearby residences and adjacent businesses through a website, social media, or other effective methods acceptable to the ERO.				
Improvement Measure I-TR-2: Queue Abatement Prior to a recurring queue occurring (e.g., if queues are observed for a consecutive period of two minutes or longer), the owner/operator of the parking facility will employ abatement methods as needed to abate a reoccurring queue. Appropriate abatement methods will be tailored to the characteristics and causes of a reoccurring queue on Cayuga Avenue, as well as the characteristics of the project driveway and garage. Suggested abatement methods may include, but are not limited to, the following: redesign of the garage and/or driveway to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with	Project sponsor.	During project operation.	In the event of a recurring queue, project sponsor to retain qualified transportation consultant to prepare monitoring report for review by Planning Department.	Ongoing.

Adopted Mitigation/Improvement Measures	MONITORING AND REPORTING PROGRAM			
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nearby uses; additional Transportation Demand Management (TDM) strategies, such as additional bicycle parking, or parking demand management strategies. If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Planning Department will notify the property owner in writing. Upon request, the owner/operator will hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant will prepare a monitoring report to be submitted to the Planning Department for review. If the Planning Department determines that a recurring queue does exist, the facility owner/operator will have 90 days from the date of the written determination to abate the queue.				
Improvement Measure I-TR-3: Passenger Loading Education The project sponsor should encourage resident and visitor use of the designated Alemany Boulevard passenger loading zone rather than any curb space along the proposed project's Ocean Avenue frontage. The sponsor should supplement the promotion and move-in packets included as part of proposed TDM Measure INFO-3 (Tailored Transportation Marketing Services). Supplementary printed materials should explain that Alemany Boulevard is the preferred passenger loading location and should request that residents both direct pick-up or drop-off drivers and direct any visitors being	Project sponsor.	During project operation.	Planning Department.	Ongoing.

Adopted Mitigation/Improvement Measures	MONITORING AND REPORTING PROGRAM			
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dropped off or picked up to use the Alemany Bouelvard passenger loading zone. Additionally, the project sponsor should install signage directing residents or visitors to the Alemany Boulevard exit and passenger loading zone. This signage should be co-located with the multimodal wayfinding signage proposed to be included in the proposed project as part of TDM Measure INFO-1 (Multimodal Wayfinding Signage).				

SAN FRANCISCO
PLANNING DEPARTMENT

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San Francisco,
CA 94103-2479

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Planning
Information:
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Land Use Information

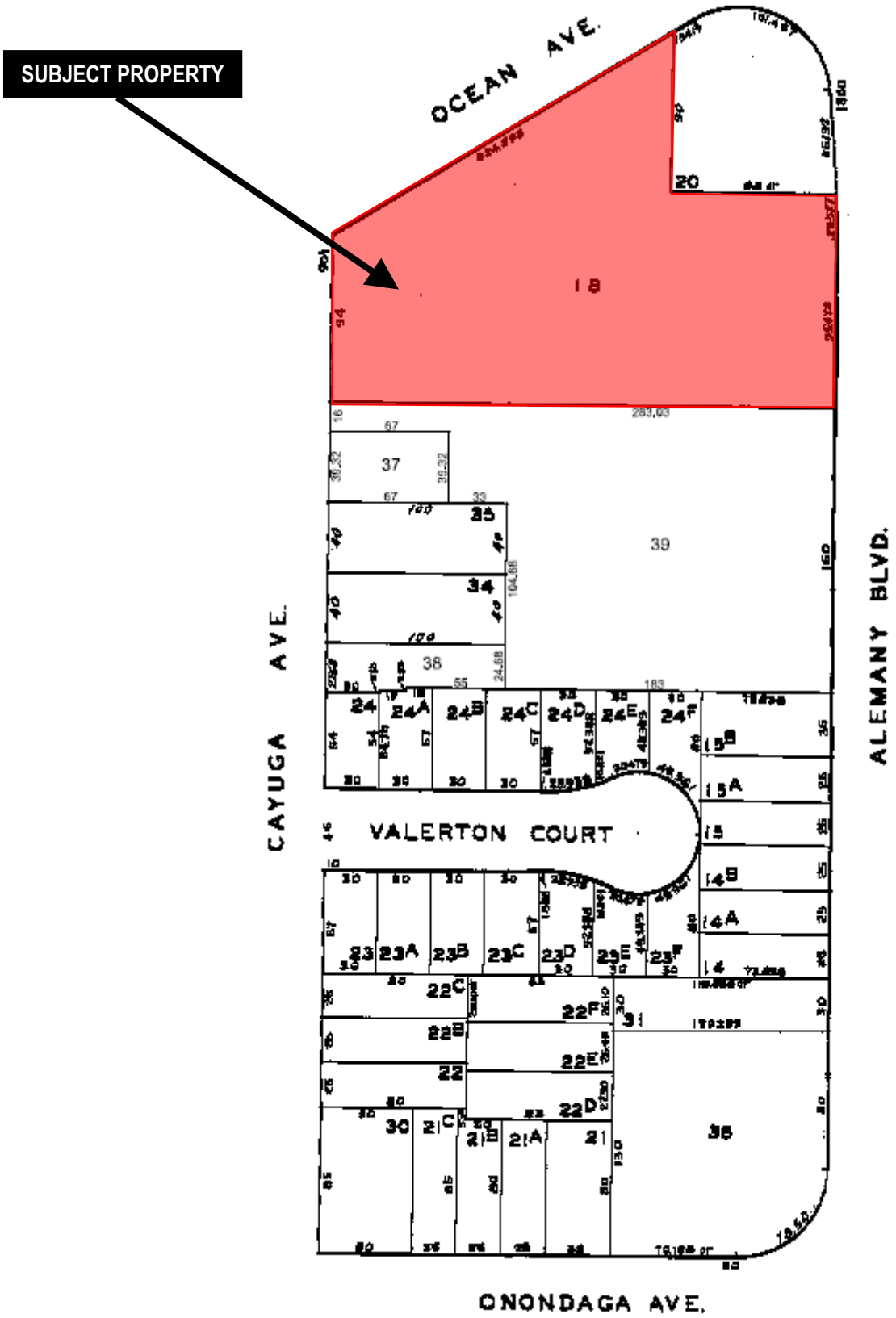
PROJECT ADDRESS: 65 OCEAN AVE
RECORD NO.: 2016-006860AHB

	EXISTING	PROPOSED	NET NEW
GROSS SQUARE FOOTAGE (GSF)			
Parking GSF	0	27,254	27,254
Residential GSF	0	154,381	154,381
Retail/Commercial GSF	14,088	5,942	-8,146
TOTAL GSF	14,088	187,workin577	-8,146
	EXISTING	NET NEW	**TOTALS**
PROJECT FEATURES (Units or Amounts)			
Dwelling Units - Affordable	0	48	48
Dwelling Units - Market Rate	0	145	145
Dwelling Units - Total	0	193	193
Number of Stories	2	5	3
Parking Spaces	21	121	100
Bicycle Spaces	0	147	147
Car Share Spaces	0	2	2

EXHIBIT D

	EXISTING	PROPOSED	NET NEW
LAND USE - RESIDENTIAL			
Studio Units	<$ccsf existing studio$>	<$ccsf prop studio$>	<$ccsf net studio$>
One Bedroom Units	<$ccsf existing onebed$>	<$ccsf prop onebed$>	<$ccsf net onebed$>
Two Bedroom Units	<$ccsf existing twobed$>	<$ccsf prop twobed$>	<$ccsf net twobed$>
Three Bedroom (or +) Units	<$ccsf existing threebed$>	<$ccsf prop threebed$>	<$ccsf net threebed$>
Group Housing - Rooms	<$ccsf existing grouprooms$>	<$ccsf prop grouprooms$>	<$ccsf net grouprooms$>
Group Housing - Beds	<$ccsf existing groupbeds$>	<$ccsf prop groupbeds$>	<$ccsf net groupbeds$>
SRO Units	<$ccsf existing sro$>	<$ccsf prop sro$>	<$ccsf net sro$>
Micro Units	<$ccsf existing micro$>	<$ccsf prop micro$>	<$ccsf net micro$>
Accessory Dwelling Units	<$ccsf existing adu$>	<$ccsf prop adu$>	<$ccsf net adu$>

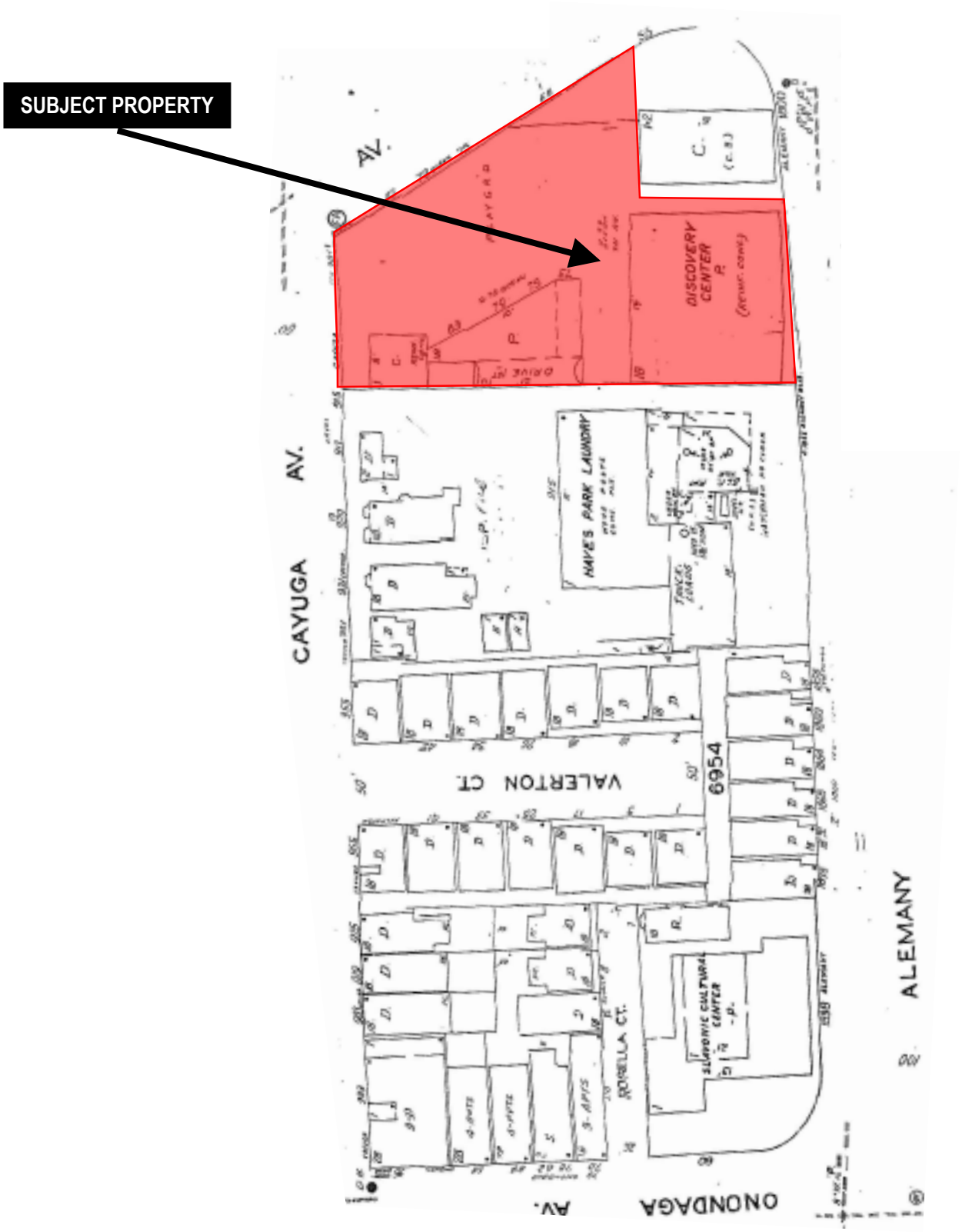
EXHIBIT E
Parcel Map



HOME-Authorization Hearing
Case Number 2016-006860AHB
65 Ocean Avenue

SAN FRANCISCO
PLANNING DEPARTMENT

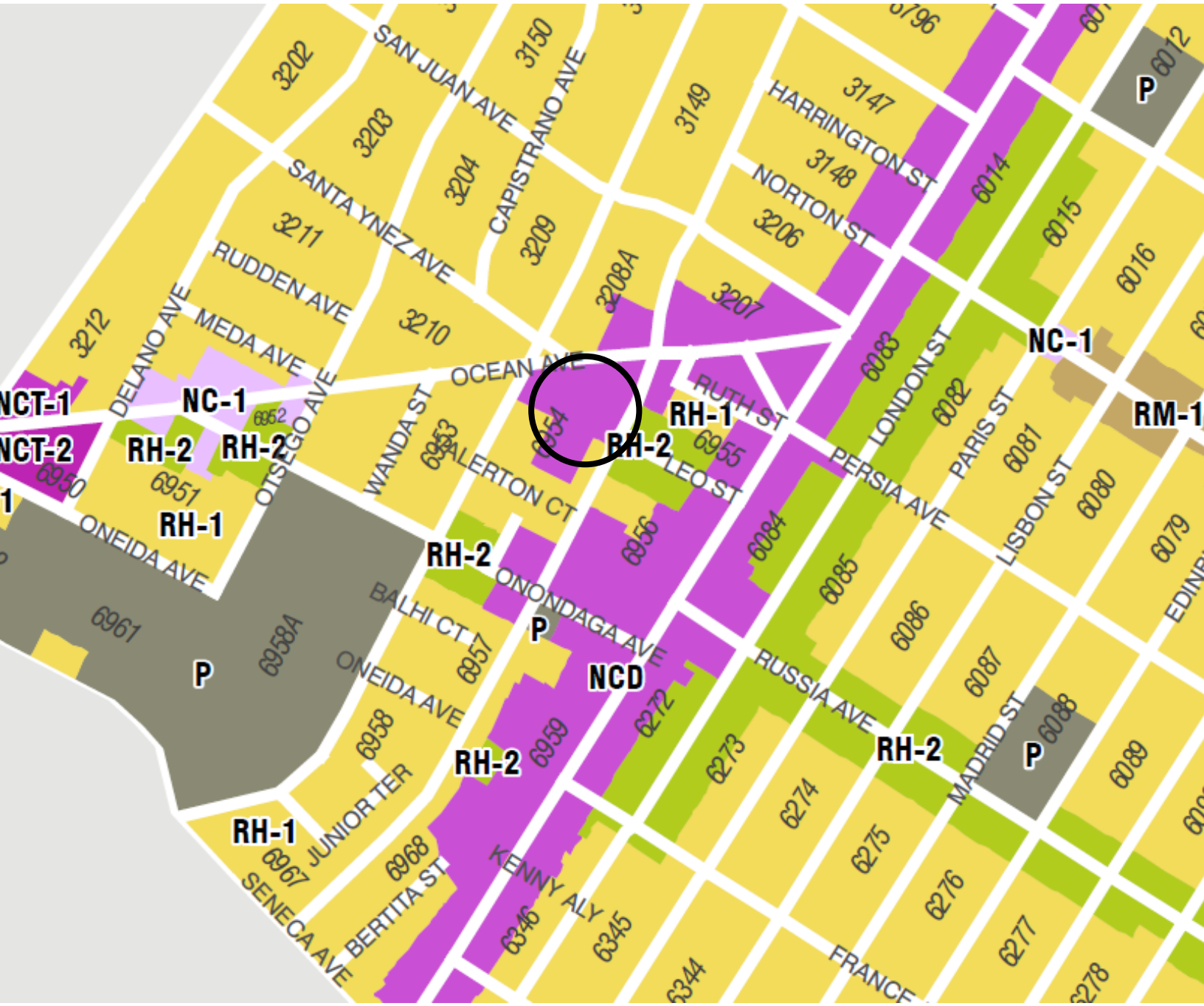
Sanborn Map*



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

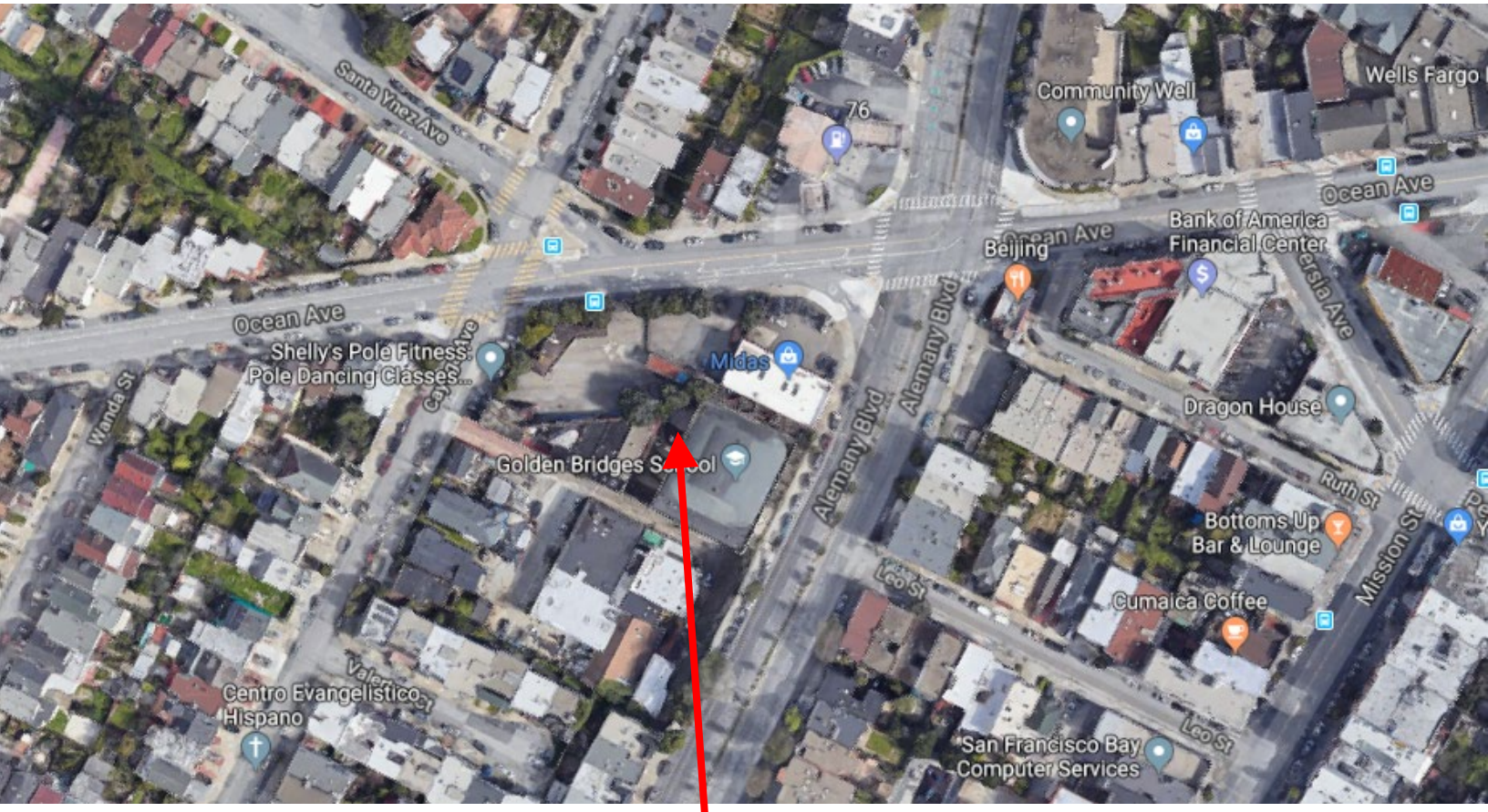
HOME-Authorization Hearing
Case Number 2016-006860AHB
65 Ocean Avenue

Zoning Map



HOME-Authorization Hearing
Case Number 2016-006860AHB
65 Ocean Avenue

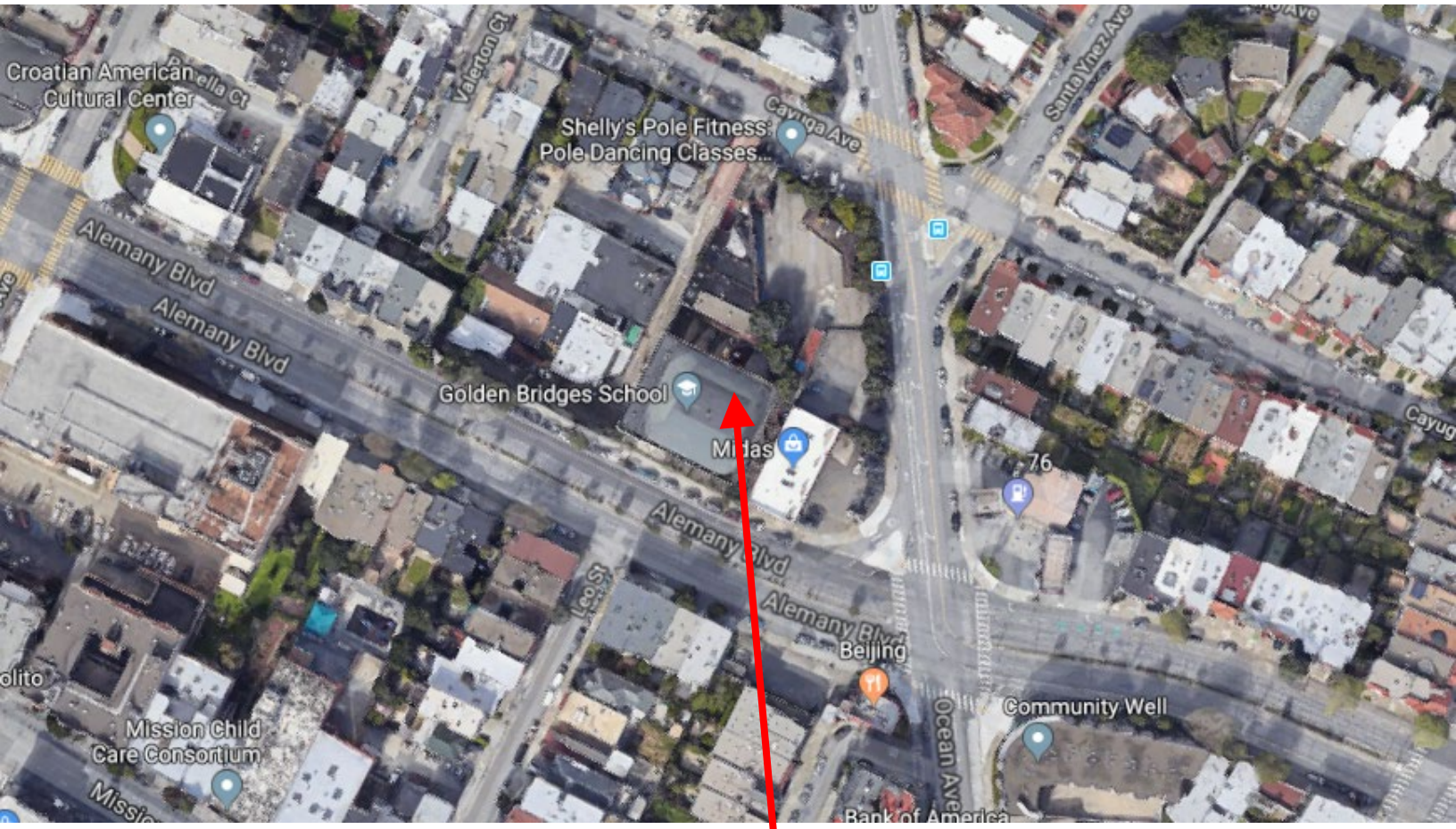
Aerial Photo



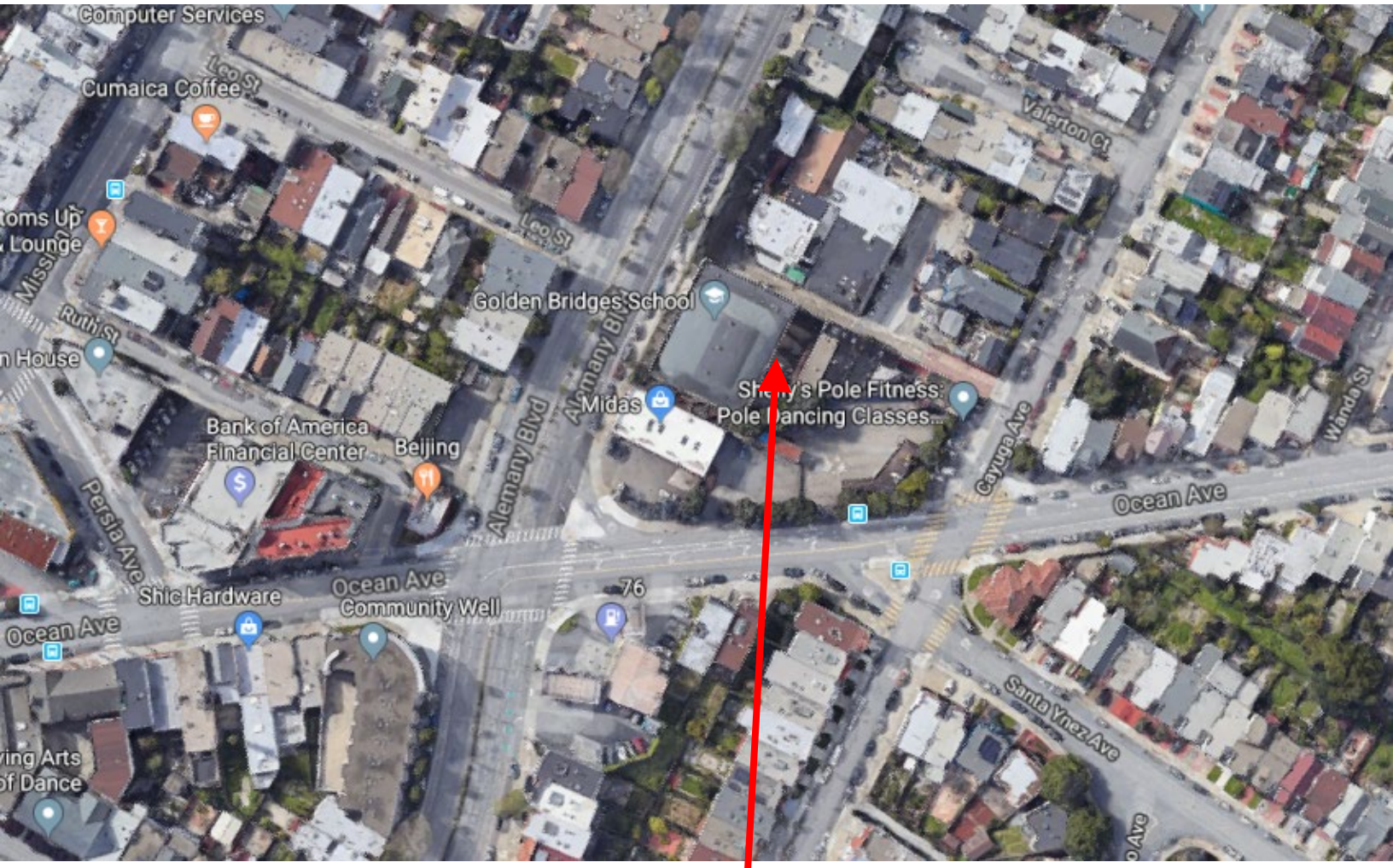
SUBJECT PROPERTY

HOME-Authorization Hearing
Case Number 2016-006860AHB
65 Ocean Avenue

Aerial Photo



Aerial Photo



HOME-Authorization Hearing
Case Number 2016-006860AHB
65 Ocean Avenue

Aerial Photo

Site Photos

From Ocean Avenue

From Alemany Boulevard

From Cayuga Avenue

EXHIBIT F

REUBEN, JUNIUS & ROSE, LLP

Jody Knight
jknight@reubenlaw.com

October 7, 2019

Delivered via Email (veronica.flores@sfgov.org)

Myrna Melgar, Commission President
San Francisco Planning Commission
1650 Mission Street, 4th Floor
San Francisco, California 94103

Re: 65 Ocean Street
Planning Case Number: 2016-006860
Hearing Date: October 24, 2019
Our File: 7892.03

Dear President Melgar and Commissioners:

This office represents Presidio Bay Ventures (the "**Sponsor**"), which seeks to develop a family-friendly, 25% affordable, Home-SF residential building with child care at 65 Ocean Avenue in the Excelsior neighborhood (the "**Property**"). The Sponsor proposes to construct a building with 193 dwelling units and 5,942 square-feet of child care use plus a child care outdoor play area (the "**Project"**). Therefore, the Project proposes to add housing, below market rate units – including family size below market rate units, and child care, which are all desperately needed in the Excelsior. In addition, the Project will provide union labor jobs.

The Project proposes 45% family size one-bedroom plus den, two-bedroom, and three-bedroom units. The total unit mix is 47 studio, 59 one-bedroom, 8 one-bedroom plus den, 57 two-bedroom, and 22 three-bedroom units. The Project would include 48 below market rate units at a distribution between 55%, 80% and 110% AMI, including 19 two- or three-bedroom affordable units, to make the Project accessible to families at all incomes. The Project would also include family-friendly amenities, including cargo bike and car seat storage, delivery lockers, a gym, and community space. 17,408 square feet of common open space would be provided at three ground floor courtyards and roof decks on the fourth and fifth levels. The Property is in a transit rich area approximately half a mile from the Balboa Park Station and a block from Mission Street bus lines. The Project would transform a large parcel with little existing foot traffic into a bustling area with pedestrians, cyclists, children and families.

I. Project Outreach

Over the past three years of the Planning process, during which the Project has changed from a 105 unit project with 18% below market rate units to a 193 unit project with 25% below market

rate units, the Project Team has conducted extensive outreach with neighbors, community groups, labor organizations and local merchants. The Project has connected to the community in larger meetings and smaller group formats, providing translators so that that all neighbors can participate. The Sponsor Team's exhaustive outreach is detailed in **Exhibit A**. The 391 letters of support received as of today are attached as **Exhibit B**, with more expected before hearing. As can be seen from Exhibits A and B, the Project is supported by hundreds of local residents, merchants and child care providers, as well as by multiple trade unions, the Bay Area Council, UCSF, and the Housing Action Coalition.

II. Project Description

The Project proposes to demolish four small existing buildings and construct a three to six story over garage 54'7", 193-unit apartment building. The Project will include one bedroom, one bedroom plus den, two bedroom and three-bedroom rental units. It includes 17,408 square feet of common open space, as well as gym and community space for the residential units. The Project will eliminate the existing curb cuts, retaining only one 20-foot curb cut on Cayuga Avenue for the garage entrance, and will add 22 street trees and widen the sidewalks around the Property. The Project also proposes 5,942 square-feet of new child care space plus associated outdoor play area. As described below, the proposed Project is appropriate for the context of the site, and allows for the addition of much needed dwelling units and child care space.

A. Project Design

The Project responds to the contours of the site by providing varying heights on each of the frontages. It also provides walk up units at the ground floor to add to the street life of the area. This configuration provides a strong and active streetwall, while also providing a transition between the frontages and the neighboring buildings. The residences are designed to stitch a significant and underutilized parcel back into the fabric of the Excelsior District.

As a point of departure, the design responds to natural grade of the sloped site, which rises from Cayuga Avenue to Alemany Boulevard. A central axis which divides the high and low sides of the lot becomes the core about which the Project radiates. This core houses the residential amenities such as a communal lounge, co-working space and fitness center.

While the building completes the street wall from Alemany to Cayuga, the interior side reveals a variety of landscaped courtyards to compliment the adjacent dwelling units and serve as open space for the entire building community. In addition, multi-tiered roof decks add to the outdoor experience of the building, connecting the wings together like a terraced hillside.

The architecture is humble yet sophisticated, contemporary yet iconically residential in character. The intent of the project designers was to offer a building of its time, yet remain enduring with its disciplined and ordered tectonics, juxtaposed by the more loosely arranged windows and facade materials. This variety of form space and material are intended to dovetail with the neighborhood

within which the building resides, adding new liveliness while reinforcing the diverse identity of the Excelsior.

B. Child Care Space

The Project Team is excited to provide much needed child care space to the neighborhood. The space has been thoughtfully designed to provide a separate entrance space and outdoor play area. It will be accessed from Alemany Avenue, which will have 44 feet of pedestrian loading to ensure that the child care space will not impact neighborhood traffic and safe pickup and drop off for the children who do not walk to school from the neighborhood. The child care space will be fully built out by the Sponsor and ready for the provider to move in as soon as construction of the building is complete. The Project is supported by many in the child care community, as can be seen by the support letters in Exhibit B received from the Crayon Box Preschool, Golden Bridges School, Little Bear School, and Faces SF, as well as from seventy-one Crayon Box and Little Bear parents.

III. Benefits of the Project

Approval is supported by the following substantial benefits.

- **Provides Desirable Infill Development.** The Project proposes to transform an underutilized lot into well-designed housing in an area of the City that is highly accessible by public transportation and near job centers, but has not benefited from recent housing development.

- **Adds Family Housing and Numerous Below Market Rate Units.** The Project will add 193 units, including 87 one-bedroom plus den, two bedroom and three-bedroom units, as well as 48 below market rate units, 19 of which are family size.

- **Brings new life to the neighborhood.** The Project will add new life to a block with little pedestrian activity by providing family housing, walk up units, common outdoor space, and streetscape improvements, while remaining compatible with the scale and character of the surrounding area.

- **Adds New Child Care Space.** The Project will add a new fully built out community child care space in an area where families regularly struggle to find high quality child care.

IV. Conclusion

The Project seeks to transforms an underutilized lot into much needed housing and child care space, including 48 below market rate units. This Project is exactly the type of development that the City sought to encourage in adopting the Home-SF Program, and the Project has received an outpouring of support in the Excelsior neighborhood and beyond.

Please let me know if you have any questions. I look forward to presenting this Project to you on October 24, 2019.

Very truly yours,

REUBEN, JUNIUS & ROSE, LLP

Jody Knight

Enclosure

cc: Joel Koppel, Commission Vice-President
Dennis Richards, Commissioner
Frank S. Fung, Commissioner
Kathrin Moore, Commissioner
Milicent Johnson, Commissioner

Exhibit A

Outreach Summary

PRESIDIO BAY VENTURES

1160 Battery Street, Suite 250
San Francisco, CA 94123

October 7th 2019

Ms. Myrna Melgar	Ms. Veronica Flores
Commission President	Senior Planner
SF Planning Department	SF Planning Department
1650 Mission St #440	1650 Mission St #400
San Francisco, CA 94103	San Francisco, CA 94103

RE: 65 Ocean Avenue – Summary of Community Outreach

Dear Commission President Melgar and Ms. Flores,

We would like to begin by recognizing the substantial workload the San Francisco Planning Department staff is currently contending with and to thank you for your continued efforts to advance the approvals of our proposed project located at 65 Ocean.

We are providing you a comprehensive summary of our extensive community outreach to date on this project. As you are well aware, 65 Ocean has gone through several iterations since our initial PPA application in April 2016. The project began as a 105-unit project with ground-floor retail and through subsequent discussions around a potential Special Use District (in conjunction with the Planning Department and Office of Supervisor Safai) and input from the neighborhood, has evolved into a 193-unit project that will be in compliance with HOME-SF. Over the past 36+ months, we have maintained an ongoing dialogue with various individuals, community organizations and merchant groups within the Outer Mission and Excelsior Neighborhood to ensure that the evolution of our project is supported by those who have most at stake: our neighbors. To date, we have received no meaningful opposition from the vast majority of those with whom we have spoken. In fact, we have received letters of support from hundreds of people in favor of the project, in addition to partnerships with community organizations and other groups.

In the following summary of community outreach, where applicable we are providing a link to download the exact presentation, email chain, or other evidence of community interaction.

1. **Detailed Summary of Community Meetings & Communications**

    a. On January 25, 2017, introduction letter sent to all community organizations sent on the Planning Department outreach contact list **(Exhibit A)**
    b. Initial (pre-application) meeting held on February 7, 2017 – this meeting was presented in English, Spanish, Cantonese and Tagalog with translators present **(Exhibit B)**

    c. Excelsior Action Group:
        i. February 23, 2017: Kabir Seth (project sponsor) and Riyad Ghannam (project architect) conducted a neighborhood walk with Stephanie Cajina. The purpose of the neighborhood walk was to better understand the merchant corridor and the pedestrian needs so that the project could be designed accordingly. Link to the email chain can be found in **(Exhibit C)**
        ii. Presentation to the Excelsior Action Group on March 20, 2017 – presentation can be found in **(Exhibit D)**

iii. Multiple phone conversations and one-on-one meetings with Stephanie Cajina (former Executive Director of the Excelsior Action Group)
iv. June 12, 2017 – Project sponsor donated to Excelsior Action Group to support its mission and organization.
v. Note that multiple attempts were made to make follow-up presentations to the community – however, due to Planning directed changes and the on-going discussions around an SUD (subsequently, HOME-SF), PBV did not make presentations while revisions were underdevelopment with Planning. Further, please note that Mel Flores became acting Executive Director of both Excelsior Action Group and the Excelsior District Improvement Association. Therefore, presentations and communications after this date were solely directed towards the EDIA as a result of Mr. Flores's involvement in both associations.

d. New Mission Terrace Improvements Association:
   i. Sponsor has been in active communication with the NMTIA roughly every 1-2 months between February 2017 to present date. Mr. Seth and Mr. David Hooper (member of NMTIA executive committee) have exchanged numerous phone calls and emails throughout the past 36 months and have established a strong and positive rapport. Mr. Hooper is generally in support of the project and has even encouraged PBV to explore other potential development opportunities in the neighborhood.
   ii. Initial letter from David Hooper regarding community concerns **(Exhibit E)**. This was sent prior to our initial meeting which we addressed in our very first presentation in the "Community Priorities" slide. Sponsor team took detailed notes and incorporated these into our project revisions. **(Exhibit F)**
   iii. Follow-up presentation on February 26, 2018 **(Exhibit G)**
   iv. Representative example of sponsor updating NMTIA on progress of the project throughout the significant changes that were occurring to the design as a result of HOME-SF **(Exhibit H)**
   v. Follow-up presentation to NMTIA on January 27, 2019 **(Exhibit I)**
   vi. Sponsor responds quickly to safety concerns regarding property line at 65 Ocean **(Exhibit J)**
   vii. August 7, 2019: David Hooper sends communication with blind carbon copy to Mr. Seth defending the development at 65 Ocean in light of the protest organized by CUHJ/PODER later that month **(Exhibit K)**
   viii. Mr. Seth communicated with David Hooper multiple times to present one last time to the New Mission Terrace Improvements Association prior to the future Planning Commission date in October. Mr. Hooper responded that they did not have any more meetings scheduled for August and September – he stated that as a group, NMTIA tended to remain neutral of matters of project support but that individually there was plenty of support among community members for the project. Sponsor is in the process of gathering these individual letters of support and will be included in the consolidated packet to the Planning Department.
   ix. September 13, 2019 – Present: Follow-up phone conversations and e-mail exchanges with David Hooper regarding a MOU to commit PBV's resources towards transportation equity and safer pedestrian experience through subsequent discussions with SFMTA and other agencies

e. Excelsior District Improvement Association:
   i. Initial Presentation to EDIA on February 27, 2018 **(Exhibit L)**
   ii. Follow-up emails and calls with Mel Flores regarding project

iii. Follow-up presentation to EDIA on July 23, 2019 **(Exhibit M)**
iv. Mr. Flores has indicated that the EDIA tends to remain neutral on large projects but multiple individual members of the EDIA have signed letters of support.

f. Excelsior & Outer Mission Neighborhood Strategy Group
   i. The Excelsior and Outer Mission Neighborhood Strategy Group is a community based organization developed in partnership with the Planning Department, Office of Economic and Workforce Development, the Excelsior Action Group and the Office of Supervisor Ahsha Safai to improve and enhance the Excelsior, Outer Mission, Mission Terrace, Crocker Amazon and Cayuga Neighborhoods
   ii. The initiative was initially spearheaded at the time by Rachael Tanner (Planning Department) and Jorge Medina (OEWD). Mr. Seth represented the project sponsor as one of the original members of the Strategy Group and attended monthly sessions between July 2017 and May 2018 at the Calvary Baptist Church located at 5655 Mission Street. Specifically, Mr. Seth was one of the key initial contributing members to the Land Use and Housing subgroup of the EOM Strategy Group
   iii. During these sessions, Mr. Seth met and spoke with several individuals within the community who were interested in learning more about development and understanding the challenges of delivering both market rate and affordable housing. Further, Mr. Seth contributed to surveys, discussion sessions, and goal setting exercises to help inform the future direction of the neighborhood.
   iv. Mr. Seth used the opportunity to connect with others that were present at the Strategy sessions and discuss 65 Ocean in more detail. An example of this communication can be found here **(Exhibit N)**
      1. Unfortunately, Ms. Kenealy and Ms. Harris were unresponsive despite multiple requests to connect **(Exhibit O)**

g. Outer Mission and Excelsior Merchants
   i. Sponsor has walked the streets of the Outer Mission and personally spoken with over 40 individual merchants. Almost all of whom expressed support or were neutral on the project. The following is a table of businesses we spoke with:

Name	Address	Name	Address	Name	Address
Claudio's Auto Repair	4420 Mission St	Excelsior Motors	4340 Mission St.	C&P Autobody Repair	4352 Mission St.
Philip J. Fraher & Company	4364 Mission St.	Kim Dry Cleaning American Financial Services Income Tax	4493 Mission St.	Excelsior Liquor	4501 Mission St.
Jupiter Market	4567 Mission St.	Kim Dry Cleaning	4571 Mission St.	Western Union – Money Express	4601 Mission St.
Chef Hunan	4661 Mission St.	Yick's Liquor	4701 Mission St.	North Brach Pizza	4787 Mission St.
Chase Bank	4669 Mission St.	King Nails	4705 Mission St.	Franks Market & Liquor	4799 Mission St.
Good Orchard Bakery	4675 Mission St.	Hong Kong Bakery	4711 Mission St.	El Farolito	4817 Mission St.
Campos Jewelers	4685 Mission St.	Nailtastic Salon	4739 Mission St.	Hawaiian Drive-in	4827 Mission St.
Mr. I Café	4689 Mission St.	Calabria Bros.	4763 Mission St.	TY Sandwiches	4829 Mission St.
Taqueria	4697 Mission St.	Metapon Salvador Food	4769 Mission St.	Subway	4841 Mission St.
Osbelia's Bakery	4699 Mission St.	Royal Bakery	4773 Mission St.	Pediatric & General Dentistry	4867 Mission St.

Lucky Money Checks Cashed	4867 Mission St.	Reliance Autorepair	4885 Mission St.	El Corazon Gallery	4849 Mission St.
7 Nail Spa	4907A Mission St.	Money Mart Payday	4919 Mission St.	Super Star Chinese	4919 Mission St.
SF Farmer's Market	4929 Mission St.	Aloha Hawaiian BBQ	4935 Mission St.	Bookkeepingand Taxes	4951 Mission St.
Farmer's Insurance	4959 Mission St.	Pioneer's Tailors & Alterations	4963 Mission St.	21st Century Baldini	4977 Mission St.
Perfumes-Money Orders / Flower Shop	4995 Mission St.	Pro Image Auto Collision	5017 Mission St.	Pink Passion Nailspa	5083 Mission St.
Western Donuts	5101 Mission St.	Art Hair Salon	5103 Mission St.	Ying Hui Chinese Resaurant	5125 Mission St.
Check Cashing	5129 Mission St.	McGarden Café & Bakery	5131 Mission St.		

h. Friends of Persia Triangle
    i. Friends of Persia Triangle is a group of dedicated community members and volunteers from across the neighborhood who have been working with the Office of Supervisor Safai to acquire and improve a parcel of land located at the corner of Persia Street, Ocean Avenue and Mission Street.
    ii. Sponsor has extensive experience working with Community Benefit Districts and other similar public land improvement initiatives; sponsor has committed its technical and potentially financial expertise towards the successful acquisition, design, engineering and construction of Persia Triangle into a public space that will be accessible as a gathering area for all members of the community
    iii. Sponsor attended FPT meetings in August and September and is in the process of structuring a Memorandum of Understanding regarding current and future technical, infrastructural and financial support for FPT. Sponsor sent over draft of MOU in late September.
    iv. Individual members of the Friends of Persia Triangle have signed letters of support which are provided.

i. The Crayon Box
    i. In addition to the 25% on-site BMR provision, 65 Ocean's decision to enter into a long-term, below-market rate lease with over $2.5mm in capital improvements at project sponsor's cost is arguably the project's largest community benefit.
    ii. Almost since inception, sponsor has been in conversation with Ms. Adriana Razo, founder of The Crayon Box who used to operate at the site but voluntarily relocated in 2016 to 3215 Cesar Chavez Street – **this decision was made prior to sponsor's acquisition of the site**. Since then, The Crayon Box has since expressed an interest in returning to the site. Project sponsor first initiated discussions on July 26, 2017
    iii. In response, the project sponsor has made sincere efforts to accommodate The Crayon Box within its future premises and has worked with Ms. Razo, her design consultants and the Mayor's Office of Early Care & Education to incorporate a design that will provide brand new, code compliant and modern facilities for community serving childcare
    iv. Sponsor has met or spoken with Ms. Razo on several occasions including in-person meetings on October 3rd 2018, and again on April 9th and May 10th 2019. This does not encompass dozens of phone calls and email exchanges between project sponsor and Ms. Razo to date to understand what The Crayon Box required in terms of space and lease terms in order to function at a sustainable profit.
    v. **On September 25th 2019, Sponsor and Crayon Box executed a Letter of Intent for almost 6,000sf of dedicated childcare space at below market rate rents for**

10 years with a 10 year extension option. Sponsor is providing over $2.5mm in build-out costs at its expense to provide a turnkey deliver to Crayon Box.

vi. Ms. Razo is available to provide comment on her dealings with project sponsor throughout this process and we are confident that she will be in support of our good faith actions throughout the past 2+ years.

vii. October 3rd 2019: As of this date, Ms. Razo was able to collect over **165** individual letters of support from parents of children, which have been included in the community outreach packet to the Planning Commission.

j. Balboa High School
   i. February 4, 2019: Presentation to high school students in coordination with Planning Department and UC Berkeley to educate students about the impact of housing. **(Exhibit P)**

k. San Francisco Housing Action Coalition
   i. On May 8, 2019, Sponsor gave a presentation to the San Francisco Housing Action Coalition.
   ii. SFHAC presented the Project sponsor with a report card that displayed scores across a variety of criteria that either met the high standards set by the local jurisdiction or even exceeded SFHAC's standards. Areas in which the Project exceeded SFHAC's standards include Density (due to our use of HOME-SF), Urban Design (due to our sensitivity to the surrounding neighborhood by scaling down our massing along Cayuga and our choice of Tier 2 vs. Tier 3 HOME-SF), and Community Benefits due to our provision of community serving on-site childcare, our art program and our MOU with local labor unions
   iii. Report card can be viewed as **(Exhibit Q)**

l. FACES SF
   i. FACES SF provides critical assistance to low-income families citywide, specifically with regards to early childhood development, school enrichment programs and family support services
   ii. Mr. Seth (project sponsor) has been in communication with Mr. Jonathan Wang (Chief Operating Officer of FACES SF) since October 2018 with regards to building a potential partnership. Since 65 Ocean was already earmarked to provide future space to The Crayon Box, such a partnership did not come to fruition; however, Mr. Seth and Mr. Wang remained in close contact precisely because 65 Ocean would uniquely provide on-site childcare to the Outer Mission & Excelsior Community, and Mr. Wang wanted to learn from our model to encourage other developers to provide similar benefits in their own developments.
   iii. Mr. Wang has pledged his organization's and his personal support for 65 Ocean and will be submitting a letter of support to the Planning Department and Planning Commissioners
   iv. September 12, 2019: Mr. Wang provides an executed letter of support from FACE SF

m. Bay Area Council
   i. Sponsor presented to the San Francisco Bay Area Council – specifically, their Housing Endorsement Committee on September 13, 2019.
   ii. The SF BAC has a strict set of criteria by which they judge the acceptability of a new development.

iii. September 19, 2019: Matt Regan from the Bay Area Council sends in a letter of support for the project to Commissioner Melgar and the Planning Commission.

n. Local Artist/s:
   i. Sponsor has discussed the project with several local artists and formally engage them to create three distinct murals on the walls overlooking the Midas site. Discussions first began in 2017 and were paused until the project description was finalized.

o. Youth Art Exchange:
   i. Engaged with Deputy Director – In September entered in discussions to solidify a working partnership and fund their work with youth at Balboa and Independence High Schools in the Excelsior neighborhood.
   ii. In addition, Sponsor is coordinating between the artist/s that are commissioned to create art for the building exterior and interior elements, to arrange for local youth to be involved at all stages of this process so that they may learn more about the various skills and steps involved in producing large scale art projects. Our hope is that it encourages more members of the community to pursue a career in the creative arts.
   iii. Sponsor met with Reed McGowan and Rafaella Falchi of the Youth Art Exchange and has maintained a positive line of communication. As of October 3, 2019 Sponsor and YAX are working towards a Memorandum of Understanding whereby Sponsor will provide initial and continued financial support to the programming and fundraising efforts of YAX.

p. Inner City Youth:
   i. Engaged with Executive Director – In October entered discussions to solidify a working partnership and request their support during the construction phase of the project to assist with meeting recruitment of local community workers.

q. Excelsior Works:
   i. In September staff at Excelsior Works was engaged as a result of their participation in a public presentation of the project. Additional telephone and in-person engagement transpired as a result. The project team has offered to partner with Excelsior Works and its Promotoras who provide culturally and linguistically competent services to local residents interested in the Mayor's Office of Housing and Community Development housing programs. We have expressed an interest in having their assistance to minimize barriers to local residents interested in accessing BMR units.

r. Mission Hiring Hall:
   i. Engaged with organizational leadership – In September entered discussions to solidify a working partnership and request their support during the construction phase of the project to assist with meeting First Source Hiring Agreement requirements.

s. Other Union Labor
   i. On March 12, 2019, Sponsor entered into a Memorandum of Understanding with the Plumbers and Steamfitters Local 38, IBEW Local 6, Sheet Metal Workers Local 104 and the Sprinkler Fitters Local 483.

ii. Sponsor has agreed in concept to engage with contractors and laborers who are signatories to the above unions, provided that the project is entitled pursuant to the plans as currently proposed
iii. Any material deviation to the project, whether in the form of a reduction in density from its current proposal or a significant delay that would impact financing would place this MOU in jeopardy
iv. Sponsor also met with Local 261
v. As of October 3, 2019, Sponsor has received letters of support from Local 38, Local 483, Local 104 and Local 261.

t. Planning Commissioners
i. In response to several Commissioners' feedback, Sponsor made several improvements to unit mix.

a. PODER/CUHJ:
ii. Presentation to PODER/CUHJ on August 17, 2017 **(Exhibit R)** Presentation was met with several concerns - We have since continued to address their expressed concerns, including environmental concerns which we aimed to address with the completion of a Phase II Environmental Assessment on the project site. Other concerns related to affordable housing and childcare center displacement, which we've proactively addressed in the project design.
iii. Sponsor had scheduled a meeting to present to PODER/CUHJ on September 16, 2019.
iv. Sponsor made multiple requests to engage with PODER/CUHJ beginning in early summer 2019, once the final HOME-SF project had been decided on. **(Exhibit S)**
v. Sponsor has asked PODER/CUHJ representatives to remove misleading information from their website e.g. claims around displacement of childcare. PODER/CUHJ did not respond to our requests for over a month. We initially agreed to meet on August 19th, but PODER/CUHJ representative Jessie Fernandez asked to delay the presentation by a month until September. **(Exhibit T)**
vi. On September 16, Sponsor presented to PODER/CUHJ on the various community benefits of the project, specifically focusing on the inclusion of community oriented childcare and the varying levels of affordability that will be available for applicants to MOH's affordable housing program. Sponsor provided Spanish, Tagalog and Chinese translators and responded to Q&A from the audience for over 3 hours.
1. Sponsor is committed to working with CUHJ and Excelsior Works! to provide linguistic and application assistance to members of the community seeking to participate in MOH's affordable housing program. Sponsor heard several complaints about neighbors being rejected and is committed to reducing the rejection rate among District 11 applicants.

2. **Summary Stakeholders / Community Members that Sponsor has communicated with since project inception. All support letters have been provided under separate cover to the Planning Department.**

a. Excelsior Action Group
b. Excelsior District Improvement Association
c. New Mission Terrace Improvements Association
d. Golden Bridges School
e. Little Bear School and its parents
f. Excelsior and Outer Mission Neighborhood Strategy Group

1160 Battery Street, Suite 250
San Francisco, CA 94123

g. Friends of Persia Triangle
h. Crayon Box and its parents – was on-site, currently negotiating an LOI to bring them back into the new childcare facility with ~9,000sf of space for them at below market rents and turnkey deliver. LOI is pending execution the week of September 9, 2019.
i. Balboa High School
j. SF Housing Action Coalition
k. FACES SF
l. Bay Area Council
m. Youth Art Exchange
n. Inner City Youth
o. Excelsior Works!
p. Mission Hiring Hall
q. Local 261 (Mission Hiring Hall – Laborers)
r. Local 38 (Plumbers and Steamfitters)
s. Local 6 (IBEW)
t. Local 104 (Sheet Metal Workers)
u. Local 483 (Sprinkler Fitters)
v. Outer Mission Merchants & Residents (did not receive response despite multiple attempts)
w. D11 Council (did not receive response despite multiple attempts and concurrent notifications in connection with EDIA communications over the years)
x. Individual supporters that we have gathered signatures on our Change.org petition https://bit.ly/30rEzvF (currently at ~400 signatures)
y. Individual written letters of support – over 250 individuals
z. Outer Mission & Excelsior merchants letters of support – over 40 businesses contacted
aa. Individual supporters on Facebook group with our change.org petition
bb. Art for AIDS – Sponsor is a supporter of their annual fundraiser that supports the art of underrepresented members of the LGBTQ community, some of whom reside in the Outer Mission and Excelsior neighborhoods or whose work represents the predominantly Latino and Asian community where 65 Ocean is located
cc. YIMBY coalition groups (hosting a meeting in mid-September)
dd. PODER/CUHJ

1160 Battery Street, Suite 250
San Francisco, CA 94123

65 Ocean Avenue should provide 193 units of housing in a district where less than 2% of structures feature more than 20 units and only 11 new units have been constructed in the last decade. Beyond that, PBV has been tirelessly working with the Planning Department and City leaders to provide the first large-scale HOME-SF project with 25% on-site affordable housing. The project under consideration will add 48 new BMR units in a district featuring 34 BMR units in total. Moreover, PBV has consistently engaged in good-faith negotiations with the Supervisor's Office, the Planning Department and neighborhood stakeholders with regards to additional community benefits such as the commitment to include almost 6,000sf of space for a state of the art childcare facility that will be leased and operated by a local childcare provider for the benefit of the broader community.

We look forward to working in partnership to secure the collective buy in of all the stakeholders to receive timely approvals from the Planning Commission and, most importantly, towards the successful delivery of much needed housing.

Sincerely,

K. Cyrus Sanandaji
Managing Director
Presidio Bay Ventures

Kabir Seth
Development & Operations
Presidio Bay Ventures

Exhibit A

January 25th, 2017
1160 Battery Street, Suite 250
San Francisco, CA 94111

PRESIDIO BAY
VENTURES

Dear Neighbor,

Presidio Bay Ventures cordially invites you to attend a town-hall presentation to introduce our proposed mixed-use development at 65 Ocean Avenue. Per the request of several neighbors, the meeting will take place in the community room of the Ingleside Police Station, located at 1 Sgt. John V. Young Lane, San Francisco, CA 94112 from 7:00PM – 9:00PM on February 7th, 2017.

The purpose of this meeting is to introduce our team to the community, solicit feedback and confirm our understanding of the neighborhood's development priorities and concerns, which we strove to use as a guideline to help define the project parameters. We hope that this will be the beginning of an open and productive dialogue as our project responds to feedback from the community and the San Francisco Planning Department as we progress through the design and entitlement process over the next 12-18 months.

Specifically, we will spend the first 30 minutes describing the development, including the site's history, PBV's role in the development, our preliminary design concept, the project's contribution to the community, and the project timeline. We will also provide details on affordable housing, parking and traffic impacts, sidewalk improvements, retail spaces and potential flooding concerns that have already been brought to our attention. Following the brief presentation, the remainder of our time will be open to the floor for Q&A from the audience and we will aim to end the meeting by 9:00PM to respect your time.

We know that your time is valuable late in the evening on a weeknight, particularly those with families and children. As a small gesture of our appreciation, we will be providing light snacks and refreshments (catered by Calabria Brothers located at 4763 Mission Street).

If you would like to speak with us individually, or are unable to attend and would like to discuss our project at an alternative date, please do not hesitate to contact Kabir Seth at kabir@presidiobay.com and Cyrus Sanandaji at cyrus@presidiobay.com. We will continue to share major project milestones and updates to those neighbors who express interest in receiving such communication.

Please feel free to pass this invitation along to anyone who would be interested in attending.

Sincerely,

Kabir Seth

Exhibit B

PRESIDIO BAY
VENTURES

65 Ocean Avenue

Neighborhood Pre-App Meeting

February 7th, 2017

SAN FRANCISCO

1160 Battery Street, Suite 250
San Francisco, CA 94111

Section 1

PROJECT OVERVIEW

PROJECT LOCATION
OCEAN AVENUE
CAYUGA AVENUE
ALEMANY BLVD
01
02
03
04
05
06

02

03

04

05

01

06

SITE DESCRIPTION

- 65 Ocean Avenue
- Zoning: Excelsior Outer Mission Street NCD
- 40’ height limit (taken from center of the slope along Ocean Ave.)
- Lot Area: 40,497 sf
- Currently home to the Little Bear pre-school. Crayon Box recently vacated (already planned to move to a new location) and we are in talks to lease the vacant space to another childcare / education provider

PROJECT HIGHLIGHTS

- Highly transit oriented, mixed-use building compliant with existing code
- 133 residential units (mix of studios, 1, 2 and 3 bedrooms – final unit mix TBD)
- 1:1 parking
- Catered towards the considerably underserved needs of families, professionals and/or individuals who are enrolled or work at City College, or benefit from the proximity to public transit towards Downtown San Francisco or the South Bay
- In discussions with District 11 Supervisor Ahsha Safai to cater BMR units towards workforce housing AMI levels
- Ground floor retail is intended to provided community serving amenities to be refined upon further input from neighbors
- Large lot area provides opportunity for ~7,500sf of contiguous open space in the rear yard. ~5,000sf of common roof space and 2,100sf of private open space for residents
- ~10,000sf of roof space dedicated towards solar panels used to power the building
- 142 Class 1 / Class 2 bicycle parking spaces

Section 2

COMMUNITY PRIORITIES

COMMUNITY PRIORITIES

- Goal is to find a balance between community priorities, City Planning directives and development constraints
- We are in receipt of NMTIA's letter to Erika Jackson – provided to us on 1/19/17
- We are early in the process and will work together in the coming months

AFFORDABILITY & SIZE

- All units will be rental and are affordable by design (size, finishes)
- All BMR units will be provided on-site and will be subject to Costa-Hawkins approval. New Prop C regulation requires that developments provide 25% of the units on-site as BMR and available to a range of AMI levels
- At this stage, too early to comment on the AMI mix. In discussions with Supervisor Safai to introduce more workforce housing (nurses, police officers, firemen, etc.) at higher AMI levels

PARKING & TRAFFIC

- We do not anticipate all residents will have cars and the Planning Department has expressly asked to reduce the amount of on-site parking
- We are providing 1:1 parking
- Further excavation will not be feasible given high water table (Cayuga Creek)
- This is subject to modification based on the ultimate size of the commercial space and other structural considerations

ACCESS & EGRESS

- Currently the project proposes ingress/egress on Cayuga Avenue with the pedestrian / residential lobby on Ocean Avenue
- Neighborhood request to place the ingress/egress on Alemany is infeasible due to the elevation of the street and speed of traffic. We will provide alternative plans with the ingress/egress on Ocean Avenue and compare the two options
- A transportation study is currently in process and will be reviewed by the Planning Department and the SFMTA – this will inform the final design

STREETSCAPE

- The neighborhood that the significant street frontage provides an excellent opportunity to activate the sidewalk
- We are required to submit a Streetscape Plan to the Planning Department to comply with San Francisco's Better Streets Plan
- Immediate suggestions include widening the sidewalk, installing bulb-outs, planting trees and installing benches and bicycle lock frames
- We welcome suggestions from the community e.g. public art installations

COMMERCIAL SPACE

- We hope to provide at least 8,000sf of commercial space – this may change depending on the final parking count, input from PG&E / PUC and other building functions
- Due to elevation change along Ocean, it is not possible to provide one contiguous space
- We are open to all suggestions from the community as to what would be most desirable – we are committed to ensuring an active commercial frontage that will draw people from the neighborhood and beyond
- Initial suggestions include a daycare, nursery, Philz Coffee, higher end restaurants, wine bar, etc.

Section 3

PROPOSED DESIGN

OCEAN AVENUE

OCEAN AVENUE
CAYUGA AVENUE

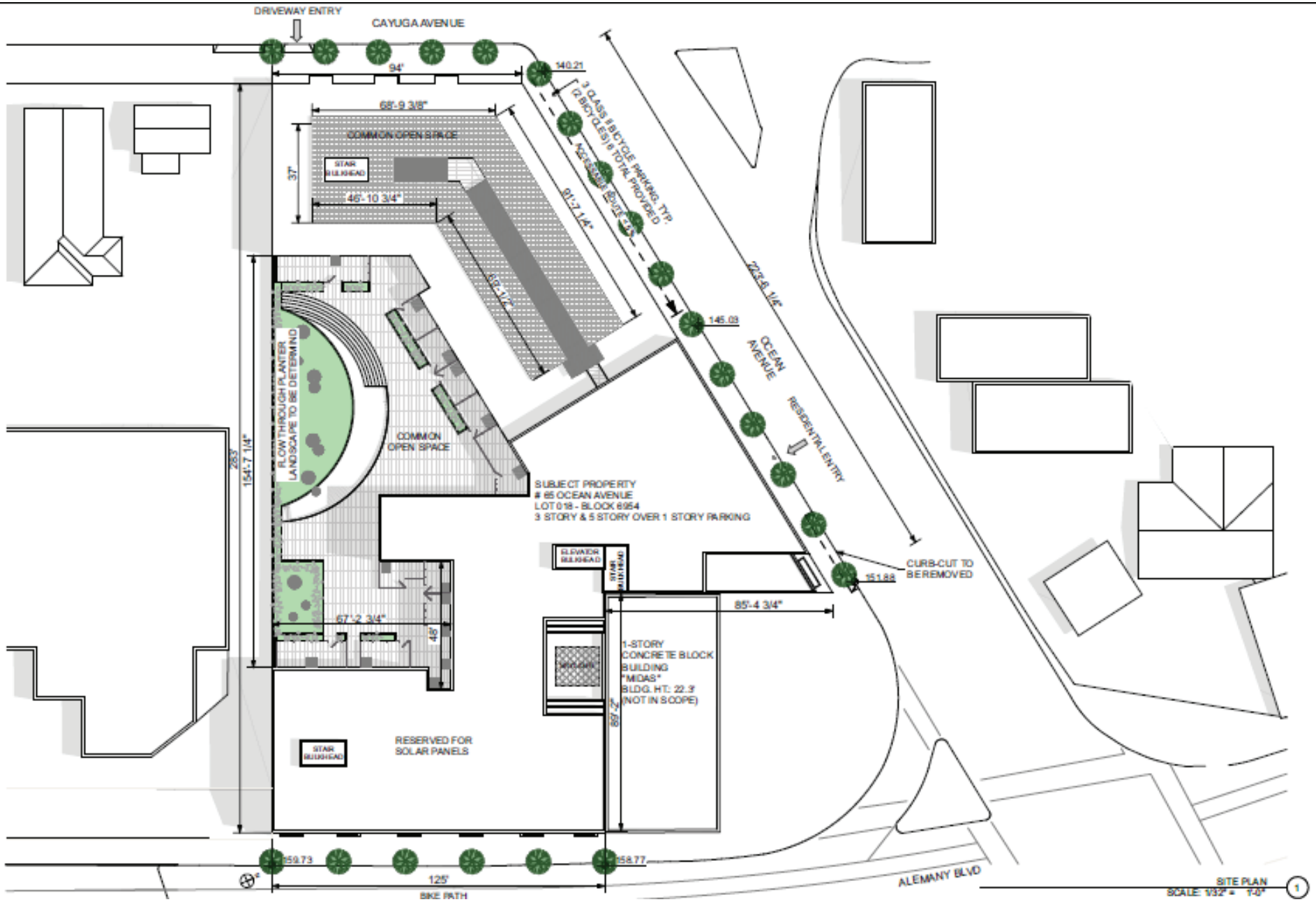
ALEMANY BOULEVARD

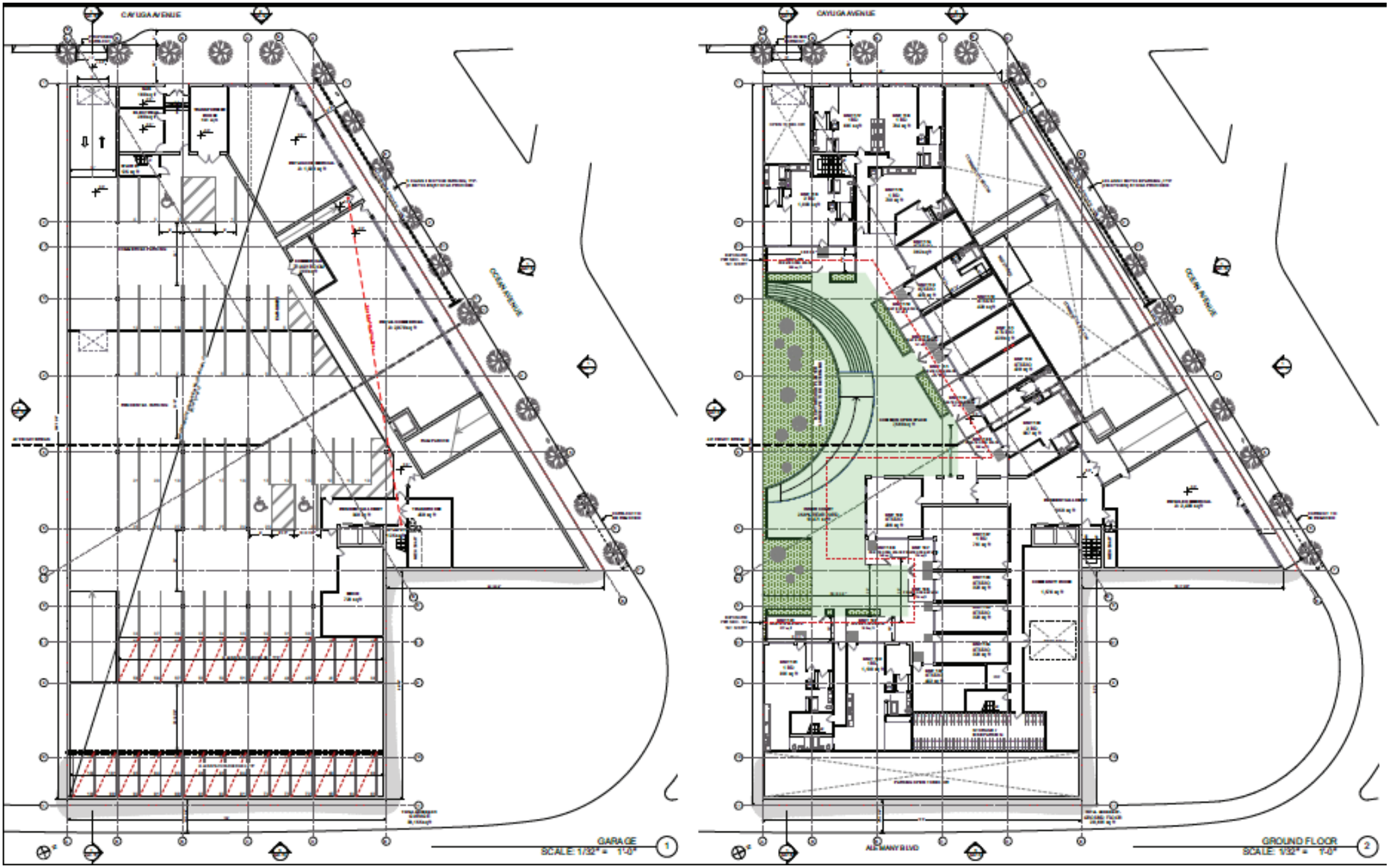
MIDAS
AUTO SERVICE

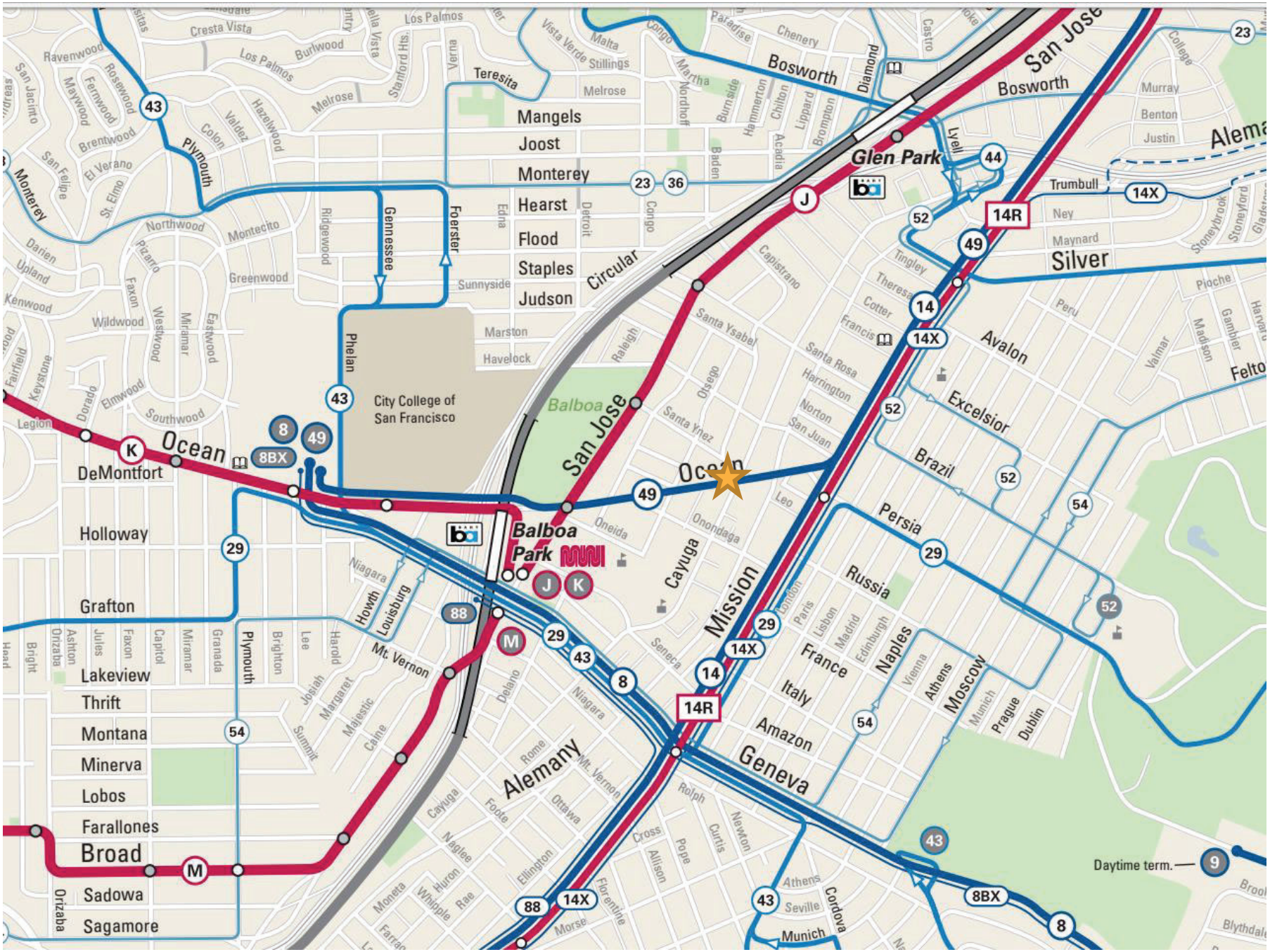
MIDAS
AUTO SERVICE

Section 4

SITE & TRANSIT


DRIVEWAY ENTRY
CAYUGA AVENUE
94'
140.21
68'-9 3/8"
COMMON OPEN SPACE
37'
STAIR BULKHEAD
46'-10 3/4"
3 CLASS # BICYCLE PARKING, TYP. (2 BICYCLES) 6 TOTAL PROVIDED
91'-7 1/4"
223'-8 1/4"
145.03
OCEAN AVENUE
RESIDENTIAL ENTRY
FLOW THROUGH PLANTER LANDSCAPE TO BE DETERMINED
COMMON OPEN SPACE
283'
154'-7 1/4"
SUBJECT PROPERTY
65 OCEAN AVENUE
LOT 018 - BLOCK 6954
3 STORY & 5 STORY OVER 1 STORY PARKING
ELEVATOR BULKHEAD
STAIR BULKHEAD
CURB-CUT TO BE REMOVED
151.88
85'-4 3/4"
67'-2 3/4"
48'
1-STORY CONCRETE BLOCK BUILDING "MIDAS" BLDG. HT.: 22.3' (NOT IN SCOPE)
85'-2"
RESERVED FOR SOLAR PANELS
STAIR BULKHEAD
159.73
125'
158.77
BIKE PATH
ALEMANY BLVD
SITE PLAN
SCALE: 1/32" = 1'-0"
1


CAYUGA AVENUE
OCEAN AVENUE
GARAGE
SCALE: 1/32" = 1'-0"
1
CAYUGA AVENUE
OCEAN AVENUE
ALEMANY BLVD
GROUND FLOOR
SCALE: 1/32" = 1'-0"
2


Mangels
Joost
Monterey
Hearst
Flood
Staples
Judson
Marston
Havelock
Balboa
City College of San Francisco
Ocean
DeMontfort
Holloway
Grafton
Lakeview
Thrift
Montana
Minerva
Lobos
Farallones
Broad
Sadowa
Sagamore
Balboa Park
Glen Park
Silver
Trumbull
Bosworth
San Jose
Circular
Phelan
Plymouth
Foerster
Gennessee
Mission
Geneva
Alemany
Avalon
Excelsior
Brazil
Persia
Russia
France
Italy
Amazon
Naples
Moscow
Athens
Munich
Prague
Dublin
Daytime term.

Section 5

PROJECT TIMELINE & OUTREACH

PROJECT TIMELINE

- **Preliminary Project Application**
  - Received PPA Response Letter in October 2016
  - Positive response; meets bulk, height and configuration per Planning Dept. guidelines and aesthetic is generally acceptable
  - Request to reduce parking
- **Environmental Review: 18 months**
  - Expected completion in early 2018
  - Likeliest outcome is either a Categorical Exemption or Negative Declaration
- **Transportation Study: 6-8 months (concurrent with Environmental Review)**
  - Currently preparing draft scope that will be submitted to the Planning Department and reviewed by SFMTA
- **Expected Entitlement Approval: Q2 2018**
- **Construction to Commence: Q4 2018**
  - 18 to 20 month construction duration

COMMUNITY OUTREACH

- We have reached out to several of the local neighborhood associations
  - New Mission Terrace Improvements Association
  - Excelsior Action Group
  - Outer Mission Merchants Residents Association
  - Excelsior Outer Mission Merchants
- Met with Supervisor Ahsha Safai multiple times in the past 6 months
- Met with Mayor's Office of Economic & Workforce Development and discussing this project in the context of the Mayor's "Invest in Neighborhoods Initiative"
- Will continue to host discussions and meetings with all interested parties during the entitlement process

COMMUNITY INVOLVEMENT

- We understand the significance of this location for the surrounding neighbors and community given the high visibility of this intersection and the historic lack of multifamily development in the area

- We are long-term stakeholders and intend to retain ownership of the property after construction is completed with a permanent interest in the well-being of the community

- We view this project as an opportunity to generate positive economic and social change in the community by increasing residential density, commercial density, visitor foot traffic and introducing daily vitality that this corner currently lacks

CONTACT US

PRESIDIO BAY
VENTURES

Presidio Bay Ventures

1160 Battery Street, Suite 250 | San Francisco, CA 94111

K. Cyrus Sanandaji, CCIM, LEED-AP, PMP
+1 760 214 8753
cyrus@presidiobay.com

Kabir Seth
+1 510 590 8456
kabir@presidiobay.com

www.presidiobay.com

Exhibit C

Kabir Seth

From: stephanie cajina <scajina@eagsf.org>
Sent: Monday, March 6, 2017 10:59 PM
To: Kabir Seth
Cc: Riyad Ghannam; Erika Purdy; Boe Hayward; Cyrus Sanandaji
Subject: Re: 65 Ocean

Thanks so much Kabir and Riyad!

The meeting will be held at 5000 Mission Street, which is functioning as our temporary office space.

Let me know about how much time we should designate for your presentation. Does 30 minutes sound about right? We can go longer or shorter, it's completely up to you.

Thanks again! Looking forward to it!!

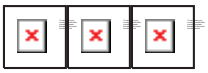
Best,

Stephanie Cajina
Executive Director
Excelsior Action Group

35 San Juan Avenue
San Francisco, CA 94112
(415) 585-0110
(415) 917-3324 or (415) 917-3EAG*
www.eagsf.org

***Please note that EAG's phone number has changed in light of the recent fire that damaged our space. Please feel free to contact us at the number in bold should you need to call EAG. Thank you for your understanding.**

Check out EAG's website, Facebook, Twitter, and LinkedIn to learn more about our work!



On Mon, Mar 6, 2017 at 8:11 PM, Kabir Seth <Kabir@presidiobay.com> wrote:

> That would be great, thanks Riyad
>
> Get Outlook for iOS
>
> On Mon, Mar 6, 2017 at 7:49 PM -0800, "Riyad Ghannam" <riyad@rg-architecture.com> wrote:
>
> Kabir,

Unfortunately, I will not be able to attend on the 20th as I'll be out of town. However, I can send someone from my office in my absence who can field questions about the proposed building and take notes.

Riyad

rg-architecture

Riyad Ghannam, AIA, LEED AP
428 South Van Ness Avenue
San Francisco, CA 94103
415.649.6202
www.rg-architecture.com

On Mon, Mar 6, 2017 at 4:41 PM, Kabir Seth <Kabir@presidiobay.com> wrote:

> Hi Stephanie – yes, we had a chance to speak with him last week and again this morning – he is currently tied up on a big project so we hope to reconnect in a week or so to figure out how we can work together on this site.
>
> March 20th would work well for Cyrus and myself to discuss the retail use in more detail ; we're waiting on Riyad to confirm his availability as well. In the meantime, can you please let us know where the meeting will take place?
>
> Best,
>
> Kabir
>
> **From:** stephanie cajina [mailto:scajina@eagsf.org]
> **Sent:** Monday, March 6, 2017 12:46 PM
> **To:** Kabir Seth <Kabir@presidiobay.com>
> **Cc:** Riyad Ghannam <riyad@rg-architecture.com>; Cyrus Sanandaji <cyrus@presidiobay.com>; Boe Hayward <Boe@lh-pa.com>; Erika Purdy <erika@rg-architecture.com>
> **Subject:** Re: 65 Ocean
>
> Hi Kabir,
>
> I hope all is well and that you had a great weekend!
>
> I am so glad you connected.
>
> I wanted to reach out because we decided to reschedule tonight's Quarterly Community Meeting to March 20th from 6-8pm. I think this would be a wonderful opportunity to get preliminary input on the commercial space elements of the development. Let me know if you and your team would be interested in presenting.
>
> Warm regards,
>
> **Stephanie Cajina**
>
> Executive Director

Excelsior Action Group

35 San Juan Avenue

San Francisco, CA 94112

(415) 585-0110

(415) 917-3324 or (415) 917-3EAG*

www.eagsf.org

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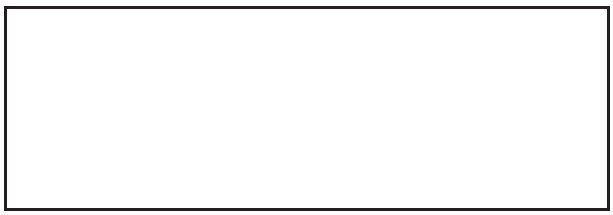

On Mon, Feb 27, 2017 at 5:56 PM, stephanie cajina <scajina@eagsf.org> wrote:

> Hi Kabir!
>
> It was so great meeting and walking the corridor with you all.
>
> I'll be happy to do an e-intro to him. Let me know if you have more thoughts on the artist RFP for the rest of the site. I'm sure Supervisor Safai will be a great partner in teasing this out as he really wants to better showcase our local arts community.
>
> Additionally, I wanted to follow up on our Community Quarterly meeting next week (Monday, March 6th. Usually we try to line the meeting up with speakers that would like to share information that is helping shape the commercial corridor. If you are all still looking for community input on commercial uses for your site, this would be a great opportunity to do just that. Let me know if you and your team would be interested in speaking about this or doing a community exercise to get more ideas. If so, I would set the expectation to the attendees that we will only be discuss the commercial use and that other topics, such as housing, will be discussed at future meetings as you had mentioned in your email message to the attendees of the Ingleside Station meeting.
>
> The meeting is usually 1.5 to 2 hours depending on the topics we are covering. Currently we have designers for Kenny Alley presenting on the third stage of the design for the alley way (the alley with the water mosaic, but likely have 30mins-1 hour open for additional speakers.
>
> Let me know!
>
> Warm regards,

Stephanie Cajina

Executive Director

Excelsior Action Group

35 San Juan Avenue

San Francisco, CA 94112

(415) 585-0110

(415) 917-3324 or (415) 917-3EAG*

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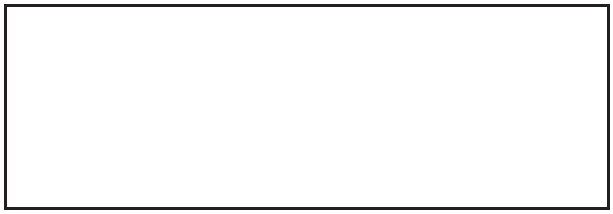


On Fri, Feb 24, 2017 at 3:11 PM, Kabir Seth <Kabir@presidiobay.com> wrote:

> Hi Stephanie –
>
> Thanks again for taking the time to speak with us yesterday and show us around the neighborhood. We've spent a lot of time there ourselves but it was especially beneficial to have you provide more specific context regarding the long-term evolution of the neighborhood.
>
> Seems like there will be some great opportunities to work with local artists to showcase their work within various areas of the project, whether it be wall art, photography or physical sculptures. As I mentioned, we have spoken briefly with him for one of our other projects but if you want to make the re-introduction to him again in the context of this project, we can start having conversations with him and other artists in the neighborhood to see what creative concepts they might have.
>
> Best,
>
> Kabir
>
> **From:** stephanie cajina [mailto:scajina@eagsf.org]
> **Sent:** Thursday, February 23, 2017 11:57 AM
> **To:** Kabir Seth <Kabir@presidiobay.com>
> **Cc:** Riyad Ghannam <riyad@rg-architecture.com>
> **Subject:** Re: 65 Ocean

> > No worries! See you then!
>
> Stephanie Cajina
> Executive Director
> Excelsior Action Group
> www.eagsf.org
>
> On Feb 23, 2017 11:52 AM, "Kabir Seth" <Kabir@presidiobay.com> wrote:
>
> > Hi Stephanie - I'm on the way but will likely be 5-10 late due to traffic on van ness
> >
> > Get Outlook for iOS

Exhibit D

PRESIDIO BAY VENTURES

65 Ocean Avenue

Excelsior Action Group – Commercial Use Discussion

March 20th, 2017

Excelsior Action Group

SAN FRANCISCO

1160 Battery Street, Suite 250
San Francisco, CA 94111

OBJECTIVES

- The Excelsior Action Group (EAG) is one of the neighborhood's most vocal, engaged and civic minded organizations that is focused on the continued vitality, growth, inclusiveness and safety of the area's commercial businesses

- Presidio Bay Ventures (PBV) has made a significant investment towards the design and construction of a brand new, 133-unit mixed-use project that will bring ~300+ new residents and up to 10,000sf of commercial space

  - The neighboring project at 915 Cayuga Avenue will also bring in an estimated 150-200 new residents but may not feature significant neighborhood serving or easily accessible commercial uses

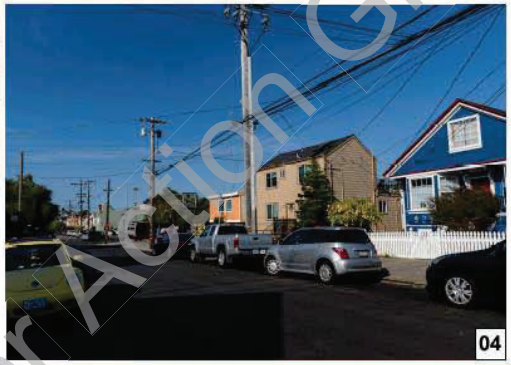
- PBV would like to engage with EAG to provide suggestions and advice for how to best curate the commercial experience based on past successes so that PBV can incorporate its thoughts into long-term architectural and design considerations

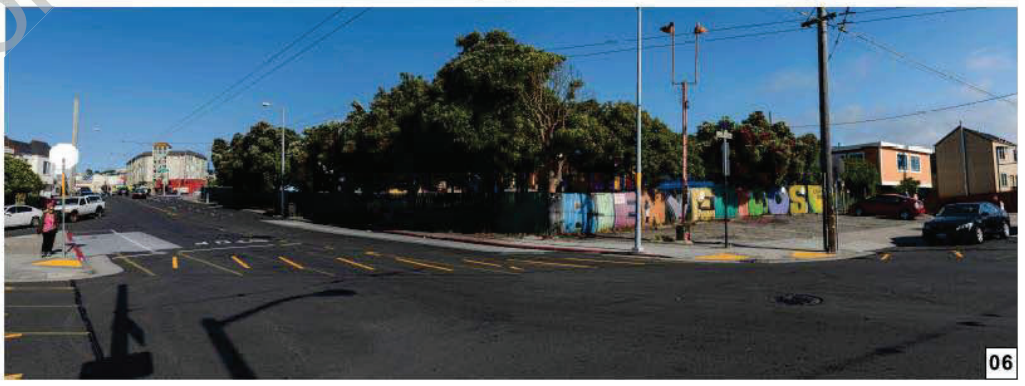
Excelsior Action Group

Section 1

PROJECT OVERVIEW

Exclusior Action Group





Excelsior Action Group

SITE DESCRIPTION

- 65 Ocean Avenue
- Zoning: Excelsior Outer Mission Street NCD
- 40’ height limit (taken from center of the slope along Ocean Ave.)
- Lot Area: 40,497 sf
- Currently home to the Little Bear pre-school. Crayon Box recently vacated (already planned to move to a new location) and we are in talks to lease the vacant space to another childcare / education provider

Excelsior Action Group

PROJECT HIGHLIGHTS

- Highly transit oriented, mixed-use building compliant with existing code
- 133 residential units (mix of studios, 1, 2 and 3 bedrooms – final unit mix TBD)
- 1:1 parking
- Catered towards the considerably underserved needs of families, professionals and/or individuals who are enrolled or work at City College, or benefit from the proximity to public transit towards Downtown San Francisco or the South Bay
- In discussions with District 11 Supervisor Ahsha Safai to cater BMR units towards workforce housing AMI levels
- Ground floor retail is intended to provided community serving amenities to be refined upon further input from neighbors
- Large lot area provides opportunity for ~7,500sf of contiguous open space in the rear yard. ~5,000sf of common roof space and 2,100sf of private open space for residents
- ~10,000sf of roof space dedicated towards solar panels used to power the building
- 142 Class 1 / Class 2 bicycle parking spaces

Excelsior Action Group

PROJECT TIMELINE

- **Preliminary Project Application**
  - Received PPA Response Letter in October 2016
  - Positive response; meets bulk, height and configuration per Planning Dept. guidelines and aesthetic is generally acceptable
  - Request to reduce parking – TBD based on conversations with neighborhood
- **Environmental Review: 18 months**
  - Expected completion in early 2018
  - Likeliest outcome is either a Categorical Exemption or Negative Declaration
- **Transportation Study: 6-8 months (concurrent with Environmental Review)**
  - Currently preparing draft scope that will be submitted to the Planning Department and reviewed by SFMTA
- **Expected Entitlement Approval: Q2 2018**
- **Construction to Commence: Q4 2018**
  - 18 to 20 month construction duration

Excelsior Action Group

Section 2

PROPOSED DESIGN

Exclusion Action Group

Excelsior Action Group

Excelsior Action Group

Excelsior Action Group

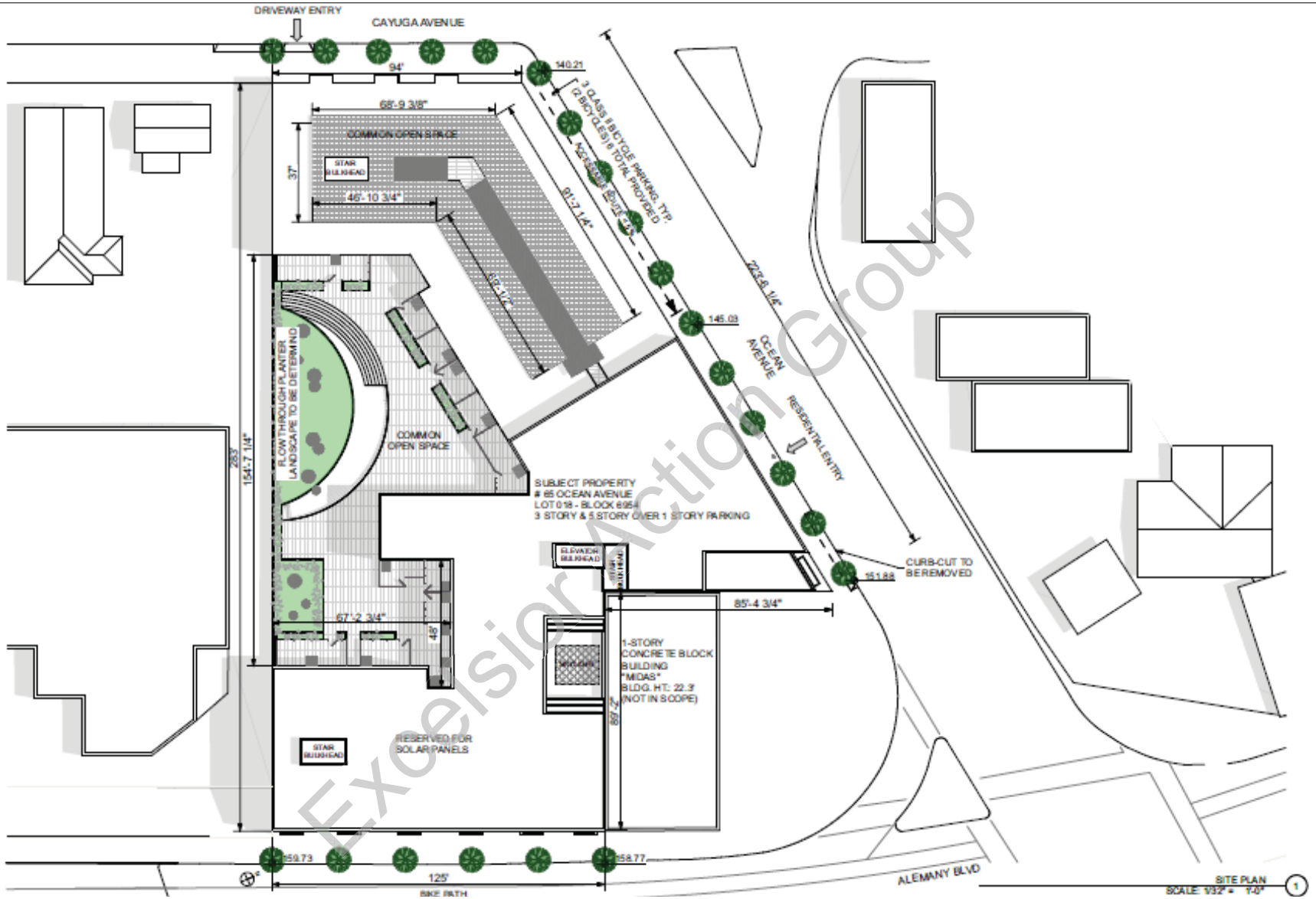
Excelsior Action Group

Exclusive Action Group

Excelsior Action Group

Excelsior Action Group

Excelsior Action Group



Excelsior Action Group

Section 3

EAG DISCUSSION POINTS

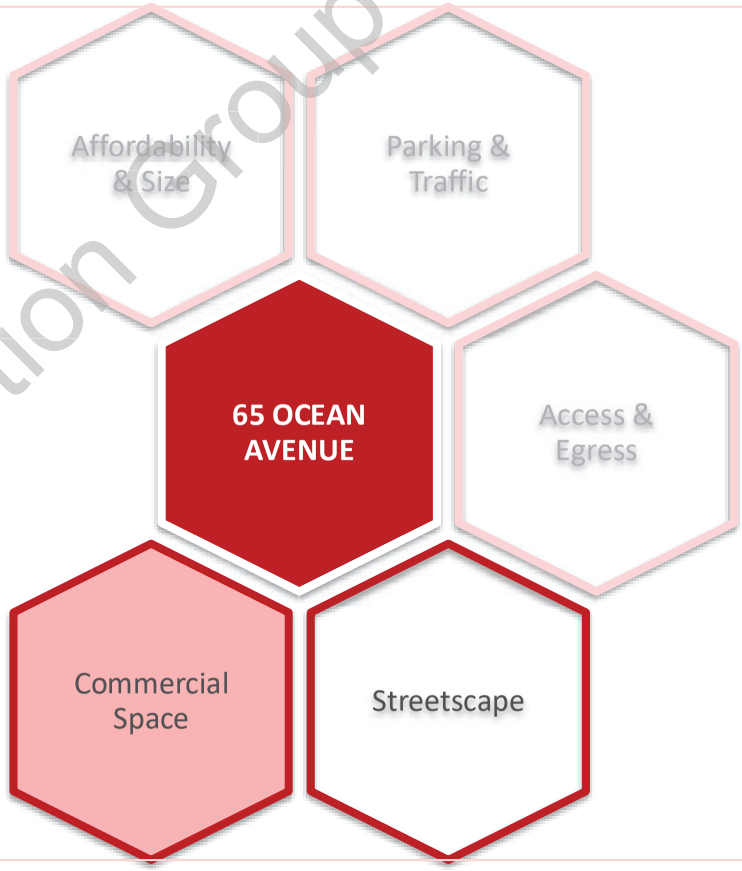
Exclusior Action Group

STREETSCAPE

- The significant street frontage (100') provides an excellent opportunity to activate the sidewalk
- We are required to submit a Streetscape Plan to the Planning Department to comply with San Francisco's Better Streets Plan
- Immediate suggestions include widening the sidewalk, installing bulb-outs, planting trees and installing benches and bicycle lock frames
- We are working with local artist, to come up with creative concepts to activate the streetscape (e.g. sculptures, parklets, etc.)
- We welcome more input from EAG and the community as to what has worked elsewhere and what has not

COMMERCIAL SPACE

- We hope to provide as much as 8,000sf of commercial space – this may change depending on the final parking count, input from PG&E / PUC / DPW and other building functions
- Due to elevation change along Ocean, it is not possible to provide one contiguous space
- We are open to all suggestions from the community as to what would be most desirable – we are committed to ensuring an active commercial frontage that will draw people from the neighborhood and beyond
- Initial suggestions include a daycare, nursery, Philz Coffee, neighborhood serving restaurants, wine bar, brewery style pub, etc.



Excelsior Action Group

COMMERCIAL SPACE CONSIDERATIONS

- Critical neighborhood needs?
- Are late night establishments desirable?
- Perspectives on formula retail / chain brand names?
- Absolutely undesirable / unnecessary commercial uses?

Excelsior Action Group

CONTACT US

PRESIDIO BAY VENTURES

Excelsior Action Group

Presidio Bay Ventures

1160 Battery Street, Suite 250 | San Francisco, CA 94111

K. Cyrus Sanandaji, CCIM, LEED-AP, PMP
+1 760 214 8753
cyrus@presidiobay.com

Kabir Seth
+1 510 590 8456
kabir@presidiobay.com

www.presidiobay.com

Exhibit E

Erika Jackson
1650 Mission Street, Suite 400
San Francisco, CA 94103-2479
erika.jackson@sfgov.org (415) 558-6363

Dear Ms. Jackson,

I am writing on behalf a group of neighbors who are very interested in the proposed development at 65 Ocean Avenue. We are looking forward to a quality project which will add needed housing to the district. But we are also hoping for one which will be an asset to our Mission Terrace neighborhood.

Here is a list of our major concerns:

- Parking and Traffic: we hope to see a realistic number of off-street parking spaces for residents (this is a major concern all over the City as you know, but we have especial reasons which we will happily expound on.)

- Access and Egress: Cayuga Avenue cannot handle the added traffic: we'd like to see the driveway moved to Alemany Avenue. Please note that the adjacent property at 915 Cayuga Ave, slated for development, would also be using Cayuga Ave for driveway access.

- Affordability and Size: we would like to see a mix of affordable and market rate housing. We would like to see a variety of sizes of units to attract both families, singles, and couples.

- Streetscape: we want to be proud of this new building: the surrounding sidewalks and building facades on Cayuga, Ocean, and Alemany should be attractive and appealing to pedestrians and not just an anonymous "wall" to pass by.

- Commercial space: we hope the commercial space will be appealing and functionally useful to prospective tenants and not just an afterthought to meet Planning Department specifications.

- Water and Flooding: Perhaps the most important issue of all is the sewer-flooding issue in our community. This project absolutely must not contribute to this problem which is a public health and safety issue. Cayuga Creek runs directly beneath the adjacent properties at 65 Ocean Ave and 915 Cayuga Avenue. The December 2014 sewer flooding on Cayuga Avenue was definitely impacted by Cayuga Creek.

Because 65 Ocean is such an oddly-shaped and problematic lot, we encourage the Planning Department and the developers to consider expanding this project to include both 1800 Alemany [6954/020] and 915 Cayuga [6954/011C and 6954/039] into this project. Incorporating all three lots into one would result in a more sensible use of the land and would make possible better solutions to the community's concerns.

We look forward to working with you and the developers to ensure a development which we can all be proud of.

Please let me know if you have any questions and thank you for your time.

Sincerely,

Exhibit F

From:	Erika Purdy
To:	Riyad Ghannam
Cc:	Cyrus Sanandaji; Kabir Seth
Subject:	Re: Draft notes
Date:	Wednesday, February 8, 2017 10:19:58 AM
Attachments:	Sign in Sheet- 02.07.17.pdf

Good morning!

Below are my notes and attached is a PDF of the sign in sheets. It was my first big neighborhood meeting and definitely one I'll remember. Let me know if you have any questions.

Best,

Erika

Notes from 65 Ocean Ave. Neighborhood Meeting- 02.07.2017

1. Off-street loading
2. Open public space for neighborhood
3. Would like to see more affordable 3 bedrooms
4. Egress & regress on Cayuga would be too narrow for parking entrance
5. Group wants to make sure affordable housing is maximized
6. How affordable will the units be?
7. Cayuga has a lot of sewage problems; make sure building is not boxy, fits into context, colors similar to existing houses, streetscape has enough lights
8. Where will the bus stop be?
9. Concern about shadows building height will bring- tree shadows too
10. Would like to see a more focused community engaged planning
11. Cayuga intersection is super congested; the context of the site is single family houses with front yards- would like to see duplexes instead of apartments, worried about height; there's already not enough parking, there will be a greater problem with parking because more people
12. Project at 915 is also using Cayuga for access- we should use Ocean instead
13. Make sure applications are multilingual
14. Concern of empty commercial units

15. Should spend more time in neighborhood to understand context
16. Concert of traffic and safety; trash along Ocean will increase from commercial space
17. How is reach out happening to commercial spaces/ schools surrounding the site?
18. Will there be security and on site management? Will the project use union workers?
19. Higher need of 2-3 bedrooms, not studios and 1 bedrooms
20. There needs to be better neighborhood notification for meetings
21. How will the community benefit?

On Wed, Feb 8, 2017 at 9:53 AM, Riyad Ghannam <riyad@rg-architecture.com> wrote:

> Thanks for the notes,
>
> Erika is going to type up her notes too and we can consolidate them.
>
> Riyad
>
> rg-architecture
>
> Riyad Ghannam, AIA, LEED AP
> 428 South Van Ness Avenue
> San Francisco, CA 94103
> 415.649.6202
> www.rg-architecture.com
>
> On Tue, Feb 7, 2017 at 10:30 PM, Cyrus Sanandaji <cyrus@presidiobay.com> wrote:
>
> > Thank you both so much for taking the time to join the meeting tonight and apologies for how rude some of the people were about your hard work and great design. Below are some notes Boe took down.
> >
> > Sent from my iPhone
> >
> > Confidentiality Notice
> > This message is intended solely for the use of the addressee(s) and may be proprietary, privileged and/or confidential. If you have received this message in error, please immediately notify the sender at Presidio Bay Ventures and delete all copies of this email message along with all attachments.
> >
> > Begin forwarded message:
> >
> > **From:** Boe Hayward <Boe@lh-pa.com>
> > **Date:** February 7, 2017 at 9:13:56 PM PST
> > **To:** Cyrus Sanandaji <cyrus@presidiobay.com>, Kabir Seth <kabir@presidiobay.com>
> > **Subject: Draft notes**

Parking location/parking count
Move entrance to Cayuga

Affordability ??

Language/typo in Chinese

Sewer issues

Location of open space - available to neighbors?

Cost of housing

Design issues. Make it look more like neighborhood

How much time in neighborhood?

What does market rate mean?

Height issues - problems with height/impact of shadows

Want to see how questions are incorporated to plan/development

Condo prices too high

Where is Ahsha?

Senior housing?

Too expensive for families who grew up in area

Want a more collaborative process

Cayuga/ocean corner is difficult and dangerous

How was community engagement made?

Filipino community center/balboa high

Unit count/how many family units

Will there be security?

Union work? Will it be a labor project?

Number of units - more family 3br units and less studio/1br for project

Neighborhood notification didn't work for all and please improve community outreach

Streetscape

Will trees block lighting?

What will pbv do to ensure that immigrant residents are not discriminated against for development

Please don't have next meeting at police station.

Community needs more services not more buildings. Job help, help with applications, help for kids

How are less fortunate going to feel safe and survive and be successful

Sent from my iPhone

--
Erika Purdy
rg-architecture
428 South Van Ness Ave.
San Francisco, CA 94103
O 415.649.6202 ext. 5

Exhibit G

PRESIDIO BAY
VENTURES

65 Ocean Avenue

New Mission Terrace Improvements Association

Project Update

February 26th, 2018

SAN FRANCISCO

1160 Battery Street, Suite 250
San Francisco, CA 94111

OBJECTIVES

- The New Mission Terrace Improvements Association (NMTIA) is one of the neighborhood's most vocal, engaged and civic minded organizations that is focused on the continued vitality, growth, inclusiveness and safety of the neighborhood

- Presidio Bay Ventures (PBV) has made a significant investment towards the acquisition and entitlement of land that will accommodate a new mixed-use project. The project will provide a combination of market-rate and affordable housing units, and much needed neighborhood-serving commercial space

  - Our hope is that our project will encourage new investment in the District 11 neighborhood to provide more housing and ease the upwards pressure on rents that is being felt throughout the city

- PBV has maintained an on-going dialogue with David Hooper to remain engaged with the NMTIA as the project has progressed through the Planning Department's entitlement process

- The Planning Department and the Office of Supervisor Ahsha Safai are committed to ensuring the most efficient use of available land to maximize the long term economic strength of District 11. As such, discussions have been initiated to explore the possibility of increased density at 65 Ocean Avenue in exchange for increased affordability

- PBV would like to discuss a potential change to our original proposal in order to gain community feedback and inform future discussions with the Planning Department and Supervisor Safai

Section 1

ORIGINAL PROJECT PROPOSAL

PROJECT LOCATION
OCEAN AVENUE
CAYUGA AVENUE
ALEMANY BLVD
01
02
03
04
05
06

02

03

04

05

01

06

SITE DESCRIPTION

- 65 Ocean Avenue
- Zoning: Excelsior Outer Mission Street NCD
- 40-X' height limit (taken from the mid-point of the lot along Ocean Avenue and Alemany Boulevard)
- Lot Area: 40,497 sf
- Currently home to the Little Bear and Golden Bridges pre-school. Little Bear is planning on vacating in a few months and we have just extended the lease for Golden Bridges until June 2019. Both have expressed support for our development and are leaving of their own volition. PBV is in talks with other pre-school operators and non-profits to occupy any available space on a short-term basis prior to the commencement of construction
- General neighborhood support for new multifamily and retail units based on preapplication meeting and subsequent conversations and presentations to the community

PROJECT HIGHLIGHTS

- Highly transit oriented, mixed-use building compliant with existing code
- Catered towards the considerably underserved needs of families, professionals and/or individuals who are enrolled or work at City College, or benefit from the proximity to public transit towards Downtown San Francisco or the South Bay
- In discussions with District 11 Supervisor Ahsha Safai to cater BMR units towards workforce housing AMI levels

ORIGINAL PROJECT: BIRD'S-EYE VIEW

Project Data	
Height Limit	45'
BMR Rate	20%
Unit Count	125
BMR Count	25
Studios/1-BR	74 / 59%
2-BR	50 / 40%
3-BR	1 / 1%

ORIGINAL PROJECT: VIEW FROM OCEAN AVE.

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DENSITY & AFFORDABILITY ALTERNATIVES

- In May 2017, the San Francisco Board of Supervisor's voted to approve legislation (HOME-SF) that would allow new developments to remove density controls and add two additional floors in exchange for increasing the on-site affordable housing component to 30%
  - However, the addition of two extra floors on the Alemany side of the building would cause the building to move from wood construction to steel/concrete, which would make the project infeasible
  - Further, we know that two full additional stories would make the building out of character with the rest of the neighborhood, as it would require a 65' height limit (from the existing 45')
  - Finally, PBV has committed to employing local San Francisco labor – the inclusion of 30% on-site affordable housing and historically high construction costs makes a Home-SF project infeasible
- PBV also considered a 100% affordable housing project, in partnership with non-profit entities, but do not believe that it would be a good use of this corner especially given the neighboring affordable housing sites near BART and at the Safeway site

Section 2

REVISED PROJECT PROPOSAL

COMMUNITY PRIORITIES

- NMTIA identified these criteria as most critical to address in letter sent to Erika Jackson dated January 2017
- Goal is to find a balance between community priorities, City Planning & Mayor's Office directives, and development constraints
- We continue to keep each of these criteria in mind as we refine the project

THE CASE FOR INCREASED DENSITY

- The Excelsior and Outer Mission has not seen significant new development since 2012 following the construction of 1200 Ocean Avenue by Avalon Bay (173 units) – the District is ripe for increased density

- Existing residents are facing increased upwards pressure on rents due to demand from City College (36,000+ enrolled full-time and a further 25,000+ enrolled on a part-time basis

- Additional demand from San Francisco residents who are employed in the Valley or Downtown, and desire proximity to the 280/101 and BART/MUNI lines

- Outer Mission Street retail corridor has been in steady state of decline; hence creation of Excelsior and Outer Mission Strategy Group (PBV is founding member) to drive new investment into the neighborhood and bring more foot-traffic

- Less than 2% of structures in District 11 feature 20+ units (compared to 26% citywide)

REVISED PROJECT: BIRD'S-EYE VIEW

Project Data	
Height Limit	60'
BMR Rate	25%
Unit Count	183
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Studios/1-BR	138 / 75%
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REVISED PROJECT: VIEW FROM OCEAN AVE.

Project Data	
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Section 3

SIDE-BY-SIDE COMPARISON

SIDE-BY-SIDE COMPARISON – PROJECT DATA

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SIDE-BY-SIDE COMPARISON (CONT'D)

View from Alemany Boulevard

Original Proposal

Revised Proposal

View from Ocean Avenue

Original Proposal

Revised Proposal

CONTACT US

PRESIDIO BAY
VENTURES

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+1 760 214 8753
cyrus@presidiobay.com

Kabir Seth
+1 510 590 8456
kabir@presidiobay.com

www.presidiobay.com

Exhibit H

Kabir Seth

From: NMTIA NMTIA <nmtiasf@gmail.com>
Sent: Tuesday, September 4, 2018 3:23 PM
To: Kabir Seth
Subject: Re: 65 Ocean Avenue - Project Update

Questions:
Does the 134 parking count include stacking?
100% residential? What about the childcare component? How will they handle their parking needs?
Exactly what have you discussed regarding my "exclusion" suggestion?

On Tue, Sep 4, 2018 at 9:40 AM Kabir Seth <Kabir@presidiobay.com> wrote:

> David – as I mentioned on our call, our parking count has remained unchanged at 134 and with the move to 100% residential, these are now all at the disposal of our tenants instead of being allocated to future retail tenants. As for the exclusion from street parking, we know this is a concern not just for your neighborhood but others in which we have developed – at the end of the day, it will require significant political willpower to have this request granted by SFTMA and we have not been successful in our past attempts (e.g. in the Dogpatch and Laurel Heights). We have not yet explored this option but is something that can be explored in parallel with our entitlements.
>
> Kabir
>
> **From:** NMTIA NMTIA <nmtiasf@gmail.com>
> **Sent:** Tuesday, September 4, 2018 9:21 AM
> **To:** Kabir Seth <Kabir@presidiobay.com>
> **Subject:** Re: 65 Ocean Avenue - Project Update
>
> KLabir,
>
> I've forwarded the info to our e-board.
>
> I note that you did not address the concerns I've raised regarding parking and the written exclusion of your development from any future preferential parking area in our neighborhood.
>
> Thank you,
>
> David Hooper
>
> On Sun, Sep 2, 2018 at 10:21 AM Kabir Seth <Kabir@presidiobay.com> wrote:

David,

Hope you are well. Per our phone conversation a few days ago, I wanted to shoot over a brief summary of the current status of the project that covers what we have been working on since we last met and next steps going forward. Please feel free to share this with the rest of the NMTIA.

Presidio Bay Ventures has been working diligently with the Office of Supervisor Ahsha Safai and the Planning Department to arrive at a project that is appropriate in size and scale for the community while maximizing the opportunity for new rental housing, both market and affordable for a range of income levels. Earlier this summer, Supervisors Ahsha Safai and Katy Tang proposed an amendment to the HOME-SF program that provides land owners certain density bonuses in exchange for providing additional below-market-rate housing. Under the revised program, there are three tiers available to developers. To strike a balance between maximizing density and ensuring financial feasibility for the project, PBV is pursuing the second tier which allows for one additional story in height with reduced density restrictions in exchange for providing 25% of the units as BMR. The 25% BMR units will be made up of 10% at the 55% AMI, 8% at the 80% AMI and 7% at the 110% AMI. The total unit count will be 192 units made up of 134 1BR/Studios, 39 2BR and 19 3BR units. PBV is dedicating 2,500sf+ of dedicated childcare space that will be leased on a long-term basis to a local operator. Further, PBV is sensitive to the scale of the project along Cayuga and has voluntarily agreed to set back the building by half a storey on the Cayuga side. Despite the loss of units, this will allow the building to step down to a much more appropriate scale along Cayuga Ave. Please see attached for a massing of the proposed project. As you can see, the project will now be 50' along the Alemany side but only 40' directly along the Cayuga side. Please keep in mind that this only a **massing** – our architectural team is working on applying the previous design scheme to this new massing.

As you may recall, our original project proposal was for 125 units at the city mandated affordability levels of 20%. Under our revised proposal, we are providing 67 more units in total, and increasing our on-site affordable component to 48 units from 25 (almost a 100% increase).

Now that we have finalized our design direction, the Planning Department's Urban Design Advisory Team (UDAT) will complete their evaluation of the project as it relates to its conformance with the various Planning Code restrictions (bulk, exposure, etc.) Separately, our CEQA environmental application is in the final stages of review – the last outstanding item is the transportation study, which is anticipated to be complete by December or early January. Once the CEQA report is complete (which is expected to occur after UDAT's final approval of the project) we will be eligible to present our project at the Planning Commission. Given their busy schedule, we expect this to occur in March or April, following which we will have completed our entitlements for the project. Of course, our goal is to ensure that the project also has the complete support of the community before we go to the Planning Commission.

To that end, we look forward to discussing our project with you and the New Mission Terrace Improvement Association at your next meeting. Please let us know next steps and of course, you can reach out to us at any time prior to then.

Best,

Kabir

--

New Mission Terrace Improvement Association

P.O. Box 12111, San Francisco, CA 94112

NMTIASF.com

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New Mission Terrace Improvement Association
P.O. Box 12111, San Francisco, CA 94112
NMTIASF.com

Exhibit I

PRESIDIO BAY
VENTURES

65 Ocean Avenue

New Mission Terrace Improvements Association

Project Update

February 26th, 2018

SAN FRANCISCO

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SIDE-BY-SIDE COMPARISON

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SIDE-BY-SIDE COMPARISON (CONT'D)

View from Alemany Boulevard

Original Proposal

Revised Proposal

View from Ocean Avenue

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Revised Proposal

CONTACT US

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+1 510 590 8456
kabir@presidiobay.com

www.presidiobay.com

Exhibit J

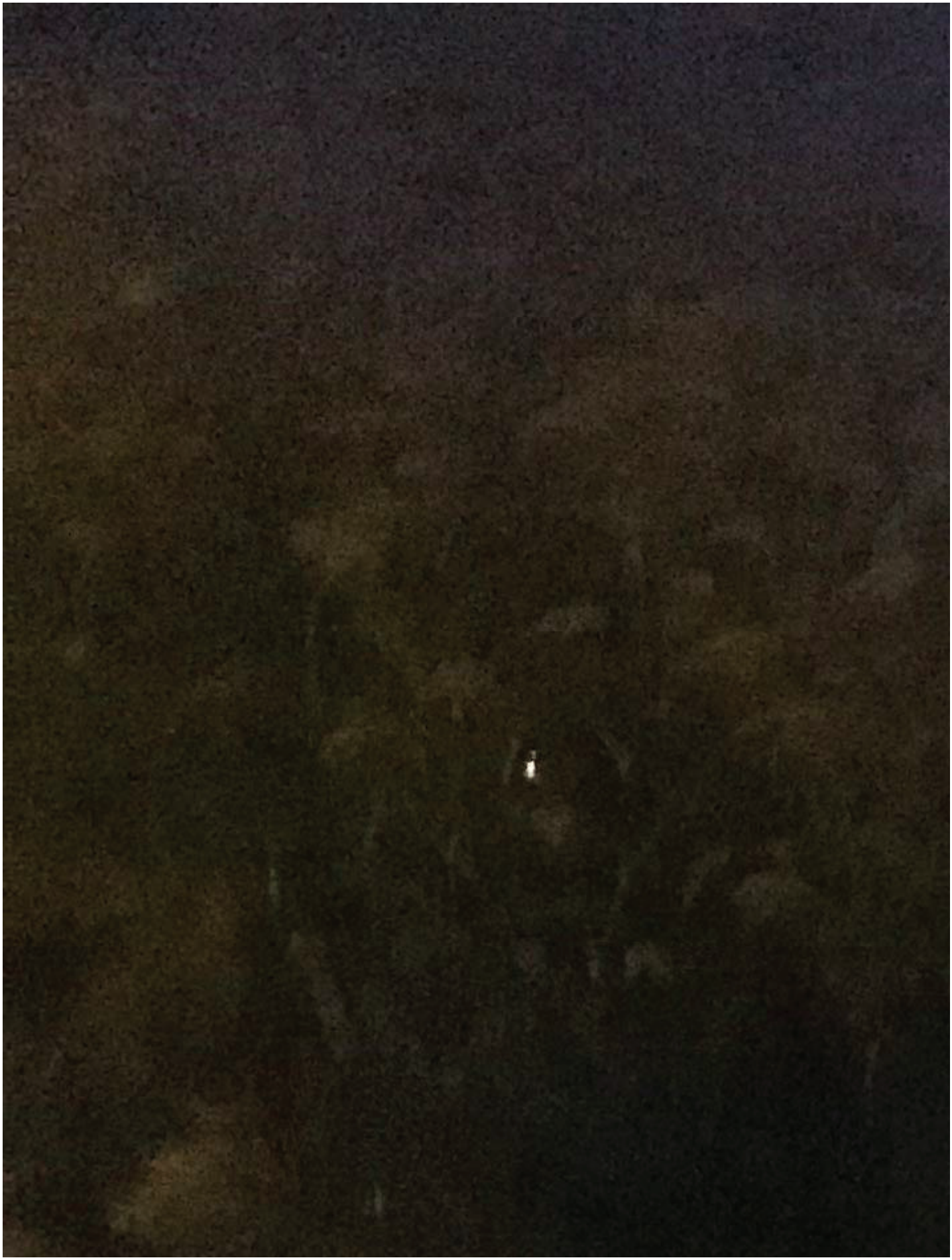
Kabir Seth

From: NMTIA NMTIA <nmtiasf@gmail.com>
Sent: Monday, July 29, 2019 9:51 AM
To: Taylor Feezor
Cc: Kabir Seth; Cyrus Sanandaji
Subject: Thank you: Re: Liability/hazard on Alemany side of 65 Ocean

And that was a quick response.
Thank you.
David

On Sun, Jul 28, 2019 at 9:38 PM Taylor Feezor <taylor@presidiobay.com> wrote:

> Hello David,
>
> The gate has been secured in place with tension wire and is no longer in the pedestrian walk way. Thank you for making us aware of the issue!
>
> T



Get Outlook for iOS

From: Kabir Seth <kabir@presidiobay.com>
Sent: Sunday, July 28, 2019 9:29 AM
To: NMTIA NMTIA
Cc: Cyrus Sanandaji; Taylor Feezor
Subject: Re: Liability/hazard on Alemany side of 65 Ocean

David - hope you are having a good weekend. Thank you for bringing this to our attention. We'll have someone come out and make sure the fence is no longer posing a risk to the public right and of way.

Kabir

Kabir Seth
Presidio Bay Ventures
(510) 590-8456

On Sun, Jul 28, 2019 at 9:21 AM -0700, "NMTIA NMTIA" <nmtiasf@gmail.com> wrote:

> Kabir,
> Please see attached two photos of a hazard to pedestrians on the Alemany side of the 65 Ocean Ave property.
> A portion of the two-piece chain-link gate for this property is loose and detached from its hinges and is leaning over the sidewalk into the pedestrian right-of-way.
> This gate is heavy, is still attached to the other side of the gate by a chain.
>
> It cannot be moved or swung aside and you would need to have at least two people deal with this hazard by securing it clear of the sidewalk.
> Since your tenants don't use this sidewalk for access and egress, you are unlikely to hear about this problem from them.
> Thank you,
> David Hooper
>
> New Mission Terrace Improvement Association
> P.O. Box 12111, San Francisco, CA 94112
> NMTIASF.com

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New Mission Terrace Improvement Association
P.O. Box 12111, San Francisco, CA 94112
NMTIASF.com

Exhibit K

Kabir Seth

From: david hooper <vpulgas@yahoo.com>
Sent: Wednesday, August 7, 2019 7:02 PM
To: Lisa Dunseth; Alexander Mullaney
Subject: Several points to be corrected, Re: Balboa Park Neighborhood in the News

Alex,
I hadn't intended to be at the (Poder-)CUHJ march.
Will you be attending?
If so, let me know; I might make the trip.

There are several points in the article that need clarification/correction.
They may have been using your article from 2017 and not be aware of changes.
The total number of units: 193, not 133.
The bonus in the number (and the height) is due to HomeSF.
This leads to 25% affordability (48 units?).
The site includes at least 5,200 sq. ft for an on-site pre-school (covering the commercial requirement).

The pre-schools referred to in the article have vacated:
Crayon Box moved to the old rectory at St. Anthony's on Chavez at Folsom (3?) years ago.
They may be unhappy with the archdiocese as a landlord and could, conceivably, return as a tenant to 65 Ocean.
Little Bear moved out a week ago to their long-anticipated new location on Broad.
I think they may own this new location on Broad.

The misinformation feeds those who offer equally misinformed comments.

This leaves the Golden Bridges School as the present tenant.
They own the site at 203 Cotter St, the former site of Little City Gardens and plan to build there and that is a long story for another day.

As for the "harbinger" effect, this site is adjacent to 915 Cayuga which will have 50% affordability (of 120 units)
and within a long city block of the 100% affordable development on Mission at the funeral parlor site (175 units).
The 125+? 100% affordable units at Geneva & San Jose are close by (no parking on site).

I'm counting 310+ units of affordable and 205-10 market rate in these four developments?
I don't have the numbers on the Mission-Seneca building.

The "harbinger" would have been the new development at Mission & Seneca but I don't see this happening.

Yes, you can pass this on to the Curbed SF reporter.

Thanks for thinking of me,
David

On Wednesday, August 7, 2019, 4:39:11 PM PDT, Alexander Mullaney <amullaney@gmail.com> wrote:

https://sf.curbed.com/2019/8/7/20759029/excelsior-protest-65-ocean-market-rate

Will you guys be marching?

All the best,
Alexander Mullaney
(415) 215-4246

Exhibit L

PRESIDIO BAY
VENTURES

65 Ocean Avenue

Excelsior District Improvement Association

Project Update

February 27th, 2018

SAN FRANCISCO

1160 Battery Street, Suite 250
San Francisco, CA 94111

OBJECTIVES

- The Excelsior District Improvement Association (EDIA) is one of the neighborhood's most vocal, engaged and civic minded organizations that is focused on the continued vitality, growth, inclusiveness and safety of the neighborhood

- Presidio Bay Ventures (PBV) has made a significant investment towards the acquisition and entitlement of land that will accommodate a new mixed-use project. The project will provide a combination of market-rate and affordable housing units, and much needed neighborhood-serving commercial space

  - Our hope is that our project will encourage new investment in the District 11 neighborhood to provide more housing and ease the upwards pressure on rents that is being felt throughout the city

- The Planning Department and the Office of Supervisor Ahsha Safai are committed to ensuring the most efficient use of available land to maximize the long term economic strength of District 11. As such, discussions have been initiated to explore the possibility of increased density at 65 Ocean Avenue in exchange for increased affordability

- PBV would like to discuss a potential change to our original proposal in order to gain community feedback and inform future discussions with the Planning Department and Supervisor Safai

Section 1

PROJECT OVERVIEW

PROJECT LOCATION
OCEAN AVENUE
CAYUGA AVENUE
ALEMANY BLVD
01
02
03
04
05
06

02

03

04

05

01

06

SITE DESCRIPTION

- 65 Ocean Avenue
- Zoning: Excelsior Outer Mission Street NCD
- 40-X' height limit (taken from the mid-point of the lot along Ocean Avenue and Alemany Boulevard)
- Lot Area: 40,497 sf
- Currently home to the Little Bear and Golden Bridges pre-school. Little Bear is planning on vacating in a few months and we have just extended the lease for Golden Bridges until June 2019. Both have expressed support for our development and are leaving of their own volition. PBV is in talks with other pre-school operators and non-profits to occupy any available space on a short-term basis prior to the commencement of construction
- General neighborhood support for new multifamily and retail units based on preapplication meeting and subsequent conversations and presentations to the community

PROJECT HIGHLIGHTS

- Highly transit oriented, mixed-use building compliant with existing code
- Large lot area provides opportunity for ~7,500sf of contiguous open space in the rear yard. ~5,000sf of common roof space and 2,100sf of private open space for residents
- ~10,000sf of roof space dedicated towards solar panels used to power the building
- 142 Class 1 / Class 2 bicycle parking spaces
- Catered towards the considerably underserved needs of families, professionals and/or individuals who are enrolled or work at City College, or benefit from the proximity to public transit towards Downtown San Francisco or the South Bay
- In discussions with District 11 Supervisor Ahsha Safai to cater BMR units towards workforce housing AMI levels

PROJECT TIMELINE

- **Preliminary Project Application**
  - Received PPA Response Letter in October 2016
  - Positive response; meets bulk, height and configuration per Planning Dept. guidelines and aesthetic is generally acceptable
  - Request to reduce parking – TBD based on conversations with neighborhood
- **Environmental Review: 18-24 months**
  - Environmental Planner not assigned until recently
  - Expected completion in early 2019
  - Likeliest outcome is either a Categorical Exemption or Negative Declaration
- **Transportation Study: 6-8 months (concurrent with Environmental Review)**
  - Currently preparing draft scope that will be submitted to the Planning Department and reviewed by SFMTA
- **Expected Entitlement Approval: Q2 2019**
- **Construction to Commence: Q4 2019**

Section 2

ORIGINAL PROJECT PROPOSAL

ORIGINAL PROJECT: BIRD'S-EYE VIEW

Project Data	
Height Limit	45'
BMR Rate	20%
Unit Count	125
BMR Count	25
Studios/1-BR	74 / 59%
2-BR	50 / 40%
3-BR	1 / 1%

ORIGINAL PROJECT: VIEW FROM OCEAN AVE.

Project Data	
Height Limit	45’
BMR Rate	20%
Unit Count	125
BMR Count	25
Studios/1-BR	74 / 59%
2-BR	50 / 40%
3-BR	1 / 1%

ORIGINAL PROJECT: VIEW FROM ALEMANY BLVD.

Project Data	
Height Limit	45’
BMR Rate	20%
Unit Count	125
BMR Count	25
Studios/1-BR	74 / 59%
2-BR	50 / 40%
3-BR	1 / 1%

DENSITY & AFFORDABILITY ALTERNATIVES

- In May 2017, the San Francisco Board of Supervisor's voted to approve legislation (HOME-SF) that would allow new developments to remove density controls and add two additional floors in exchange for increasing the on-site affordable housing component to 30%
  - However, the addition of two extra floors on the Alemany side of the building would cause the building to move from wood construction to steel/concrete, which would make the project infeasible
  - Further, we know that two full additional stories would make the building out of character with the rest of the neighborhood, as it would require a 65' height limit (from the existing 45')
  - Finally, PBV has committed to employing local San Francisco labor – the inclusion of 30% on-site affordable housing and historically high construction costs makes a Home-SF project infeasible
- PBV also considered a 100% affordable housing project, in partnership with non-profit entities, but do not believe that it would be a good use of this corner especially given the neighboring affordable housing sites near BART and at the Safeway site

Section 3

REVISED PROJECT PROPOSAL

THE CASE FOR INCREASED DENSITY

- The Excelsior and Outer Mission has not seen significant new development since 2012 following the construction of 1200 Ocean Avenue by Avalon Bay (173 units) – the District is ripe for increased density

- Existing residents are facing increased upwards pressure on rents due to demand from City College (36,000+ enrolled full-time and a further 25,000+ enrolled on a part-time basis

- Additional demand from San Francisco residents who are employed in the Valley or Downtown, and desire proximity to the 280/101 and BART/MUNI lines

- Outer Mission Street retail corridor has been in steady state of decline; hence creation of Excelsior and Outer Mission Strategy Group (PBV is founding member) to drive new investment into the neighborhood and bring more foot-traffic

- **Less than 2% of structures in District 11 feature 20+ units (compared to 26% citywide)**

REVISED PROJECT: BIRD'S-EYE VIEW

Project Data	
Height Limit	60'
BMR Rate	25%
Unit Count	183
BMR Count	46
Studios/1-BR	138 / 75%
2-BR	27 / 15%
3-BR	18 / 10%

REVISED PROJECT: VIEW FROM OCEAN AVE.

Project Data	
Height Limit	60’
BMR Rate	25%
Unit Count	183
BMR Count	46
Studios/1-BR	138 / 75%
2-BR	27 / 15%
3-BR	18 / 10%

REVISED PROJECT: VIEW FROM ALEMANY BLVD.

Project Data	
Height Limit*	60’
BMR Rate	25%
Unit Count	183
BMR Count	46
Studios/1-BR	138 / 75%
2-BR	27 / 15%
3-BR	18 / 10%

Section 3

SIDE-BY-SIDE COMPARISON

SIDE-BY-SIDE COMPARISON – PROJECT DATA

Original Project Data	
Height Limit*	45’
BMR Rate	20%
Unit Count	125
BMR Count	25
Studios/1-BR	74 / 49%
2-BR	50 / 40%
3-BR	1 / 1%

Revised Project Data	
Height Limit*	60’
BMR Rate	25%
Unit Count	183
BMR Count	46
Studios/1-BR	138 / 75%
2-BR	27 / 15%
3-BR	18 / 10%

SIDE-BY-SIDE COMPARISON (CONT'D)

View from Alemany Boulevard

Original Proposal

Revised Proposal

View from Ocean Avenue

Original Proposal

Revised Proposal

CONTACT US

PRESIDIO BAY
VENTURES

Presidio Bay Ventures

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Exhibit M

PRESIDIO BAY
VENTURES

99 Ocean Avenue

Excelsior District Improvement Association

July 23, 2019

1160 battery st, suite 250 san
francisco. ca 94111

Presentation Agenda

1 Project Update

2 HOME-SF

3 Community Benefits

4 Design

5 Q&A

1

Project Update

PRESIDIO BAY

Site Overview

Project Updates

- Since 2016, Presidio Bay Ventures (PBV) has made a significant investment towards the acquisition and entitlement of land that will accommodate a new mixed-use project. The project will provide a combination of market-rate and affordable housing units, and much needed community benefits
  - Our hope is that our project will encourage new investment in the District 11 neighborhood to provide more housing and ease the upwards pressure on rents that is being felt throughout the city
- PBV has maintained an on-going dialogue with the EDIA as the project has progressed through the Planning Department's entitlement process
- After more than a year of discussions between the community, the Planning Department and the Supervisor's Office, PBV has finalized a new project that will utilize the HOME-SF affordable housing density program
- PBV would like to discuss the proposed project in order to gain formal EDIA support in advance of our upcoming Planning Commission hearing date
- The Planning Department has indicated its desire to present the project in front of the Planning Commission in October 2019

Project Schedule

Milestone	Est. Completion Date
Planning Commission Hearing	October 2019
Submit Permit Applications to SF DBI	November 2019
Building Permit Approval & Execution of GMP	June 2020
Close on Construction Financing	July 2020
Mobilize Construction Team and Commence Demolition / Excavation	August 2020
End of Construction	March 2022
Issuance of Temporary Certificate of Occupancy	April 2022
Lease-Up of Property	November 2022

Key Facts

- 99 Ocean is providing 48 on-site Below Market Rate (BMR) units and therefore tripling the number of on-site BMR units in multifamily buildings delivered in District 11 over the last 10 years, and increasing the total available on-site BMR stock in District 11 by 145%

- 99 Ocean is the largest HOME-SF Project in the city of San Francisco. By working through HOME-SF, the density of the building increased from 105 units to 193 units, and the on-site affordable housing requirement jumped from 18% to 25% - providing affordable housing for 1 in 4 tenants of the project.

- 99 Ocean will provide a total of 193 units where 50% of the bedrooms will be located in two- and three-bedroom units that will collectively serve a diverse community of families, students, and San Francisco citizens.

Key Facts

- Contrary to rumors being spread by opposition groups, 99 Ocean is NOT displacing a childcare operator. In fact, 99 Ocean has nearly 9,000 square feet of dedicated indoor and outdoor space which will provide a desperately needed resource of preschool care in a city where parents struggle to raise children while earning for their families.

- 99 Ocean has been a responsible steward for the existing preschool operators, Little Bear and Golden Bridges, and both have written letters of support for the project.

- 99 Ocean is employing local union labor and the project is estimated to create over 450 jobs throughout the construction period.

- 99 Ocean will employ the use of solar panels and fuel cells, creating a truly green building that will lower energy costs for all residents of the project.

Key Facts

- District 11 – New Constructions

D11 New Construction	Production Deficit
Moderate Income (80-120%)	-4,644
Low Income (<80%)	-3,168
Very Low Income (<50%)	-3,435

2

HOME-SF

Lack of Investment

- The Excelsior and Outer Mission have not seen any significant new development over the past decade
- In 2012, nearby District 7 saw construction of 1200 Ocean Avenue by Avalon Bay (173 units) – District 11 has seen limited new construction focused on families and students
- Outer Mission Street retail corridor has been in steady state of decline; hence creation of Excelsior and Outer Mission Strategy Group (PBV is founding member) to drive new investment into the neighborhood and bring more foot-traffic to help local businesses
- **Less than 2%** of structures in District 11 feature 20+ units (compared to 26% citywide)

Lack of Market Rate Supply

- Existing residents are facing increased upwards pressure on rents due to demand from City College (36,000+ enrolled full-time and a further 25,000+ enrolled on a part-time basis)
- Additional demand from San Francisco residents who are employed in the Peninsula, South Bay, or Downtown, and desire access to the 280/101 and BART/MUNI
- Individuals, couples, and young families that would typically occupy structures of 20+ studio or 1-bedroom units must find alternative options given the less than 2% of supply available to them
- Limited supply of studios and 1-bedrooms create upward pricing pressure on rents due to roommate situations which take away 2 and 3 – bedroom units from families

Lack of Affordable Housing

- 99 Ocean Avenue is providing 48 on-site BMR units servicing AMI levels between 50%-110% of AMI
- We are increasing the stock of on-site BMR units in District 11 single-handedly by 145%
- San Francisco has produced only 30% of its 2015-2022 goals to provide housing for Very Low-Income, Low-Income and Moderate-Income households
  - 99 Ocean Avenue is a much-needed boost to the neighborhood and the city's housing stock for our teachers, policemen, firemen and other essential civic employees

Housing Affordability	Housing Goals 2015-2022	Actual Production (2018)	% of Target	Production Deficit
Moderate Income (80-120%)	5,460	816	15%	-4,644
Low Income (<80%)	4,639	1,471	32%	-3,168
Very Low Income (<50%)	6,234	2,799	45%	-3,435

Home-SF Tier Summary

	Tier 1	Tier 2	Tier 3
Total BMR Requirement	20%	25%	30%
55% AMI	10%	10%	10%
80% AMI	5%	8%	10%
110% AMI	5%	7%	10%
Density	No Density Controls	No Density Controls	No Density Controls
Additional Height	5’ only for non-resi uses	10’	20’

PBV and Mayor’s Office supported choice for 99 Ocean Avenue

Mayor's Office of Housing and Community Development Rents - 2019

	55% AMI	80% AMI	110% AMI
Studio	$1,026	$1,565	$2,211
1-Bedroom	$1,182	$1,797	$2,536
2-Bedroom	$1,286	$1,980	$2,811
3-Bedroom	$1,389	$2,158	$3,081

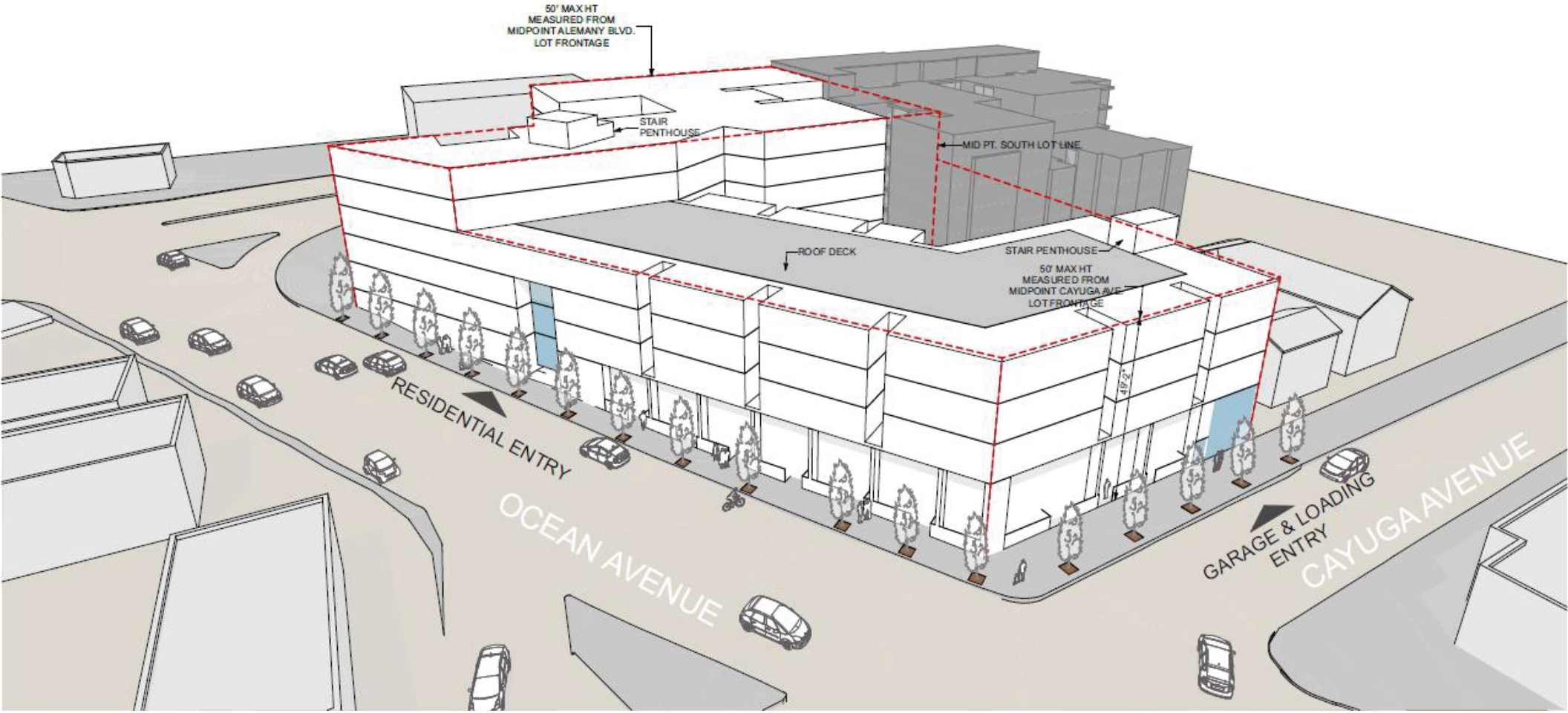
Source: Mayor's Office of Housing and Community Development - 2019 Base Rents

PROJECT COMPARISON

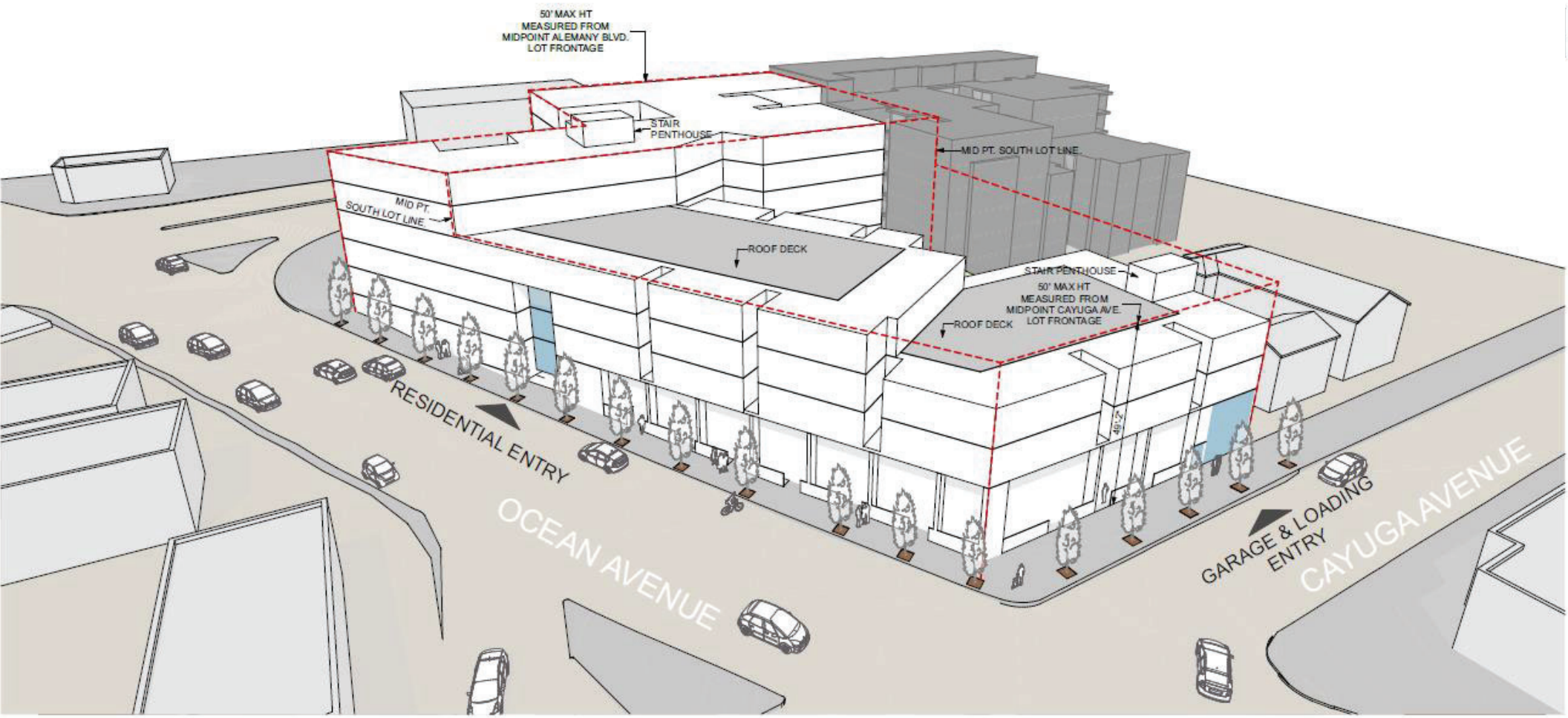
	HOME-SF	ORIGINAL PROJECT
Height Limit	50’ Alemany & 40’ Cayuga	40’
BMR Rate	25%	25%
Unit Count	193	105
BMR Count	**48**	**26**
55% AMI	19 / 10%	16 / 15%
80% AMI	15 / 8%	5 / 5%
110% AMI	14 / 7%	5 / 5%
Studios/1-BR	136 / 70%	81 / 77%
2-BR	35 / 18%	23 / 22%
3-BR	22 / 12%	1 / 1%

- Proposed unit mix adheres to HOME-SF by providing 50% of all bedrooms within units containing at least 2 bedrooms or more.
- PBV is voluntarily providing a set-back along Cayuga Avenue at the request of the community to scale down the building
- Only 20 BMR units have been built in District 11 since 2006. 99 Ocean Avenue will increase the available BMR stock by **240%**

HOME-SF Tier 2 Potential



HOME-SF Current Project



3

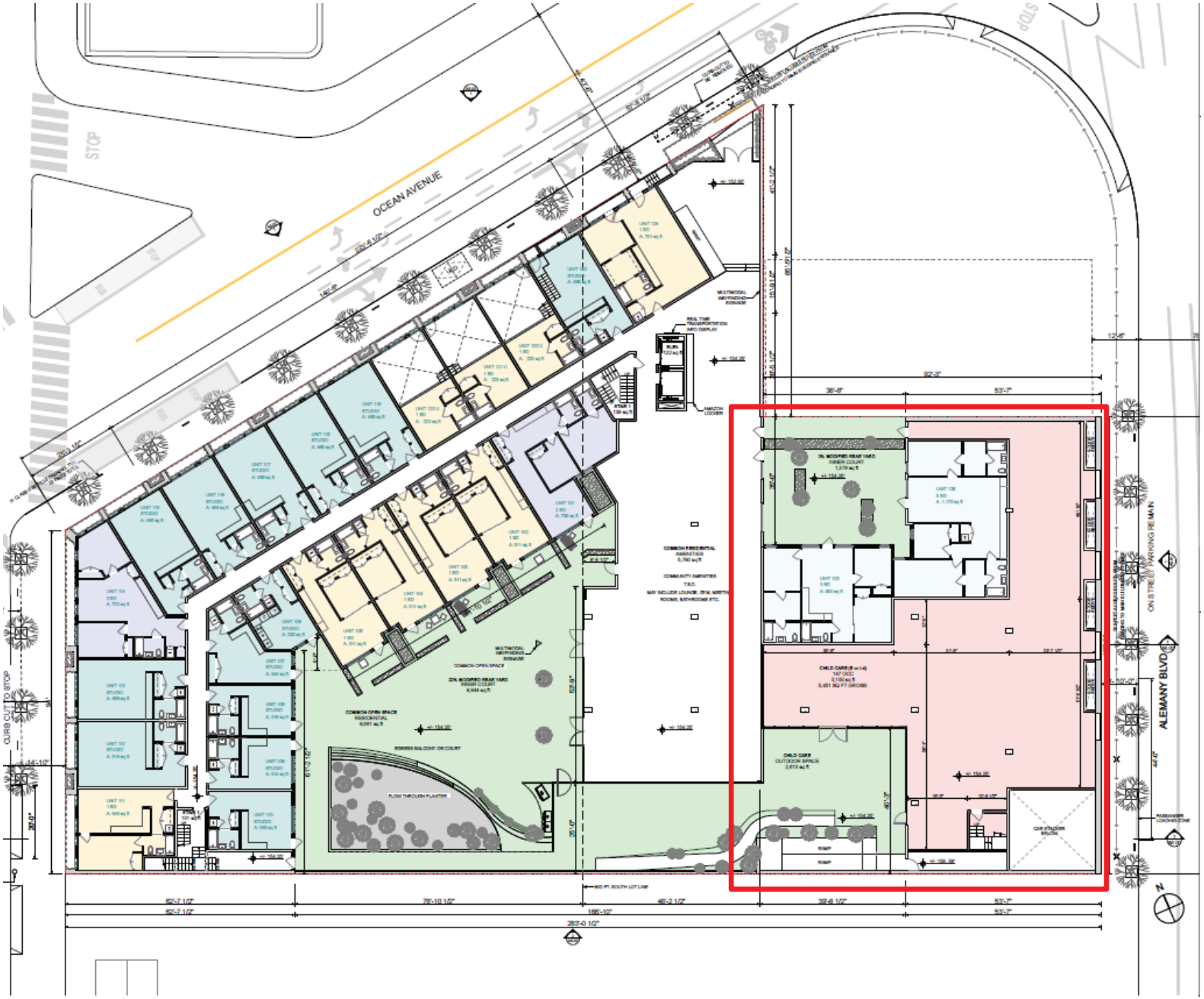
Community Benefits

PRESIDIO BAY

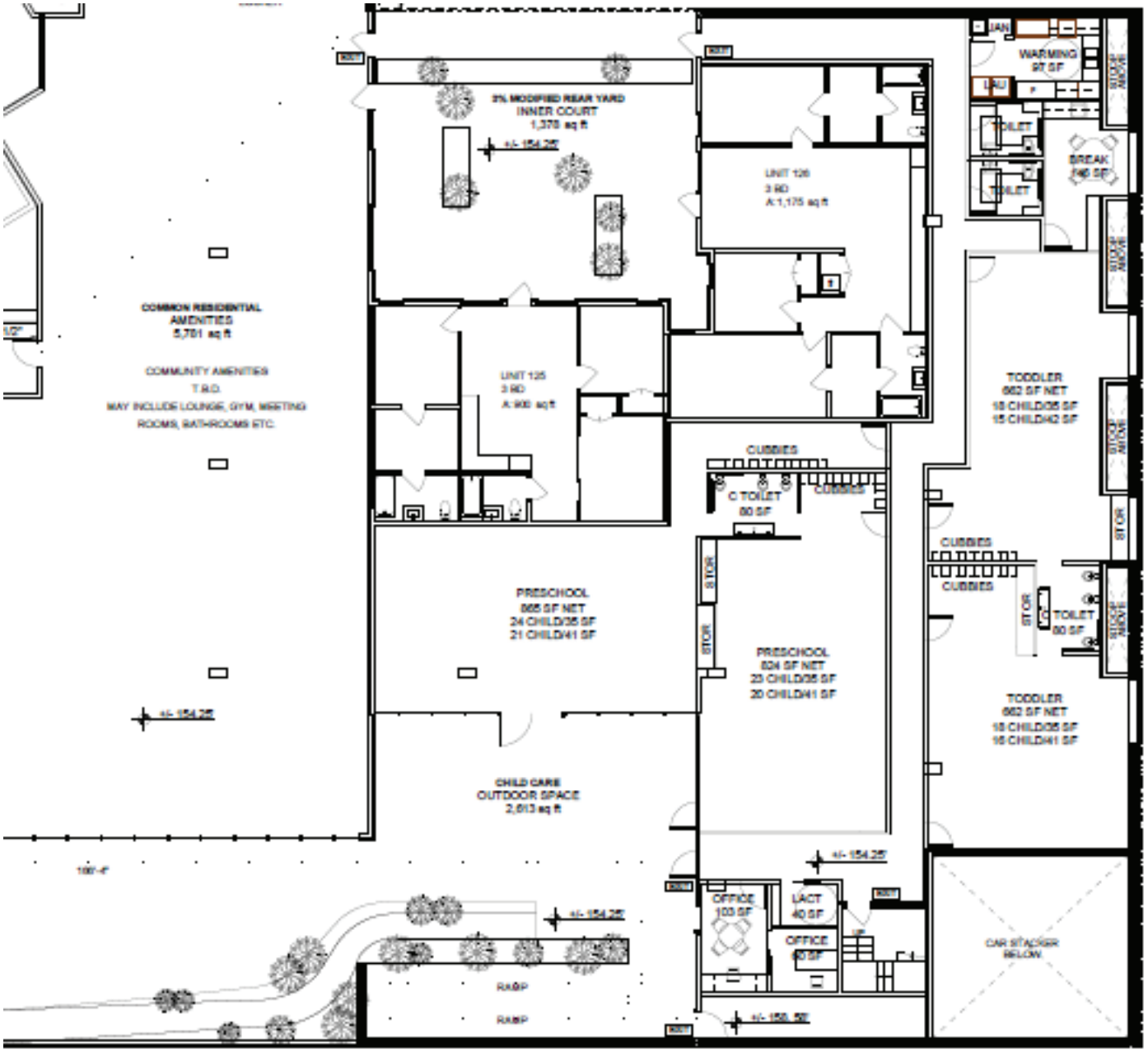
On-Site Childcare

- 99 Ocean is the first project to provide a dedicated onsite child care facility instead simply paying into the San Francisco Childcare Impact Fee Fund.
  - Paying into the fund would only generate ~$400,000 into that may not service District 11
  - PBV is financing over $2,500,000 in core/shell and tenant improvements
- 99 Ocean Avenue is providing 6,013 square feet of classroom space and 2,613 square feet of dedicated private open-space that will serve up to 75 children
- Dedicated parking, bike storage and loading zone drop area on Alemany Boulevard
- 15-year lease term at below market rates to the Crayon Box – former tenant and local Outer Mission business
- Free construction management oversight from PBV

On-Site Childcare

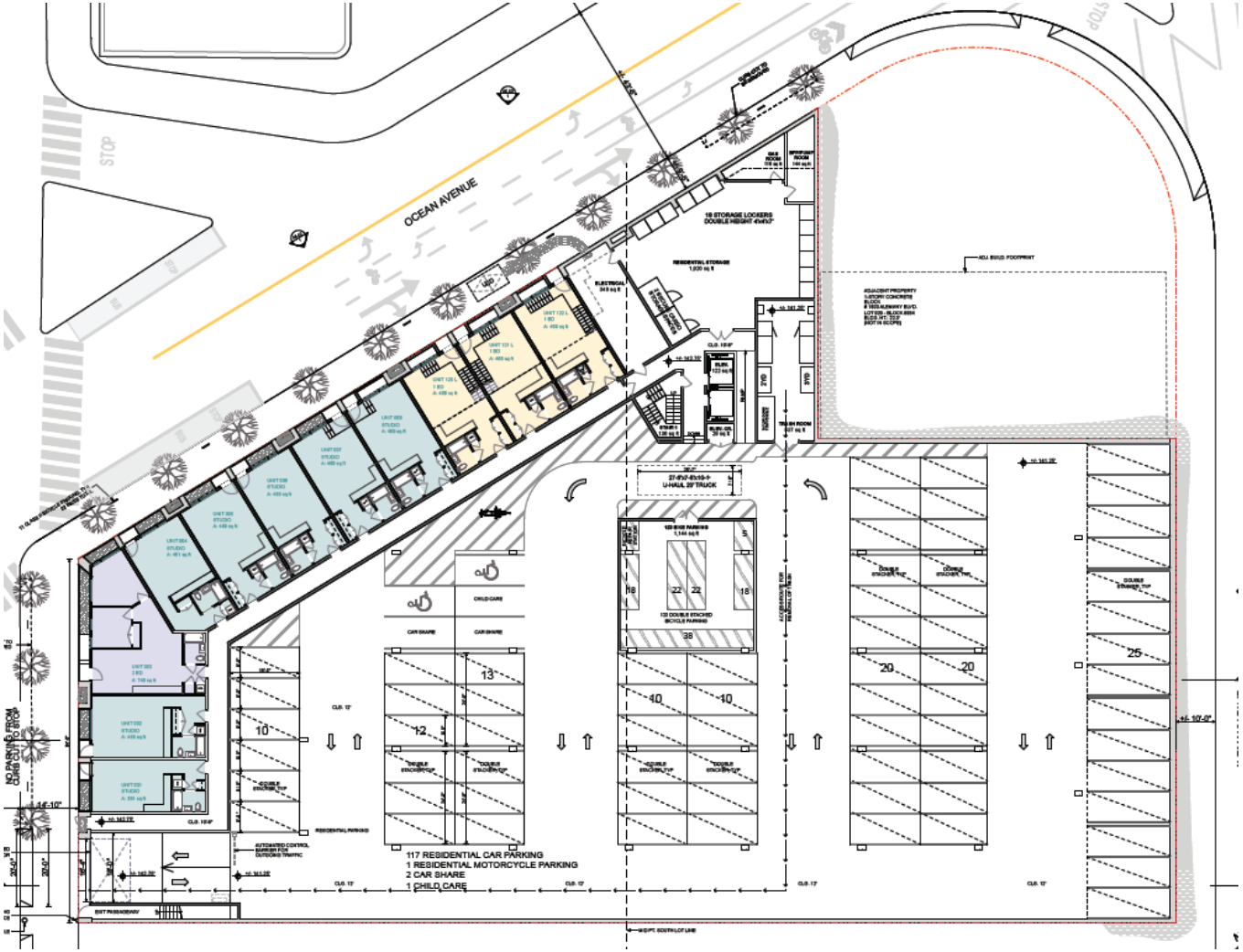


On-Site Childcare – Testfit



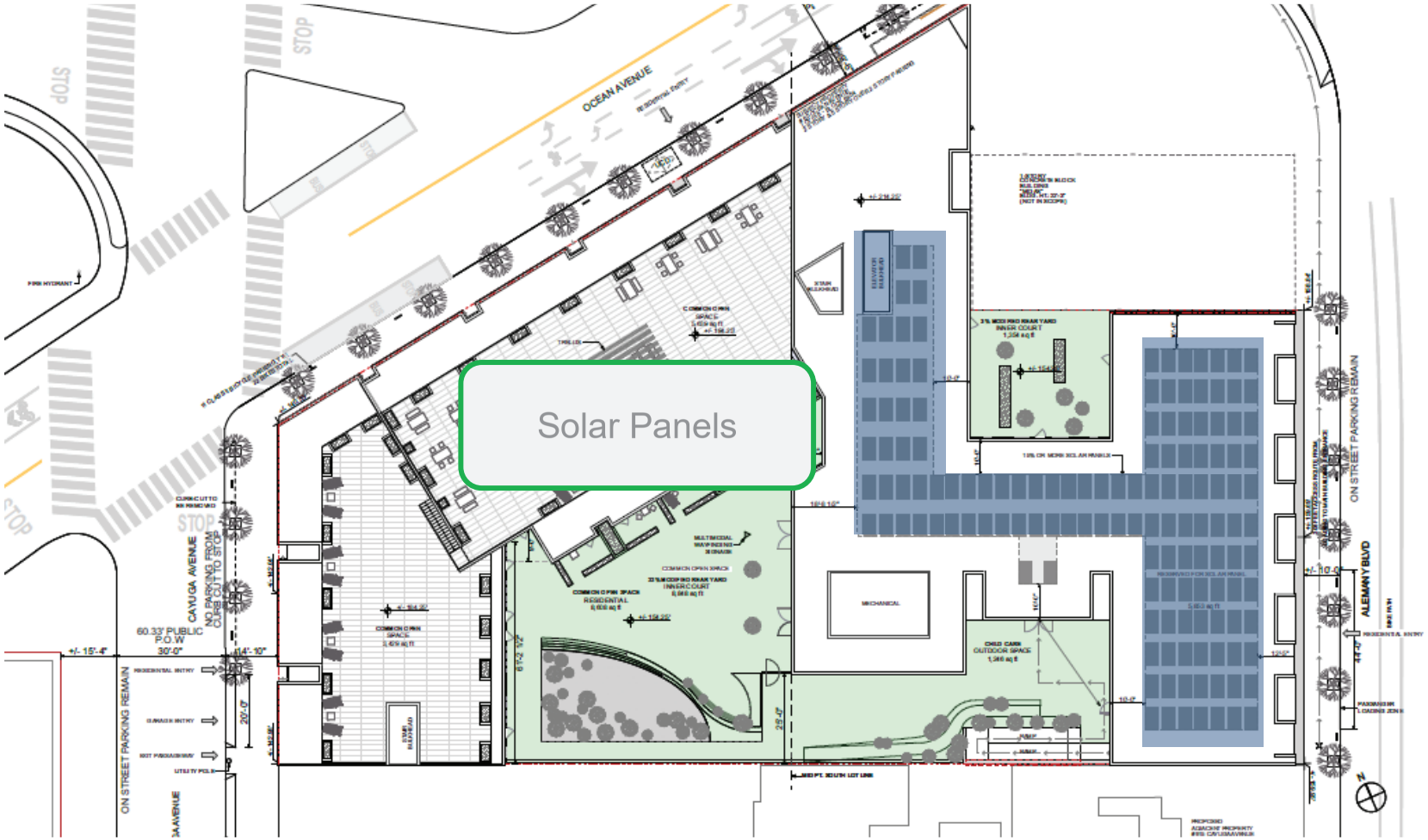
Parking

- 99 Ocean Avenue is providing 117 available parking spaces (in addition to childcare and rideshare parking). These will be decoupled from the units and available to the community to rent on a monthly or annual basis



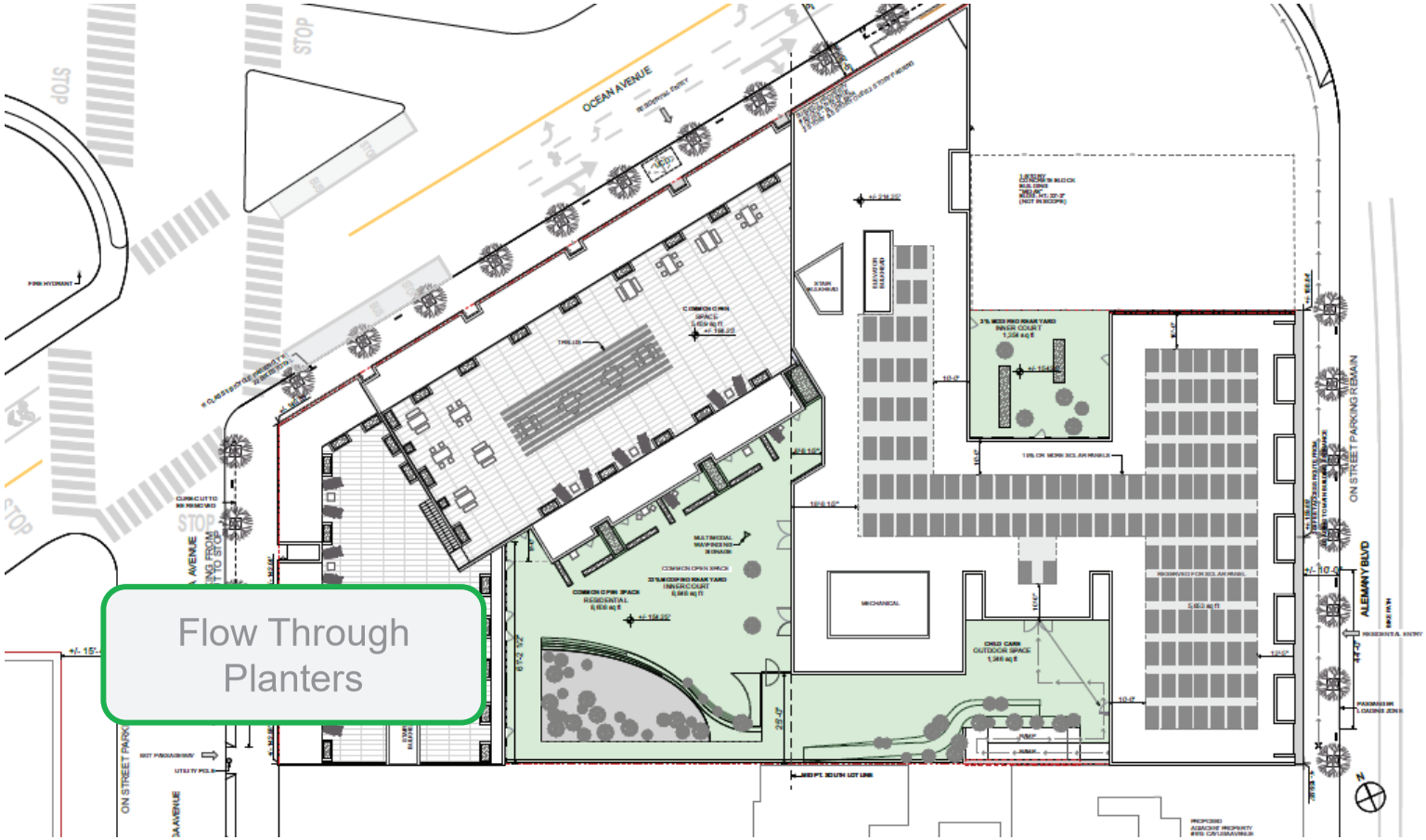
Sustainability

- Half of 99 Ocean Avenue's roof area will be dedicated towards solar power generation that will lower operational costs for the BMR units and the childcare facility



Storm Water Mitigation

- The rear yard will feature ~10,000sf of flow through planter space that will alleviate the pressure on the stormwater system that causes flooding along Cayuga Street
- The building foundation has also been elevated from the original plans to lessen the impact of flooding on Cayuga Street



Mural

- Our project will feature a significant amount of wall space overlooking Midas onto the prominent intersection of Ocean and Alemany
- PBV plans to engage local artists to create a piece that will pay homage to the community and spirit of the Excelsior / Outer Mission

Local / Union Labor

- PBV is committed towards the employment of local union labor and projects that 99 Ocean will employ approximately 470 construction workers across all disciplines throughout the course of the project
- We have signed a Memorandum of Understanding with the Plumbers & Steamfitters (Local 38), IBEW (Local 6), Sheet Metal Workers (Local 104) and Sprinkler Fitters (Local 483)

- 99 Ocean will also employ up to 5 full-time employees on-site for property management, maintenance and engineering purposes

4

Design

PRESIDIO BAY

99 Ocean

INTERSECTION OCEAN AVENUE & CAYUGA AVENUE

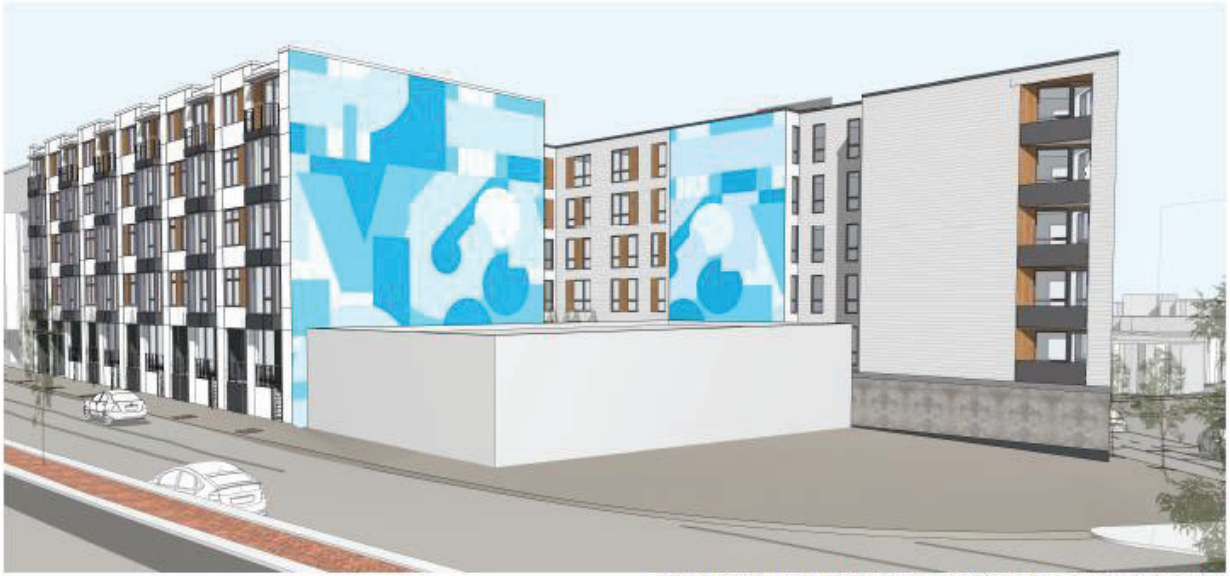
Dedicated Child Care Entrance

VIEW FROM ALEMANY BOULEVARD LOOKING NORTH

INTERSECTION OCEAN AVENUE & CAYUGA AVENUE

VIEW FROM CAYUGA AVENUE LOOKING NORTH

VIEW FROM ALEMANY BOULEVARD GROUND FLOOR ENTRY



CORNER AT ALEMANY BOULEVARD & OCEAN AVENUE

INTERSECTION ALEMANY BOULEVARD & OCEAN AVENUE

COURT YARD LOOKING NORTH

5

Q & A

PRESIDIO BAY

Thank you!

INTERSECTION OCEAN AVENUE & CAYUGA AVENUE

Primary Concerns

Leaking Underground Storage Tanks

The site does not have any leaking underground storage tanks. Extensive borehole drilling and sampling also confirmed a clean site.

Displacing Child Care

Golden Bridges and Little Bear have been long-term partners of the sponsor at well below market rents to help the community. Independently, they have both elected to move on from the spaces to pursue alternate options. Crayon Box, our original tenant who left in 2016, will return to the project once completed. They will also be granted below market rates with limited increases overtime.

Affordability

25% of the units will be Below Market Rate Rents which will result in more than doubling the amount of affordable units built in the past decade in District 11. The AMI selections are dictated by HOME-SF legislation and is focused on low-income and workforce housing.

Construction Impact

Project is actively studying baseline noise levels which will be kept as close to these levels as possible. A tower crane will be utilized to minimize engine exhaust from on-site equipment and delivery vehicles activity. All dust and soil impact will be contained as part of the site mitigation plan.

Traffic & Pedestrian Congestion

Coordination with 915 Cayuga and SF MUNI will help minimize impact during construction and after completion. Pedestrian focused design of the garage ingress/egress will maximize safety and sightlines. A signal will prohibit vehicles from entering the pedestrian right of way.

CONTACT US

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KABIR SETH

Development and operations

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PRESIDIO BAY VENTURES

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Exhibit N

Kabir Seth

From: Tanner, Rachael (CPC) <rachael.tanner@sfgov.org>
Sent: Thursday, March 1, 2018 8:58 PM
To: Kabir Seth; Rivas, Jorge (ECN)
Cc: Cyrus Sanandaji
Subject: RE: District 11 Contact Info

Joelle Kenealey sfommra@gmail.com
Mary Harris D11 Council, also on board of EAG: Mary Harris (maryharris_dist11@msn.com)

Excelsior Collaborative – one of their co-chairs: Amy Gaerlan AGaerlan@excelsiorfc.org They meet on the 3rd wed of the month from 10 – 11:30

#
Rachael Tanner, MCP, Senior Planner
Excelsior Neighborhood Strategy, Citywide Planning Division
San Francisco Planning Department
1650 Mission Street, Suite 400 San Francisco, CA 94103
Direct: 415.575.8730 | www.sfplanning.org
San Francisco Property Information Map

From: Kabir Seth [mailto:Kabir@presidiobay.com]
Sent: Wednesday, February 21, 2018 10:02 AM
To: Tanner, Rachael (CPC); Rivas, Jorge (ECN)
Cc: Cyrus Sanandaji
Subject: District 11 Contact Info

Rachael and Jorge,

Thanks for taking the time to meet with me this morning to chat about 65 Ocean. As discussed, if you could please send me the contact information for the following individuals / groups, that would be very much appreciated:

Joelle McNealy (sp?)
District 11 Council
Excelsior Collaborative

Thanks again, and looking forward to the next Excelsior / Outer Mission Strategy meeting when I can make it.

Best,

Kabir

PRESIDIO BAY VENTURES
Kabir Seth
Presidio Bay Ventures
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Exhibit O

Kabir Seth

From: Kabir Seth
Sent: Tuesday, January 24, 2017 11:37 AM
To: sfommra@gmail.com
Cc: Cyrus Sanandaji; Safai, Ahsha (BOS); riyad@rg-architecture.com
Subject: 65 Ocean Avenue - February 7th Community Meeting (7PM-9PM)
Attachments: 65 Ocean Avenue - 2.7.16 Community Meeting.pdf

Joelle,

I hope this email finds you well. I wanted to follow up on my note to you and the Outer Mission Merchants and Residents Association last week regarding the preapplication meeting for our proposed project located at 65 Ocean Avenue (I did not receive a response, so I am hoping it did not go to your spam folder). Per the request of neighbors who are not able to attend the meeting taking place on January 25th at the Planning Department, we have scheduled a subsequent meeting on February 7th from 7-9PM to take place in the community room of the Ingleside Police Station. I have attached an invitation letter that provides all the details of the meeting; we would greatly appreciate it if you could forward this letter to your membership so that interested parties can attend.

Please let me know if you have any questions, otherwise I look forward to seeing you either tomorrow or on February 7th!

Best,

Kabir

Kabir Seth

Presidio Bay Ventures
1160 Battery Street, Suite 250 | San Francisco, CA 94111-1216
US / +1 510 590 8456
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Exhibit P

PRESIDIO BAY
VENTURES

65 Ocean Avenue

February 6, 2019

1160 Battery St, Suite 250
San Francisco. CA 94111

Site Overview

Community Approach

- The community identified these criteria as most critical to address in letter sent to the Planning Department in January 2017
- Goal is to find a balance between community priorities, City Planning & Mayor's Office directives, and development constraints
- We continue to keep each of these criteria in mind as we refine the project

Original Project Proposal

Project Data	
Height Limit	45’
BMR Rate	20%
Unit Count	125
BMR Count	25
Studios/1-BR	74 / 59%
2-BR	50 / 40%
3-BR	1 / 1%

Case for Increased Density

- The Excelsior and Outer Mission has not seen significant new development since 2012 following the construction of 1200 Ocean Avenue by Avalon Bay (173 units) – the District is ripe for increased density

- Existing residents are facing increased upwards pressure on rents due to demand from City College (36,000+ enrolled full-time and a further 25,000+ enrolled on a part-time basis

- Additional demand from San Francisco residents who are employed in the Valley or Downtown, and desire proximity to the 280/101 and BART/MUNI lines

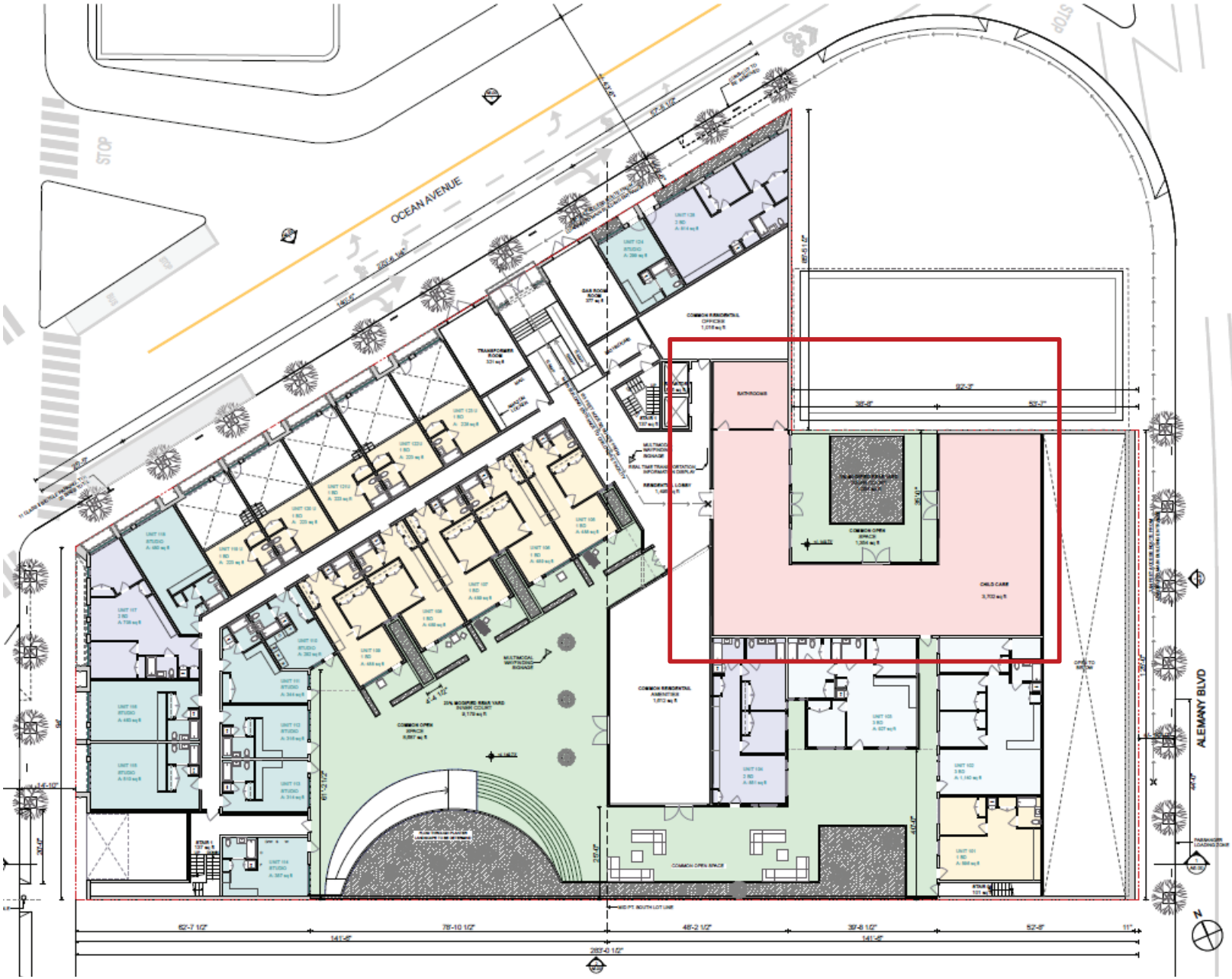
- Less than 2% of structures in District 11 feature 20+ units (compared to 26% citywide)

Home-SF Tier Summary

	Tier 1	Tier 2	Tier 3
Total BMR Requirement	20%	25%	30%
55% AMI	10%	10%	10%
80% AMI	5%	8%	10%
110% AMI	5%	7%	10%
Density	No Density Controls	No Density Controls	No Density Controls
Additional Height	5’ only for non-resi uses	10’	20’

PBV and Mayor’s Office supported choice for 65 Ocean Avenue

Dedicated Childcare Facility



- 3,702 square feet of dedicated childcare facility space that will be set aside and leased at below-market rate terms to a local school operator
- 1,354 square feet of private open space that will be for the exclusive use of the childcare facility
- Dedicated drop-off/pick-up curb cut planned on Alemany Street – children will be escorted from street into the main building entrance
- Facility will accommodate 50-75 students at full capacity

Current Proposal

Current Proposal

Current Proposal

Current Proposal

Current Proposal

Current Proposal

Current Proposal

Current Proposal

Current Proposal

Current Proposal

Current Proposal

Current Proposal

Current Proposal

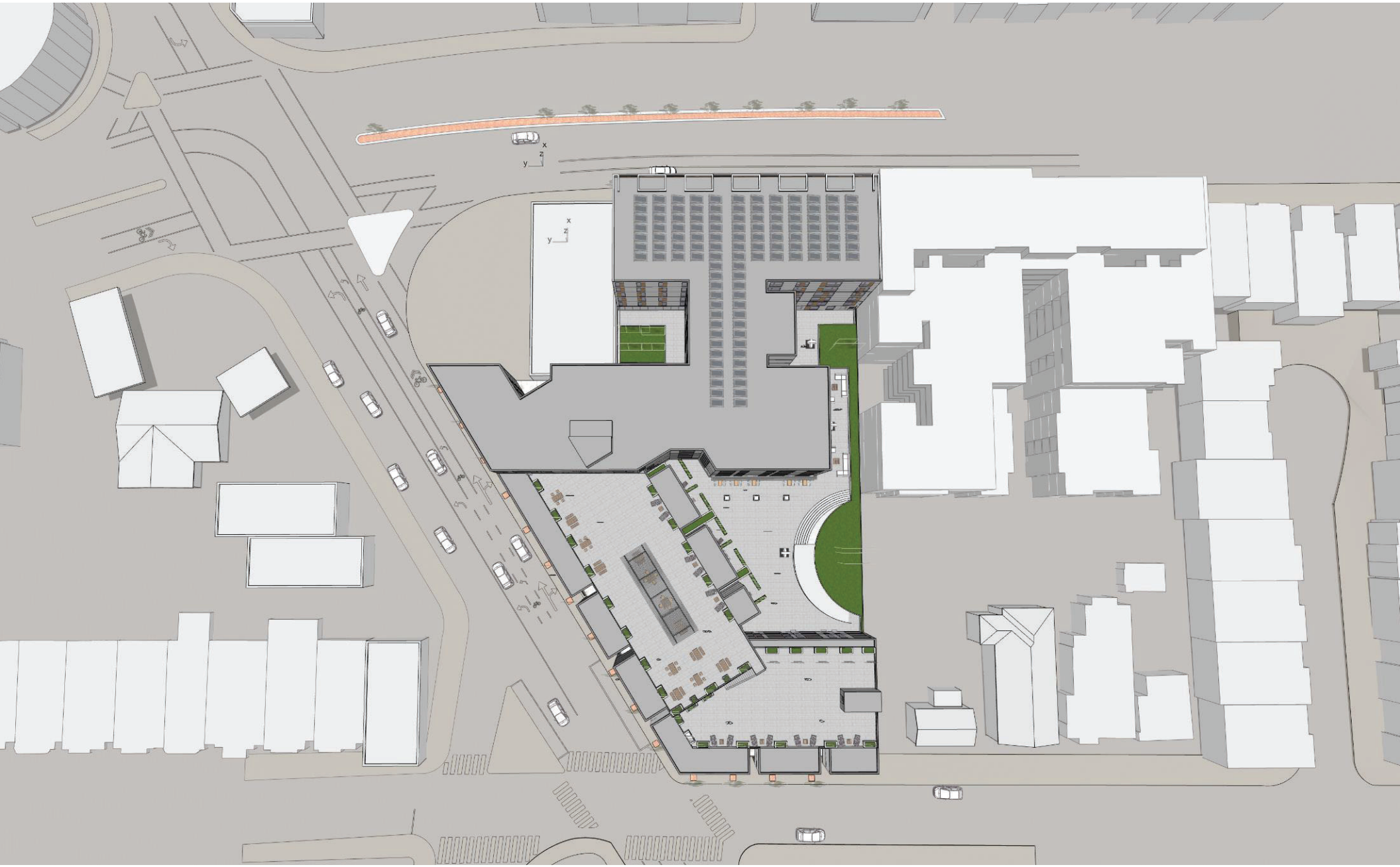


Exhibit Q

San Francisco HOUSING ACTION COALITION

PROJECT REVIEW REPORT CARD

Project Address: 65 Ocean Avenue, San Francisco, CA 94112
Project Sponsor: Presideo Bay Ventures, LLC
Date of SFHAC Review: 5/8/2019

Grading Scale
★ = The project meets the high standard set by local jurisdiction and/or SFHAC
★★ = The project exceeds SFHAC standards
★★★ = The project far exceeds SFHAC's standards and exhibits creativity in its proposed solutions

Criteria for SFHAC Endorsement
1. The Project must have been presented to the SFHAC Project Review Committee
2. The Project must score a minimum of ★ on any given guideline

Guideline	*Comments*	*Score*
Summary	Having reviewed the project proposed by the project sponsor and architect, SFHAC's Project Review Committee has endorsed 65 Ocean Avenue, which creates necessary new homes for San Franciscans with a greater-than-usual BMR (Below Market Rate) and a community-serving childcare service center.	★
Land Use	The proposed project introduces 193 new, badly-needed homes and childcare services for San Franciscans in the Excelsior. This is an appropriate use of land in the context of our housing shortage.	★
Density	The project utilizes HOME-SF Tier 2 to achieve 25% BMR housing on-site. This project represents an ideal use of the local density bonus program, placing additional new homes near main thuroughfares like the Balboa Park BART station and Mission Street.	★★
Affordablility	The project achieves a high level of affordability by utilizing Tier 2 of the local density bonus program, HOME-SF. Although it achieves the minumum requirement of this bonus, the Committee would like to reinforce the difficulty in achieving this high of a BMR percentage.	★
Parking & Alternative Transportation	The proposed project has a parking ratio of .7:1, just under the neighborhood parking rate of .78:1. SFHAC's Committee would like to see less parking, although utilization of parking stackers minimizes the footprint of the parking infrastructure.	★
Preservation	The site features no historic structures.	**n/a**
Urban Design	The project team took care to ensure the massing of the building blends as best it could with the surrounding community. This includes unique facades that reflect the street they face, as well as incorporation of stoops to help activate the street. In addition, the project team opted for HOME-SF Tier 2, as opposed to Tier 3, in order to ensure the project more closely matched the neighborhood context.	★★
Environmental Features	The project team has committed to Green Point certification matching the city's high requirements for environmentally friendly project design.	★

Community Benefits	In addition to impact fees, which will be used to create better infrastructure for San Franciscans, the project team intends to dedicate over 3,000 square feet of space for community serving childcare use, including a dedicated entrace on Ocean Ave. This will be achieved through a long-term lease with an operator as well as a commitment to delivery of the space in move-in ready condition. The project will incorporate visibility for the neighborhood through a mural on the facade facing the corner of Ocean and Alemany Avenues paying homage to the Outer Mission / Excelsior neighborhood that will be created by local artists. The project team has also signed a Memorandum of Understanding with local union representatives and will commit to using as much union labor as possible.	★★
Community Input	The project team continues to engage in a good-faith community outreach process reaching out to groups and individuals, such as the New Mission Terrace Improvements Association (NMTIA), the Excelsior District Improvement Association (EDIA), the Excelsior Action Group (EAG), and other concerned neighbors. They have also held several public meetings with neighborhood groups to hear concerns. Community input has resulted in a setback along the Cayuga Avenue frontage, which was requested by the neighbors.	★

Exhibit R

65 OCEAN AVENUE, San Francisco

133 New Residential Units

PROJECT INFORMATION

■ UNITS	
- RESIDENTIAL	133 UNITS: 65 STUDIOS (49%), 37 1-BEDROOMS (28%), 30 2-BEDROOMS (22%), 1 3-BEDROOMS (1%)
- COMMERCIAL	3 RETAIL/COMMERCIAL (2,283 SF, 2,892 SF & 2,519 SF)
■ LOT AREA	40,497 SF
■ HEIGHT	5 STORIES, 40'-0" TALL (40'-0" HEIGHT LIMIT)
■ PARKING	
- AUTOMOBILE	118 PARKING; 14 COMMERCIAL & 104 RESIDENTIAL
- BICYCLE	134 CLASS 1, 8 CLASS 2
■ REAR YARD EQUIVALENT	25.8% OF REAR YARD; TOTAL OF 10,471 SF
■ OPEN SPACE	
- COMMON	7,569 SF (INNER COURT) 5,391 SF (ROOF DECK)
I■ ACCESSIBILITY	FULLY ADAPTABLE
■ AFFORDABILITY	25% ∴ 33 UNITS ON-SITE
■ CONSTRUCTION TYPE	TYPE VA OVER TYPE IA

REVISIONS

Many revisions have been made to the project based on community input from the the last meeting (03/20/2017). The most notable items are the following:

- MOVED GARAGE ENTRY FROM CAYUGA TO OCEAN
- ENHANCED SCALE AND DETAIL OF STREET FRONTAGES TO BECOME MORE ENGAGING AND CONTEXTUAL
- INTRODUCTION OF PUBLIC ART
- CHANGED MATERIALS AND ADDED COLORS
- REFINED RESIDENTIAL ENTRANCE

PROJECT
LOCATION
OCEAN AVENUE
CAYUGA AVENUE
ALEMANY BLVD
01
02
03
04
05
06

02

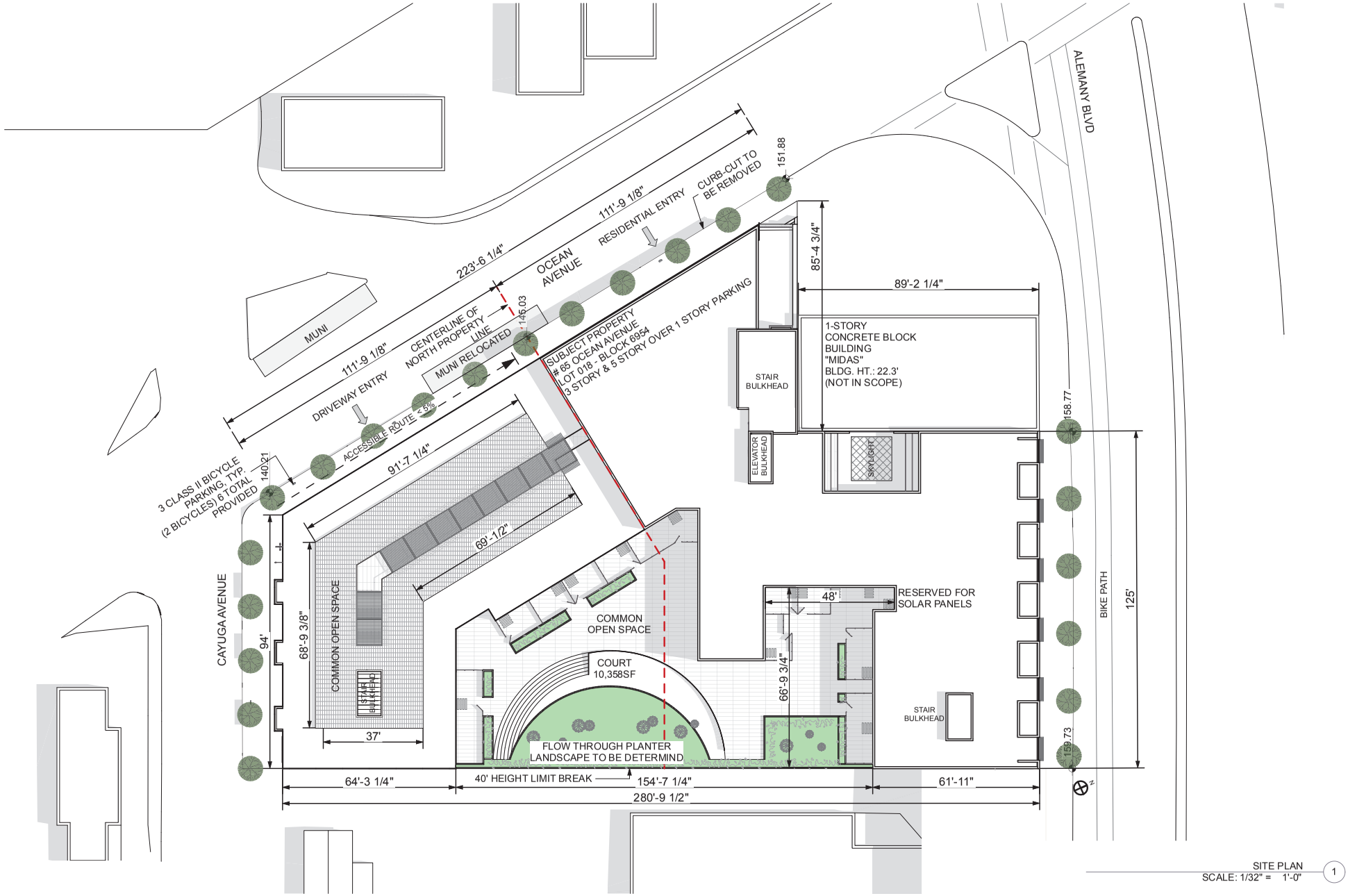
03

04

05

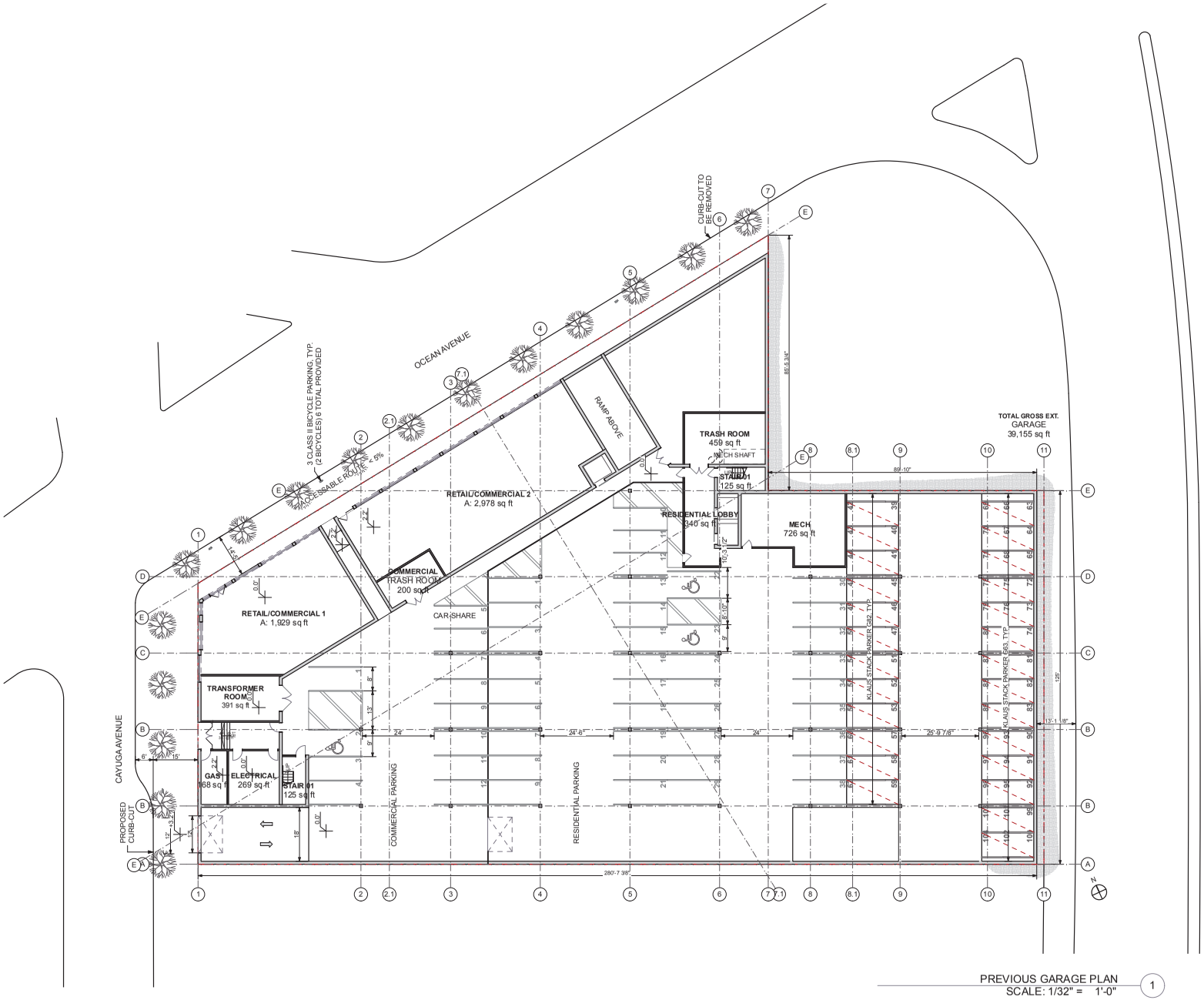
01

06



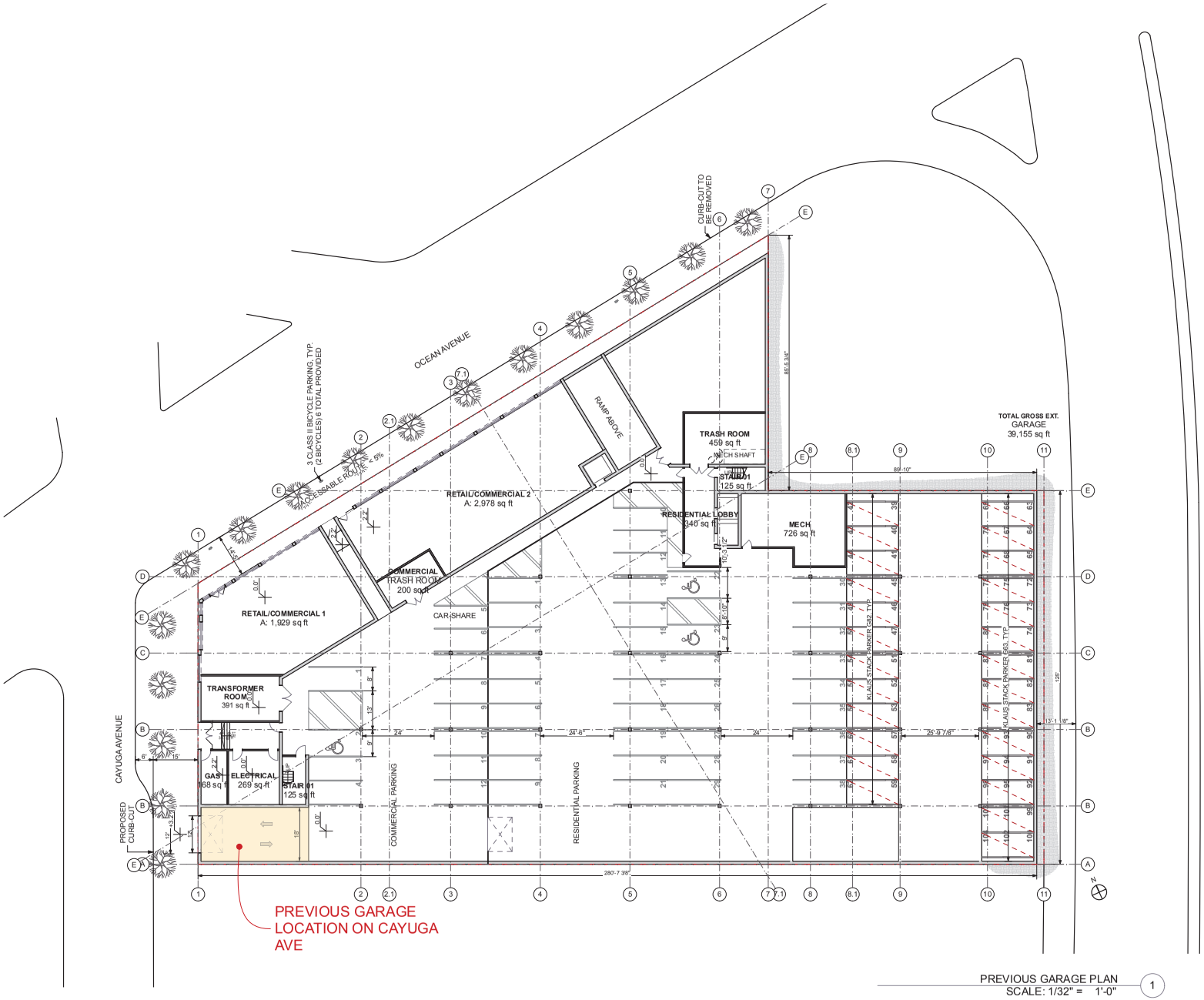
SITE PLAN
SCALE: 1/32" = 1'-0"

1

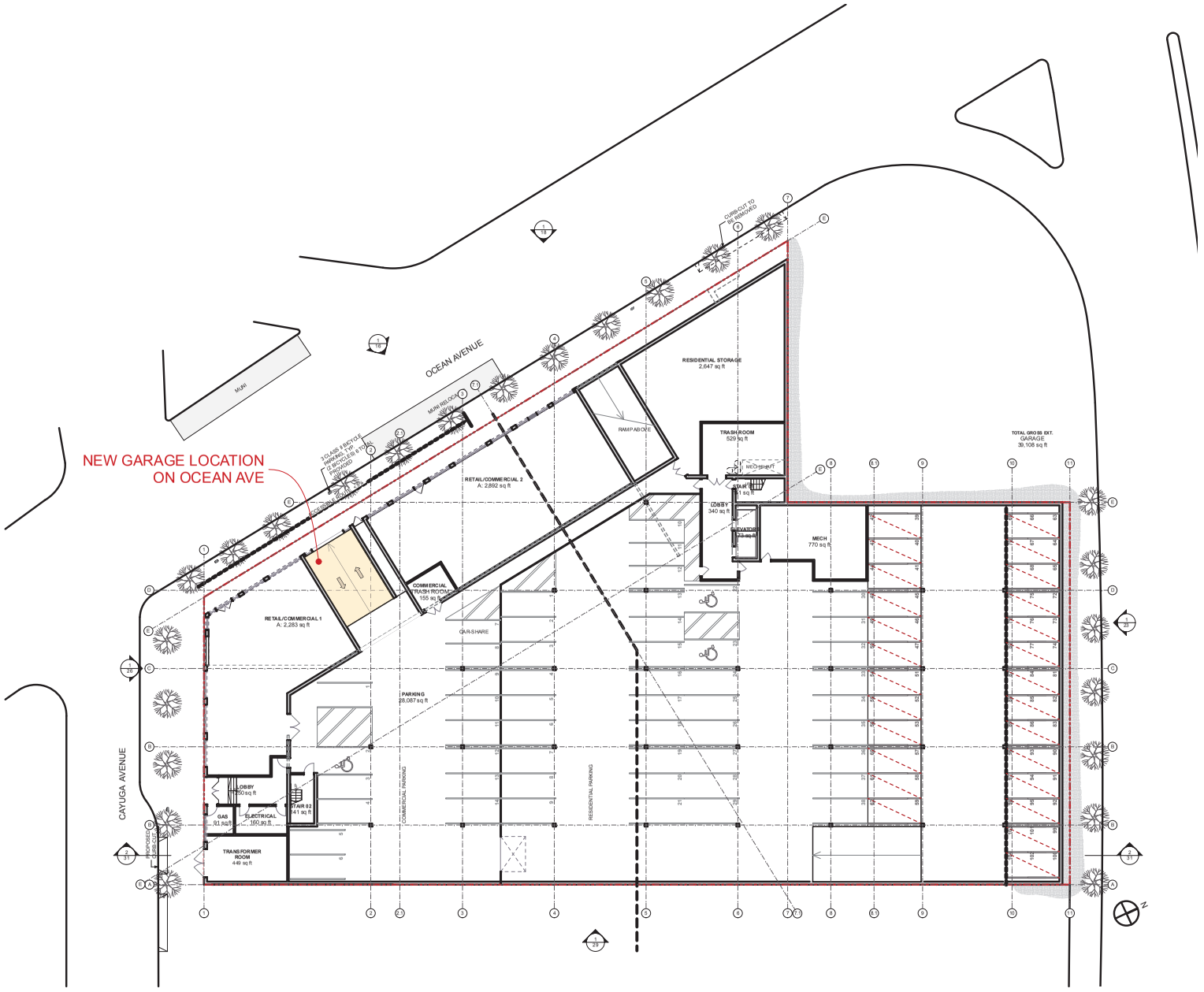


PREVIOUS GARAGE PLAN
SCALE: 1/32" = 1'-0"

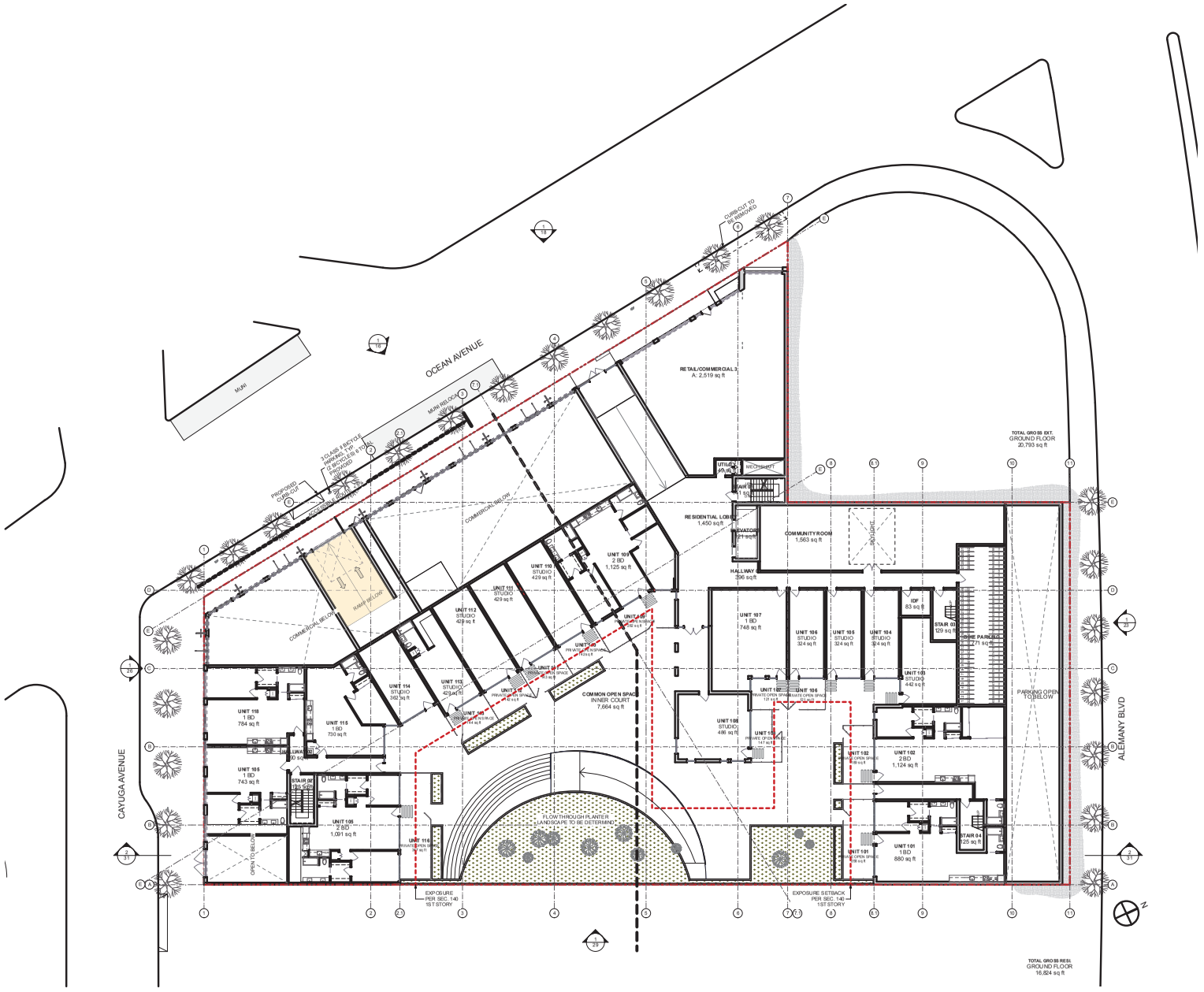
1



PREVIOUS GARAGE PLAN
SCALE: 1/32" = 1'-0"



GARAGE
SCALE: 1/32" = 1'-0" 1



STORY 1
SCALE: 1/32" = 1'-0"

BEFORE

REVISED

MIDAS
AUTO SERVICE
Alemany

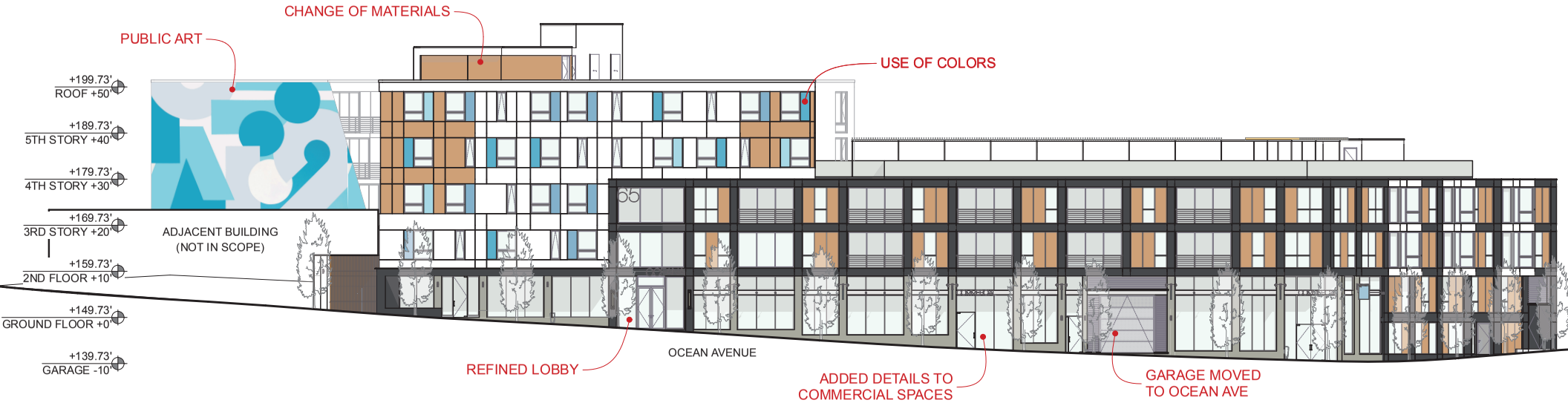
MIDAS
AUTO SERVICE

BEFORE

REVISED

NORTH ELEVATION 1

NOT TO SCALE



NORTH ELEVATION (1)

NOT TO SCALE

NORTH ELEVATION 1

NOT TO SCALE

NORTH ELEVATION 1

NOT TO SCALE

VIEW FROM THE CORNER OF OCEAN AVE. AND ALEMANY BLVD.

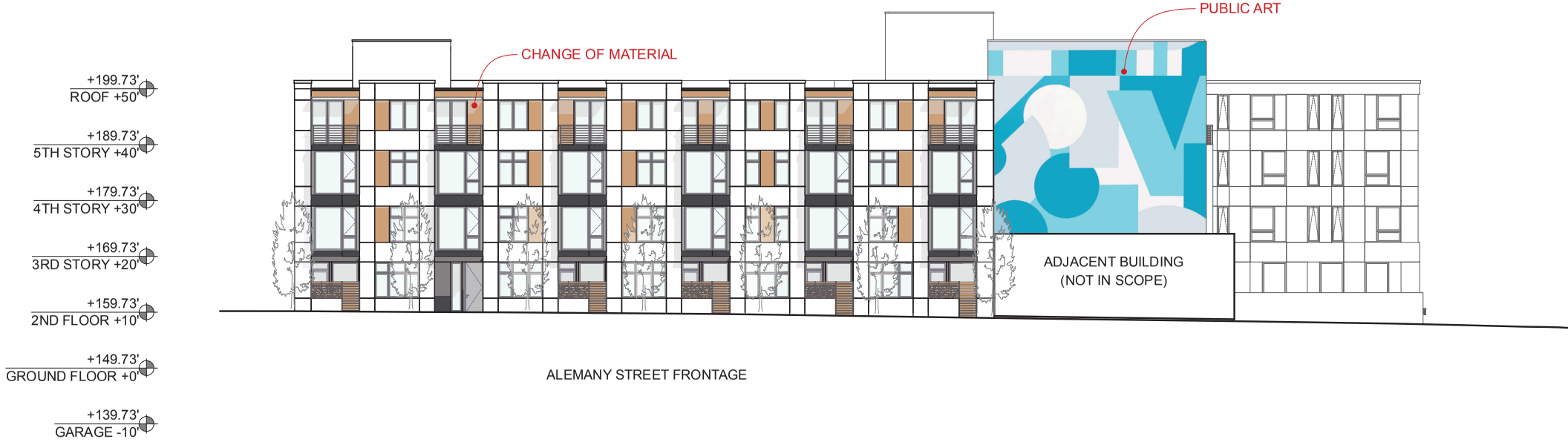
VIEW OF LOBBY ON OCEAN AVE.

VIEW OF LOBBY ON OCEAN AVE.

ALEMANY STREET FRONTAGE

EAST ELEVATION 1

NOT TO SCALE



ALEMANY STREET FRONTAGE

EAST ELEVATION 1

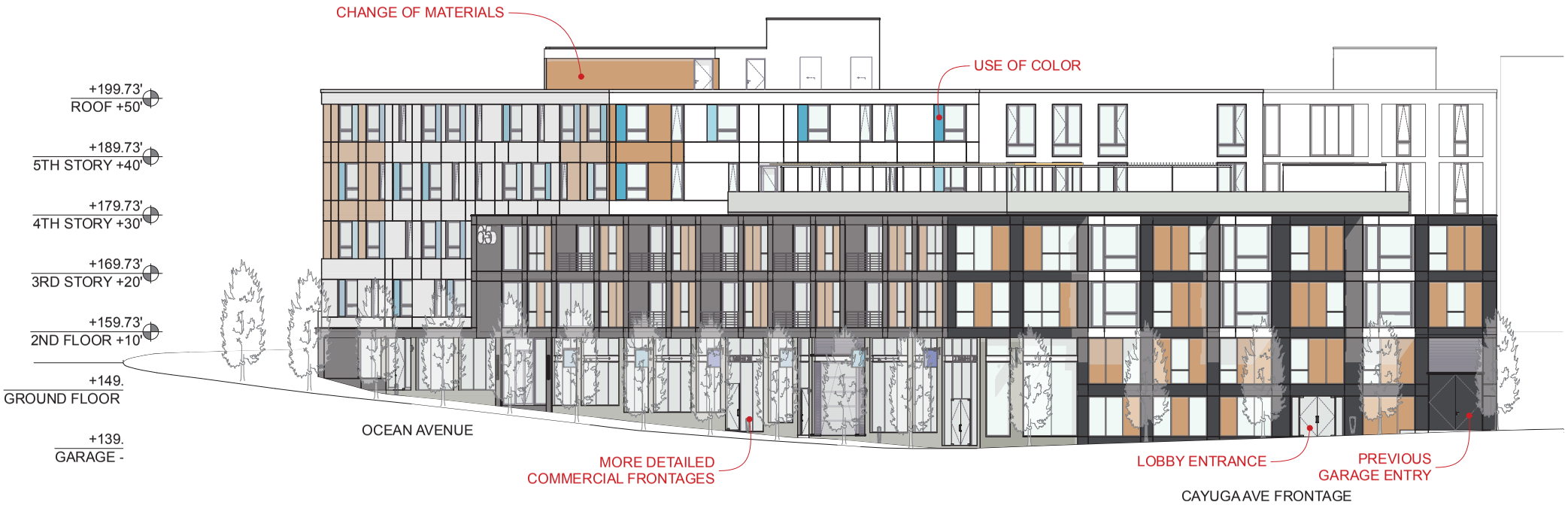
NOT TO SCALE

VIEW FROM ALEMANY BLVD.

WEST ELEVATION

NOT TO SCALE

2



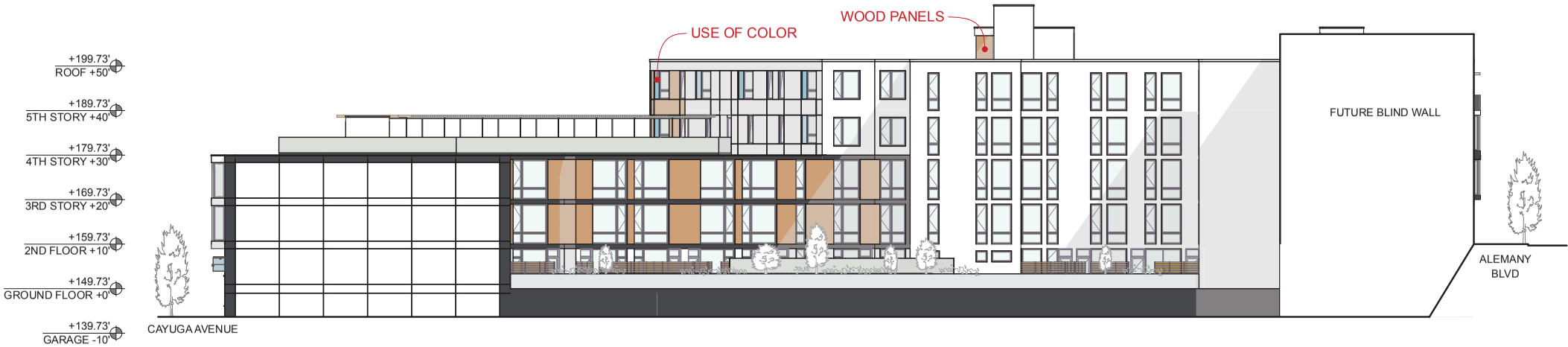
WEST ELEVATION 1

NOT TO SCALE

VIEW FROM CAYUGA AVE.

SOUTH ELEVATION 2

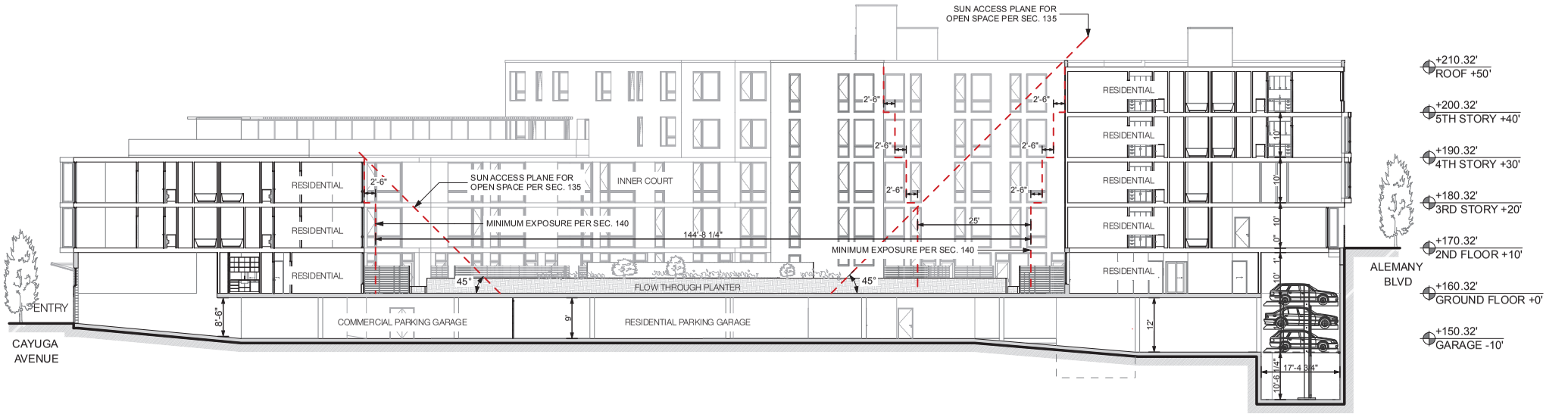
NOT TO SCALE



SOUTH ELEVATION 1

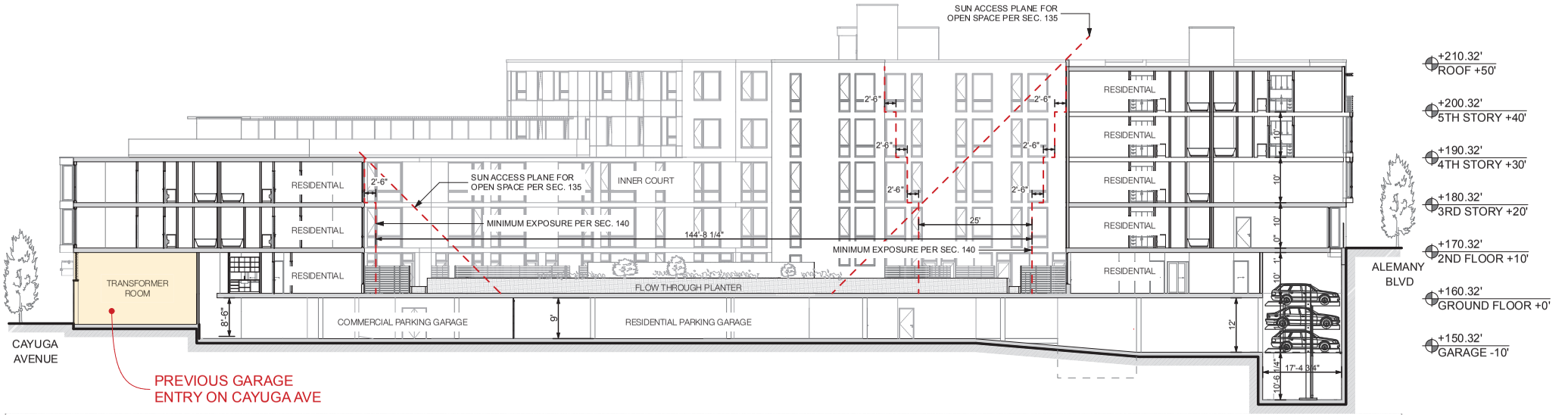
NOT TO SCALE

VIEW OF INNER COURT



BUILDING SECTION 1

NOT TO SCALE



MIDAS
AUTO SERVICE

Exhibit S

Kabir Seth

From: Jessie Fernandez <jfernandez@caasf.org>
Sent: Monday, July 15, 2019 11:37 AM
To: Kabir Seth
Cc: Cyrus Sanandaji; Boe Hayward; Miles Kersten; John Kevlin; Sandoval, Suhagey (BOS); Annette Wong; Carlo Sciammas; Dania Herrera; Kevine Boggess; Reina Tello; Terrence Valen
Subject: Re: 65 Ocean Environmental Review

Kabir,

Thank you for the follow up. We are committed to an inclusive dialogue that addresses key community concerns with the proposed development at 65 Ocean. To that end, we are working to find meeting meeting times that are accessible to members of the Housing Action Team and will respond in the coming days.

Best regards,

On Sun, Jul 14, 2019 at 9:10 PM Kabir Seth <Kabir@presidiobay.com> wrote:

> Hi Jessie – I am following up on my note below to once again attempt to re-open our dialogue with you on this project. My cell is 510 590 8456 if you would prefer to discuss on the phone. We will continue to attempt to connect with you directly on this with a goal to providing factual evidence of the benefits our project will bring to the community.
>
> Best,
>
> Kabir
>
> Kabir Seth
> Development and Operations
>
> Presidio Bay Ventures
> 1160 Battery Street, Suite 250 | San Francisco, CA 94111-1216
> US / +1 310 590 8456
> presidiobay.com
>
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From: Kabir Seth
Sent: Sunday, June 30, 2019 11:13 PM
To: 'jfernandez@caasf.org' <jfernandez@caasf.org>

Cc: Cyrus Sanandaji (cyrus@presidiobay.com) <cyrus@presidiobay.com>; Boe Hayward <boe@lh-pa.com>; Miles Kersten <miles@presidiobay.com>; John Kevlin <jkevlin@reubenlaw.com>
Subject: RE: 65 Ocean Environmental Review

Jessie –

I hope this email finds you well. It has been a while since we last spoke and since you last communicated with us through the CUHJ letter that was sent to the Planning Department and Supervisor's Office (attached here). During this time, we have been engaged with the community, the Planning Department and Supervisor Safai's office to develop a project design that maximizes community benefits through 25% on-site BMR units and a 5,500sf childcare facility that will accommodate over 80 children and bring back Crayon Box to the community. To give you context, our project will be providing 48 **new** BMR units in the entire Outer Mission/Excelsior neighborhood that currently has 34 BMR units **in totality.** Further, we are negotiating a long-term, below-market lease with Crayon Box that will effectively ensure that they continue to provide for the community of ~200 parents and caregivers who will rely on its services for years to come.

We would like to re-open the conversation with you and other representatives of CUHJ to update you on the status of the project and more importantly, clear the facts on many misconceptions or misinformation that were set forth in your February letter. We are willing to discuss our project in earnest with you to forge a path towards a mutual understanding in the hope that CUHJ can see the many positive benefits that our project will bring to the community. We have worked tirelessly with the city and other major community groups (NMTIA, EDIA, EAG, etc.) with whom we have forged strong relationships with over the years and who are eagerly looking forward to the construction of our project.

To that end, if we could schedule a time to meet sometime after the July 4th holidays and restart our conversations that would be greatly appreciated. Please let us know some days and times that work for you and we'd be happy to meet for a lunch or coffee, and update you with the latest design set.

Best,

Kabir

Kabir Seth
Development and Operations

Presidio Bay Ventures
1180 Battery Street Suite 250 | San Francisco CA 94111-1218
US / +1 510 590 8456
presidiobay.com

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From: Jessie Fernandez <jfernandez@caasf.org>
Sent: Monday, February 4, 2019 11:18 AM
To: Kabir Seth <Kabir@presidiobay.com>
Subject: 65 Ocean Environmental Review

Greetings,

Attached find a letter from our neighborhood alliance, Communities United for Health and Justice (CUHJ), as well as a series of public comment submissions from local residents and members of the Housing Action Team regarding your proposed development at 65 Ocean Ave. Both documents have been submitted to the Environmental Planning Division ahead of environmental review for this project.

Regards,

Jessie Fernandez

Program Manager

Communities United for Health and Justice (CUHJ)

415.857.9656 ext.213

--
Excelsior vive! La lucha sigue!

Jessie Fernandez
Program Manager

Communities United for Health and Justice (CUHJ)
415.857.9656 ext.213

Exhibit T

Kabir Seth

From: Carlo Sciammas <carlo@podersf.org>
Sent: Wednesday, September 4, 2019 12:43 PM
To: Kabir Seth
Cc: Jessie Fernandez; Cyrus Sanandaji; Boe Hayward; Miles Kersten; John Kevlin; Sandoval, Suhagey (BOS); Annette Wong; Dania Herrera; Kevine Boggess; Reina Tello; Terrence Valen; Faye-Denise Lacanilao
Subject: Re: 65 Ocean Environmental Review

Dear Mr Seth,

We are writing in response to your request to remove a page from the "FIGHT FOR OUR HOME" zine, available in English, Spanish, Chinese, and Tagalog. We have discussed this request and reviewed the zine. We have confirmed there are no inaccuracies on the page you mentioned based on the project information on file with the the SF Planning Department (submitted by Riyad Ghannam of RG-Architecture, Inc on behalf of the project sponsor).

On page 3 of the Project application document, it says: "THE PROPOSED PROJECT WOULD INCLUDE DEMOLITION OF (3) EXISTING TWO STORY AND (1) ONE-STORY COMMERCIAL BUILDING ON A THROUGH LOT".

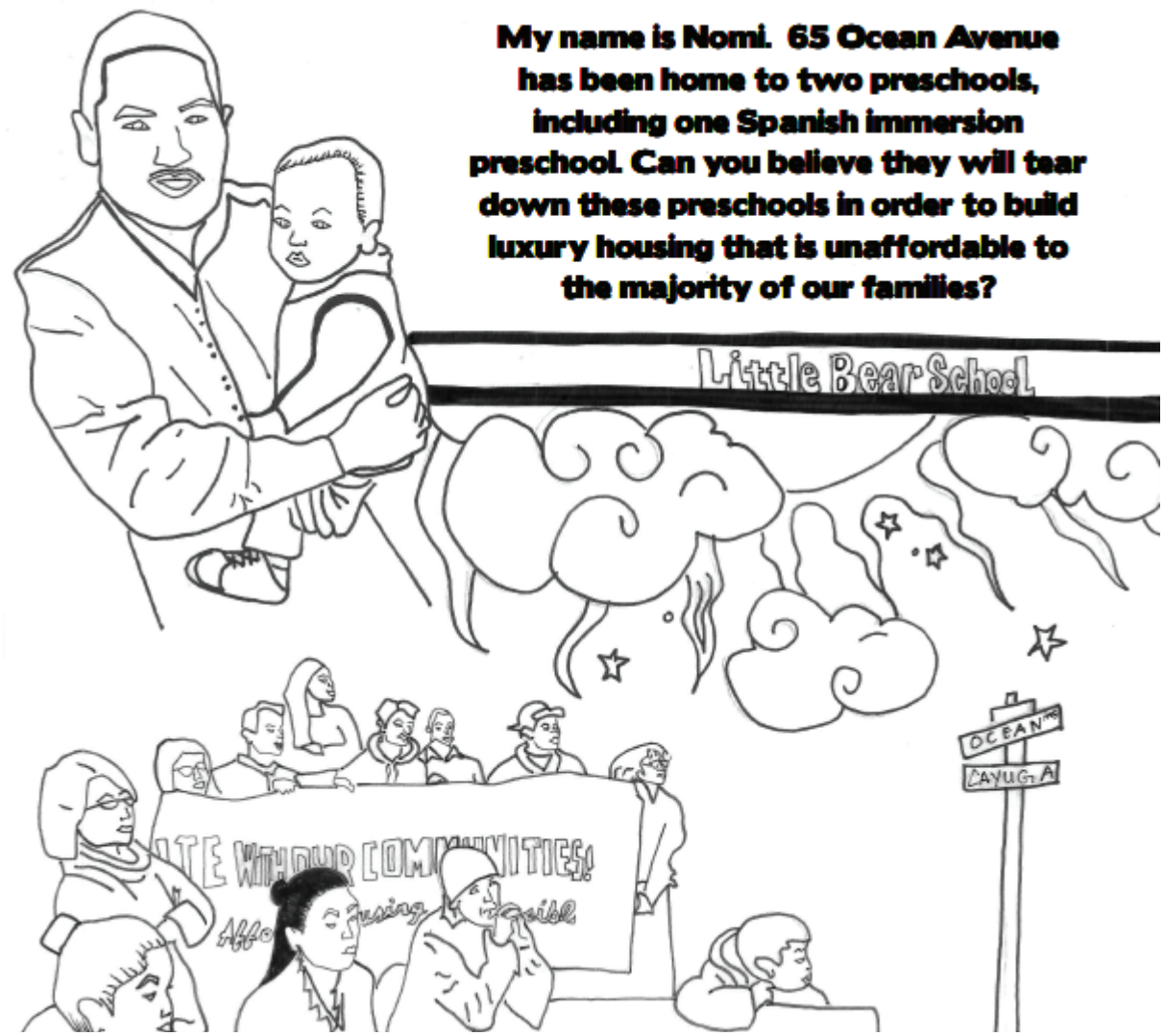
On page 7 of the HOME-SF Informational and Supplemental Packet, in response to the question, "*Would the project remove existing commercial or retail uses?*" the response is "YES. The project would remove the buildings used for the Little Bear Preschool and the Former Crayon Box Preschool."

We appreciate your taking the time to review the zine which includes the voices of many of our neighbors sharing their struggles to envision truly inclusive, affordable, and participatory planning and development in our neighborhood.

Thank you

On Tue, Aug 13, 2019 at 1:47 PM Kabir Seth <Kabir@presidiobay.com> wrote:

> Hi Jessie – we will plan on presenting on September 16th at 6pm. Thank you for extending the invitation.
>
> Has there been any response to our request to correct the PODER! website and zine? I am referring to the following page that is still available to download online. As we have said many times previously, the existing preschools support our development and we are providing more than 9,000sf of brand new childcare with a local Outer Mission operator. There is no Spanish immersion school currently on-site – you are referring to Crayon Box and that is whom we are speaking with currently to come back into the new development – they too, support our project.



Kabir Seth
Development and Operations

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presidiobay.com

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From: Jessie Fernandez <jfernandez@caasf.org>
Sent: Thursday, August 8, 2019 4:43 PM
To: Kabir Seth <Kabir@presidiobay.com>
Cc: Cyrus Sanandaji <cyrus@presidiobay.com>; Boe Hayward <boe@lh-pa.com>; Miles Kersten <miles@presidiobay.com>; John Kevlin <jkevlin@reubenlaw.com>; Sandoval, Suhagey (BOS) <suhagey.sandoval@sfgov.org>; Annette Wong <awong@caasf.org>; Carlo Sciammas <carlo@podersf.org>; Dania

Herrera <dherrera@bhnc.org>; Kevine Boggess <kboggess@colemanadvocates.org>; Reina Tello <reina@podersf.org>; Terrence Valen <terry@filipinocc.org>; Faye-Denise Lacanilao <fayelacanilao@gmail.com>
Subject: Re: 65 Ocean Environmental Review

Kabir,

Your list of requests will have to be discussed by members of the Housing Action Team. In order to adequately consider your requests and develop our agenda, I must ask that your team join us for our September Housing Action Team meeting instead. That meeting would be held on Monday, September 16th, 6-8pm at Excelsior Works!

I have shared your concerns regarding the PODER! website and zine. This issue is being looked into by their team who can best address the matter.

We look forward to your response,

On Thu, Jul 25, 2019 at 11:50 AM Kabir Seth <Kabir@presidiobay.com> wrote:

> Jessie – we are looking forward to presenting to CUHJ on August 19th and continuing our dialogue in the hopes of reaching a mutual understanding of each other's values and common vision for the continued growth of the Outer Mission/Excelsior community. However, based on past experience and evidence that suggests CUHJ continues to disseminate inaccurate information about our project, we make the following requests of your organization to ensure a respectful and productive conversation:
>
> 1. We request up to 45 minutes of presentation time to go over all key aspects of the project and address concerns that have been brought up to date. We will distribute translated copies of the presentation to members of the audience.
>
> 2. During this time, we request that all questions from the audience are deferred to the end so that we can get through all of our content. We request that you or whomsoever is presiding over the meeting to inform your members ahead of time that all questions will need to wait until the end.
>
> 3. If our presentation is substantially disrupted by members of the audience and there is no effort to restore order and allow us to continue uninterrupted, we will be forced to end our presentation.
>
> 4. We will provide a list of responses to common issues that have been raised by CUHJ e.g. are we displacing any childcare facilities (the answer is NO). If any questions from the audience refer to these questions, we will simply refer to our list in order to respect everyone's time and focus on new questions that will be of value to community

members. We will ensure that this list is translated into Spanish, Tagalog and Cantonese. If you require any other languages, please inform us ahead of time.

5. We noticed that your website contains an online zine that continues to disseminate false information. https://www.podersf.org/resource/fight-for-our-home-zine/. As mentioned several times, we are not displacing any childcare and have plenty of support from the operators themselves to demonstrate this. We request that you immediately remove these inaccuracies from your online zine and demonstrate an effort to correct the record with your membership prior to our meeting.

These are not unreasonable requests and are meant to ensure that there is a path to common agreement on the issues that matter to both of our organizations: building more affordable housing, creating substantial community benefits, and increasing the supply of market-rate housing to prevent more displacement and rising rents. We do not wish to subject our team to verbal abuse and false accusations if the end goals of CUHJ are completely at odds with our intentions. In fact, we welcome questions from CUHJ ahead of our meeting so that we can make sure to address them during our limited time. For example, questions regarding the impact of construction noise and traffic on the neighborhood are perfectly valid and we are more than willing to discuss the measures we will be taking to mitigate these impacts.

We look forward to receiving the agenda and a confirmation of our presentation timing.

Thank you,

Kabir

PRESIDIO BAY VENTURES

Kabir Seth
Development and Operations

Presidio Bay Ventures
1160 Battery Street, Suite 250 | San Francisco, CA 94111-1216
US / +1 510 500 6456
presidiobay.com

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From: Jessie Fernandez <jfernandez@caasf.org>
Sent: Monday, July 22, 2019 3:23 PM

To: Kabir Seth <Kabir@presidiobay.com>
Cc: Cyrus Sanandaji <cyrus@presidiobay.com>; Boe Hayward <boe@lh-pa.com>; Miles Kersten <miles@presidiobay.com>; John Kevlin <jkevlin@reubenlaw.com>; Sandoval, Suhagey (BOS) <suhagey.sandoval@sfgov.org>; Annette Wong <awong@caasf.org>; Carlo Sciammas <carlo@podersf.org>; Dania Herrera <dherrera@bhnc.org>; Kevine Boggess <kboggess@colemanadvocates.org>; Reina Tello <reina@podersf.org>; Terrence Valen <terry@filipinocc.org>; Faye-Denise Lacanilao <fayelacanilao@gmail.com>
Subject: Re: 65 Ocean Environmental Review

Confirmed for the the evening of Monday August 19th. I will follow up in the coming weeks with an agenda and more specific times.

Best,

On Sun, Jul 21, 2019 at 10:04 PM Kabir Seth <Kabir@presidiobay.com> wrote:

> Hi Jessie – thank you for the invitation to present. We are confirmed for that day and time, can you confirm if we can present first on the agenda? Please note that we will also plan on engaging with translation services so that our presentation and our conversation can be made accessible to native Spanish, Tagalog and Cantonese speakers. This is consistent with the translation services we provided in our initial meetings with our membership but if you have suggestions otherwise please let us know.
>
> Best,
>
> Kabir

PRESIDIO BAY VENTURES

Kabir Seth
Development and Operations

Presidio Bay Ventures
1160 Battery Street, Suite 250 | San Francisco, CA 94111-1216
US / +1 510 590 8456
presidiobay.com

Confidentiality Notice
This message is intended solely for the use of the addressee(s) and may be proprietary, privileged and/or confidential. If you have received this message in error, please immediately notify the sender at Presidio Bay Ventures and delete all copies of this email message along with all attachments.

From: Jessie Fernandez <jfernandez@caasf.org>
Sent: Wednesday, July 17, 2019 12:07 PM

To: Kabir Seth <Kabir@presidiobay.com>
Cc: Cyrus Sanandaji <cyrus@presidiobay.com>; Boe Hayward <boe@lh-pa.com>; Miles Kersten <miles@presidiobay.com>; John Kevlin <jkevlin@reubenlaw.com>; Sandoval, Suhagey (BOS) <suhagey.sandoval@sfgov.org>; Annette Wong <awong@caasf.org>; Carlo Sciammas <carlo@podersf.org>; Dania Herrera <dherrera@bhnc.org>; Kevine Boggess <kboggess@colemanadvocates.org>; Reina Tello <reina@podersf.org>; Terrence Valen <terry@filipinocc.org>; Faye-Denise Lacanilao <fayelacanilao@gmail.com>
Subject: Re: 65 Ocean Environmental Review

Kabir,

Community members were encouraged to have another opportunity to discuss the development proposal and would like to host this discussion at the next Housing Action Team meeting scheduled for Monday August 19, from 6-8pm at Excelsior Works! located at 5000 Mission Street. Does this date and time work for your team?

It is possible we may not utilize the entire meeting time for our discussion. Thank you in advance for your consideration and understanding.

Looking forward to hearing from you.

Regards,

On Mon, Jul 15, 2019 at 11:37 AM Jessie Fernandez <jfernandez@caasf.org> wrote:

> Kabir,
>
> Thank you for the follow up. We are committed to an inclusive dialogue that addresses key community concerns with the proposed development at 65 Ocean. To that end, we are working to find meeting meeting times that are accessible to members of the Housing Action Team and will respond in the coming days.
>
> Best regards,
>
> On Sun, Jul 14, 2019 at 9:10 PM Kabir Seth <Kabir@presidiobay.com> wrote:

Hi Jessie – I am following up on my note below to once again attempt to re-open our dialogue with you on this project. My cell is 510 590 8456 if you would prefer to discuss on the phone. We will continue to attempt to connect with you directly on this with a goal to providing factual evidence of the benefits our project will bring to the community.

Best,

Kabir

Kabir Seth
Development and Operations

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From: Kabir Seth
Sent: Sunday, June 30, 2019 11:13 PM
To: 'jfernandez@caasf.org' <jfernandez@caasf.org>
Cc: Cyrus Sanandaji (cyrus@presidiobay.com) <cyrus@presidiobay.com>; Boe Hayward <boe@lh-pa.com>; Miles Kersten <miles@presidiobay.com>; John Kevlin <jkevlin@reubenlaw.com>
Subject: RE: 65 Ocean Environmental Review

Jessie –

I hope this email finds you well. It has been a while since we last spoke and since you last communicated with us through the CUHJ letter that was sent to the Planning Department and Supervisor's Office (attached here). During this time, we have been engaged with the community, the Planning Department and Supervisor Safai's office to develop a project design that maximizes community benefits through 25% on-site BMR units and a 5,500sf childcare facility that will accommodate over 80 children and bring back Crayon Box to the community. To give you context, our project will be providing 48 **new** BMR units in the entire Outer Mission/Excelsior neighborhood that currently has 34 BMR units **in totality.** Further, we are negotiating a long-term, below-market lease with Crayon Box that will effectively ensure that they continue to provide for the community of ~200 parents and caregivers who will rely on its services for years to come.

We would like to re-open the conversation with you and other representatives of CUHJ to update you on the status of the project and more importantly, clear the facts on many misconceptions or misinformation that were set forth in your February letter. We are willing to discuss our project in earnest with you to forge a path towards a mutual understanding in the hope that CUHJ can see the many positive benefits that our project will bring to the community. We have worked tirelessly with the city and other major community groups (NMTIA, EDIA, EAG, etc.) with whom we have forged strong relationships with over the years and who are eagerly looking forward to the construction of our project.

To that end, if we could schedule a time to meet sometime after the July 4th holidays and restart our conversations that would be greatly appreciated. Please let us know some days and times that work for you and we'd be happy to meet for a lunch or coffee, and update you with the latest design set.

Best,

Kabir

PRESIDIO BAY VENTURES

Kabir Seth
Development and Operations

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From: Jessie Fernandez <jfernandez@caasf.org>
Sent: Monday, February 4, 2019 11:18 AM
To: Kabir Seth <Kabir@presidiobay.com>
Subject: 65 Ocean Environmental Review

Greetings,

Attached find a letter from our neighborhood alliance, Communities United for Health and Justice (CUHJ), as well as a series of public comment submissions from local residents and members of the

Housing Action Team regarding your proposed development at 65 Ocean Ave. Both documents have been submitted to the Environmental Planning Division ahead of environmental review for this project.

Regards,

Jessie Fernandez

Program Manager

Communities United for Health and Justice (CUHJ)

415.857.9656 ext.213

--

Excelsior vive! La lucha sigue!

Jessie Fernandez

Program Manager

Communities United for Health and Justice (CUHJ)

415.857.9656 ext.213

--

Excelsior vive! La lucha sigue!

Jessie Fernandez

Program Manager

> Communities United for Health and Justice (CUHJ)
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--

Excelsior vive! La lucha sigue!

Jessie Fernandez

Program Manager

Communities United for Health and Justice (CUHJ)

415.857.9656 ext.213

--

Excelsior vive! La lucha sigue!

-

Jessie Fernandez

Program Manager

Communities United for Health and Justice (CUHJ)

(office) 415.857.9656 ext.213

(mobile) 415.832.0386

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- * - * - * - * - * - * - * - * - * - * - * - * - * - * - * - * - *

Charlie Carlo Sciammas, Lead Community Organizer

¡PODER! (People Organizing to Demand Environmental & Economic Rights)
[Mission Office] 474 Valencia Street, #125, SF, CA 94103 415.431.4210
[Excelsior Office] 5000 Mission Street, Second Floor, SF, CA 94112 415.857.9656 x210
Email: carlo@podersf.org Web: www.podersf.org
Facebook: www.facebook.com/pages/PODER-SF

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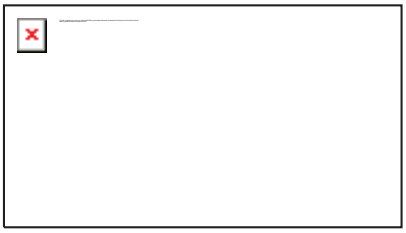

Celebrate our 25th year by donating now!

Exhibit B

Letters of Support

Estimada Sra. Melgar y Srita. Flores,

Yo apoyo el proyecto que se contruirá en el 65 Ocean Avenue, y lo hago porque la empresa Presidio Bay Ventures asignará un espacio para el preescolar Crayon Box. El nuevo edificio sera una combinación de viviendas de las cuales 25% se haran disponibles por debajo del precio de mercado, el preescolar estará en la parte baja del edificio. Considero que es muy importante apoyar un proyecto que le dará la oportunidad a Crayon Box regresar a su sitio anterior para que continue ofreciendo servicios de cuidado infantil a padres de familia que trabajan o estudian.

Crayon Box fue fundado por una Latina residente de nuestra comunidad. Es importante apoyar a nuestros emprendedores, en especial a esas personas que se dedican a educar a nuestros niños. Crayon Box es un programa de calidad y muy pertinente a las necesidades de nuestra comunidad. Por favor apoyen a Crayon Box.

Nombre: RAMÓN FIERROS

Domicilio: 811 VIENNA ST

Firma: RAMON FIERROS

Estimada Sra. Melgar y Srita. Flores,

Yo apoyo el proyecto que se contruirá en el 65 Ocean Avenue, y lo hago porque la empresa Presidio Bay Ventures asignará un espacio para el preescolar Crayon Box. El nuevo edificio sera una combinación de viviendas de las cuales 25% se haran disponibles por debajo del precio de mercado, el preescolar estará en la parte baja del edificio. Considero que es muy importante apoyar un proyecto que le dará la oportunidad a Crayon Box regresar a su sitio anterior para que continue ofreciendo servicios de cuidado infantil a padres de familia que trabajan o estudian.

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Nombre: Eloiso Fiores

Domicilio: 811 Vienna ST

Firma: Eloiso Fiores

Estimada Sra. Melgar y Srita. Flores,

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Nombre: Roberto Fierros

Domicilio: 811 Vienna. St. SF. ca

Firma: Roberto Fierros

Estimada Sra. Melgar y Srita. Flores,

Yo apoyo el proyecto que se contruirá en el 65 Ocean Avenue, y lo hago porque la empresa Presidio Bay Ventures asignará un espacio para el preescolar Crayon Box. El nuevo edificio sera una combinación de viviendas de las cuales 25% se haran disponibles por debajo del precio de mercado, el preescolar estará en la parte baja del edificio. Considero que es muy importante apoyar un proyecto que le dará la oportunidad a Crayon Box regresar a su sitio anterior para que continue ofreciendo servicios de cuidado infantil a padres de familia que trabajan o estudian.

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Nombre: Miguel Padilla

Domicilio: 811 Vienna St.

Firma: Miguel Padilla

Estimada Sra. Melgar y Srita. Flores,

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Nombre: Maria Padilla.

Domicilio: 811 Vienna St.

Firma: Maria Padilla

Estimada Sra. Melgar y Srita. Flores,

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Nombre: Olivia Fierros

Domicilio: 811 st SFCA 94112-3831

Firma: Olivia Fierros

Estimada Sra. Melgar y Srita. Flores,

Yo apoyo el proyecto que se contruirá en el 65 Ocean Avenue, y lo hago porque la empresa Presidio Bay Ventures asignará un espacio para el preescolar Crayon Box. El nuevo edificio sera una combinación de viviendas de las cuales 25% se haran disponibles por debajo del precio de mercado, el preescolar estará en la parte baja del edificio. Considero que es muy importante apoyar un proyecto que le dará la oportunidad a Crayon Box regresar a su sitio anterior para que continue ofreciendo servicios de cuidado infantil a padres de familia que trabajan o estudian.

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Nombre: Manuel A. Sanchez

Domicilio: 611 Vienna st SF CA 94112

Firma:

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

Dear President Melgar and Ms. Flores,

I am writing in support of the proposed project at 65 Ocean Avenue. This project will provide the Crayon Box Childcare Center (http://www.thecrayonboxpreschool.com/) with dedicated space so it can continue to serve working families in the Excelsior and Outer Mission. The project reflects a balance of design, new housing construction, and more importantly, a solution that will allow the Crayon Box to be viable into the future.

Quality childcare centers and providers, are essential service providers and needed to help our families in San Francisco thrive. The Crayon Box is a quality Spanish immersion childcare provider, and more than that a trusted community resource serving working families. The center provides a safe and nurturing educational environment for young children so that their parents can go to work with peace of mind and earn a living.

Much effort has been invested in balancing design and community considerations to minimally impact traffic and parking, area schools, neighbors and childcare services. The project also includes 25% affordable housing, which is desperately needed to help working families stay in San Francisco.

Many childcare centers have closed due to the high cost of commercial space, and relocated to areas outside of San Francisco. This project is providing the childcare center space at a below market rate. Please support this project and help prevent the displacement of a quality child care center.

Sincerely,

Name: Santos H. Nieto

Address: 70 Cortland Ave
SF, CA 94110

Email: Santos.n84@gmail.com

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

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Sincerely,

Name: Ana V. Oseguera M.

Address: 70 Cortland Ave
SF, CA 94110

Email: ana.oseguera@gmail.com

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
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Sincerely,

Roxana Razo Salgado

Name:
Roxana R. Salgado

Address:
583 Naples St. SF, CA 94112 CA

Email:
razoroxana@gmail.com

Estimada Sra. Melgar y Srita. Flores,

Yo apoyo el proyecto que se contruirá en el 65 Ocean Avenue, y lo hago porque la empresa Presidio Bay Ventures asignará un espacio para el preescolar Crayon Box. El nuevo edificio sera una combinación de viviendas de las cuales 25% se haran disponibles por debajo del precio de mercado, el preescolar estará en la parte baja del edificio. Considero que es muy importante apoyar un proyecto que le dará la oportunidad a Crayon Box regresar a su sitio anterior para que continue ofreciendo servicios de cuidado infantil a padres de familia que trabajan o estudian.

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Nombre: Juan C. Espinosa

Domicilio:

Firma:

Estimada Sra. Melgar y Srita. Flores,

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Nombre: MARIA EGAN

Domicilio SF C 94112

Firma: Maria Egan

Estimada Sra. Melgar y Srita. Flores,

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Nombre: Margarita Hernandez 415-7455385

Domicilio:

Firma:

Jennifer Sanchez

Jennifer Sanchez

Marta. Valdivia

Marta Valdivia.

Estimada Sra. Melgar y Srita. Flores,

Yo apoyo el proyecto que se contruirá en el 65 Ocean Avenue, y lo hago porque la empresa Presidio Bay Ventures asignará un espacio para el preescolar Crayon Box. El nuevo edificio sera una combinación de viviendas de las cuales 25% se haran disponibles por debajo del precio de mercado, el preescolar estará en la parte baja del edificio. Considero que es muy importante apoyar un proyecto que le dará la oportunidad a Crayon Box regresar a su sitio anterior para que continue ofreciendo servicios de cuidado infantil a padres de familia que trabajan o estudian.

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Nombre: Rafael A. Valencia

Domicilio:

Firma:

Alicia Campos

Sanfrancisco Ca 94112

Alicia Campos.

Erick Puente

Estimada Sra. Melgar y Srita. Flores,

Yo apoyo el proyecto que se contruirá en el 65 Ocean Avenue, y lo hago porque la empresa Presidio Bay Ventures asignará un espacio para el preescolar Crayon Box. El nuevo edificio sera una combinación de viviendas de las cuales 25% se haran disponibles por debajo del precio de mercado, el preescolar estará en la parte baja del edificio. Considero que es muy importante apoyar un proyecto que le dará la oportunidad a Crayon Box regresar a su sitio anterior para que continue ofreciendo servicios de cuidado infantil a padres de familia que trabajan o estudian.

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Nombre: Maria Napoles

Domicilio:

Firma: Maria Napoles

Estimada Sra. Melgar y Srita. Flores,

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Nombre: Consuelo Huerta

Domicilio:

Firma: Consuelo Huerta

Estimada Sra. Melgar y Srita. Flores,

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Nombre: Carlos Cortez

Domicilio:

Firma:

Estimada Sra. Melgar y Srita. Flores,

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Nombre: Lilian Saavedra

Domicilio:

Firma: Lilian

Claudia Moreno 45

Estimada Sra. Melgar y Srita. Flores,

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Nombre: Martha Consuelo Hernandez

Domicilio:

Firma: Martha Consuelo Hernandez

maria F sanchez

san FANCICO
maria F sanchez

Estimada Sra. Melgar y Srita. Flores,

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Nombre: Yolanda Portillo

Domicilio:

Firma: YP

Karla Tejan

Estimada Sra. Melgar y Srita. Flores,

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Nombre: America

Domicilio:

Firma:

GLORIA MENDOZA

Estimada Sra. Melgar y Srita. Flores,

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Nombre: Lilia Lomeli

Domicilio:

Firma: Lilia L.

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Nombre: Wendy Garcia

Domicilio:

Firma:

Noe Garcia

Severiano Garcia

Severiano Garcia

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

Dear President Melgar and Ms. Flores,

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Sincerely,

Name: Gerardo Salgado

Address: 583 Naples St. SF, CA 94112

Email: gsalgad1@gmail.com

September 13, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Name: Josselyn Recinos

Address: 1820 23rd st. SF, CA 94107

Email: Josselynrecinos@gmail.com

Employee

September 11, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: Claudia Padilla

Address: 723 Vienna Street

Email: cspadilla@comcast.net

September 11, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Ricardo Padilla

Name: Ricardo Padilla

Address: 723 Vienna St

Email: brgpadilla@comcast.net

September 11, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Mercedes Sanchez

Name: Mercedes Sanchez

Address: 723 Vienna Street

Email: msmercy58@comcast.net

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Francisco Padilla

Name: Francisco Padilla

Address: 723 Vienna Street

Email: eiscookid1999sf@gmail.com

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Nombre: Verónica Sanchez

Domicilio: 229 Brazil Ave. #2
San Francisco, CA 94112
VSanchez07060@gmail.com.

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Nombre: Maria E Partida

Domicilio: 229 Brazil Ave
San Fco Ca 94112

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Nombre: Gustavo Y Guerra

Domicilio: 231 Brookdale ave
S-F. CA 94134

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Nombre: YOLANDA CHAVEZ

Domicilio: 1654 ALEMANY BLVD SAN FCO CA 94112

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Yolanda Sanchez
Employee for the last 14 years.

Name:

Address: 229 Brazil Av. #2

Email: N/A

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: Dulce Sainz

Address: 85 Theresa ST
SF CA 94112

Email: goldtoyous@yahoo.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: Carmen Escobar

Address: 4757 Mission St. # 2
San Francisco, CA 94112

Email: ce.medrano2010@gmail.com

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: Kevin Schwins

Address: 3288 21st St
Apt 8
SF, CA 94110

Email: KSchwins@gmail.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Adriana Hernandez

Name: Adriana Hernandez

Address: 333 Brazil Ave
San Francisco

Email:

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Nombre: Genoveva Escobar

Domicilio: 231 Brookdale ave
Sf. CA 94134

Estimada Sra. Melgar y Srita. Flores,

Yo apoyo el proyecto que se contruirá en el 65 Ocean Avenue, y lo hago porque la empresa Presidio Bay Ventures asignará un espacio para el preescolar Crayon Box. El nuevo edificio sera una combinación de viviendas de las cuales 25% se haran disponibles por debajo del precio de mercado, el preescolar estará en la parte baja del edificio. Considero que es muy importante apoyar un proyecto que le dará la oportunidad a Crayon Box regresar a su sitio anterior para que continue ofreciendo servicios de cuidado infantil a padres de familia que trabajan o estudian.

Crayon Box fue fundado por una Latina residente de nuestra comunidad. Es importante apoyar a nuestros emprendedores, en especial a esas personas que se dedican a educar a nuestros niños. Crayon Box es un programa de calidad y muy pertinente a las necesidades de nuestra comunidad. Por favor apoyen a Crayon Box.

Nombre: Cristina Guerra

Domicilio: 71 Hillcrest Dr
Daly City CA 94014

September 13, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
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Email: Veronica.Flores@sfgov.org

Dear President Melgar and Ms. Flores,

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Sincerely,

Ana M Raymundo

Name: Ana Raymundo

Address: 742 Excelsior AVE.
San Francisco CA 94112

Email: anaraymundo10@gmail.com

Employee for 12 years

September 13, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Ingrid Alfaro

Name: Ingrid Alfaro

Address: 844 N. Mayfair Ave
Daly City CA 94015.

Email:

Employee for 10+ years.
and former parent.

September 11, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Rene Vega

Name: Rene Vega

Address: 31 Rockford Ave
Daly City CA 94015.

Email:

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Susana Hernandez

Name: Susana Hernandez

Address: 415 Hamilton St
San Francisco Ca 94134

Email: Sushernan@hotmail.com

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Adela Gonzalez

Name: Adela Gonzalez

Address: 198 Naples St.

Email: adelagonzalez1961@gmail.com

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: Tania Patino

Address: 198 Naple St.

Email: tania.patino.15@gmail.com

September 13, 2019

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San Francisco Planning Department
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Sincerely,

Name: François-Jerome Selosse

Address: 36 Mikabel Ave.
CA 94110

Email: FJSELOSSE@GMAIL.COM

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: Anjali Cameron

Address: 221 Flood Avenue
San Francisco, CA 94112

Email: anjalitcameron@gmail.com

September 10, 2019

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San Francisco Planning Department
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San Francisco, CA 94103
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Sincerely,

Carolyn Bills

Name: Carolyn Bills

Address: 3929 Mission St. SF

Email: carolynbills@gmail.com

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: Jose Serrano

Address: 198 Naples St.

Email: joseserrano nov1947@gmail.com

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: Rosie Marroquin

Address: 199 Templeton Ave
Daly City CA 94014

Email: yoshiemarroquin2@gmail.com

* Employee

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: Joanna Baron

Address: 36 miraval Ave, SF, CA 94110

Email: baron.joey@gmail.com

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Name: DUNCAN MACFARLANE

Address: 385 Justin Dr.
SF, CA 94112

Email: dmac_13@ychoo.com

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Veronica Macfarlan

Name: Vernica MacFarlane

Address: 385 Justin Dr
SF, CA 94112

Email: viportirio@gmail.com

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Name: Jaime Venegas

Address: 255 Brookdale ave SF. CA 94134

Email: Venegas_1990@yahoo.com

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Reyes, Lourdes

Name: Lourdes I. Reyes

Address: 235 Brookdale Ave. SF CA 94134

Email: LuLireyes@gmail.com

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Name: GUILLERMO FERNANDEZ

Address: 55 EASTMOOR AVE #8
DALY CITY, CA. 94015

Email: gFernan204@gmail.com

September 11, 2019

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Sincerely,

Julieta Robleto.

Name: Julieta Robleto

Address: 12 Peoria st Daly City Ca 94015.

Email: jrobleto@gmail.com.

September 11, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

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Sincerely,

Name: Juan Morales

Address: 55 EASTMOOR AVE, DALY CITY CA. 94015

Email: Juanrob6to99@yahoo.com.

September 11, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: Romy Sheyla Vargas Robleto.

Address: 55 Eastmoor Ave #8 Daly City Ca 94015

Email: rmvargas13@hotmail.com

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Kristen Clarke

Name: Kristen Clarke

Address:27 Alvarado St. San Francisco, CA 94110

Email: kristen1clarke@gmail.com

Estimada Sra. Melgar y Srita. Flores,

Yo apoyo el proyecto que se contruirá en el 65 Ocean Avenue, y lo hago porque la empresa Presidio Bay Ventures asignará un espacio para el preescolar Crayon Box. El nuevo edificio sera una combinación de viviendas de las cuales 25% se haran disponibles por debajo del precio de mercado, el preescolar estará en la parte baja del edificio. Considero que es muy importante apoyar un proyecto que le dará la oportunidad a Crayon Box regresar a su sitio anterior para que continue ofreciendo servicios de cuidado infantil a padres de familia que trabajan o estudian.

Crayon Box fue fundado por una Latina residente de nuestra comunidad. Es importante apoyar a nuestros emprendedores, en especial a esas personas que se dedican a educar a nuestros niños. Crayon Box es un programa de calidad y muy pertinente a las necesidades de nuestra comunidad. Por favor apoyen a Crayon Box.

Nombre: Hector Sanchez Jr

Domicilio: 229 Brazil Ave #12 SF, CA 94112.

(510)314-7650

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Nombre: Wilman Melgar

Domicilio: 231 Brookdale av.
S.F. CA 94134

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
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Sincerely,

Mauro Benitez

Name: Mauro Benitez

Address: 809 Larch Ave
SSF CA 94080

Email: mauro.benitez@kp.org

My niece attended the Crayon Box.

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Antonio Sanchez. Jr.

My children attended the Crayon Box.

Name: Antonio Sanchez (Tony)

Address: 532 7th Ave
San Bruno Ave. 94066

Email:

415.279.4904

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Maryel Sanchez

Name: Maryel Sanchez

Address: 532 7th Ave
San Bruno CA 94066

Email: maryelberitez@yahoo.com

my
Dar children
attended school their.

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Alejandro Sanchez

Name: Alejandro Sanchez

Address: 19195 Crest Ave. Castro Valley CA 94546

Email: alexchez245@gmail.com

My child attended school at the Crayon Box.

September 10, 2019

Myrna Melgar, Commission President

San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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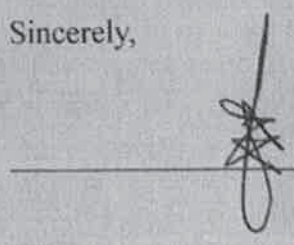

Name: Sebastian Feldman

Address: 2300 NE 193 St Miami Florida 33180

September 13, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
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Sincerely,

Hilda Marquez

Name:
Hilda Marquez
Address:
271 price st apt 2 Daly city
Email: CA, 94014
N/A

* Employee

September 13, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
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Sincerely,

Julio Medina

Name: Julio Medina

Address: 775 Geary Rd.
SF CA 94109

Email: N/A

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Tatiana Cuadra

Name: Tatiana Cuadra

Address: 369 S 20th St
Richmond CA 94804

Email: N/A

o Employee

September 13, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Isella Fernandez

Name: Isella M. Fernandez

Address: 55 Eastmoor Ave #8.
Daly City Ca. 94015

Email: isellafernandez@aol.com

• Employee

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Angela Phillips

Name: Angela Phillips

Address: 53 Manchester St #B, San Francisco CA 94110

Email: angelakohlmyer@gmail.com

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: CARLOS ORDONEZ

Address: 126 PARQUE DR
SF CA 94134

Email: CARLOS_ORDONEZ@YAHOO.COM

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

HSR

Name: HAIDEE REYES

Address: 126 PARQUE DR.
SF CA 94134

Email: REYESHAIDEE@YAHOO.COM

*GOD DAUGHTER ATTENDED CRAYONBOX

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Name: Lola Sanchez

Address: 223 Wicklow Drive
SSF CA 94080

Email: sanchezlola75@yahoo.com

* Both my daughters are alumni's.

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

Dear President, Melgar and Ms. Flores,

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Sincerely,

Name: Jessica Alva

Address: 73 Prague St.
San Francisco, CA 94112

Email: jessijose529@hotmail.com

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

R Alva

Name: Rick Alva

Address: 73 Prague St.
San Francisco, CA 94112

Email: ralva13@gmail.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Name: Sophia Coleman

Address: 3438 16th St

Email: SF CA 94114

sophiavcoleman@gmail.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Jessica Sanchez

Name: Jessica Sanchez

Address: 126 Parque Drive
San Francisco CA 94134

Email: Sanchez.jessica76@gmail.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Luis Fernando Diaz

Name: Luis Fernando Diaz

Address: 3021 23rd St
SF CA 94110

Email: ldiaz@sfhs.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Roxy Rodriguez

Name: Roxy Rodriguez

Address: 809 Larch Ave.
SSF CA 94080

Email: rrodriguez.2122@gmail.com

My niece attended The Crayon Box.

September 10, 2019

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San Francisco Planning Department
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Sincerely,

Anthony Benitez

Name: Anthony Benitez

Address: 809 Larch Ave
SSF CA 94080

Email:

anbenitez920gmail.com

My niece attended The Crayon Box.

September 10, 2019

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Sincerely,

Margarita Sanchez

My granddaughters attended The Crayon Box.

Name: Margarita Sanchez

Address: 18 Lucky St SF CA 94110

Email:

510.825.9632

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely, Juliana Gomez

My daughter attended the Crayon Box!!

Name: Juliana Gomez

Address: 440 Blanco Street American Canyon 94503

Email: Julianablanco@gmail.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Jennifer Balestier

Name: 43 Franklin Ave

Address: SSF CA 94080

Email: Jenniferbalestier@gmail.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Jessie Balesher

Name: 43 Franklin Ave

Address: SSF CA 94080

Email:

Jessmbe yahoo.com

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Antonio Sanchez

My granddaughters attended The Crayon Box.

Name: Tonu Sanchez

Address: 18 Lucky St
SF CA 94110

Email:

510.825.9817

September 10, 2019

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San Francisco Planning Department
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Sincerely,

Israel Hernandez

Name: Israel Hernandez

Address: 4410 Blanco street
American Canyon CA 94503

Email: Israel.Sanchez85@gmail.com

My daughter attended the Crayon Box

September 13, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Name: Rachel Willard-Grace

Address: 138 Arbor St
SF, CA 94131

Email: rachelinbolivia@gmail.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Carolina Colon

Name: Carolina Colon

Address: 2884 23rd Street
SF CA 94110

Email:

molinakaroline@yahoo.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Alicia Sanchez

Name: Alicia Sanchez

Address: 19195 Crest Ave
Castro Valley CA 94546

Email:

aliciaS2450gmail.com

My child attended school at the crayon box

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

* My daughters attended the preschool.

Name: Luis Ortiz

Address: 223 Wicklow Dr.
SSF CA 94080

Email:
Weeso21@AOL.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Evan Balestier

Name: 43 Franklin Ave

Address: SSF CA 94080

Email:

balestier.evan96@gmail.com

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Sincerely,

Name: Emarii Rhodes

Address: 18 Barlington Ct.

SF CA 94124

Email: Emariirl@gmail.com

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Javis Bakster

Name: 43 Franklin Ave

Address: SF CA 94080

Email: Javjmb@yahoo.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Name: Patricia Galdamez

Address: 718 Naples St

SF CA 94112

Email: galdamezpatty@yahoo.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Calvin Dean

Name: Calvin Dean

Address: 246 Moscow St

Email: SF CA 94112

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Betty Dean

Name: Betty Dean

Address: 246 Moscow St SF CA 94112

Email:

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Annamaria Uribe

Name: Annamaria Uribe

Address: 629 San Jose Ave.
SF CA 94110

Email:

nam629@yahoo.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Sally Rodriguez

Name: Sally Rodriguez

Address: 629 San Jose Ave
SF CA 94110

Email:

Srrod15@yahoo.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Nick Rodriguez

Name: NICK RODRIGUEZ

Address: 629 San Jose Ave
SF CA 94110

Email:

nrod22@ydhoo.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Carmen Rosa Ortiz

My granddaughters attended The Crayon Box.

Name: Carmen Rosa Ortiz

Address: 43 Franklin Ave SSF CA 94080

Email:

650/589-9473

September 13, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

D Soumya

Name: SOUMYA DUVVURI

Address: 48 MANCHESTER ST
SAN FRANCISCO CA 94110

Email: dsoumya@yahoo.com

Estimada Sra. Melgar y Srita. Flores,

Yo apoyo el proyecto que se contruirá en el 65 Ocean Avenue, y lo hago porque la empresa Presidio Bay Ventures asignará un espacio para el preescolar Crayon Box. El nuevo edificio sera una combinación de viviendas de las cuales 25% se haran disponibles por debajo del precio de mercado, el preescolar estará en la parte baja del edificio. Considero que es muy importante apoyar un proyecto que le dará la oportunidad a Crayon Box regresar a su sitio anterior para que continue ofreciendo servicios de cuidado infantil a padres de familia que trabajan o estudian.

Crayon Box fue fundado por una Latina residente de nuestra comunidad. Es importante apoyar a nuestros emprendedores, en especial a esas personas que se dedican a educar a nuestros niños. Crayon Box es un programa de calidad y muy pertinente a las necesidades de nuestra comunidad. Por favor apoyen a Crayon Box.

Nombre: Jose Hernandez

Domicilio: 71 Hillcrest DR Daly CITY
CA 94014

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Nombre: Rosario F. Morales

Domicilio: 407 Bellevue Ave, Daly City, Ca. 94014

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Nombre: Roberto Acevedo

Domicilio: 231 Brookdale ave
S-f CA 94134

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Nombre: Rodolfo G. Guerra

Domicilio: 231 Brookdale av
S.F. CA 94134

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
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Sincerely,

Name: Daniel Contreras

Address: 178 Naples St

Email: SF CA 94112

DCcomics2002@gmail.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
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Sincerely,

Herbert Molina

Name: Herbert Molina

Address: 2886 23rd St SF CA ~~94110~~ 94110

Email: Herbertmolina@me.com

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Angela Guevara

Name: Angela Guevara

Address: 2886 23rd Street
SF CA 94110

~~Email:~~

415. 728-3171

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Name: Fasi Fotu

Address: 375 Arleta Ave
SF CA 94134

Email: UCEwarrior073@gmail.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: Miguel Colon

Address: 2886 23rd Street
SF CA 94110

Email: Miguel.Colon@comcast.net

September 10. 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely, Nicole Ioane

Nicole Ioane

Name: Nicole Ioane

Address: 617 Central Avenue
SF CA 94117

Email: nicole_talmane@yahoo.com

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

Dear President Melgar and Ms. Flores,

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Sincerely,

Name: miguel A. Padilla

Address: 121 Wilde Avenue SF CA 94134

Email: tijuana64@aol.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: Camelia Sanchez

Address: 167 Clipper St.
San Francisco, CA

Email: Camelia.sanchez64@gmail.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Candida Rugama

Name: Candida Rugama

Address: 121 Wilde Avenue
San Francisco, CA 94134

Email: rugamac@sfusd.edu

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Julia Harte

Name: Julia Harte

Address: 914 EDINBURGH ST.
San Francisco, CA 94112

Email: juliadharte@gmail.com

Estimada Sra. Melgar y Srita. Flores,

Yo apoyo el proyecto que se contruirá en el 65 Ocean Avenue, y lo hago porque la empresa Presidio Bay Ventures asignará un espacio para el preescolar Crayon Box. El nuevo edificio sera una combinación de viviendas de las cuales 25% se haran disponibles por debajo del precio de mercado, el preescolar estará en la parte baja del edificio. Considero que es muy importante apoyar un proyecto que le dará la oportunidad a Crayon Box regresar a su sitio anterior para que continue ofreciendo servicios de cuidado infantil a padres de familia que trabajan o estudian.

Crayon Box fue fundado por una Latina residente de nuestra comunidad. Es importante apoyar a nuestros emprendedores, en especial a esas personas que se dedican a educar a nuestros niños. Crayon Box es un programa de calidad y muy pertinente a las necesidades de nuestra comunidad. Por favor apoyen a Crayon Box.

Nombre: Hector Sanchez

Domicilio: 229 Brazil Av. Apt. 2
San Francisco CA.
94112

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: Gladys Alva

Address: 130 Lisbon St, San Francisco, CA 94112

Email: ghalva10@gmail.com

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Sincerely,

Name: Paul Santiago

Address: 246 Oneida Ave
SF. CA 94112

Email: psantiago18@gmail.com

September 11, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: Victoria Alvarado

Address: 31 Rockford Ave
Daly City CA 94015.

Email:

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: Leslie Santiago

Address: 246 Oneida Ave
SF, CA 94112

Email: lesliesantiago@gmail.com

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San Francisco, CA 94103
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Sincerely,

Ana Gutierrez

Name: Ana Gutierrez

Address: 104 Lucky St
SF, CA 94110

Email:

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Evelyn Dawson

Name: Evelyn Dawson

Address: 2929 19th St

SF 94110

Email:

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Michelle LeVynh

Name: Michelle LeVynh

Address: 1088 Huron Ave, #3
San Francisco, CA 94112

Email: mlevynh@yahoo.com

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Claudia Villarreal

Name: Claudia Villarreal

Address: 62 Apollo St.
San Francisco, CA 94124

Email: villarreal c6@gmail.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Name: Sidney Guiling

Address: 62 Apollo St.
San Francisco, CA 94124

Email: sids65malibuss@gmail.com

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Sincerely,

Name: Dana Donnelly

Address: P.O. Box 411232
San Francisco, CA 94141

Email: dmdonnelly4@gmail.com

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Name: Diagoberto Gaviria

Address: 32 Ridgewood Ave.
San Francisco. CA. 94112-

Email: dgaviria.dge@gmail.com.

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Sincerely,

Name: Crystal Cortez

Address: 68 Leland Ave PO Box 34321
San Francisco, CA 94134

Email: crystal.cortez2011@gmail.com

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Sincerely,

Vilma Merlos

Name: Vilma Merlos

Address: 5660 Hearst Ave
S.F, CA 94112

Email: n/a

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Matthew A. Radisch

Name: MATTHEW A. RADISCH

Address: 1275 17th AVENUE, #10
SAN FRANCISCO, CA 94122

Email: mradisch@hotmail.com

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

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Sincerely,

Name: Caroline Hill

Address: 156 Wool Street
SF

Email: carolinechill@yahoo.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely, Michelle Wright

Name: Michelle Wright

Address: 155 Somerset St
SF. CA 94134

Email: michelle.wright@ucsf.edu

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely, Michelle Ray

Name: Michelle Ray

Address: 147 Lucky St.
SF. CA 94110

Email: mingjacinta@yahoo.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely, Leon Ray

Name: Leon Ray

Address: 167 Lucky St
SF CA 94110

Email: Leon_Ray@yahoo.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

ANDREA MINOR

Name:

Address: 3079 16th St

Email:

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Name: Marissa Castaneda

Address: 1825 4th St. SF CA 94158

Email: marissa.castaneda@gmail.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Alexandra Gomez

Name: Alexandra Gomez

Address: 1825 4th St. San Francisco, CA 94158

Email: Alexandra.gomez@ucsf.edu

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Judy Flores

Name: Judy Flores

Address: 1825 4th St
SF. CA 94143

Email:

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Name: ROSA Montoya

Address: 299 Wyandotte Ave
DC, CA 94014

Email: rosa.jimenez-Montoya@vcst.edu

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: Erika Román, MSW

Address: 901 Fairfax Ave, SF 94124

Email: erikaroman70@gmail.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: Glenna Lee

Address: 1825 4th St, 3rd Floor
San Francisco, CA 94143

Email:

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Name: Maria Armas

Address: 1825 4th Street
SF, CA 94158

Email: zocorro@yahoo.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: Sara Isaacs

Address: 222 Valley St 4
SF CA 94131

Email: Sarajsaacs@gmail.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: Lizette Medrano

Address: 220 Pierce St. #2
S.F CA 94117

Email: Lizette medrano @
gmail.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: SYNDY MATEO

Address: 12 WHITTIER ST
SF CA 94112

Email: SYNDY.MATEO@UCSF.EDU

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Name: Desiree Dieste

Address: 1825 4th St.
San Francisco, CA 94143

Email: desireedieste@gmail.com

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Stephanie Petruzzi

Name: Stephanie Petruzzi

Address: 28 Richardson Ave SF CA 94123

Email:

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Name: Jessica Peck

Address: 724 Cole St, SF, CA 94117

Email: jessica.peck@ucsf.edu

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
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1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

Dear President Melgar and Ms. Flores,

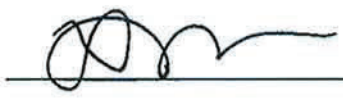
I am writing in support of the proposed project at 65 Ocean Avenue. This project will provide the Crayon Box Childcare Center (http://www.thecrayonboxpreschool.com/) with dedicated space so it can continue to serve working families in the Excelsior and Outer Mission. The project reflects a balance of design, new housing construction, and more importantly, a solution that will allow the Crayon Box to be viable into the future.

Quality childcare centers and providers, are essential service providers and needed to help our families in San Francisco thrive. The Crayon Box is a quality Spanish immersion childcare provider, and more than that a trusted community resource serving working families. The center provides a safe and nurturing educational environment for young children so that their parents can go to work with peace of mind and earn a living.

Much effort has been invested in balancing design and community considerations to minimally impact traffic and parking, area schools, neighbors and childcare services. The project also includes 25% affordable housing, which is desperately needed to help working families stay in San Francisco.

Many childcare centers have closed due to the high cost of commercial space, and relocated to areas outside of San Francisco. This project is providing the childcare center space at a below market rate. Please support this project and help prevent the displacement of a quality child care center.

Sincerely,



Name: XIN-HUA CHEN

Address: 1625 4th St
SF, CA 94158

Email: xin-hua.chen@ucsf.edu

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

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Sincerely,

Maryela Padilla

Name: Maryela Padilla

Address: 285 Naples St, SF, CA 94112

Email: maryela_padilla@hotmail.com

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

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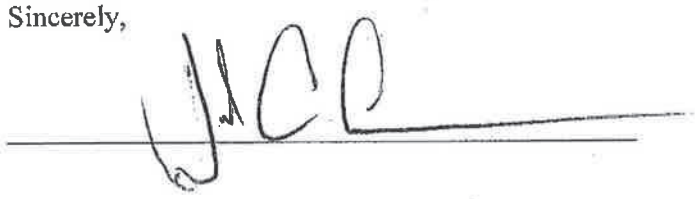

Name: Julio Cerda-Gomez

Address: 285 Naples St, SF, CA 94112

Email: Jccerda21@gmail.com

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

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Sincerely,

Name: Orlena Perez

Address: 803 Athens St, SF, CA 94112

Email: orlena.perez@gmail.com

September 12, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

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Sincerely,

Maria E Mendieta

Name: Maria E. Mendieta

Address: 519-B Capp st. S.F. 94110

Email:

September 12, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

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Sincerely,

Armando Mendieta

Name: Armando Mendieta

Address: 519 Capp St San Francisco Ca 94110

Email:

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

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Sincerely,

Daniele Paris

Name: Daniele Paris

Address: 168 Tiffany Ave
SF, 94110

Email: danielesovie@gmail

September 13, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

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Sincerely,

Name: Simon Smundak

Address: 21 Bessie St. SF, CA 94110

Email:

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
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San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

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Sincerely,

Name: John R. Bilvado

Address: 906 EDINBURH ST
SF CA 94112

Email: bob.bilvado@gmail.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
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1650 Mission Street, Suite 400
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Email: Veronica.Flores@sfgov.org

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Sincerely,

Name: Susana R. Bilvado

Address: 906 Edinburgh St
San Francisco, CA 94112

Email: srbilvado@gmail.com

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
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Sincerely,

Name: Jenne Areeckal

Address: 1825 4th St.
SF. A. 94158

Email: Jennee.areeckal@ucsf.edu

Amanda Tsang

From: Robert Bova <65ocean@presidiobay.com>
Sent: Tuesday, October 1, 2019 8:49 AM
To: myrna.melgar@sfgov.org; Veronica.Flores@sfgov.org
Cc: amanda@presidiobay.com
Subject: 94109 Resident: Robert Bova letter of support for 65 Ocean Avenue

Dear Planning Commissioners,

I am writing to urge you to support the planned development at 65 Ocean Avenue, a critical investment in the neighborhood which has not experienced any significant development in the past decade.

This project will drive new momentum into the neighborhood and bring more foot-traffic to help local businesses, ease the pricing pressure on rents, and provide a much-needed boost to the neighborhood's housing stock for our local workforce who are otherwise priced out of San Francisco.

The 65 Ocean project will create 193 new rental homes, including 48 on-site affordable units, which will increase the stock of on-site affordable units in District 11 by 145 percent. Through thoughtful planning, the building is affordable by design to ensure these homes are accessible to all members of our very broad and diversified community. With a varied mix of unit size, 44 percent of the new available units will offer more than one bedroom, making the housing adaptable to families, City College students and our workforce.

HOME-SF was created with the mission to incentivize building more affordable and family-friendly housing in neighborhood, commercial and transit corridors. The 65 Ocean Avenue project supports that ethos. It is the first project with a dedicated onsite childcare facility with classroom and private open space to serve up to 75 children. Sustainability is also at the forefront of the project, with half of 65 Ocean Avenue's roof area dedicated to solar power which will lower operational costs for residents and childcare facility.

We all must be part of the solution to San Francisco's major housing and affordability crisis. We hope you will support this investment in District 11.

Sincerely,
Robert Bova
bova.robert@gmail.com
94109 Resident

Amanda Tsang

From: Matthieu Pelpel <65ocean@presidiobay.com>
Sent: Tuesday, October 1, 2019 2:51 PM
To: Veronica.Flores@sfgov.org; myrna.melgar@sfgov.org
Cc: amanda@presidiobay.com
Subject: 94118 Resident: Matthieu Pelpel letter of support for 65 Ocean Avenue

Dear Planning Commissioners,

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Sincerely,
Matthieu Pelpel
mapelpel@ucdavis.edu
94118 Resident

Amanda Tsang

From: Taylor Feezor <65ocean@presidiobay.com>
Sent: Tuesday, October 1, 2019 11:51 AM
To: myrna.melgar@sfgov.org; Veronica.Flores@sfgov.org
Cc: amanda@presidiobay.com
Subject: 94111 Resident: Taylor Feezor letter of support for 65 Ocean Avenue

Dear Planning Commissioners,

I am writing to urge you to support the planned development at 65 Ocean Avenue, a critical investment in the neighborhood which has not experienced any significant development in the past decade.

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Sincerely,
Taylor Feezor
taylorfeezor@gmail.com
94111 Resident

Amanda Tsang

From: Daniel Goldberg <65ocean@presidiobay.com>
Sent: Thursday, October 3, 2019 4:47 PM
To: Veronica.Flores@sfgov.org; myrna.melgar@sfgov.org
Cc: amanda@presidiobay.com
Subject: 94103 Resident: Daniel Goldberg letter of support for 65 Ocean Avenue

Dear Planning Commissioners,

I am writing to urge you to support the planned development at 65 Ocean Avenue, a critical investment in the neighborhood which has not experienced any significant development in the past decade.

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We all must be part of the solution to San Francisco's major housing and affordability crisis. We hope you will support this investment in District 11.

Sincerely,
Daniel Goldberg
dgnonsense@gmail.com
94103 Resident

Amanda Tsang

From: Clinton McCoy <65ocean@presidiobay.com>
Sent: Wednesday, September 25, 2019 10:11 AM
To: Veronica.Flores@sfgov.org; myrna.melgar@sfgov.org
Cc: amanda@presidiobay.com
Subject: 94109 Resident: Clinton McCoy letter of support for 65 Ocean Avenue

Dear Planning Commissioners,

I am writing to urge you to support the planned development at 65 Ocean Avenue, a critical investment in the neighborhood which has not experienced any significant development in the past decade.

This project will drive new momentum into the neighborhood and bring more foot-traffic to help local businesses, ease the pricing pressure on rents, and provide a much-needed boost to the neighborhood's housing stock for our local workforce who are otherwise priced out of San Francisco.

The 65 Ocean project will create 193 new rental homes, including 48 on-site affordable units, which will increase the stock of on-site affordable units in District 11 by 240 percent. Through thoughtful planning, the building is affordable by design to ensure these homes are accessible to all members of our very broad and diversified community. With a varied mix of unit size, 44 percent of the new available units will offer more than one bedroom, making the housing adaptable to families, City College students and our workforce.

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Sincerely,
Clinton McCoy
cmccoy@westbrookpartners.com
94109 Resident

Amanda Tsang

From: Will Cliff <65ocean@presidiobay.com>
Sent: Wednesday, September 25, 2019 10:26 AM
To: Veronica.Flores@sfgov.org; myrna.melgar@sfgov.org
Cc: amanda@presidiobay.com
Subject: 94109 Resident: Will Cliff letter of support for 65 Ocean Avenue

Dear Planning Commissioners,

I am writing to urge you to support the planned development at 65 Ocean Avenue, a critical investment in the neighborhood which has not experienced any significant development in the past decade.

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Sincerely,
Will Cliff
WILLCLIFF9@GMAIL.COM
94109 Resident

Amanda Tsang

From: JT Mehr <65ocean@presidiobay.com>
Sent: Wednesday, September 25, 2019 5:50 PM
To: Veronica.Flores@sfgov.org; myrna.melgar@sfgov.org
Cc: amanda@presidiobay.com
Subject: 94109 Resident: JT Mehr letter of support for 65 Ocean Avenue

Dear Planning Commissioners,

I am writing to urge you to support the planned development at 65 Ocean Avenue, a critical investment in the neighborhood which has not experienced any significant development in the past decade.

This project will drive new momentum into the neighborhood and bring more foot-traffic to help local businesses, ease the pricing pressure on rents, and provide a much-needed boost to the neighborhood's housing stock for our local workforce who are otherwise priced out of San Francisco.

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HOME-SF was created with the mission to incentivize building more affordable and family-friendly housing in neighborhood, commercial and transit corridors. The 65 Ocean Avenue project supports that ethos. It is the first project with a dedicated onsite childcare facility with classroom and private open space to serve up to 75 children. Sustainability is also at the forefront of the project, with half of 65 Ocean Avenue's roof area dedicated to solar power which will lower operational costs for residents and childcare facility.

We all must be part of the solution to San Francisco's major housing and affordability crisis. We hope you will support this investment in District 11.

Sincerely,
JT Mehr
jtmehr@gmail.com
94109 Resident

Amanda Tsang

From: Michael Laubenthal <65ocean@presidiobay.com>
Sent: Thursday, September 26, 2019 5:42 PM
To: Veronica.Flores@sfgov.org; myrna.melgar@sfgov.org
Cc: amanda@presidiobay.com
Subject: 94133 Resident: Michael Laubenthal letter of support for 65 Ocean Avenue

Dear Planning Commissioners,

I am writing to urge you to support the planned development at 65 Ocean Avenue, a critical investment in the neighborhood which has not experienced any significant development in the past decade.

This project will drive new momentum into the neighborhood and bring more foot-traffic to help local businesses, ease the pricing pressure on rents, and provide a much-needed boost to the neighborhood's housing stock for our local workforce who are otherwise priced out of San Francisco.

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Sincerely,
Michael Laubenthal
mlaubenthal@gmail.com
94133 Resident

Amanda Tsang

From: Zachary kersten <65ocean@presidiobay.com>
Sent: Friday, September 27, 2019 3:32 PM
To: myrna.melgar@sfgov.org; Veronica.Flores@sfgov.org
Cc: amanda@presidiobay.com
Subject: 97212 Resident: Zachary kersten letter of support for 65 Ocean Avenue

Dear Planning Commissioners,

I am writing to urge you to support the planned development at 65 Ocean Avenue, a critical investment in the neighborhood which has not experienced any significant development in the past decade.

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Sincerely,
Zachary kersten
zgkersten503@gmail.com
97212 Resident

Amanda Tsang

From: Jonathon Hunt <65ocean@presidiobay.com>
Sent: Sunday, September 29, 2019 2:26 PM
To: Veronica.Flores@sfgov.org; myrna.melgar@sfgov.org
Cc: amanda@presidiobay.com
Subject: 94123 Resident: Jonathon Hunt letter of support for 65 Ocean Avenue

Dear Planning Commissioners,

I am writing to urge you to support the planned development at 65 Ocean Avenue, a critical investment in the neighborhood which has not experienced any significant development in the past decade.

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Sincerely,
Jonathon Hunt
Jonathon.d.hunt@gmail.com
94123 Resident

Spanish Immersion Preschool
Escuela de Inmersión al Español

Planning Commission
San Francisco Planning Department
1650 Mission Street, Ste 400
San Francisco, CA 94109

Re: 65 Ocean Ave, San Francisco, CA 94112

Dear President Melgar and Commission Members:

I am writing this letter to express unequivocal support from The Crayon Box for the future housing development at 65 Ocean Ave and for the developers, Presidio Bay Ventures. When PBV first acquired the property in December 2016, The Crayon Box had already decided during the previous year to move to 3215 Cesar Chavez Street at St. Anthony's Church. Soon after moving into the church, it became apparent that the location was not sustainable for the needs of our students. Beginning in July 2017, Crayon Box and PBV began to discuss how our school could be reintegrated into the future development when completed.

The Crayon Box Preschool offers a rich and nurturing hands–on Spanish language immersion program for children aged two to five. We are a year-round full-day art-based preschool offering full and part-time schedules for working families. As the Commissioners are surely aware, it is not easy to operate an early childhood education facility in San Francisco where the cost of rent and lack of safe, code-compliant space make it so difficult to serve our children, particularly in neighborhoods like the Outer Mission & Excelsior. PBV has gone above and beyond to make it possible for Crayon Box and our educators to come back and serve our community without worrying about our future. These were the result of several collaborative meetings with PBV throughout 2018 and 2019, and multiple phone conversations with Kabir Seth and Cyrus Sanandaji to better understand our needs.

The project has undergone multiple revisions and iterations through PBV's discussions with the community and the City of San Francisco – despite all these changes, PBV upheld its commitment to Crayon Box and ensured that sufficient space was always earmarked on the plans and that it was included in all required environmental studies. What began as a space consisting of ~3,000 square feet of classroom space and ~2,000 square feet of outdoor space has now evolved into over 6,000 square feet of classroom space and ~3,000sf of dedicated outdoor space where the children can play. Further, PBV has incorporated a separate lobby entrance and elevator off of Alemany Street that also has dedicated loading zones specifically so that parents have sufficient time to safely pick-up and drop their children.

3215 Cesar Chavez Street

San Francisco, CA 94110

415 821-9008

www.thecrayonboxpreschool.com

PBV could easily have just paid the requisite childcare impact fee to the City of San Francisco, which would have amounted to approximately $400,000. Instead, they are electing to reduce our out-of-pocket cost to move by contributing over **$2,700,000** in build-out and tenant improvement costs, in addition to overseeing the design, engineering and construction of the space in accordance with our needs. Further, they are offering us a minimum 10-year lease with 10-year extension options at rents that are well below market so that our operations can be profitable.

Crayon Box was in no way forced to the leave the premises by PBV, as has been suggested by others. On the complete contrary, without PBV I do not know if Crayon Box would have been able to continue operations for much longer without sacrificing significantly on the quality of our childcare. The Crayon Box and all of our parents are extremely grateful for PBV's generosity and commitment to providing a critical need for future generations of our community. I am not aware of another privately funded project or market-rate developer that is doing more for its community in the form of:

- **Affordable Housing**: the project is going to create 48 additional below-market rate units for working class families, many of whom will be able to send their children to Crayon Box and not have to worry about missing work. PBV will also be working with Crayon Box to help introduce upcoming vacant units to its educators.
- **Child-care**: Without PBV's generous lease structure and financing commitment, we would not be able to move into any new space given the cost of rent in San Francisco
- **Community Art**: PBV is working with Aaron de la Cruz, one of our Excelsior neighbors, to bring art to the project, including into our classrooms to inspire our children
- **Environmental Sustainability**: PBV's use of solar panels and fuel cells on the roof will lower the cost of Crayon Box's operations

I strongly urge President Melgar and the Planning Commissioners to set a proud example for our City by supporting the efforts of responsible and community-oriented developers like PBV who want to deliver more projects like 65 Ocean, which is exactly what the Excelsior district needs.

Thank you,

Adriana Razo

Adriana Razo
Founder

The Crayon Box
3215 Cesar Chavez Street
San Francisco, CA 94110
thecrayonboxpreschool@yahoo.com

September 13, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

Dear President Melgar and Ms. Flores,

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Quality childcare centers and providers, are essential service providers and needed to help our families in San Francisco thrive. The Crayon Box is a quality Spanish immersion childcare provider, and more than that a trusted community resource serving working families. The center provides a safe and nurturing educational environment for young children so that their parents can go to work with peace of mind and earn a living.

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Many childcare centers have closed due to the high cost of commercial space, and relocated to areas outside of San Francisco. This project is providing the childcare center space at a below market rate. Please support this project and help prevent the displacement of a quality child care center.

Sincerely,

Name: Austin Park

Address: 60 Bessie St San Francisco CA 94110

Email: austin.park@gmail.com

September 11, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

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Sincerely,

Name: Monica Scott

Address: 21 Bessie St
SF, CA 94110

Email: monica.scott@gmail.com

2

Re: The Crayon Box Preschool needs your support

From: Robin Ekiss (robin.ekiss@gmail.com)

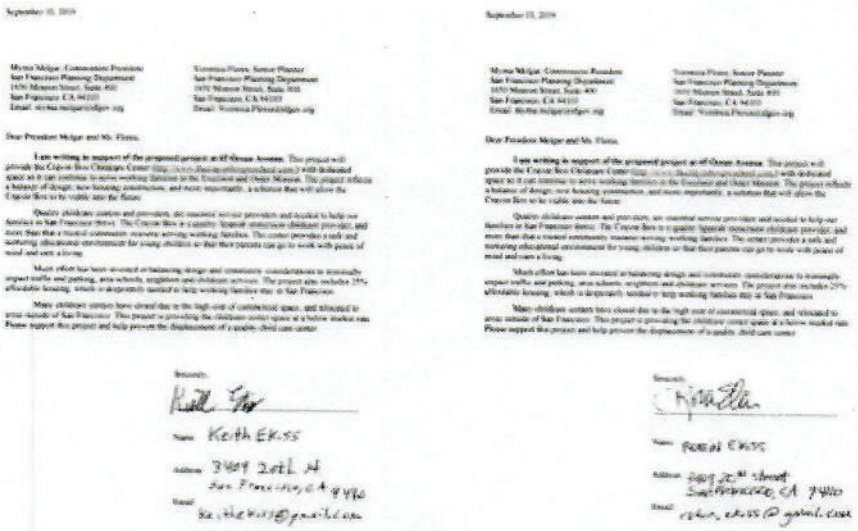
To: tcbpmaria@yahoo.com

Date: Monday, September 16, 2019, 09:39 PM PDT

Hi Maria,

Here's letters from me and my husband Keith (signed separately). Good luck!

Robin



On Sep 16, 2019, at 4:11 PM, Maria Murillo <tcbpmaria@yahoo.com> wrote:

Maria Murillo Director "Play is the highest form of research." Albert Einstein

----- Forwarded Message -----
From: Maria Murillo <tcbpmaria@yahoo.com>
Sent: Monday, September 16, 2019 09:32:22 AM PDT
Subject: The Crayon Box Preschool needs your support

Dear Crayon Box families and friends,

The Crayon Box Preschool has an opportunity to return to our previous location at 65 Ocean Avenue, but we need your support. The developers of 65 Ocean Avenue are creating a space in their new project specifically for Crayon Box and have agreed to provide the preschool with a 10-year lease term and an additional

10-year option.

The long-term lease of up to 20 years will provide the preschool with a childcare location that will give our preschool community, stability, and long-term security in a city with limited childcare locations. Please support the project so that Crayon Box can continue to serve working families in our community for many years to come.

Please support the preschool by adding your name and address to the following form. It's one form per adult; please make sure to email the completed form to the email below. We will be presenting the letters to the planning department.
tcbpmaria@yahoo.com
thecrayonboxpreschool@yahoo.com

Thank you for your support.

Adriana Razo -Founder
Maria Murillo -Director

"Play is the highest form of research." Albert Einstein

<letter of support.docx>

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

Dear President Melgar and Ms. Flores,

I am writing in support of the proposed project at 65 Ocean Avenue. This project will provide the Crayon Box Childcare Center (http://www.thecrayonboxpreschool.com/) with dedicated space so it can continue to serve working families in the Excelsior and Outer Mission. The project reflects a balance of design, new housing construction, and more importantly, a solution that will allow the Crayon Box to be viable into the future.

Quality childcare centers and providers, are essential service providers and needed to help our families in San Francisco thrive. The Crayon Box is a quality Spanish immersion childcare provider, and more than that a trusted community resource serving working families. The center provides a safe and nurturing educational environment for young children so that their parents can go to work with peace of mind and earn a living.

Much effort has been invested in balancing design and community considerations to minimally impact traffic and parking, area schools, neighbors and childcare services. The project also includes 25% affordable housing, which is desperately needed to help working families stay in San Francisco.

Many childcare centers have closed due to the high cost of commercial space, and relocated to areas outside of San Francisco. This project is providing the childcare center space at a below market rate. Please support this project and help prevent the displacement of a quality child care center.

Sincerely,

Jacquie Van Keuren

Former Parent at Crayon Box

Jacquie Van Keuren

1412 Alabama Street

San Francisco, CA 94110

jacquie@rubberdesign.com

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

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Sincerely,

Sandra R. Tamanaha

Name: SANDRA R. TAMANAHA

Address: 591 ORIZABA AVENUE
SAN FRANCISCO, CA 94132

Email: srtamanaha@gmail.com

September 11, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
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Sincerely,

Name: Carrie Atkin

Address: 222 Andover St, SF, CA 94110

Email: carrie_atkin@yahoo.com.

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Name: ROCIO LÓPEZ SÁNCHEZ

Address: 1363 PALOU AVE 94124-SF

Email: rocio.lopez.sanchez@gmail.com

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Name: Catherine Chow

Address: 650 Precita Ave
SF CA 94110

Email: Chowcatherine@gmail.com

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Name: Jacob Leos-Urbel

Address: 82 St Marys Ave
San Francisco, CA 94112

Email: Jacob.Leos.Urbel@gmail.com

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Name: David Liu

Address: 630 Precita Avenue SF CA 94110

Email: dmliu@gmail.com

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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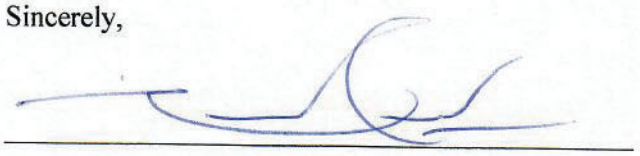

Name: RAMIRO CAIRO

Address: 17 BENNINGTON ST.

Email: ramirocairo@gmail.com

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Email: Veronica.Flores@sfgov.org

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Sincerely,

Maria Razo

Name: Maria Razo

Address: 519 Capp St. 94110

Email: —

September 13, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
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Sincerely,

Former parent & Employee for 10 ½ years

Name: Maria Murillo.

Address: 614 Grand Ave
S. San Francisco CA 94080

Email: Mlmurillo25@gmail.com

September 13, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Gerardo Murillo

Former parent

Name: Gerardo Murillo

Address: 614 Grand Ave
S. San Francisco CA 94080

Email: Gmoney0130@gmail.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Name: Bodh. Burgess

Address: 80 Merced Ave
SF, CA 94127

Email: bodhiburgess@gmail.com

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: Lillian Brown

Address: 154 Ocean Ave

Email: lilbrown08@gmail.com

September 11, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: STEPHANIE BASHAW

Address: 133 VENUS ST
SF CA 94124

Email: Stephanie.a.bashaw@gmail.com

September 13, 2019

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San Francisco Planning Department
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Sincerely,

Name: Ana Panate

Address: 58 Lobos St
San Francisco C.A.

Email: anapanate@ymail.com

September 13, 2019

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San Francisco Planning Department
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Sincerely,

Name: ROBERTO VERONESE

Address: 37 LAPHAM WAY, SAN FRANCISCO

Email: VERONESEO GMAIL.COM

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: Jennifer Naegele

Address: 781 Prague St
SF CA 94112

Email: jnaegele@yahoo.com

September 10, 2019

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San Francisco Planning Department
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Sincerely,

Evan Haigler

Name: Evan Haigler

Address: 719A Guerrero, SF

Email: evanhaigler@gmail.com

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Sincerely,

Candace Mirabito

Name: CANDACE MIRABITO

Address: 133 VENUS ST

Email: CANMRBT@GMAIL.COM

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: Job Tamanaha

Address: 591 Orizaba Avenue
San Francisco, CA 94132

Email: uglygenius@gmail.com

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Monica Wallace

Name: MONICA WALLACE

Address: 38 Peralta Ave.

Email: monicanwallace@yahoo.com

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Ludmila Wickman

Name: Ludmila Wickman

Address: 319 Rutledge St
SF, CA 94110

Email: luda.sokolov@gmail.com

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San Francisco Planning Department
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Sincerely,

Leila Atkin

Name: Leila Atkin

Address: 222 Andover St
San Francisco

Email: atkin99@yahoo.com

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San Francisco Planning Department
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Sincerely,

Name: Kessey mcstravick

Address: 330 Ridgewood ave
San Francisco CA 94127

Email: kmcstravick @~~sfsu~~.mail.sfsu.edu

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

_____Eve Zaritsky _____

Address: 3059 25th st SF CA 94110 evefzar@gmail.com

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Sincerely,

Stuart Brady

Name: Stuart Brady

Address: 1239 Silver Ave SF CA 94134

Email: Sbrady55@yahoo.com

September 11, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: Andres Paez

Address: 288 Precita Ave., Apt. B
San Francisco, CA. 94110

Email: Andres.vega.paez@gmail.com

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
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Email: Veronica.Flores@sfgov.org

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Sincerely,

Victoria Ortiz

Name: Victoria Ortiz

Address: 989 Farrier Place D.C. Ca 94014

Email: VICTORIAMARTINEZ@hotmail.com

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Ryan Drake-Lee

Name: RYAN DRAKE-LEE

Address: 1363 PALOU AVE

Email: rdlrmh@gmail.com

September 10, 2019

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San Francisco Planning Department
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Sincerely,

Jennifer Jordan Wall

Name: Jennifer Jordan Wall

Address: 224 Coleridge St
SF, CA 94110

email: jennifer.jordan@gmail.com

September 13, 2019

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San Francisco Planning Department
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Sincerely,

Name: ROCIO MARTIN

Address: 1363 PALOU AVE

Email: rociomartinhoyos@gmail.com

September 13, 2019

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1650 Mission Street, Suite 400
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Sincerely,

Caitlyn Herman

Name:
CAITLYN HERMAN

Address:
60 BESSIE STREET, UNIT B
SAN FRANCISCO, CA 94110

Email:
CAITLYNHERMAN@GMAIL.COM

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Christopher W. Oryschak

Name: Christopher W. Oryschak

Address: 3929 Mission St, SF

Email: chrisworyschak@gmail.com

September 11, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Stephanie Waterfield

Name: Stephanie Waterfield

Address: 1479 Shotwell St.
San Francisco CA

Email: sbwaterfield@gmail.com

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Matthew Holzer

Name: Matthew Holzer

Address: 563 Lisbon St.
San Francisco, CA 94112

Email: mbh5mn@hotmail.com

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Name: MICHELLE VENEGAS

Address: 563 Gibson St. SF CA 94112

Email: mishavenegas@hotmail.com

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Sincerely,

Name: John I. Luna

Address: 32 Admiral Ave
SF CA 94112

Email: johnluna322@gmail.com

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

x Luisa Raygoza

Name: Luisa Raygoza

Address: 519 Capp St. S.F 94110

Email:

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: Conor J. Farrell

Address: 1265 ALEMANY BLVD, SF, 94112

Email: cjfarrell@gmail.com

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Name: Laura Reynolds

Address: 428 Yale St
San Francisco, CA 94134

Email: Laura.Reynolds827@gmail.com

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Name: Sasha Brady

Address: 1239 Silver Ave
SF CA 94134

Email: Sashafahey@gmail.com

September 13, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Name: Karla Landaverde

Address: 152 Roxanne CT
Walnut Creek 94597

Email: amelialand82@gmail.com

September 10, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Sincerely,

Gary Sexton

Name: Gary Sexton

Address: 67 Accacia St, Daly City, Ca 94014

Email: gwsexton425@gmail.com

September 13, 2019

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1650 Mission Street, Suite 400
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Sincerely,

April Hrach

Name: April Hrach

Address: 2337 Mission St., Apt E
San Francisco, CA 94110

Email: arizonagirl74@hotmail.com

September 13, 2019

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San Francisco Planning Department
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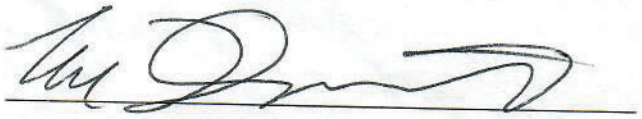

Name: Dusty Hathaway

Address: 2337 Mission St. Apt E
San Francisco, CA 94110

Email: dustbagsk8@yahoo.com

September 10, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

Dear President Melgar and Ms. Flores,

I am writing in support of the proposed project at 65 Ocean Avenue. This project will provide the Crayon Box Childcare Center (http://www.thecrayonboxpreschool.com/) with dedicated space so it can continue to serve working families in the Excelsior and Outer Mission. The project reflects a balance of design, new housing construction, and more importantly, a solution that will allow the Crayon Box to be viable into the future.

Quality childcare centers and providers, are essential service providers and needed to help our families in San Francisco thrive. The Crayon Box is a quality Spanish immersion childcare provider, and more than that a trusted community resource serving working families. The center provides a safe and nurturing educational environment for young children so that their parents can go to work with peace of mind and earn a living.

Much effort has been invested in balancing design and community considerations to minimally impact traffic and parking, area schools, neighbors and childcare services. The project also includes 25% affordable housing, which is desperately needed to help working families stay in San Francisco.

Many childcare centers have closed due to the high cost of commercial space, and relocated to areas outside of San Francisco. This project is providing the childcare center space at a below market rate. Please support this project and help prevent the displacement of a quality child care center.

Sincerely,

Karla Cheris

Name: Karla Cheris

Address: 324 Pacheco St. SF CA 94116

Email: kkollerbohm@hotmail.com

On Sep 17, 2019, at 10:08 AM, Maria Murillo <tcbpmaria@yahoo.com> wrote:

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

Dear President Melgar and Ms. Flores,

I am writing in support of the proposed project at 65 Ocean Avenue. This project will add much needed affordable housing, including family units, to the neighborhood. The project will also provide dedicated childcare space at an affordable rental rate, so that Spanish immersion childcare provider, the Crayon Box, can continue to serve children and families in the area. The Crayon Box provides quality childcare and Spanish-Immersion education. In addition, the development will enhance the neighborhood with original local art planned for the exterior of the building to help pay homage to the neighborhood's history, diversity and community spirit.

Sincerely,

Rose Ann Harris

Name: Rose Ann Harris

Address: 230 Paris St SF 94112

Email:

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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San Francisco Planning Department
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Sincerely,

Name: Steven R. Currier

Address: 116 Drake Street, SF CA 94112

Email: Stevencurrier@icloud.com

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
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Sincerely,

Ethel M. Wallace

Name: Ethel Wallace

Address: 231 Paris St

Email: bestnonie@gmail.com

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
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Sincerely,

Linda S. Litehiser

Name: Linda S. Litehiser

Address: 78 Havelock St.

Email: linda.litehi@gmail.com

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Name: Cherelle Jackson

Address: 122 Edinburgh Street
San Francisco, California 94112

Email: Cherelle.Jackson2005@gmail.com

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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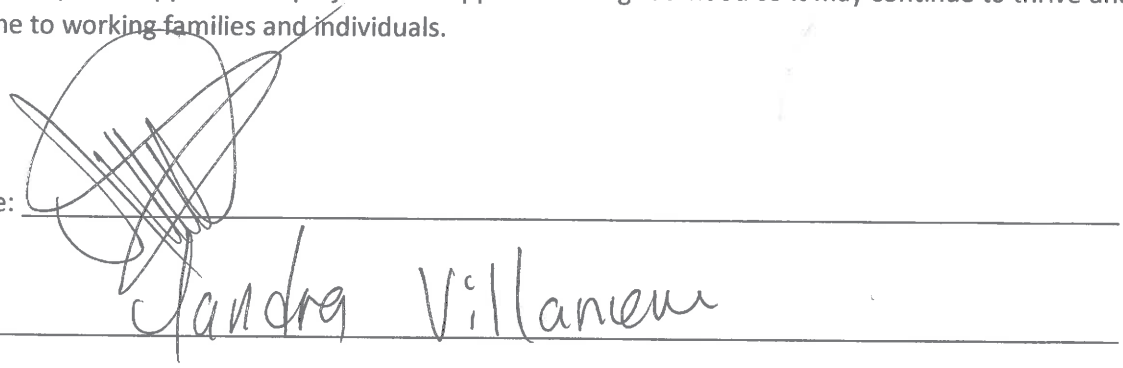
I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: 

Name: Sandra Villaneva

Business Name (if applicable): Money Express -

Address: 4601 Mission St SF Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
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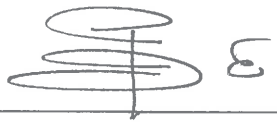
Signature: 

Name: MYINT KHINE

Business Name (if applicable): KIM DRY CLEANERS & Laundry

Address: 4571 MISSION ST Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
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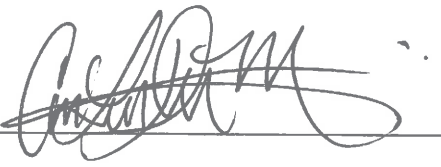
Signature: 

Name: CEIFA DIAZ

Business Name (if applicable): Jupiter Market

Address: 4567 Mission st. San Francisco CA Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Saeed M. Saleh

Name: Saeed Saleh

Business Name (if applicable): Excelsior Liquor

Address: 4501 Mission Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
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Signature: _____

Name: DANNY CHOW

Business Name (if applicable): Excelsior motors

Address: 4340 mission st SF Zip: 9411~

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: _____

Name: Roberto Cenfeno

Business Name (if applicable): America Financial Service

Address: 4493 Mission St, San Francisco, CA 94112 Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
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San Francisco, CA 94103

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Signature: _____

Name: C&P AUTOBODY REPAIR

Business Name (if applicable): C&P AUTOBODY REPAIR

Address: 4352 Mission Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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Signature: _____

Name: ROBERT D FRAHER

Business Name (if applicable): PHILIP J FRAHER & COMPANY

Address: 3364 MISSION STREET Zip: 94110
SAN FRANCISCO CA

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: _____

Name: Juana Mendez

Business Name (if applicable): Nutriciaw

Address: 4370- Mission Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Renzo Hrvatin

Name: Renzo Hrvatin

Business Name (if applicable): Claudio's Auto Repair LLC

Address: 4420 Mission St. Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: _____

Name: Jaime Hernandez

Business Name (if applicable): JAIMES Beauty Salon

Address: 4790 Mission Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Giuseppe Ricucci

Name: Giuseppe Ricucci

Business Name (if applicable): Mike's Liquors

Address: 5084 MISSION Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
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Signature: _____

Name: Guimei Wu

Business Name (if applicable): Baby & Mom Nutrition

Address: 4992 Mission ST Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
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Signature: _____

Name: Maria Hurtado

Business Name (if applicable): _____

Address: 301 Congdon St San francisco, ca Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
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Signature: _____

Name: Jodo Cuomo

Business Name (if applicable): _____

Address: 5084 Mission ST Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
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Signature: _____

Name: Guillermo Torres

Business Name (if applicable): _____

Address: 2195 cayuga av S.F Zip: 94112

65 Ocean

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San Francisco Planning Department
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Signature: Gloria perez

Name: Gloria Perez

Business Name (if applicable): _____

Address: 3067 Alemany Blvd S.F. Zip: 94112

65 Ocean

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San Francisco Planning Department
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Signature: Robert Grossi SR

Name: _____

Business Name (if applicable): _____

Address: 273 Capistrano Ave SF CA 94112 Zip: _____

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

Dear Commission President Melgar and Ms. Flores:

I support the mixed-use development located at 65 Ocean Avenue in the Excelsior District. The small businesses in the area will benefit from the project because it will add residents to the area that can frequent businesses in the Excelsior and Mission Street.

I also support the project because it will bring many community benefits to the neighborhood, including:

- 48 new affordable rental units
- Family sized rental units, to serve low-income working families
- Use 100% union labor for the construction of the building
- Provide dedicated childcare space at an affordable rental rate to the Crayon Box, so they can continue to provide early childhood education and a Spanish immersion program
- Enhance the neighborhood with original local art planned for the exterior of the building

I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: ANA REYES

Name: ANA R.

Business Name (if applicable): _____

Address: 947 NAPLES Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

Dear Commission President Melgar and Ms. Flores:

I support the mixed-use development located at 65 Ocean Avenue in the Excelsior District. The small businesses in the area will benefit from the project because it will add residents to the area that can frequent businesses in the Excelsior and Mission Street.

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Lari Collins

Name: LARI COLLINS

Business Name (if applicable): _____

Address: 95 Whittier St. S.F. CA 94112 Zip: _____

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

Dear Commission President Melgar and Ms. Flores:

I support the mixed-use development located at 65 Ocean Avenue in the Excelsior District. The small businesses in the area will benefit from the project because it will add residents to the area that can frequent businesses in the Excelsior and Mission Street.

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Jalfredo Medrano

Name: ALFRED MEDRANO

Business Name (if applicable): NA.

Address: 3067 ALEMANY BOULEVAR S.F. Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

Dear Commission President Melgar and Ms. Flores:

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Nancy Gonzalez

Name: Nancy Gonzalez

Business Name (if applicable): _____

Address: 2560 Alemany Blvd. Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

Dear Commission President Melgar and Ms. Flores:

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Miguel Padilla

Name: Miguel Padilla.

Business Name (if applicable): _____

Address: 2560 Alemany Blvd Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

Dear Commission President Melgar and Ms. Flores:

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: M. McGrath

Name: Martina McGrath

Business Name (if applicable): _____

Address: 350 Capitolano Ave Zip: CA 94112
S.F CA 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: _____

Name: LAURA QUATTRIN

Business Name (if applicable): _____

Address: 3916 CAPISTRANO AVE, S.F. CA. Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Maria Padilla

Name: Maria Padilla

Business Name (if applicable): _____

Address: 2560 Alemany Blvd. S.F. C. Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Mary Ann Rica

Name: Mary Ann Rica

Business Name (if applicable): _____

Address: 2530 Alemany Blvd. Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: David Urena

Name: David Urena

Business Name (if applicable): _____

Address: 2560 Alemany blvd Zip: 94112 ~~2560~~

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Ernesto Lezcano II

Name: Ernesto Lezcano II

Business Name (if applicable): _____

Address: 376 CAPISTRANO AVE Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: _____

Name: Maritza Marquez

Business Name (if applicable): _____

Address: 174 Rae Ave SF Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Carlos Marquez

Name: CARLOS MARQUEZ

Business Name (if applicable): _____

Address: 174 RAE AV. S.F. CA Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: _____

Name: Mayra Marquez

Business Name (if applicable): _____

Address: 174 Rae Ave SF, CA Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Ondina Rocco

Name: Ondina Rocco

Business Name (if applicable): Retired

Address: 136 Mt Vernon Ave SF. Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Lidia Marquez

Name: Lidia Marquez

Business Name (if applicable): _____

Address: 174 Rae Ave S. F. Ca Zip: 94112

facessf

September 12, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Dear President Melgar,

On behalf of FACES SF, a non-profit with a combined 170-year history of serving San Francisco's most disadvantaged children and families, I am writing to express my support for the proposed 65 Ocean Street project being presented by Presidio Bay. This project will provide much needed early childhood education and care to serve San Francisco working families. The project reflects a balance of design, new housing construction, and more importantly, a solution that will allow the Crayon Box Childcare Center (http://www.thecrayonboxpreschool.com/) to continue its long history in the City of San Francisco, and specifically the Excelsior District.

FACES SF provides a range of services to children and families, including managing a Family Child Care Network of 50 licensed home child care providers in San Francisco, placing children from low-income families in culturally suitable arrangements. 21 of these providers in our network are located in the 94112 zip code and Excelsior neighborhood, and our waitlist for the slots in these homes in incredibly long.

Quality early education and care centers, like non-profits, provide an essential public service and are an important part of the social service infrastructure needed for San Francisco families thrive. The Crayon Box is a quality Spanish immersion early childhood education provider, and a community resource serving Excelsior working families. The center provides a safe and nurturing educational environment for young children so that their parents can go to work with peace of mind and earn a living.

Much effort has been invested in balancing design and community considerations to minimally impact traffic and parking, area schools and neighbors. The project also includes 25% affordable housing, which is desperately needed to help working families stay in San Francisco.

Many childcare centers have already been forced to close and leave their original locations in San Francisco and relocate outside of San Francisco or close completely. Please support this well-designed project and prevent the displacement of a quality early education and child care center.

Sincerely,

Jonathan Wang | COO

1101 Masonic Ave | San Francisco, CA 94117

Office: (415) 567-2357 Ext. 109

September 16th, 2019

Planning Commission
San Francisco Planning Department 1650 Mission Street, Ste 400
San Francisco, CA 94109

Re: 99 Ocean Ave, San Francisco, CA 94119

Dear President Melgar and Commission Members:

Golden Bridges School moved onto the site at 99 Ocean Avenue in the summer of 2017 with a one-year lease as we searched for a permanent home and as the developers, Presidio Bay, worked through the construction permitting process. Kabir Seth has been our main point of contact. He has been clear in his communication, and ownership has been extremely responsive to all our needs and requests as tenants. When there have been changes in timing, for both the school and for ownership, we have remained open in our communication and have come to mutual agreements around extending our lease several times. Golden Bridges School, and our students, have benefitted from generous rents and truly caring landlords. Presidio Bay has been an extremely clear, transparent, professional, and communicative partner.

Golden Bridges Schools is in no way being forced to leave the premises as the space has always been a temporary location for us.

Best,

Adam Marquart

Director of Operations
Golden Bridges School
65 Ocean Ave (99 Ocean) San Francisco, CA 94112

3358 22nd Street • San Francisco, CA, 94110
Phone: (415) 912-8666 • E-Mail: info@goldenbridgesschool.org www.goldenbridgesschool.org

BAYAREA COUNCIL

September 19, 2019

SENT VIA EMAIL

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Support – 65 Ocean Ave Development Proposal

Dear President Melgar and Planning Commission:

The Bay Area Council endorses Presido Bay's proposal for a mixed-use development on Ocean Avenue.

As housing production remains shockingly low, the Bay Area continues to outpace regional job and population growth. ABAG projects that the Bay Area will need 823,000 new units of housing by 2040. Only 8 percent of this growth has occurred by 2015, highlighting the need for a focused effort to expand housing production to meet the needs of our broad range of household types. Without adequate housing supply at all income levels, we will continue to see our region's low and middle income residents displaced. Every city needs to do their part to address the region's housing shortage.

There is a significant need for additional housing in San Francisco, especially at affordable levels. This project would be a critical investment in the District 11 neighborhood, which has not experienced any significant development in the past decade. For this and other reasons described below, the Bay Area Council strongly supports this proposed housing development:

- **Affordability Levels —** In cooperating with HOME-SF, Presidio was able to add an additional 88 units to its original unit count, while also increasing the quantity of BMR units from 26 to 48. Since 2006, only 20 BMR units have been built in District 11, though 65 Ocean Avenue will increase the available BMR stock by 240%.

- **Neighborhood Partnership —** The project was a collaborative effort between stakeholders and Presidio. As a result of discussions with neighbors, 65 Ocean's building space will only increase by one story, as opposed to the allowed two, and will be scaled back on one side of the site to preserve the neighborhood's character. Presidio has engaged with community members from across an array of issue areas and advocacy groups, such as Excelsior Action Group, labor unions, and with 400+ individuals who have signed a Change.org petition supporting the project.

P 415.946.8777
F 415.981.6408
353 Sacramento Street, 10th Floor
San Francisco, California 94111
1215 K Street, Suite 2220
Sacramento, California 95814

BAYAREA COUNCIL

- **Family Focused —** This proposal is committed to providing a well-funded space for on-site childcare. Rather than accessing a fraction of the San Francisco Childcare Impact Fee Fund which amounts to ~$400,000, residents will see Presidio's $2,500,000 contribution to core/shell and tenant improvements. Parents can expect to see their children in a classroom space of ~6,000sf that can serve up to 75 children.

- **Transit-Oriented Benefits —** The project is located within 0.5 miles of the Balboa Park BART Station –the most heavily trafficked stop in the entire BART system which also serves as a stop for the above-ground MUNI system's J, K and M lines. Further, the site is well served by multiple bus lines including the 49, 29, 43, 8, 14, 14X and 14R. Finally, the site is also 0.5 miles away from the I-280 onramp serving vehicular access to the South Bay.

The Council applauds Presidio Bay for introducing this well-planned project with ample community benefits. The project sponsor has demonstrated a strong commitment to engage, work with, and respond to the community. We urge you to welcome these homes into your community by approving this project. Please let us know if you have any questions.

Sincerely,

Matt Regan
Senior Vice President
Bay Area Council

P 415.946.8777
F 415.981.6408

353 Sacramento Street, 10th Floor
San Francisco, California 94111

1215 K Street, Suite 2220
Sacramento, California 95814

LITTLE BEAR SCHOOL

327 Capitol Avenue
San Francisco, CA 94112

(415)239-2220
www.littlebearschool.com

September 16, 2019

To Whom it May Concern:

I would like to express my support of Presidio Bay Ventures and clear up some misinformation that is being spread about their treatment of my school. When my husband and I took over Little Bear School from my mother in law, we did so with an eye on the future. Our school had rented space in San Francisco for 30 years, and we decided we would love to find a permanent home for the school. We found, and purchased, an old church and set about the process of renovating it. During the time that we were working on the new building, our space that we had been renting was sold to Presidio Bay Ventures.

They bought the property from our previous landlords, and they honored the reduced rent we were paying (because we also had to make payments on our mortgage at out new building), they made much-needed repairs that the former owners had neglected, and they told us we could stay as long as it took to get the new building ready to go. When we were ready to move, they gave us ample time to get our stuff out and continue to be kind and supportive.

I would like to dispel any rumors that they displaced us or forced us out. We are happy to be in our new permanent location, and are so grateful to the folks at Presidio Bay for their patience, kindness, and support.

Sincerely,

Betsey Brown
Owner/ Director
Little Bear School

September 12, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

Dear President Melgar and Ms. Flores,

I am writing in support of the proposed project at 65 Ocean Avenue. The project reflects a balance of design, new housing construction, and more importantly, a solution that will continue to offer much needed childcare to the community in the future.

As a part of the Little Bear School community, which rented space at 65 Ocean Ave. for 15 years (many of those as Crayon Box's neighbor), I understand the importance of quality childcare in our neighborhood. The owners of Little Bear School were fortunate enough to be able to purchase a permanent home for their school, and have not been displaced, however many childcare centers have closed due to the high cost of commercial space, and relocated to areas outside of San Francisco. This project is providing the childcare center space at a below market rate. Please support this project and help prevent the displacement of a quality childcare center.

Much effort has been invested in balancing design and community considerations to minimally impact traffic and parking, area schools, neighbors and childcare services. The project also includes 25% affordable housing, which is desperately needed to help working families stay in San Francisco.

Sincerely,

Name: Kimiyo Iwai

Address: 25 Del Monte St. [redacted]
SF, CA 94112

Email: kimi_iwai@yahoo.co.uk

September 12, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

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Sincerely,

Kelly

Name: KELLY HOLT

Address: 340 PEORIA ST

Email: kellholt@yahoo.com

September 12, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

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Much effort has been invested in balancing design and community considerations to minimally impact traffic and parking, area schools, neighbors and childcare services. The project also includes 25% affordable housing, which is desperately needed to help working families stay in San Francisco.

Sincerely,

Name: Chih-Hui Chiang

Address: 2655 Alemany Blvd, San Francisco CA 94112

Email: sfsophiec@gmail.com

SPRINKLER FITTERS AND APPRENTICES
LOCAL 483
OF THE UNITED ASSOCIATION OF PLUMBERS, PIPEFITTERS AND SPRINKLER FITTERS OF THE UNITED STATES AND CANADA AFL-CIO

Stanley M. Smith
Business Manager

Jeffrey M. Dixon
John Medina
Organizers

Dylan M. Boldt
Tony Rodriguez
Dan Torres
Business Agents

Rik Drury
Market Development Representative

September 19, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

Dear Planning Commissioners:

On behalf of the Sprinkler Fitters Local 483, we urge you to support the planned development at 65 Ocean Avenue, a critical investment in the District 11 neighborhood that will provide a combination of market-rate and affordable housing units, and much needed community benefits.

As members of Local 483, we value the project's commitment to using 100 percent union labor, with over 500 union construction workers from across all disciplines being employed and earning the prevailing wage throughout the course of the project.

Positive change for working families cannot and will not happen unless we are all part of the solution to San Francisco's housing and affordability crisis. This project will drive new momentum into the neighborhood and bring more foot-traffic to help local businesses, ease the pricing pressure on rents and provide a much-needed boost to the neighborhood's housing stock for our local workforce who are otherwise priced out of San Francisco.

HOME-SF legislation was created with the mission to incentivize building more affordable and family-friendly housing in neighborhood, commercial and transit corridors, and this project supports those values. Through HOME-SF, the 65 Ocean project will create 193 new rental homes, including 48 on-site below market rate units, which will increase the stock of on-site BMR units in District 11 by 240 percent. And, with 44 percent of the new available units offering more than one bedroom, the housing is adaptable to families, City College students and our workforce.

The 65 Ocean Avenue development is the first project with a dedicated onsite childcare facility with classroom and private open space to serve up to 75 children. Sustainability is also at the forefront of the project, with half of 65 Ocean Avenue's roof area dedicated to solar power which will lower operational costs for the BMR units and childcare facility.

We hope you will join us in our support for more housing and investment in District 11.

Sincerely,

SPRINKLER FITTERS & APPRENTICES

Stanley M. Smith

STANLEY M. SMITH
Business Manager/Financial Secretary

SMS/sw
OPEIU-29-AFL-CIO

2525 Barrington Court • Hayward, California 94545
Telephone (510) 785-8483 • Fax (510) 785-8508
www.sprinklerfitters483.org

September 12, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
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Sincerely,

Mary Zimmerle

Name: Mary Zimmerle

Address: 1461 newcomb ave
sf, ca 94124

Email: mzimmerle@gmail.com

September 12, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
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Sincerely,

Nicholas McMurdy

Name: Nicholas McMurdy

Address: 342 Faxon ave

Email: nicholas.mcmurdy@yahoo.com

September 12, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Name: Nicky Bryant

Address: 121 Foote Ave SF CA 94112

Email: NicholasBryant87@gmail.com

September 12, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
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Sincerely,

Cate Conmy

Name:

Address: 522 Edinburgh St
SF CA 94112

Email:

cateconmy@gmail.com

September 12, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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San Francisco Planning Department
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Sincerely,

Name: JAMES M CONMY

Address: 260 SAN JOSE AVE
SF, CA 94110

* Email: theJimConmy@gmail.com

September 12, 2019

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Name: Jamie Kahn

Address: 292 Whitney St
S.F., CA 94131

* Email: jamiekahn@sbcglobal.net

September 12, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
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Email: Veronica.Flores@sfgov.org

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Sincerely,

Jami Witek

Name: Jami Witek

Address: 49A Miguel St. SF CA 94131

Email: jamiwitek@gmail.com

September 12, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Todd Coffin

Name: Todd Coffin

Address: 182 Fairmount St.
SF, CA. 94131

Email:

September 12, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
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Email: myrna.melgar@sfgov.org

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Sincerely,

Name:
Jason Heil
Address:
4275 22nd Street
Email:
jasonheil@gmail.com

September 12, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Sincerely,

Name: Maria Kirketerp

Address: 537 Hugo St
San Francisco, CA 94122

Email: maria_kirketerp@hotmail.com

September 12, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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San Francisco Planning Department
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Sincerely,

Laura Dowson

Name: Laura Dowson

Address: 30 Athens St, S.F. 94112

Email: dows887@hotmail.com

September 12, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
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Email: Veronica.Flores@sfgov.org

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Sincerely,

Toby Simon

Name: Toby Simon

Address: 504 Ellsworth St.
SF 94110

Email:

September 12, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Name: J Paul Valentine

Address: 340 Peoria St
Daly City, CA 94014

Email: carsspeaktome@gmail.com

September 12, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
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Sincerely,

Name: Jessica Wilks

Address: 32 Wool Street,
SF, CA 94110

Email: jesswilks00@yahoo.com

September 12, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Sincerely,

Marika Bryant

Name: Marika Bryant

Address: 121 Foote Ave
SF, CA 94112

Email: marikakis@gmail.com

September 12, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
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Sincerely,

Name: CORBETT CAMPBELL

Address: 614 TERESITA BLVD.
S.F., CA 94127

Email: crow.soup@gmail.com

September 12, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
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Sincerely,

Name: Kelli Townley-Bice

Address: 830 Victoria St. SF, CA 94127

Email: hikelli@gmail.com

September 12, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
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Sincerely,

Name:
Elena Valle

Address:
168 Calvert Ave.
SSF, CA 94080

Email: elenaivalle@gmail.com

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Planning Commissioners:

I support the 65 Ocean mixed-use development located at 65 Ocean Avenue in the Excelsior District. This project will bring many community benefits to the neighborhood, including:

- Much needed affordable housing, including family sized rental units, to serve low-income working families
- Only use union labor
- Provide dedicated childcare space at an affordable rental rate, so that the Crayon Box, can continue to provide children in the area early childhood education and a Spanish immersion program
- Enhance the neighborhood with original local art planned for the exterior of the building to help pay homage to the neighborhood's history, diversity and community spirit

I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Antonio Philip Hobbs

Name: Antonio Philip Hobbs

Business Name (if applicable): _____

Address: 4709 Mission St Apt B Zip: 94112
San Francisco CA 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Planning Commissioners:

I support the 65 Ocean mixed-use development located at 65 Ocean Avenue in the Excelsior District. This project will bring many community benefits to the neighborhood, including:

- Much needed affordable housing, including family sized rental units, to serve low-income working families
- Only use union labor
- Provide dedicated childcare space at an affordable rental rate, so that the Crayon Box, can continue to provide children in the area early childhood education and a Spanish immersion program
- Enhance the neighborhood with original local art planned for the exterior of the building to help pay homage to the neighborhood's history, diversity and community spirit

I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: _____

Name: Cheryl Gibson

Business Name (if applicable): _____

Address: 850 Huron Ave SF CA Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Planning Commissioners:

I support the 65 Ocean mixed-use development located at 65 Ocean Avenue in the Excelsior District. This project will bring many community benefits to the neighborhood, including:

- Much needed affordable housing, including family sized rental units, to serve low-income working families
- Only use union labor
- Provide dedicated childcare space at an affordable rental rate, so that the Crayon Box, can continue to provide children in the area early childhood education and a Spanish immersion program
- Enhance the neighborhood with original local art planned for the exterior of the building to help pay homage to the neighborhood's history, diversity and community spirit

I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: _____

Name: Arnette A Dela Rosa

Business Name (if applicable): AR Dental CARE

Address: 4867 Mission ST SF CA 94112 Zip: _____

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Planning Commissioners:

I support the 65 Ocean mixed-use development located at 65 Ocean Avenue in the Excelsior District. This project will bring many community benefits to the neighborhood, including:

- Much needed affordable housing, including family sized rental units, to serve low-income working families
- Only use union labor
- Provide dedicated childcare space at an affordable rental rate, so that the Crayon Box, can continue to provide children in the area early childhood education and a Spanish immersion program
- Enhance the neighborhood with original local art planned for the exterior of the building to help pay homage to the neighborhood's history, diversity and community spirit

I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: _____

Name: Jimmy Pano

Business Name (if applicable): _____

Address: 4709 mission st Zip: 94112

- neighbor / rental / SF Native

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Planning Commissioners:

I support the 65 Ocean mixed-use development located at 65 Ocean Avenue in the Excelsior District. This project will bring many community benefits to the neighborhood, including:

- Much needed affordable housing, including family sized rental units, to serve low-income working families
- Only use union labor
- Provide dedicated childcare space at an affordable rental rate, so that the Crayon Box, can continue to provide children in the area early childhood education and a Spanish immersion program
- Enhance the neighborhood with original local art planned for the exterior of the building to help pay homage to the neighborhood's history, diversity and community spirit

I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: _____

Name: Hoa To

Business Name (if applicable): 7 Nail Spa

Address: 4907 Mission Ave #A Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Planning Commissioners:

I support the 65 Ocean mixed-use development located at 65 Ocean Avenue in the Excelsior District. This project will bring many community benefits to the neighborhood, including:

- Much needed affordable housing, including family sized rental units, to serve low-income working families
- Only use union labor
- Provide dedicated childcare space at an affordable rental rate, so that the Crayon Box, can continue to provide children in the area early childhood education and a Spanish immersion program
- Enhance the neighborhood with original local art planned for the exterior of the building to help pay homage to the neighborhood's history, diversity and community spirit

I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: _____

Name: Lorena Mederos

Business Name (if applicable): _____

Address: 331-B Lisbon st. San Francisco CA Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Planning Commissioners:

I support the 65 Ocean mixed-use development located at 65 Ocean Avenue in the Excelsior District. This project will bring many community benefits to the neighborhood, including:

- Much needed affordable housing, including family sized rental units, to serve low-income working families
- Only use union labor
- Provide dedicated childcare space at an affordable rental rate, so that the Crayon Box, can continue to provide children in the area early childhood education and a Spanish immersion program
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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: [signature]

Name: Nancy Huerta

Business Name (if applicable): El crayon valley

Address: 4849 MISSION ST Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Planning Commissioners:

I support the 65 Ocean mixed-use development located at 65 Ocean Avenue in the Excelsior District. This project will bring many community benefits to the neighborhood, including:

- Much needed affordable housing, including family sized rental units, to serve low-income working families
- Only use union labor
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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: _____

Name: Paris Beard

Business Name (if applicable): _____

Address: 4709 Mission St Zip: 94112

Renters at this address.

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

Dear Commission President Melgar and Ms. Flores:

I support the mixed-use development located at 65 Ocean Avenue in the Excelsior District. The small businesses in the area will benefit from the project because it will add residents to the area that can frequent businesses in the Excelsior and Mission Street.

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: _____

Name: LEE SMITH

Business Name (if applicable): _____

Address: 789 CAYUGA AVE Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: _____

Name: Carmen Rojas

Business Name (if applicable): _____

Address: 75 Sears St SF CA Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Jchacon

Name: Josefa Chacon

Business Name (if applicable): _____

Address: 3067 Alemany BLVD CA Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Maria E. Trujillo

Name: Maria E. Trujillo

Business Name (if applicable): _____

Address: 139 - Seneca ST Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: _____

Name: Jose Mejia

Business Name (if applicable): _____

Address: 78 Sears ST. S.F. Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: _____

Name: HOWARD LAM

Business Name (if applicable): _____

Address: 169 SICKLES DR Zip: 94127

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: _____

Name: James Culver

Business Name (if applicable): 143

Address: 143 Sears St Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: _____

Name: Rong Tang Guan

Business Name (if applicable): _____

Address: 3071 Alemany ST. Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

Dear Commission President Melgar and Ms. Flores:

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Joaquin Razo

Name: JOAQUIN RAZO

Business Name (if applicable): N A

Address: 2185 CALIFORNIA AVE Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

Dear Commission President Melgar and Ms. Flores:

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Joaquin Delgadillo Razo

Name: Joaquin Delgadillo Razo

Business Name (if applicable): _____

Address: 2185 Cayuga Avenue S.F. Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

Dear Commission President Melgar and Ms. Flores:

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- Enhance the neighborhood with original local art planned for the exterior of the building

I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Ramon Fierros

Name: Ramon Fierros

Business Name (if applicable): _____

Address: 811 Vienna St S.F CA Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

Dear Commission President Melgar and Ms. Flores:

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- Enhance the neighborhood with original local art planned for the exterior of the building

I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature:

Name: Margarita Padilla

Business Name (if applicable): _____

Address: 2560 Alemany Blvd. Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

Dear Commission President Melgar and Ms. Flores:

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- Enhance the neighborhood with original local art planned for the exterior of the building

I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Alfred H. Edwards

Name: Alfred H. Edwards

Business Name (if applicable): _____

Address: 2554 Alemany Blvd Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

Dear Commission President Melgar and Ms. Flores:

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- Enhance the neighborhood with original local art planned for the exterior of the building

I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Inocencia Oropeza

Name: Inocencia Oropeza

Business Name (if applicable): _____

Address: 701 Vienna Av. S. F. Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

Dear Commission President Melgar and Ms. Flores:

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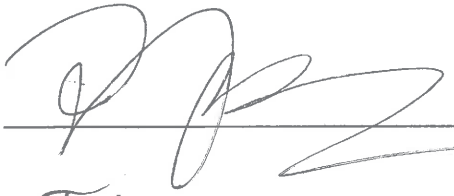
I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: 

Name: Natalia Morales

Business Name (if applicable): _____

Address: 215 Chicago Way San, Francisco, Cal Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

Dear Commission President Melgar and Ms. Flores:

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Maria T. Mercado

Name: Maria T. Mercado

Business Name (if applicable): _____

Address: 215 Chicago Way San Francisco Ca Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Carmen Lopez

Name: CARMEN LOPEZ

Business Name (if applicable): _____

Address: 824 EDINBURGH ST Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature:

Name: Lilia Lomeli

Business Name (if applicable): _____

Address: 580 Madrid ST. S.F Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Lydia H Vargas

Name: LYDIA H. VARGAS

Business Name (if applicable): _____

Address: 732 Cayuga Ave, SF, CA Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: _____

Name: GLENDA DEL ROSARIO

Business Name (if applicable): _____

Address: 158 Ocean Ave 94112 S.F. Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

Dear Commission President Melgar and Ms. Flores:

I support the mixed-use development located at 65 Ocean Avenue in the Excelsior District. The small businesses in the area will benefit from the project because it will add residents to the area that can frequent businesses in the Excelsior and Mission Street.

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- Family sized rental units, to serve low-income working families
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Signature: Frederico Marcaida

Name: FREDERICO MARCAIDA

Business Name (if applicable): _____

Address: 235 OTSEGO AVE. Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

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San Francisco Planning Department
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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Marina R. Solano

Name: MARINA SOLANO

Business Name (if applicable): _____

Address: 109 Brazil Ave #3 Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Antonia Pahed

Name: ANTONIA PAHED

Business Name (if applicable): _____

Address: 85 Santa Rosa Ave SF Ca. 94112 Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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Signature: John P. Coston

Name: John P. Coston

Business Name (if applicable): _____

Address: 158 Ocean St. SF. ~~CA~~ Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: LAlembre

Name: Leticia Alembre

Business Name (if applicable): _____

Address: 690 Cayuga Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: _____

Name: LIBRADA ROLDAN

Business Name (if applicable): RETIRED

Address: 610 CAYUGA AVE Zip: 94112
SAN FRANCISCO, CA

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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Signature: Rosa M. Gantan

Name: ROSA Gantan

Business Name (if applicable): Retired

Address: 636 Persia Ave. S.F. CA. Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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Signature: Lydia S. Evangelista

Name: LYDIA S. EVANGELISTA

Business Name (if applicable): _____

Address: 37 FRANCIS ST. S.F Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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Signature: _____

Name: _____

Business Name (if applicable): _____

Address: 690 Cayuga Ave. San Francisco, Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Olivia Galindo

Name: Olivia Galindo

Business Name (if applicable): _____

Address: 200 San Juan Av. San Francisco Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
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Signature: NORA Frias

Name: NORA Frias

Business Name (if applicable): _____

Address: 2556 Alemany Blvd Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

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San Francisco Planning Department
1650 Mission St., Suite 400
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Signature: G Almendras

Name: GERRY ALMENDRAS

Business Name (if applicable): _____

Address: 751 CHENERY ST. Zip: 94131

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

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San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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I urge you to please approve the project and support our neighborhood so it may continue to thrive and be a home to working families and individuals.

Signature: Claudia Lopez

Name: Claudia Lopez

Business Name (if applicable): _____

Address: 9 Arnold Ave SF CA Zip: 94110

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

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Signature: _____

Name: Hala Samow

Business Name (if applicable): _____

Address: 285 Cayuga Ave SF, CA Zip: 94112

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

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San Francisco Planning Department
1650 Mission St., Suite 400
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Signature: Xochitl Lopez

Name: Xochitl Lopez

Business Name (if applicable): _____

Address: 33 Tehama SF CA Zip: 94105

65 Ocean

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

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San Francisco Planning Department
1650 Mission St., Suite 400
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Signature: Raymond Velasquez

Name: Raymond Velasquez

Business Name (if applicable): _____

Address: 75 Seas SF Calif. Zip: 94112

65 Ocean

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

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San Francisco Planning Department
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Signature: Esther Cardona

Name: Esther Cardona

Business Name (if applicable): _____

Address: 537 Percia ST. S. F. Zip: 94112

65 Ocean

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

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San Francisco Planning Department
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Signature: Ana Guzman

Name: Ana Guzman

Business Name (if applicable): W/A

Address: 132 Sickles Ave #103. SF Ca. 94112 Zip: 94112

INTERNATIONAL ASSOCIATION OF SHEET METAL, AIR, RAIL AND TRANSPORTATION WORKERS
SHEET METAL WORKERS' LOCAL UNION No.104
WEST BAY DISPATCH OFFICE

PHONE (415) 621-2930 FAX (415) 621-2554

1939 MARKET STREET, SUITE A, SAN FRANCISCO, CA 94103

September 18, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

Dear Planning Commissioners,

On behalf of Local Union No.104, we write to show our support for the planned development at 65 Ocean Avenue, which will increase the stock of on-site BMR units in District 11 by 240 percent.

This is a critical investment in the District 11 neighborhood, which has not experienced any significant development in the past decade. As the first project with a dedicated onsite childcare facility with classroom and private open space to serve up to 75 children, this project will drive new momentum into the neighborhood, bring more foot traffic to help local businesses, and ease the pricing pressure on rents by adding much needed housing stock for our local workforce.

The development at 65 Ocean is the first project of HOME-SF, which was created with the mission to incentivize building more affordable and family-friendly housing in neighborhood, commercial and transit corridors. The 65 Ocean Avenue project reflects that mission, with 193 new rental units, including 48 on-site affordable units that will triple the number of new affordable units created in the district in the last decade. With 44 percent of the new available units offering more than one bedroom, this crucial new housing is adaptable to families, City College students and our workforce.

We urge you to join us in our support for more housing and investment in District 11.

Sincerely,

Daniel Campbell
Business Representative
DC. wd opeiu29 afl-cio

TELEPHONE (415) 626-2000

FACSIMILE (415) 626-2009
EMAIL: UALOCAL38@UALOCAL38.ORG

UNITED ASSOCIATION OF JOURNEYMEN AND APPRENTICES
OF THE PLUMBING AND PIPE FITTING INDUSTRY

LOCAL UNION NO. 38

1621 MARKET STREET • SAN FRANCISCO, CA 94103

September 18, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

Dear Planning Commissioners,

We are writing to urge you to support the development of 65 Ocean Avenue, a critical investment in the District 11 neighborhood which has not experienced any significant development in the past decade.

This project will drive new momentum into the neighborhood and bring more foot-traffic to help local businesses, ease the pricing pressure on rents and provide a much-needed boost to the neighborhood's housing stock for our local workforce who are otherwise priced out of San Francisco.

As members of Local Union 38, representing approximately 2,500 pipe trade workers in the in San Francisco, Marin, Sonoma, Mendocino and Lake Counties, we value the project's commitment to using 100 percent union labor, with over 500 union construction workers from across all disciplines being employed and earning the prevailing wage throughout the course of the project.

HOME-SF was created with the mission to incentivize building more affordable and family-friendly housing in neighborhood commercial and transit corridors. The 65 Ocean Avenue project supports that ethos. As the first development through HOME-SF, the 65 Ocean project will create 48 on-site below market rate units, increasing the stock of on-site BMR units in District 11 by 240 percent. And, with 44 percent of the new available units offering more than one bedroom, the housing is adaptable to families, City College students and our workforce.

Additionally, 65 Ocean is the first project with a dedicated onsite childcare facility with classroom and private open space to serve up to 75 children. Sustainability is also at the forefront of the project, with half of 65 Ocean Avenue's roof area dedicated to solar power, which will lower operational costs for the BMR units and childcare facility.

We all must be part of the solution to San Francisco's major housing and affordability crisis. We hope you will join us in our support for more housing and investment in District 11.

Sincerely,

LARRY MAZZOLA, JR.
Bus.Mgr. & Fin.Secty-Treas.

LABORERS' INTERNATIONAL UNION OF NORTH AMERICA
LOCAL UNION NO. 261

RAMON HERNANDEZ
Business Manager

DAVID DE LA TORRE
Secretary-Treasurer

JESUS VILLALOBOS
President

JAVIER FLORES
Vice President

VINCE COURTNEY
Recording Secretary

OSCAR DE LA TORRE
Executive Board

JOSE DE LA MORA
Executive Board

SAN FRANCISCO
3271 18th Street
San Francisco, CA 94110
Phone: (415) 826-4550
Fax: (415) 826-1948

SAN MATEO COUNTY
300 7th Avenue
San Mateo, CA 94401
Phone: (650) 344-7168
Fax: (650) 344-5357

MARIN COUNTY
4174 Redwood Highway
San Rafael, CA 94913
Phone: (415) 492-0936
Fax: (415) 492-8233

October 2, 2019

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Veronica.Flores@sfgov.org

Dear Planning Commissioners,

On behalf of the Laborers Local 261, we strongly urge you to support the 65 Ocean Avenue project. This development is not only an essential component of creating housing of all types in District 11, but will also generate important community benefits and encourage further investment in the neighborhood.

Representing more than 5,000 construction workers, Local 261 values the project's commitment to using 100 percent union labor, with over 500 union construction workers from across all disciplines being employed and earning the prevailing wage throughout the course of the project.

We all must be part of the solution to San Francisco's major housing and affordability crisis. At a time when our workforce is being priced out of San Francisco, this project is critical to increasing the neighborhood's housing stock, driving new momentum into the neighborhood, and increasing foot-traffic to help local businesses. District 11 has been woefully neglected, and has not experienced any significant development in the past decade.

HOME-SF was created with the mission to incentivize building more affordable and family-friendly housing in neighborhood, commercial and transit corridors, and this project supports those values. As the first development through HOME-SF, the 65 Ocean project will create 48 on-site below market rate units, increasing the stock of on-site BMR units in District 11 by 240 percent.

The 65 Ocean Avenue project is the first project with a dedicated onsite childcare facility with classroom and private open space to serve up to 75 children. Sustainability is also at the forefront of the project, with half of 65 Ocean Avenue's roof area dedicated to solar power which will lower operational costs for the BMR units and childcare facility. And, with 44 percent of the new available units offering more than one bedroom, the housing is adaptable to families, City College students and our workforce.

Please join Local 261 supporting more housing and greater investment in District 11.

Sincerely,

Ramon Hernandez

Ramon Hernandez
Business Manager
Laborers Local 261

UCSF Alliance Health Project

AHP Services Center
1930 Market Street
Box 1312
San Francisco, CA
94102
tel: 415.476.3902
fax: 415.502.4768

Administration
Mission Center Building

Postal Address
Box 0884
San Francisco, CA
94143

Street Address
1855 Folsom Street
Suite 670
San Francisco, CA
94103

alliancehealthproject.ucsf.edu

September 9, 2019

To Whom it may Concern,

I am writing to recommend Presidio Bay Ventures for the 99 Ocean Avenue project featuring 193 units including 25% on-site permanently affordable/below-market rate housing and a Spanish immersion childcare center.

I have worked with the team at Presidio Bay Ventures for the past five years in my capacity as the development officer for an LGBTQ community clinic at UCSF. I am also an artist who occupies a studio at 1890 Bryant Street, in the Mission.

Presidio Bay Ventures has demonstrated a deep connection to and concern for the residents and for the City of San Francisco through their various community affiliations and generous philanthropy.

I was first introduced to the team through Andrew Chandler, a former member of the Polk District Neighborhood association who suggested I reach out to them to sponsor the Alliance Health Project's annual fundraiser, Art for AIDS. Andrew's experience with the team had been so positive and he was certain their commitment to the community they were developing would propel them to donate, and he was right!

Andrew introduced us and without hesitation, they have been supporting our LGBTQ and HIV-affected clients ever since.

In addition to sponsoring the Alliance Health Project's fundraiser, they do so much more than give money (which is critical to the continuation of our LGBTQ mental health clinic on Market Street @ Laguna), they come to the event, donate still more, bring energy, excitement and competition to the live auction, buy art, take silly photos on the red carpet, and infuse the event with fellowship and laughter.

While I have not interacted with Presidio Bay Ventures in the capacity of a real estate development, I do know that the city needs developers who care just as much about their legacy and contribution to the city and its residents as they do about the real estate, and for that reason I would highly recommend that Presidio Bay Ventures be awarded this project. Please do not hesitate to reach out.

Repectfully,

DK Haas
415 476-6394, dk.haas@ucsf.edu
Development and Communications Officer,
UCSF Alliance Health Project

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
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Email: myrna.melgar@sfgov.org

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Signature: _____

Name: Delrea D Crayton

Business Name (if applicable): 261

Address: _____ Zip: _____

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Signature: _____

Name: STEVEN BREAUX

Business Name (if applicable): NO #261 LOCAL UNION

Address: _____ Zip: _____

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Signature: _____

Name: LUIS A LAGAY

Business Name (if applicable): LOCAL 261

Address: _____ Zip: _____

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Signature: _____

Name: Vanessa Garcia Powell

Business Name (if applicable): 261

Address: _____ Zip: _____

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Signature: Robert Harrison

Name: Robert Harrison

Business Name (if applicable): Self Employed

Address: _____ Zip: _____

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Signature: M. de Lourdes Chavez R

Name: Maria Chavez

Business Name (if applicable): Local 261

Address: 9 Zip:

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Signature: Eugene Lopez

Name: Eugene Lee

Business Name (if applicable): 261

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Signature: _____

Name: Tyrell Taylor

Business Name (if applicable): Local 261

Address: _____ Zip: _____

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Signature: Roberto Lopez

Name: ROBERTO LOPEZ

Business Name (if applicable): LOCAL 261

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Signature: Manuel Campos

Name: Manuel Campos

Business Name (if applicable): Local 261

Address: ~~2459 18th St SF~~ Zip: _____

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Signature: B. Villa

Name: Bulmaro Villalobos

Business Name (if applicable): 261

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Signature: Luis Mendoza

Name: Mendoza Luis

Business Name (if applicable): LOCAL 261

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Signature:

Name: Jose Raul Funes Martinez

Business Name (if applicable): N/A

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Signature: Reno Hutchins

Name: RENO HUTCHINS

Business Name (if applicable): Local 261 union

Address: _____ Zip: _____

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Signature: Steve Coll

Name: Steve Coll

Business Name (if applicable): Local 261

Address: ~~261~~ Zip: 94124

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Signature: _____

Name: Ernesto Perez Ramirez

Business Name (if applicable): Local 261

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Signature: _____

Name: Merino Gallegos

Business Name (if applicable): 261

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Signature: S. Morris

Name: Shamika Morris

Business Name (if applicable): Local 261

Address: _____ Zip: _____

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Signature: Elsa Diaz

Name: Elsa Diaz

Business Name (if applicable): Local 261.

Address: _____ Zip: _____

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Signature: Robert Whitten

Name: Robert Whitten

Business Name (if applicable): local 261

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Signature: Monte Weisbarth

Name: Monte Weisbarth

Business Name (if applicable): Local 261

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Signature: Len Nguyen

Name: Len Nguyen

Business Name (if applicable): Local 261

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Signature: John McKinney

Name: John McKinney

Business Name (if applicable): Local 261 S.F.

Address: 7005 Zip: _____

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Signature: Jesus Magdaleno Romo

Name: Jesus Magdaleno Romo

Business Name (if applicable): 261

Address: _____ Zip: _____

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Signature: Enrique E Guzman

Name: Enrique Eduardo Guzman V. 11910005

Business Name (if applicable): 261 L

Address: _____ Zip: _____

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Signature: Juan Noriega

Name: Juan Noriega

Business Name (if applicable): 261

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Signature: Tatiana Jenkins

Name: Tatiana Jenkins

Business Name (if applicable): Local 261

Address: _____ Zip: _____

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Signature: William Young

Name: William Young

Business Name (if applicable): Local 261

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Signature: EVERARDO NAVARRO

Name: EVERARDO NAVARRO

Business Name (if applicable): 261

Address: _____ Zip: _____

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Email: Veronica.Flores@sfgov.org

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Signature: Jeremiah Tulian

Name: Jeremiah Tulian

Business Name (if applicable): Local 261

Address: _____ Zip: _____

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

Veronica Flores, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
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Email: Veronica.Flores@sfgov.org

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Signature: _____

Name: Brian Young

Business Name (if applicable): Local 261

Address: _____ Zip: _____

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Signature: Rory Moore

Name: Rory Moore

Business Name (if applicable): 261

Address: _____ Zip: _____

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San Francisco, CA 94103
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Signature: Rodrigo Herrera

Name: Rodrigo Herrera

Business Name (if applicable): Local 261

Address: _____ Zip: _____

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1650 Mission Street, Suite 400
San Francisco, CA 94103
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Signature: _____

Name: Jose F Gonzales

Business Name (if applicable): Local 261

Address: _____ Zip: _____

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San Francisco, CA 94103
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Signature: RAUL SERGIO GIL

Name: RAUL SERGIO GIL

Business Name (if applicable): 261

Address: _____ Zip: _____

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Signature: _____

Name: Jeff Langston

Business Name (if applicable): # 261

Address: _____ Zip: _____

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San Francisco, CA 94103
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Signature: Elizabeth Bañuelos

Name: Elizabeth Bañuelos

Business Name (if applicable): ~~415 6665~~ Local 261

Address: _____ Zip: _____

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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San Francisco Planning Department
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Signature: S. Byd

Name: Stephanie Byd

Business Name (if applicable): 261

Address: ~~2104 #1 Spanos St. Antioch, CA~~ Zip: _____

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Signature: Robert L. Cook

Name: Robert L. Cook

Business Name (if applicable): Local 261

Address: _____ Zip: _____

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Signature: Walter Edison

Name: WALTER EDISON

Business Name (if applicable): Local 261

Address: _____ Zip: _____

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Signature: Silvia Ortega

Name: Silvia Y Ortega T

Business Name (if applicable): Local 261

Address: _____ Zip: _____

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Signature: _____

Name: Natasha Walker

Business Name (if applicable): Local 261

Address: _____ Zip: _____

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San Francisco Planning Department
1650 Mission Street, Suite 400
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Signature: Mauro A Ramirez

Name: Mauro Ramirez

Business Name (if applicable): 261

Address: 2604 Fruitvale ave APT#105 Zip: 94601

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Signature: _____

Name: Tamesse Soni-Rhodes

Business Name (if applicable): _____

Address: _____ Zip: _____

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Signature: O. Davis

Name: Davonda Davis

Business Name (if applicable): _____

Address: 1131 Hollister Zip: 94124

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
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Signature: Rieona Roark

Name: Rieona Roark

Business Name (if applicable): Green Meadows

Address: 182 Kiska Rd Zip: 94124

Myrna Melgar, Commission President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Signature: Twana Davenport

Name: Twana Davenport

Business Name (if applicable): _____

Address: _____ Zip: _____

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San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: myrna.melgar@sfgov.org

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Signature: Robert J. Green III

Name: Robert James Green III

Business Name (if applicable): _____

Address: _____ Zip: _____

EXHIBIT G

AFFIDAVIT

COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM

PLANNING CODE SECTION 415, 417 & 419

SAN FRANCISCO PLANNING DEPARTMENT
1650 MISSION STREET, SUITE 400
SAN FRANCISCO, CA 94103-2479
MAIN: (415) 558-6378 SFPLANNING.ORG

September 18, 2019
Date

I, Cyrus Sanandaji,
do hereby declare as follows:

A The subject property is located at (address and block/lot):

65 Ocean Avenue, San Francisco, CA 94112
Address

6954/018
Block / Lot

The subject property is located within the following Zoning District:

Excelsior Outer Mission Street NCD
Zoning District

40-X
Height and Bulk District

N/A
Special Use District, if applicable

Is the subject property located in the SOMA NCT, North of Market Residential SUD, or Mission Area Plan?
☐ Yes ☒ No

B The proposed project at the above address is subject to the *Inclusionary Affordable Housing Program*, Planning Code Section 415 and 419 et seq.

The Planning Case Number and/or Building Permit Number is:

2016-006860AHB/CUA/ENV
Planning Case Number

N/A
Building Permit Number

This project requires the following approval:

☒ Planning Commission approval (e.g. Conditional Use Authorization, Large Project Authorization)

☐ Zoning Administrator approval (e.g. Variance)

☐ This project is principally permitted.

The Current Planner assigned to my project within the Planning Department is:

Veronica Flores
Planner Name

A complete Environmental Evaluation Application or Project Application was accepted on:

December 16, 2016
Date

The project contains 193 total dwelling units and/or group housing rooms.

This project is exempt from the *Inclusionary Affordable Housing Program* because:
☐ This project is 100% affordable.
☐ This project is 100% student housing.

Is this project in an UMU Zoning District within the Eastern Neighborhoods Plan Area?
☐ Yes _____ ☒ No
(If yes, please indicate Affordable Housing Tier)

Is this project a HOME-SF Project?
☒ Yes Tier 2 ☐ No
(If yes, please indicate HOME-SF Tier)

Is this project an Analyzed or Individually Requested State Density Bonus Project?
☐ Yes ☒ No

C Please indicate the tenure of the project.

☐ **Ownership.** If affordable housing units are provided on-site or off-site, all affordable units will be sold as ownership units and will remain as ownership units for the life of the project. The applicable fee rate is the ownership fee rate.

☒ **Rental.** If affordable housing units are provided on-site or off-site, all affordable units will be rental units and will remain rental untis for the life of the project. The applicable fee fate is the rental fee rate.

D This project will comply with the Inclusionary Affordable Housing Program by:

☐ Payment of the Affordable Housing Fee prior to the first construction document issuance (Planning Code Section 415.5)

☒ On-site Affordable Housing Alternative (Planning Code Sections 415.6)

☐ Off-site Affordable Housing Alternative (Planning Code Sections 415.7)

☐ Combination of payment of the Affordable Housing Fee and the construction of on-site or off-site units
(Planning Code Section 415.5 - required for Individually Requested State Density Bonus Projects)

☐ Eastern Neighborhoods Alternate Affordable Housing Fee (Planning Code Section 417)

☐ Land Dedication (Planning Code Section 419)

The applicable inclusionary rate is:

18% on-site

On-site, off-site or fee rate as a percentage

If the method of compliance is the payment of the Affordable Housing Fee pursuant to Planning Code Section 415.5, please indicate the total residential gross floor area in the project.

Residential Gross Floor Area

E The Project Sponsor acknowledges that any change which results in the reduction of the number of on-site affordable units following the project approval shall require public notice for a hearing and approval by the Planning Commission.

F The Project Sponsor acknowledges that failure to sell or rent the affordable units or to eliminate the on-site or off-site affordable units at any time will require the Project Sponsor to:

(1) Inform the Planning Department and the Mayor's Office of Housing and Community Development and, if applicable, fill out a new affidavit;

(2) Record a new Notice of Special Restrictions; and

(3) Pay the Affordable Housing Fee plus applicable interest (using the fee schedule in place at the time that the units are converted from ownership to rental units) and any applicable penalties by law.

G The Project Sponsor acknowledges that in the event that one or more rental units in the principal project become ownership units, the Project Sponsor shall notifiy the Planning Department of the conversion, and shall either reimburse the City the proportional amount of the Inclusionary Affordable Housing Fee equivalent to the then-current requirement for ownership units, or provide additional on-site or off-site affordable units equivalent to the then-current requirements for ownership units.

I For projects with over 25 units and with EEA's accepted between January 1, 2013 and January 12 2016, in the event that the Project Sponsor does not procure a building or site permit for construction of the principal project before December 7, 2018, rental projects will be subject to the on-site rate in effect for the Zoning District in 2017, generally 18% or 20%.

J For projects with EEA's/PRJ's accepted on or after January 12 2016, in the event that the Project Sponsor does not procure a building or site permit for construction of the principal project within 30 months of the Project's approval, the Project shall comply with the Inclusionary Affordable Housing Requirements applicable thereafter at the time the Sponsor is issued a site or building permit.

K If a Project Sponsor elects to completely or partially satisfy their Inclusionary Housing requirement by paying the Affordable Housing Fee, the Sponsor must pay the fee in full sum to the Development Fee Collection Unit at the Department of Building Inspection for use by the Mayor's Office of Housing prior to the issuance of the first construction document.

UNIT MIX TABLES

Number of All Units in PRINCIPAL PROJECT:					
TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
193	0	47	67	57	22

If you selected the On-site, Off-Site, or Combination Alternative, please fill out the applicable section below. The On-Site Affordable Housing Alternative is required for HOME-SF Projects pursuant to Planning Code Section 206.4. State Density Bonus Projects that have submitted an Environmental Evaluation Application prior to January 12, 2016 must select the On-Site Affordable Housing Alternative. State Density Bonus Projects that have submitted an Environmental Evaluation Application on or after to January 12, 2016 must select the Combination Affordable Housing Alternative to record the required fee on the density bonus pursuant to Planning Code Section 415.3. If the Project includes the demolition, conversion, or removal of any qualifying affordable units, please complete the Affordable Unit Replacement Section.

☒ **On-site Affordable Housing Alternative** (Planning Code Section 415.6, 419.3, or 206.4): 25 % of the unit total.

Number of Affordable Units to be Located ON-SITE:					
TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
48	0	12	17	14	5

LOW-INCOME	Number of Affordable Units: 19	% of Total Units: 10%	AMI Level: 55% AMI
MODERATE-INCOME	Number of Affordable Units: 15	% of Total Units: 8%	AMI Level: 80% AMI
MIDDLE-INCOME	Number of Affordable Units: 14	% of Total Units: 7%	AMI Level: 110% AMI

☐ **Off-site Affordable Housing Alternative** (Planning Code Section 415.7 or 419.3): % of the unit total.

Number of Affordable Units to be Located OFF-SITE:					
TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:

Area of Dwellings in Principal Project (in sq. feet):	Off-Site Project Address:	
Area of Dwellings in Off-Site Project (in sq. feet):		
Off-Site Block/Lot(s):	Motion No. for Off-Site Project (if applicable):	Number of Market-Rate Units in the Off-site Project:

AMI LEVELS:	Number of Affordable Units	% of Total Units	AMI Level
	Number of Affordable Units	% of Total Units	AMI Level
	Number of Affordable Units	% of Total Units	AMI Level

UNIT MIX TABLES: CONTINUED

☐ **Combination** of payment of a **fee, on-site affordable units**, or **off-site affordable units** with the following distribution:
Indicate what percent of each option will be implemented (from 0% to 99%) and the number of on-site and/or off-site below market rate units for rent and/or for sale.

1. On-Site ☐ % of affordable housing requirement.

If the project is a State Density Bonus Project, please enter "100%" for the on-site requirement field and complete the Density Bonus section below.

Number of Affordable Units to be Located ON-SITE:					
TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:

2. Off-Site ☐ % of affordable housing requirement.

Number of Affordable Units to be Located OFF-SITE:					
TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
Area of Dwellings in Principal Project (in sq. feet):		Off-Site Project Address:			
Area of Dwellings in Off-Site Project (in sq. feet):					
Off-Site Block/Lot(s):		Motion No. for Off-Site Project (if applicable):		Number of Market-Rate Units in the Off-site Project:	

Income Levels for On-Site or Off-Site Units in Combination Projects:			
AMI LEVELS:	Number of Affordable Units	% of Total Units	AMI Level
AMI LEVELS:	Number of Affordable Units	% of Total Units	AMI Level
AMI LEVELS:	Number of Affordable Units	% of Total Units	AMI Level

3. Fee ☐ % of affordable housing requirement.

Is this Project a State Density Bonus Project? ☐ Yes ☒ No

If yes, please indicate the bonus percentage, up to 35% _____, and the number of bonus units and the bonus amount of residentail gross floor area (if applicable) _____

I acknowledge that Planning Code Section 415.4 requires that the Inclusionary Fee be charged on the bonus units or the bonus residential floor area.

Affordable Unit Replacement: Existing Number of Affordable Units to be Demolished, Converted, or Removed for the Project					
TOTAL UNITS: N/A	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:

This project will replace the affordable units to be demolished, converted, or removed using the following method:

- ☐ On-site Affordable Housing Alternative
- ☐ Payment of the Affordable Housing Fee prior to the first construction document issuance
- ☐ Off-site Affordable Housing Alternative (Section 415.7)
- ☐ Combination of payment of the Affordable Housing Fee and the construction of on-site or off-site units (Section 415.5)

Contact Information and Declaration of Sponsor of PRINCIPAL PROJECT

Agrippa, LLC

Company Name

Cyrus Sanandaji

Name (Print) of Contact Person

1160 Battery Street, Suite 250 | San Francisco, CA 94111

Address | *City, State, Zip*

(760) 214-8753 | cyrus@presidiobay.com

Phone / Fax | *Email*

I am a duly authorized agent or owner of the subject property. I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct. I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.

Sign Here

Signature:	*Name (Print), Title:*
K. Sanandaji	K. CYRUS SANANDAJI, Auth. Rep.

Executed on this day in:

Location:	*Date:*
San Francisco	10/4/19

Contact Information and Declaration of Sponsor of OFF-SITE PROJECT (*If Different*)

Company Name

Name (Print) of Contact Person

Address | *City, State, Zip*

Phone / Fax | *Email*

I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.

Sign Here

Signature:	*Name (Print), Title:*

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EXHIBIT H

SUPPLEMENTAL INFORMATION FOR

Anti-Discriminatory Housing Policy

1. Owner/Applicant Information

PROPERTY OWNER'S NAME:	
Agrippa, LLC	
PROPERTY OWNER'S ADDRESS:	TELEPHONE:
1160 Battery Street, Suite 250 San Francisco, CA 94111	(760) 214-8753
	EMAIL:
	cyrus@presidiobay.com

APPLICANT'S NAME:	
	Same as Above [X]
APPLICANT'S ADDRESS:	TELEPHONE:
	( )
	EMAIL:

CONTACT FOR PROJECT INFORMATION:	
	Same as Above [X]
ADDRESS:	TELEPHONE:
	(
	EMAIL:

COMMUNITY LIAISON FOR PROJECT (PLEASE REPORT CHANGES TO THE ZONING ADMINISTRATOR):	
	Same as Above [X]
ADDRESS:	TELEPHONE:
	( )
	EMAIL:

2. Location and Project Description

STREET ADDRESS OF PROJECT:	ZIP CODE:
65 Ocean Avenue	94112
CROSS STREETS:	
Alemany Avenue	

ASSESSORS BLOCK/LOT:	ZONING DISTRICT:	HEIGHT/BULK DISTRICT:
6954 / 018	Exelsior Outer Mission NCD	40-X

PROJECT TYPE: (Please check all that apply)	EXISTING DWELLING UNITS:	PROPOSED DWELLING UNITS:	NET INCREASE:
[X] New Construction [X] Demolition [ ] Alteration [ ] Other: _____	0	193	193

Compliance with the Anti-Discriminatory Housing Policy

1. **Does the applicant or sponsor, including the applicant or sponsor's parent company, subsidiary, or any other business or entity with an ownership share of at least 30% of the applicant's company, engage in the business of developing real estate, owning properties, or leasing or selling individual dwelling units in States or jurisdictions outside of California?** ☐ YES ☒ NO

   1a. If yes, in which States? _____

   _____

   1b. If yes, does the applicant or sponsor, as defined above, have policies in individual States that prohibit discrimination based on sexual orientation and gender identity in the sale, lease, or financing of any dwelling units enforced on every property in the State or States where the applicant or sponsor has an ownership or financial interest? ☐ YES ☐ NO

   1c. If yes, does the applicant or sponsor, as defined above, have a national policy that prohibits discrimination based on sexual orientation and gender identity in the sale, lease, or financing of any dwelling units enforced on every property in the United States where the applicant or sponsor has an ownership or financial interest in property? ☐ YES ☐ NO

   If the answer to 1b and/or 1c is yes, please provide a copy of that policy or policies as part of the supplemental information packet to the Planning Department.

Human Rights Commission contact information
hrc.info@sfgov.org or (415)252-2500

Applicant's Affidavit

Under penalty of perjury the following declarations are made:
a: The undersigned is the owner or authorized agent of the owner of this property.
b: The information presented is true and correct to the best of my knowledge.
c: Other information or applications may be required.

Signature: K. Sanandaji Date: 7/10/19

Print name, and indicate whether owner, or authorized agent:

Authorized Agent

Owner / Authorized Agent (circle one)

PLANNING DEPARTMENT USE ONLY

PLANNING DEPARTMENT VERIFICATION:

☐ Anti-Discriminatory Housing Policy Form is **Complete**

☐ Anti-Discriminatory Housing Policy Form is **Incomplete**

Notification of Incomplete Information made:

To: _____ Date: _____

BUILDING PERMIT NUMBER(S):	DATE FILED:

RECORD NUMBER:	DATE FILED:

VERIFIED BY PLANNER:

Signature: _____ Date: _____

Printed Name: _____ Phone: _____

ROUTED TO HRC:	DATE:
☐ Emailed to: _____	

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EXHIBIT I

SAN FRANCISCO PLANNING DEPARTMENT

AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM

Administrative Code Chapter 83

1650 Mission Street, Suite 400 • San Francisco CA 94103-2479 • 415.558.6378 • http://www.sfplanning.org

Section 1: Project Information

PROJECT ADDRESS	BLOCK/LOT(S)
65 Ocean Avenue	6954/018

BUILDING PERMIT APPLICATION NO.	CASE NO. (IF APPLICABLE)	MOTION NO. (IF APPLICABLE)
N/A	2016-006860	

PROJECT SPONSOR	MAIN CONTACT	PHONE
Agrippa, LLC		760-214-8753

ADDRESS	
1160 Battery Street, Suite 250	
CITY, STATE, ZIP	EMAIL
San Francisco, CA 94111	cyrus@presidiobay.com

ESTIMATED RESIDENTIAL UNITS	ESTIMATED SQ FT COMMERCIAL SPACE	ESTIMATED HEIGHT/FLOORS	ESTIMATED CONSTRUCTION COST
193	6,013 (child care facility)	54'7" feet/5 floors	$27,000,000

ANTICIPATED START DATE
TBD

Section 2: First Source Hiring Program Verification

CHECK ALL BOXES APPLICABLE TO THIS PROJECT

- ☐ Project is wholly Residential
- ☐ Project is wholly Commercial
- ☒ Project is Mixed Use

- ☒ A: The project consists of ten (10) or more residential units;
- ☐ B: The project consists of 25,000 square feet or more gross commercial floor area.
- ☐ C: Neither 1A nor 1B apply.

NOTES:

- If you checked **C**, this project is NOT subject to the First Source Hiring Program. Sign Section 4: Declaration of Sponsor of Project and submit to the Planning Department.
- If you checked **A or B**, your project IS subject to the First Source Hiring Program. Please complete the reverse of this document, sign, and submit to the Planning Department prior to any Planning Commission hearing. If principally permitted, Planning Department approval of the Site Permit is required for all projects subject to Administrative Code Chapter 83.
- For questions, please contact OEWD's CityBuild program at CityBuild@sfgov.org or (415) 701-4848. For more information about the First Source Hiring Program visit *www.workforcedevelopmentsf.org*
- If the project is subject to the First Source Hiring Program, you are required to execute a Memorandum of Understanding (MOU) with OEWD's CityBuild program prior to receiving construction permits from Department of Building Inspection.

Continued...

Section 3: First Source Hiring Program – Workforce Projection

Per Section 83.11 of Administrative Code Chapter 83, it is the developer's responsibility to complete the following information to the best of their knowledge.

Provide the estimated number of employees from each construction trade to be used on the project, indicating how many are entry and/or apprentice level as well as the anticipated wage for these positions.

Check the anticipated trade(s) and provide accompanying information (Select all that apply):

TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Abatement Laborer		0	0
Boilermaker		0	0
Bricklayer		0	0
Carpenter	$100.00	8	35
Cement Mason	$80.00	8	25
Drywaller/ Latherer	$95.00	8	45
Electrician	$150.00	8	35
Elevator Constructor	$165.00	3	15
Floor Coverer	$115.00	3	20
Glazier	$140.00	8	35
Heat & Frost Insulator	$100.00	2	8
Ironworker	$120.00	15	45
		TOTAL:	263

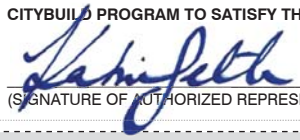
TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Laborer	$75.00	8	35
Operating Engineer	$135.00	2	10
Painter	$100.00	6	20
Pile Driver		0	0
Plasterer	$95.00	4	20
Plumber and Pipefitter	$140.00	4	20
Roofer/Water proofer	$90.00	6	20
Sheet Metal Worker	$125.00	6	20
Sprinkler Fitter	$115.00	4	20
Taper	$95.00	6	25
Tile Layer/ Finisher	$95.00	4	15
Other:			
		TOTAL:	205

	YES	NO
1. Will the anticipated employee compensation by trade be consistent with area Prevailing Wage?	☒	☐
2. Will the awarded contractor(s) participate in an apprenticeship program approved by the State of California's Department of Industrial Relations?	☒	☐
3. Will hiring and retention goals for apprentices be established?	☒	☐
4. What is the estimated number of local residents to be hired?	_____	

Section 4: Declaration of Sponsor of Principal Project

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	EMAIL	PHONE NUMBER
Kabir Seth, Authorized Representative	kabir@presidiobay.com	(510) 590 8456

I HEREBY DECLARE THAT THE INFORMATION PROVIDED HEREIN IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND THAT I COORDINATED WITH OEWD'S CITYBUILD PROGRAM TO SATISFY THE REQUIREMENTS OF ADMINISTRATIVE CODE CHAPTER 83.



(SIGNATURE OF AUTHORIZED REPRESENTATIVE) 7/10/19 (DATE)

FOR PLANNING DEPARTMENT STAFF ONLY: PLEASE EMAIL AN ELECTRONIC COPY OF THE COMPLETED AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM TO OEWD'S CITYBUILD PROGRAM AT *CITYBUILD@SFGOV.ORG*

Cc: Office of Economic and Workforce Development, CityBuild
Address: 1 South Van Ness 5th Floor San Francisco, CA 94103 **Phone:** 415-701-4848
Website: *www.workforcedevelopmentsf.org* **Email:** *CityBuild@sfgov.org*

BUILDGROUP

EXHIBIT J

65 Ocean Avenue

Child Care Summary

	Item	5,451 gsf TOTAL	$/gsf
1	General Conditions	$66,445	$12.19
2	Sitework	$381,570	$70.00
3	Landscaping	$54,510	$10.00
4	Foundations	$81,184	$14.89
5	Structure	$270,893	$49.70
6	Exterior Envelope	$308,291	$56.56
7	Roofing/Waterproofing	$66,545	$12.21
8	Interiors	$490,590	$90.00
9	Specialties	$3,717	$0.68
10	Equipment	$1,112	$0.20
11	Elevators	$21,042	$3.86
12	Fire Sprinkler	$17,438	$3.20
13	Plumbing	$54,410	$9.98
14	HVAC	$97,173	$17.83
15	Electrical	$144,092	$26.43
17	Misc Expenses	$14,987	$2.75
20	Job Equipment	$29,580	$5.43
50	Subtotal	$2,103,578	$385.91
	Construction Contingency	$63,107	$11.58
	Subguard	$26,000	$4.77
	GL Insurance	$20,831	$3.82
	Fee	$71,939	$13.20
	Gross Receipts Tax	$49,475	$9.08
		$2,334,930	$428.35

Pricing is for budgetary purposes only and based on historical $/gsf.
Pricing is in current dollars and subject to change.

JAMES E. ROBERTS-OBAYASHI CORPORATION
Danville, CA

PRELIMINARY COST BREAKDOWN

65 Ocean Avenue-Daycare

San Francisco, CA

10/7/19

Item	Description	Sec #	Total
1	General Conditions	01100	$ 358,994
2	Shoring and Underpinning	02150	$ 97,248
3	Earthwork	02200	$ 95,747
4	Site Concrete	02510	$ 52,221
5	Storm Drainage	02640	$ 15,678
6	Site Carpentry	02825	$ 10,452
7	Landscaping	02900	$ 20,904
8	Building Concrete	03300	$ 413,925
9	Quartz Countertops	04455	$ 5,000
10	Structural Steel	05100	$ 257
11	Cold-Formed Metal Framing	05400	$ 51,273
12	Metal Fabrication	05500	$ 14,785
13	Prefabricated Metal Stairs	05710	$ 18,500
14	Rough Carpentry	06100	$ 28,864
15	Finish Carpentry	06200	$ 43,601
16	Millwork	06201	$ 5,737
17	Cabinets	06410	$ 25,000
18	Waterproofing	07100	$ 15,122
19	Weather Resistant Barrier	07190	$ 6,080
20	Building Insulation	07200	$ 13,080
21	Firestopping	07220	$ 250
22	Flashing & Sheet Metal	07600	$ 10,452
23	Joint Sealers	07900	$ 1,100
24	Hollow Metal Doors & Frames	08100	$ 25,114
25	Wood Doors	08210	$ 1,000
26	Access Doors	08305	$ 225
27	Entrance & Storefront	08400	$ 85,790
28	Finish Hardware	08700	$ 10,675
29	Glazing	08800	$ 2,750
30	Gypsum Wall Board	09250	$ 67,738
31	Ceramic Tile	09300	$ 32,320
32	Acoustical Treatment	09500	$ 66,190
33	Resilient Flooring	09650	$ 46,350
34	Carpet	09680	$ 27,224
35	Painting	09900	$ 37,577
36	Identifying Devices	10400	$ 1,000
37	Fire Extinguishers & Cabinets	10520	$ 590
38	Toilet & Bath Accessories	10800	$ 6,600
39	Mirrors	10820	$ 320
40	Residential Equipment	11450	$ 3,000
41	Window Treatments	12500	$ 5,483
42	Floor Mats	12670	$ 4,500
43	Scaffolding	14800	$ 323,903
44	Plumbing	15400	$ 141,715
45	Fire Protection	15500	$ 51,633
46	H.V.A.C.	15800	$ 133,704
47	Electrical	16100	$ 155,449
48	Clean-up & Janitorial	17000	$ 14,349
49			
50	Testing & Inspections	21000	By Owner
51	Building Permits & Fees	21020	By Owner
52	Street Permits	21040	By Owner
53	Water Fees	21060	By Owner
54	Sewer Fees	21080	By Owner
55	Security Cameras	21100	By Owner
56	PG&E Vault	21120	By Owner
57	Builders Risk	21040	By Owner
58	Sub Bonds	21060	N.I.C.
	SUBTOTAL		$ 2,549,467
	City Tax	0.20%	$ 5,099
	General Contractor Insurance (OCIP by Owner)	1.30%	$ 33,209
	Fee	4.75%	$ 122,919
	G.C. Bond	0.72%	$ 19,517
	Current Market Total		**$ 2,730,212**
	Suggested Design / Escalation Contingency	15.00%	$ 409,532
			$ 3,139,743