



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Planning Code Text and Zoning Map Amendment

HEARING DATE: JULY 12, 2018
EXPIRATION DATE: JULY 16, 2018

1650 Mission St.
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San Francisco,
CA 94103-2479

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415.558.6409

Planning
Information:
415.558.6377

Project Name: Amend Zoning Map & Abolish Legislated Setback on 19th Avenue
between Quintara and Rivera Streets

Case Number: 2018-006177PCA/MAP [Board File No. 180389]

Initiated by: Supervisor Tang / Introduced April 17, 2018

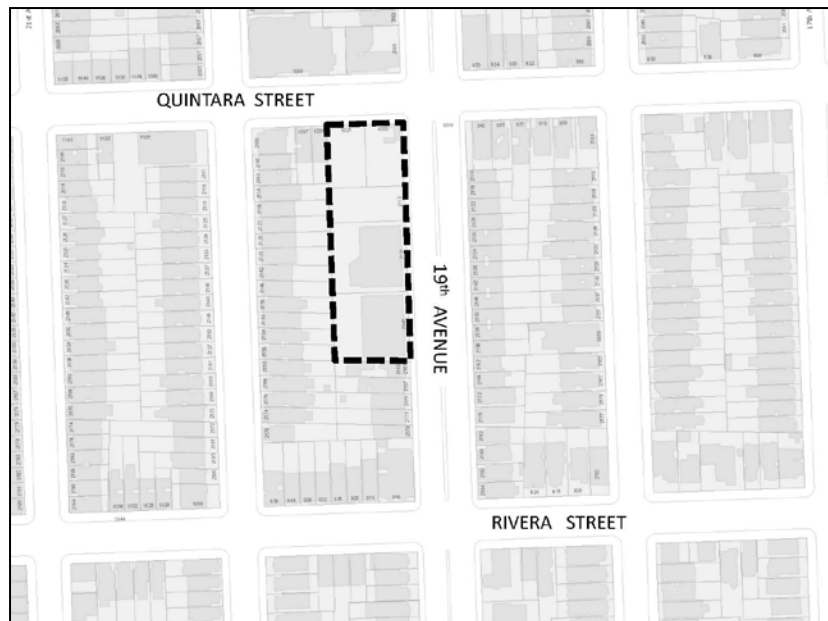
Staff Contact: Audrey Butkus, Legislative Affairs
audrey.butkus@sfgov.org, (415) 575-9129

Reviewed by: Aaron Starr, Manager of Legislative Affairs
aaron.starr@sfgov.org, 415-558-6362

Recommendation: **Recommend Approval with Modification**

PLANNING CODE AMENDMENT

The proposed Ordinance would amend the Planning Code & Zoning Map by abolishing a nine-foot legislated setback on the west side of 19th Avenue between Quintara Street and Rivera Street, and revise the Zoning Map to rezone one lot from RH-1 to RM-2 and to rezone 4 lots from RH-2 to RM-2. The rezoning has been introduced by Sup. Tang at the request of the property owner of all lots, who seeks to build housing on the sites utilizing HOME SF.



The Way It Is Now:

1. The five parcels subject to the re-zoning are currently zoned either RH-1(northwestern parcel only) or RH-2. The northwest parcel is undeveloped. The northeast parcel contains a flower shop and surface parking lot. The center parcel is both undeveloped and a surface parking lot. The southernmost two parcels each contain a 2-story office building. The parcels fronting 19th Avenue are subject to a nine-foot legislated setback (see Exhibits B & C).

The Way It Would Be:

1. The five parcels would all be rezoned to Residential, Mixed; Moderate Density (RM-2). The parcels fronting 19th Avenue would no longer have a legislated setback.

BACKGROUND

In 2016, the property owner, who owns all of the subject properties, filed a request for a Preliminary Project Assessment (PPA). The project proposed in the PPA (see Exhibit D) would merge the five parcels into one 45,250 square foot lot. Under the proposal, the two office buildings and rear parking lots would remain in their current uses, but fifteen of the existing surface parking spaces would be removed. The proposed project also included the construction of a new mixed-use building on lots 001, 031 and 037. The proposed four-story mixed-use building would be 40 feet tall and contain 42 dwelling units, 42 bicycle parking spaces, and a 615-sf ground floor retail space for the existing flower stand to remain. The number of proposed parking spaces was inconsistent, with the application proposing 96 spaces, and the plans indicating 56 spaces. Common open space for the residents would be provided in a 1,720-sf courtyard at the second floor as well as in a 3,559-sf roof deck. The dwelling units would be rental units.

The Preliminary Project Assessment made by staff determined that a Conditional Use authorization for a Planned Unit Development (PUD) would be necessary in order for the project as proposed to move forward. The Department also found the proposed project hampered the pedestrian atmosphere along 19th Avenue with the removal of the nine-foot legislated setback, and the blank wall design of the building. Further, the staff determined that legislation would be required to alter the legislated setback along 19th Avenue.

The property owner informed the sponsoring supervisor's office that the project proposed in the PPA will no longer be pursued. While revised plans have not been provided to the Department, the property owner has expressed an interest in building a HOME SF project on the site. The property owner originally sought to use the State Density Bonus Program for affordable housing; however, because what he was proposing could only be achieved through a PUD, the state density bonus was not available to him. PUDs are a discretionary increase in density granted by the Planning Commission above what is allowed as-of-right under current zoning. The state law may, however, be applied on the Base Design Scheme, which reflects the allowable Code-complying density.

ISSUES AND CONSIDERATIONS

RM (Residential Mixed) Districts

RM district category includes four different zoning districts: RM-1 (Low-Density), RM-2 (Moderate Density), RM-3 (Medium Density) and RM-4 (High Density). These districts are intended to recognize, protect, conserve and enhance areas characterized by a mixture of houses and apartment buildings, covering a range of densities and building forms according to the individual district designations. Despite the range of densities and building sizes, most structures are of a scale that respects the traditional lot patterns, open spaces and articulation of façades typical of San Francisco neighborhoods. These districts provide unit sizes and types suitable for a variety of households, and contain supporting nonresidential uses.

RM-2 (Residential, Mixed/ Moderate Density) Districts are generally similar to RM-1 Districts, but the overall density of units is greater and the mixture of building types and unit sizes is more pronounced. Building widths and scales remain moderate, and considerable outdoor space is still available. The unit density permitted requires careful design of new structures in order to provide adequate amenities for the residents. Where nonresidential uses are present, they tend to offer services for wider areas than in RM-1 Districts.

	RH-1	RH-2	RM-2
Usable Open Space Requirement	At least 300 square feet if private, and 400 square feet if common.	At least 125 square feet if private, and 166 square feet if common.	At least 80 square feet if private, and 106 square feet per Dwelling Unit if common.
Dwelling Unit Density	P up to one unit per lot. C up to one unit per 3,000 square feet of lot area, with no more than three units per lot.	P up to two units per lot. C up to one unit per 1,500 square feet of lot area.	Up to one unit per 600 square feet of lot area.
Max # of Units Allowed on Subject Parcels Under Current Zoning	9		
Max # of Units Allowed on Subject Parcels Under Current Zoning with PUD	41		
Maximum # of Units Allowed on Subject Parcels Under Proposed Legislation			170

Development Comparison

The proposed zoning change would not alter the required front setbacks, side yard requirements, or street frontage and public realm requirements. The required rear yard is 45% of the lot depth in both the RH-2 and RM-2 Districts, and 25% of lot depth in RH-1 Districts, therefore the proposed zoning change would increase the rear yard requirement of the lot currently zoned RH-1. The largest difference between the existing zoning and proposed zoning is the open space requirements and dwelling unit density maximums as illustrated above.

Neighborhood Context

Although the majority of the surrounding zoning is RH-1 and RH-2, the area surrounding the subject parcels along 19th Avenue does not solely consist of 2-unit or single-family homes (*see map on following page*). Within a three-hundred foot radius of the subject parcels are several apartment buildings containing between 7-11 units each, an auto service station, a church, and a nursing home. 19th Avenue is also a major thoroughfare that is well served by public transit, making the subject parcels ideal for the denser housing allowed under RM-2 zoning.

Land Uses along 19th Avenue and Surrounding Subject Parcels



Legislated Setback:

Legislated setback lines are similar to required front setbacks outlined in the Planning Code; however, instead of being a Code requirement, legislated setbacks were enacted by the Board of Supervisors. As such, they cannot be varied by the Zoning Administrator and can only be removed through legislative action by the Board. Legislative setback lines are usually only found in the western side of the City.

The current legislated setback lines on the block in which the subject parcels are located are inconsistent. On the north side of the block (Quintara Street), there is no legislated setback. On the 19th Avenue side of the block the legislated setback lines vary from nine feet to as little as three feet (see Exhibit C). Across the street along 19th Avenue there is no legislated setback.

The proposed legislation seeks to remove the nine-foot legislated setback in order to increase the density of any future proposed project. The benefit to removing the setback is the potential increase in the number of dwelling units that may result from the additional nine feet of buildable area. The PPA issued in 2016 however, found potential issues with the removal of the setback, including many inconsistencies with the General Plan.

Some concerns raised by the Department in the PPA included: 1) Eliminating the required setback would reduce the sidewalk width on a busy traffic corridor in a primarily residential neighborhood, which would decrease safety and comfort for pedestrians; 2) The removal would be incompatible with the surrounding context as a project would fill in the front setback, meant to assure the provision of open space and maintenance of sunlight and views in this lower density neighborhood.

In addition to the Department's findings in the PPA, the housing that borders the southern edge of the proposed site must also be considered. To the immediate south of the site are a series of single-family, detached homes. The two homes most directly south of the site are also subject to a nine-foot legislated setback. Under RM-2 zoning, any new building's front setback will be calculated based off of the averaging of adjacent neighbors if no setback exists. However even with this averaging, and if the nine-foot legislated setback is removed, the single-family home immediately adjacent to the property may be subject to a wall of several feet along their property line and abutting their home.

Implementation:

The Ordinance would not significantly impact our current implementation procedures or staff time due to the fact that the proposed Ordinance covers a small area that will likely result in one project.

General Plan Priorities:

The proposed Ordinance's rezoning of parcels from RH-1 and RH-2 to RM-2 is *consistent* with the following objectives and policies of the General Plan:

HOUSING ELEMENT

OBJECTIVE 1

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

The proposed rezoning of the five parcels from RH-1 and RH-2, to RM-2, will facilitate the development of the underutilized and undeveloped parcels as much needed housing. The property owner plans to use HOME SF in the development of the parcels, which would bring affordable housing units to the district.

OBJECTIVE 7

SECURE FUNDING AND RESOURCES FOR PERMANENTLY AFFORDABLE HOUSING, INCLUDING INNOVATIVE PROGRAMS THAT ARE NOT SOLELY RELIANT ON TRADITIONAL MECHANISMS OR CAPITAL.

The properties subject to the proposed Ordinance would be rezoned to RM-2, which would allow the property owner to not only build denser housing, but also utilize the HOME SF program. The HOME SF program is designed to incentivize affordable housing development through the allowance of additional density if family-friendly, affordable housing is included on-site.

TRANSPORTATION ELEMENT

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.

The proposed zoning change on the 5 subject parcels would facilitate denser housing located along a major thoroughfare with access to public transportation. The site borders Quintara Street to the north, which hosts the 48 and 66 Muni bus lines, and borders 19th Avenue to the east, which hosts the 28 and 28R Muni bus lines.

The proposed Ordinance's removal of the 9 foot legislated setback is *inconsistent* with the following objectives and policies of the General Plan:

TRANSPORTATION ELEMENT

OBJECTIVE 18

ESTABLISH A STREET HIERARCHY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STREET ARE CONSISTENT WITH THE CHARACTER AND USE OF ADJACENT LAND.

The proposed removal of the legislated setback would reduce landscaping on 19th Avenue by filling in the required setback. The legislated setback was established to maintain a consistent character on key city streets, as well as to improve pedestrian safety and provide a sense of relief from the heavy traffic on this state highway. Eliminating the setback would create unsafe conditions for pedestrians on 19th Avenue.

OBJECTIVE 23

IMPROVE THE CITY'S PEDESTRIAN CIRCULATION SYSTEM TO PROVIDE FOR EFFICIENT, PLEASANT, AND SAFE MOVEMENT.

Policy 23.1

Provide sufficient pedestrian movement space with a minimum of pedestrian congestion in accordance with a pedestrian street classification system.

Policy 23.3

Maintain a strong presumption against reducing sidewalk widths, eliminating crosswalks and forcing indirect crossings to accommodate automobile traffic.

By eliminating the required setback on 19th Avenue, the sidewalk width on this busy traffic corridor would be reduced, which would decrease safety and comfort for pedestrians.

RECOMMENDATION

The Department recommends that the Commission recommend *approval with modifications* of the proposed Ordinance and adopt the attached Draft Resolution to that effect.

- **Recommendation One:** Maintain the nine-foot legislated setback on 19th Avenue.

BASIS FOR RECOMMENDATION

The Department supports the proposed Ordinance's rezoning of the five subject parcels from RH-1 and RH-2 to RM-2, because it will facilitate the development of much needed housing, and in a neighborhood that already contains denser housing than what zoning currently allows. The subject sites are along a major thoroughfare (19th Avenue) wherein single-family and two-unit homes are not as desirable. Zero housing units will be lost with the development of these sites, as all of the lots are either undeveloped, or host non-residential uses. The zoning change will additionally allow the parcels to participate in the HOME SF program, which would bring much needed affordable housing to the Sunset District.

Recommendation One: Maintain the nine-foot legislated setback on 19th Avenue. Staff is proposing to maintain the legislative setback in order to preserve pedestrian safety along a busy corridor and ensure the single-family residence immediately adjacent to the site's southern edge is protected from the intrusion of a solid wall along their property line. Although the area immediately surrounding the site contains extremely inconsistent legislated setback lines, the location of single-family homes subject to the nine-foot setback immediately adjacent to the proposed site, and the General Plan's objectives to improve the city's pedestrian circulation to provide for efficient, pleasant, and safe movement, and to increase personal safety, comfort, pride and opportunity make it difficult to justify removing the setback along the proposed parcels.

REQUIRED COMMISSION ACTION

The proposed Ordinance is before the Commission so that it may recommend adoption, rejection, or adoption with modifications to the Board of Supervisors.

ENVIRONMENTAL REVIEW

The proposed amendments will have been completely and fully evaluated for any potential environmental impacts before the July 12, 2018 Commission hearing, and all environmental documents will be made available to the Commission before on or before July 12, 2018.

PUBLIC COMMENT

As of the date of this report, the Planning Department has not received any public comment regarding the proposed Ordinance.

RECOMMENDATION:	Recommendation of Approval with Modification
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Attachments:

Exhibit A: Draft Planning Commission Resolution
Exhibit B: Site Photos
Exhibit C: Legislated Setback Lines Map
Exhibit D: 2015-009973PPA
Exhibit E: Board of Supervisors File No. 180389



SAN FRANCISCO PLANNING DEPARTMENT

EXHIBIT A

Planning Commission Draft Resolution

HEARING DATE JULY 12, 2018

Project Name: Amend Zoning Map & Abolish Legislated Setback on 19th Avenue
between Quintara and Rivera Streets

Case Number: 2018-006177PCA/MAP [Board File No. 180389]

Initiated by: Supervisor Tang / Introduced April 17, 2018

Staff Contact: Audrey Butkus, Legislative Affairs
audrey.butkus@sfgov.org, (415) 575-9129

Reviewed by: Aaron Starr, Manager of Legislative Affairs
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RESOLUTION APPROVING A PROPOSED ORDINANCE THAT WOULD AMEND THE PLANNING CODE AND ZONING MAP BY ABOLISHING A NINE-FOOT LEGISLATED SETBACK ON THE WEST SIDE OF 19TH AVENUE BETWEEN QUINTARA STREET AND RIVERA STREET, AND REVISING THE ZONING MAP TO REZONE FROM RH-1 (RESIDENTIAL, HOUSE; ONE- FAMILY) TO RM-2 (RESIDENTIAL, MIXED; MODERATE DENSITY) ASSESSOR'S PARCEL BLOCK NO. 2198, LOT NO. 031 (1021 QUINTARA STREET), AND TO REZONE FROM RH-2 (RESIDENTIAL, HOUSE; TWO-FAMILY) TO RM-2 (RESIDENTIAL, MIXED; MODERATE DENSITY) ASSESSOR'S PARCEL BLOCK NO. 2198, LOT NO. 001 (LOCATED AT THE INTERSECTION OF 19TH AVENUE AND QUINTARA STREET), LOT NO. 033 (2121-19TH AVENUE), LOT NO. 034 (2145-19TH AVENUE), AND LOT NO. 037 (2115-19TH AVENUE); ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; AND MAKING FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN, AND THE EIGHT PRIORITY POLICIES OF PLANNING CODE, SECTION 101.1, AND FINDINGS OF PUBLIC NECESSITY, CONVENIENCE, AND WELFARE UNDER PLANNING CODE, SECTION 302.

WHEREAS, on March 17, 2018 Supervisor Tang introduced a proposed Ordinance under Board of Supervisors (hereinafter "Board") File Number 180389, which would amend the Planning Code & Zoning Map by abolishing a nine-foot legislated setback on the west side of 19th Avenue between Quintara Street and Rivera Street, and revise the Zoning Map to rezone one lot from RH-1 to RM-2 and to rezone 4 lots from RH-2 to RM-2;

WHEREAS, The Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinance on July 12, 2018; and,

WHEREAS, the proposed Ordinance has been determined to be categorically exempt from environmental review under the California Environmental Quality Act; and

WHEREAS, the Planning 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 Department staff and other interested parties; and

WHEREAS, all pertinent documents may be found in the files of the Department, as the custodian of records, at 1650 Mission Street, Suite 400, San Francisco; and

WHEREAS, the Planning Commission has reviewed the proposed Ordinance; and

WHEREAS, the Planning Commission finds from the facts presented that the public necessity, convenience, and general welfare require the proposed amendment; and

MOVED, that the Planning Commission hereby **approves with modifications** the proposed ordinance.

The modifications include the following:

Maintain the nine-foot legislated setback on 19th Avenue. Staff is proposing to maintain the legislative setback in order to preserve pedestrian safety along a busy corridor and ensure the single-family residence immediately adjacent to the site's southern edge is protected from the intrusion of a solid wall along their property line. Although the area immediately surrounding the site contains extremely inconsistent legislated setback lines, the location of single-family homes subject to the nine-foot setback immediately adjacent to the proposed site, and the General Plan's objectives to improve the city's pedestrian circulation to provide for efficient, pleasant, and safe movement, and to increase personal safety, comfort, pride and opportunity make it difficult to justify removing the setback along the proposed parcels.

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:

The proposed Ordinance's removal of the 9 foot legislated setback is *inconsistent* with the following objectives and policies of the General Plan:

TRANSPORTATION ELEMENT

OBJECTIVE 18

ESTABLISH A STREET HIERARCHY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STREET ARE CONSISTENT WITH THE CHARACTER AND USE OF ADJACENT LAND.

The proposed removal of the legislated setback would reduce landscaping on 19th Avenue by filling in the required setback. The legislated setback was established to maintain a consistent character on key city streets, as well as to improve pedestrian safety and provide a sense of relief from the heavy traffic on this state highway. Eliminating the setback would create unsafe conditions for pedestrians on 19th Avenue.

OBJECTIVE 23

IMPROVE THE CITY'S PEDESTRIAN CIRCULATION SYSTEM TO PROVIDE FOR EFFICIENT, PLEASANT, AND SAFE MOVEMENT.

Policy 23.1

Provide sufficient pedestrian movement space with a minimum of pedestrian congestion in accordance with a pedestrian street classification system.

Policy 23.3

Maintain a strong presumption against reducing sidewalk widths, eliminating crosswalks and forcing indirect crossings to accommodate automobile traffic.

By eliminating the required setback on 19th Avenue, the sidewalk width on this busy traffic corridor would be reduced, which would decrease safety and comfort for pedestrians.

1. **General Plan Compliance.** The proposed Ordinance and the Commission's recommended modifications are *consistent* with the following Objectives and Policies of the General Plan:

HOUSING ELEMENT

OBJECTIVE 1

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

The proposed rezoning of the five parcels from RH-1 and RH-2, to RM-2, will facilitate the development of the underutilized and undeveloped parcels as much needed housing. The property owner plans to use HOME SF in the development of the parcels, which would bring affordable housing units to the district.

OBJECTIVE 7

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The properties subject to the proposed Ordinance would be rezoned to RM-2, which would allow the property owner to not only build denser housing, but also utilize the HOME SF program. The HOME SF program is designed to incentivize affordable housing development through the allowance of additional density if family-friendly, affordable housing is included on-site.

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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.

The proposed zoning change on the 5 subject parcels would facilitate denser housing located along a major thoroughfare with access to public transportation. The site borders Quintara Street to the north, which hosts the 48 and 66 Muni bus lines, and borders 19th Avenue to the east, which hosts the 28 and 28R Muni bus lines.

2. **Planning Code Section 101 Findings.** The proposed amendments to the Planning Code are consistent with the eight Priority Policies set forth in Section 101.1(b) of the Planning Code in that:

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

The proposed Ordinance would not have a negative effect on neighborhood serving retail uses and will not have a negative effect on opportunities for resident employment in and ownership of neighborhood-serving retail.

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

The proposed Ordinance would not have a negative effect on housing or neighborhood character.

3. That the City's supply of affordable housing be preserved and enhanced;

The proposed Ordinance would not have an adverse effect on the City's supply of affordable housing.

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

The proposed Ordinance would not result in commuter traffic impeding MUNI transit service or overburdening the streets or neighborhood parking.

5. 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 proposed Ordinance would not cause displacement of the industrial or service sectors due to office development, and future opportunities for resident employment or ownership in these sectors would not be impaired.

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

The proposed Ordinance would not have an adverse effect on City's preparedness against injury and loss of life in an earthquake.

7. That the landmarks and historic buildings be preserved;

The proposed Ordinance would not have an adverse effect on the City's Landmarks and historic buildings.

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

The proposed Ordinance would not have an adverse effect on the City's parks and open space and their access to sunlight and vistas.

3. **Planning Code Section 302 Findings.** The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the Planning Code as set forth in Section 302.

NOW THEREFORE BE IT RESOLVED that the Commission hereby APPROVES WITH MODIFICATIONS the proposed Ordinance as described in this Resolution.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on July 12, 2018.

Jonas P. Ionin
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED: July 12, 2018

EXHIBIT B

Site Photos



Site subject to rezoning with 19th Avenue to the South (*approximate parcel boundaries in dashed white lines*)



View of site at city block level



View of site facing south from Quintara Street



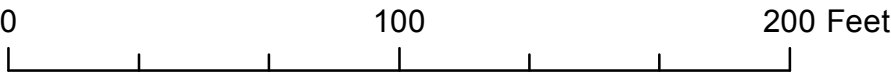
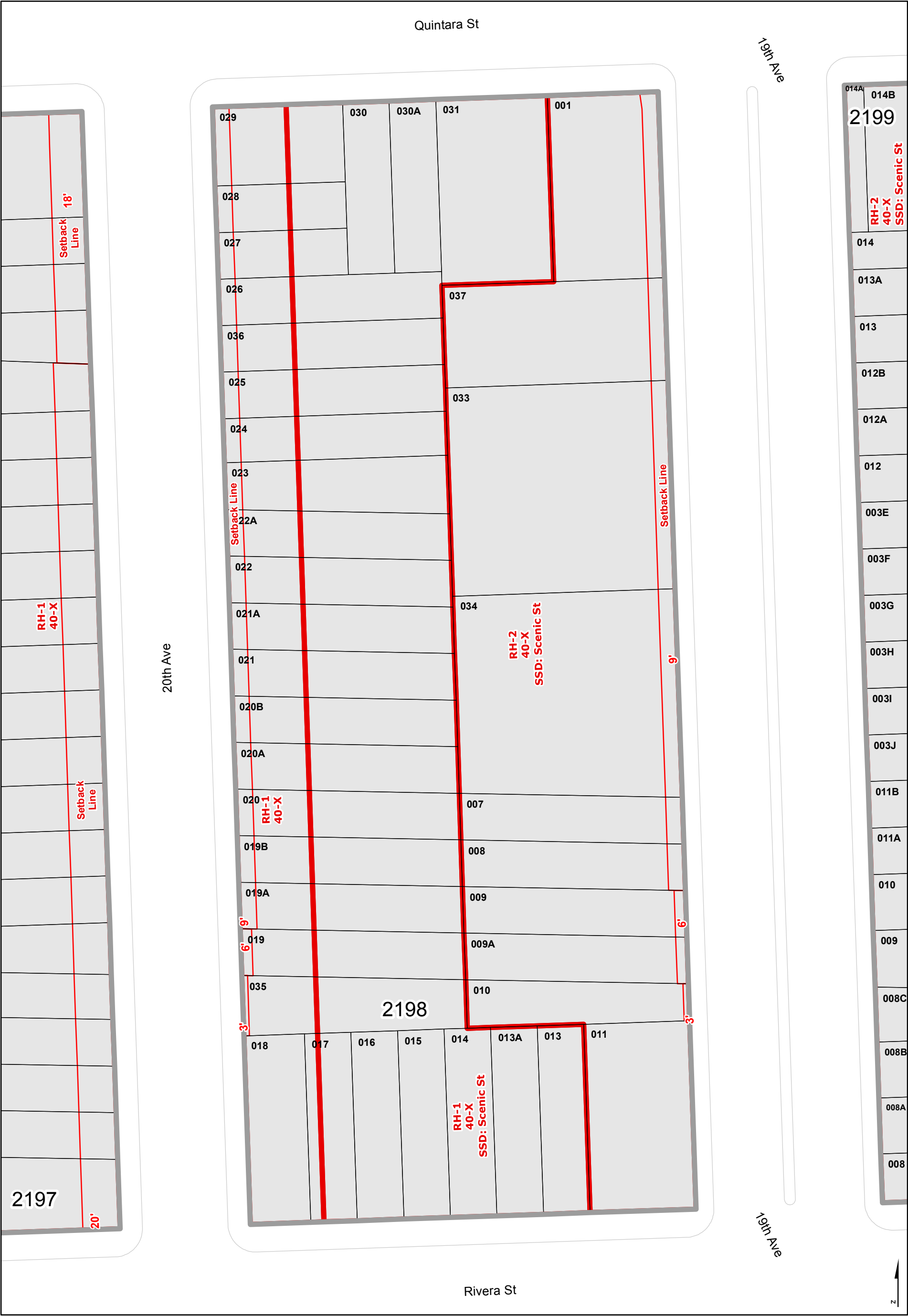
Southern portion of site along 19th Avenue



Northern border of site along 19th Avenue

BLOCK 2198

EXHIBIT C





SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: May 27, 2016
TO: Gary Gee
FROM: Chris Kern, Planning Department
RE: PPA Case No. 2015-009973PPA for 1001 Quintara Street

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Please find the attached Preliminary Project Assessment (PPA) for the address listed above. You may contact the staff contact, Debra Dwyer, at (415) 575-9031 or debra.dwyer@sfgov.org, to answer any questions you may have, or to schedule a follow-up meeting.

A handwritten signature in black ink, appearing to be "Chris Kern", written over a horizontal line.

Chris Kern, Senior Planner



SAN FRANCISCO PLANNING DEPARTMENT

EXHIBIT D

Preliminary Project Assessment

Date: May 27, 2016
Case No.: 2015.009973PPA
Project Address: 1001 Quintara Street and 2195 and 2121 19th Avenue
Block/Lots: 2198/001, 031, 033, 034, and 037
Zoning: RH-1 (Residential-House, One Family) and
RH-2 (Residential-House, Two Family)
Scenic Streets Special Sign District (SSD)
40-X
Area Plan: n/a
Project Sponsor: Gary Gee, Gary Gee Architects, Inc.
415-863-8881
Staff Contact: Debra Dwyer – 415-575-9031
Debra.Dwyer@sfgov.org

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DISCLAIMERS:

This Preliminary Project Assessment (PPA) letter provides feedback to the project sponsor from the Planning Department regarding the proposed project described in the PPA application submitted on July 31, 2015 with plans dated December 9, 2014, as summarized below ("Proposed Project"). In addition, since the proposed project seeks to utilize the California State Housing Density Bonus Program as described in Government Code Sections 65915 through 65918, the project sponsor has submitted the required base design scheme in a project description and plans dated February 26, 2016 ("Base Design Scheme"). This PPA letter identifies Planning Department Environmental Planning Division review requirements for the Proposed Project. The PPA letter also identifies Planning Department review requirements for the Proposed Project, related to approvals, neighborhood notification and public outreach, the Planning Code, project design, and other general issues of concern for the project. In addition, the Base Design Scheme is described and information regarding the Department's understanding with respect to applicability of the State Housing Density Bonus Program is provided. Please be advised that the PPA application does not constitute an application for development with the Planning Department. The PPA letter also does not represent a complete review of the proposed project, does not grant a project approval of any kind, and does not in any way supersede any required Planning Department approvals listed below.

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

The PPA application indicates that the project sponsor intends to seek an affordable housing density bonus. Unless otherwise stated, the comments in this PPA letter address the higher density Proposed Project, which seeks a Planned Unit Development (PUD). Please see the information in the Preliminary Project Comments section of this letter regarding the applicability of the state housing density bonus program. Higher density on the project site than that allowed under the current zoning may be achieved through a PUD process subject to provisions in the Planning Code, including height and legislated setback requirements, and without application of the state housing density bonus program.

PROJECT DESCRIPTION:

Proposed Project

The project site consists of five lots, 001, 031, 033, 034, and 037, on Assessor's Block 2198 at the southwest corner of the intersection of Quintara Street and 19th Avenue. Lot 001 is a 6,000-square-foot (-sf) lot which is mostly vacant but contains a small flower stand at the northeast corner of the parcel. Lot 031 is a 5,998-sf vacant lot fronting on Quintara Street and is adjacent to and immediately west of Lot 001. Lots 033, 034, and 037 front on 19th Avenue. Lot 033 is a 13,438-sf lot with a two-story, 10,800-sf office building constructed in 1958, and Lot 034 is 13,207-sf lot with a two-story, 10,800-sf office building constructed in 1959. Both lots currently provide surface parking at the rear of the lots with a total of 62 parking spaces. Lot 037 is a 6,426-sf vacant lot that is currently used for parking located immediately north of lot 033.

The proposed project would merge the five lots into one approximately 45,250-sf lot. The two office buildings and rear parking lots would remain in their current uses. Access for these buildings and parking would remain the same as under existing conditions. However, fifteen of the existing surface parking spaces would be removed. The proposed project consists of the new construction of a mixed-use building on lots 001, 031 and 037. The new four-story residential building would be approximately 40 feet and 8.5 inches tall and contain 42 dwelling units, 42 bicycle parking spaces, and a 615-sf ground floor retail space for the existing flower stand to remain. There is a discrepancy between the number of parking spaces to be retained as stated on the PPA application (96) and what is shown on the project plans, which indicate 56 parking spaces. Residential access for the new building would be from Quintara Street. In addition, the ground floor parking garage would be accessed from a new 11-foot wide curb cut on Quintara Street. Common open space for the residents would be provided in a 1,720-sf courtyard at the second floor as well as in a 3,559-sf roof deck. The dwelling units would be rental units. The excavation required for the new construction would be less than 10 feet in depth. It is unclear how much soil in cubic yards would be excavated.

The project sponsor would request that the SFMTA relocate the existing bus shelter on the west side of 19th Avenue at Quintara Street to a location further north on 19th Avenue from its existing location.

Base Design Scheme

The project site consists of three lots (Lots 001, 031, and 037) located at the corner of Quintara Street and 19th Avenue on Assessor's Block 2198. Lot 001 is a 6,000-square-foot (-sf) lot which is mostly vacant but contains a small flower stand at the northeast corner of the site at the intersection of Quintara Street and 19th Avenue. Lot 037 is a 6,426-sf vacant lot that fronts on 19th Avenue and is currently used for parking. Lot 031 is a 5,998-sf vacant lot fronting on Quintara Street and is west of Lot 037.

The base design scheme would subdivide each lot into two lots as described in Table 1 below. It would result in the new construction of four two-unit buildings and two single family homes for a total of 10 dwelling units. The two single-family homes would front on Quintara Street. Each of these homes would be 21 feet tall, would include four bedrooms, and would have a ground floor garage with two parking spaces. All of the garages would be accessed from new 10-foot wide curb cuts; four curb cuts would be located on Quintara Street and two would be located on 19th Avenue. The two single-family homes would be within the RH-1 District and would include a 25-foot rear yard. One of the single-family homes would include a 4.5 foot front setback and the other would include a 2.25-foot front setback.

Table 1. Description of Lot Subdivision under the Base Design Scheme

Original lot and size	New lot size	Zoning	Dwelling Units	Height (Stories)	Vehicle Parking	Address	Setback
Lot 001 60' x 100'	25' x 100' lot	RH-2	2	40 feet (4)	2	1005 – 1007 Quintara Street	
	35' x 100' lot	RH-2	2	40 feet (4)	2	1001 – 1003 Quintara Street	10-foot setback along 19 th Avenue property line (side)
Lot 031 60' x 100'	30' x 100' lot	RH-1	1	21 feet (2)	2	1009 Quintara Street	
	30' x 100' lot	RH-1	1	21 feet (2)	2	1015 Quintara Street	
Lot 027 55' x 120'	27.5' x 120' lot	RH-2	2	40 feet (4)	2	2101 – 2103 19 th Avenue	10-foot front setback from 19 th Avenue
	27.5' x 120' lot	RH-2	2	40 feet (4)	2	2105 - 2107 19 th Avenue	10-foot front setback from 19 th Avenue

Each of the four two-unit buildings would be 40 feet tall. Two of these buildings would front on 19th Avenue and include 10-foot front setbacks, and two would front on Quintara Street with front setbacks of 1.875 feet and 7 inches, respectively. Each two-unit building would have a ground floor garage with two parking spaces, and each unit would include four bedrooms. The four two-unit buildings would be within the RH-2 district. The two two-unit buildings fronting on 19th Avenue would each provide 1,485-sf rear yards with dimensions of 27.5 feet by 54 feet. The two two-unit buildings fronting on Quintara Street would provide rear yards with the following dimensions, 35 feet by 40.125 feet and 25 feet by 35 feet, respectively.

The project sponsor would request that the SFMTA relocate the existing bus shelter on the west side of 19th Avenue to a location further north on 19th Avenue from its existing location.

ENVIRONMENTAL REVIEW:

In compliance with the California Environmental Quality Act (CEQA), the environmental review process must be completed before any project approval may be granted. This review may be done in conjunction with the required approvals listed below. In order to begin formal environmental review, please submit an **Environmental Evaluation Application (EEA)** for the full scope of the project. EEAs are available in

the Planning Department lobby at 1650 Mission Street, Suite 400, at the Planning Information Center at 1660 Mission Street, and online at www.sfplanning.org under the "Publications" tab. See "Environmental Applications" on page 2 of the current Fee Schedule for calculation of environmental application fees.¹ **Note that until an entitlement application is submitted to the Current Planning Division, only the proposed Project Description will be reviewed by the assigned Environmental Coordinator.**

If the additional analysis outlined below indicates that the project would not have a significant effect on the environment, the Proposed Project could be eligible for a Class 32 infill development categorical exemption under CEQA Guidelines Section 15332. If a Class 32 exemption is appropriate, Environmental Planning staff will prepare a certificate of exemption.

If it is determined that the project could result in a significant environmental impact, an initial study would be prepared. The initial study may be prepared either by an environmental consultant from the Department's environmental consultant pool or by Department staff. Should you choose to have the initial study prepared by an environmental consultant, contact Devyani Jain at (415) 575-9051 for a list of three eligible consultants. If the initial study finds that the project would have a significant impact that could be reduced to a less-than-significant level by mitigation measures agreed to by the project sponsor, then the Department would issue a preliminary mitigated negative declaration (PMND). The PMND would be circulated for public review, during which time concerned parties may comment on and/or appeal the determination. If no appeal is filed, the Planning Department would issue a final mitigated negative declaration (FMND). Additional information regarding the environmental review process can be found at: <http://www.sf-planning.org/modules/showdocument.aspx?documentid=8631>.

If the initial study indicates that the project would result in a significant impact that cannot be mitigated to below a significant level, an EIR will be required. An EIR must be prepared by an environmental consultant from the Planning Department's environmental consultant pool ([http://www.sfplanning.org/ftp/files/MEA/Environmental consultant pool.pdf](http://www.sfplanning.org/ftp/files/MEA/Environmental%20consultant%20pool.pdf)). The Planning Department will provide more detail to the project sponsor regarding the EIR process should this level of environmental review be required.

Below is a list of topic areas addressed through the environmental review process. Some of these would require additional study based on the preliminary review of the Proposed Project as it is proposed in the PPA application.

1. **Historic Resources.** The project site contains one or more structures considered to be a potential historic resource (building constructed 45 or more years ago); therefore, the proposed alteration or demolition is subject to review by the Department's Historic Preservation staff. To assist in this review, the project sponsor must hire a qualified professional to prepare a Historic Resource Evaluation (HRE) report. The professional must be selected from the Planning Department's Historic Resource Consultant Pool. Please contact Tina Tam, Senior Preservation Planner, via email (tina.tam@sfgov.org) for a list of three consultants from which to choose. Please contact the HRE scoping team at HRE@sfgov.org to arrange the HRE scoping. Following an approved scope, the

¹ San Francisco Planning Department. *Schedule for Application Fees*. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=513>

historic resource consultant should submit the draft HRE report for review to Environmental Planning after the project sponsor has filed the EE Application and updated it as necessary to reflect feedback received in the PPA letter. The HRE should be submitted directly to the Department and copied to the project sponsor. Project sponsors should not receive and/or review advance drafts of consultant reports per the Environmental Review Guidelines. Historic Preservation staff will not begin reviewing your project until a complete draft HRE is received.

The project description does not clarify if the office buildings on the project site would be altered as part of the Proposed Project. If these buildings are not altered and the construction is limited to the adjacent vacant lot, then preservation review will be limited as follows. The project site is a vacant lot in an area that has not been previously surveyed and is considered to be a potential historic resource; therefore, the proposed new construction is subject to review by the Department's Historic Preservation staff. The Department's Historic Preservation staff will review the Proposed Project and a Historic Resource Evaluation (HRE) report would not be required.

2. **Archeological Resources.** The Proposed Project will require Preliminary Archeological Review (PAR) by a Planning Department archeologist. To aid this review the Department archeologist may request a Preliminary Archeological Sensitivity Assessment (PASS) by a Department Qualified Archeological Consultant, subject to the review and approval by the Department archeologist. The Department archeologist will provide three names from the Qualified Archeological Consultant list if the PASS is required. The PAR will assess the archeological sensitivity of the project site based on in-house source material and will consider the potential for archeological impacts resulting from proposed soils disturbance. Please provide detailed information, including sections, proposed soils-disturbing activities, such as grading, excavation, installation of foundations, soils improvement, and site remediation in the EEA, and submit any available geotechnical/soils or phase II hazardous materials reports prepared for the project to assist in this review. If the Department archeologist determines that the project has a potential to adversely affect archeological resources, the PAR will identify additional measures needed to address the potential effect. These measures may include preparation of an archeological research design and treatment plan, implementation of one of the Planning Department's three standard archeological mitigation measures (archeological testing, monitoring, or accidental discovery), or other appropriate measures.
3. **Tribal Cultural Resources.** Tribal cultural resources (TCRs) are a class of resource established under the California Environmental Quality Act (CEQA) in 2015. TCRs are defined as a site, feature, place, cultural landscape, sacred place or object with cultural value to a California Native American tribe, that is either included on or eligible for inclusion in the California Register of Historical Resources or a local historic register, or is a resource that the lead agency, at its discretion and supported by substantial evidence, determines is a TCR. Planning Department staff will review the Proposed Project to determine if it may cause an adverse effect to a TCR; this will occur in tandem with preliminary archeological review. No additional information is needed from the project sponsor at this time. Consultation with California Native American tribes regarding TCRs may be required at the request of the tribes. If staff determines that the Proposed Project may have a potential significant adverse impact on a TCR, mitigation measures will be identified and required. Mitigation measures

may include avoidance, protection, or preservation of the TCR and development of interpretation and public education and artistic programs.

4. **Transportation.** Based on the Planning Department's Transportation Impact Analysis Guidelines for Environmental Review,² the Proposed Project would require additional transportation analysis to determine whether the project may result in a significant impact. Therefore, the Planning Department requires that a consultant listed in the Planning Department's Transportation Consultant Pool prepare a Transportation Technical Memorandum (Transportation Memorandum) focusing on site access and safety due to the Proposed Project's location along 19th Avenue. You will be required to pay Planning Department staff time and materials fees for review of the Transportation Memorandum; please contact Vernaliza Byrd at (415) 575-9025 to arrange payment. Once you pay the fees, contact Manoj Madhavan at (415) 575-9095 or manoj.madhavan@sfgov.org so that he can provide you with a list of three consultants from the pre-qualified Transportation Consultant Pool. Upon selection of a transportation consultant, the Department will assign a transportation planner who will direct the scope of the consultant-prepared memorandum.

The plans submitted for environmental review and entitlements should provide the following information. A site plan that better shows existing conditions is needed. In particular, please indicate existing sidewalk widths as well as existing uses. Please describe existing and proposed ingress and egress for the existing parking on the five parcels. The plans should also indicate proposed sidewalk widths. Lots 031 and 037 with the existing office buildings and surface parking should be shown on the site plan since they are part of the Proposed Project.

Additionally, the Proposed Project is located on a high injury corridor as mapped by Vision Zero.³ Planning staff have reviewed the proposed site plan and offer the following recommendations, some of which address the safety of persons walking and bicycling to and from the project site and vicinity:

- Consider reducing the parking supply.
- Consider trash pick-up on Quintara Street instead of 19th Avenue.
- Coordinate with Gail Stein at the SFMTA regarding the proposed bus shelter relocation on 19th Avenue. Her contact information is (415) 701-4327 or Gail.Stein@sfmta.com.

Transportation Demand Management Program

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

² This document is available at: <http://www.sf-planning.org/index.aspx?page=1886>.

³ This document is available at: <http://www.sfmta.com/sites/default/files/projects/2015/vision-zero-san-francisco.pdf>.

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

The Proposed Project includes more than 10 dwelling units and would thus be subject to the proposed TDM Program. The Proposed Project would include parking for the proposed residential use would therefore be required to meet or exceed the base target of 17 points for land use Category C, residential. In addition, the project may be subject to an additional target for the accessory parking to serve the existing office use.

The Planning Code would currently require the project, as described in the PPA, to provide the following TDM measures:

- Bicycle Parking (Planning Code Section 155.2; TDM Menu ACTIVE-2 – option a)
- Parking unbundling (Planning Code Section 167; TDM Menu PKG-1)

You may be required to select additional TDM measures to meet the target listed above. A full list of the TDM measures included in the menu of options is available on this [website](#). When an environmental planner is assigned, he or she will update you regarding the proposed TDM Program and next steps.

5. **Noise.** Construction noise would be subject to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code), which includes restrictions on noise levels of construction equipment and hours of construction. If pile driving is to be used during the construction, measures to reduce construction noise may be required as part of the Proposed Project. The EEA application should indicate whether pile driving or other particularly noisy construction methods are required.
6. **Greenhouse Gases.** *The City and County of San Francisco's Strategies to Address Greenhouse Gas Emissions* presents a comprehensive assessment of policies, programs, and ordinances that represents San Francisco's Qualified Greenhouse Gas (GHG) Reduction Strategy. Projects that are consistent with San Francisco's Qualified GHG Reduction Strategy would result in less-than-significant impacts from GHG emissions. In order to facilitate a determination of compliance with San Francisco's Qualified GHG Reduction Strategy, the Planning Department has prepared a Greenhouse Gas Analysis Compliance Checklist.⁴ The project sponsor may be required to submit the completed table regarding project compliance with the identified regulations and provide project-level details in the

⁴ Refer to <http://sf-planning.org/index.aspx?page=1886> for latest "Greenhouse Gas Compliance Checklist for Private Development Projects."

discussion column. This information will be reviewed by the environmental planner during the environmental review process to determine if the project would comply with San Francisco's Greenhouse Gas Reduction Strategy. Projects that do not comply with an ordinance or regulation may be determined to be inconsistent with the Greenhouse Gas Reduction Strategy.

7. **Geology.** Portions of the project site have a slope greater than 20 percent. A geotechnical study prepared by a qualified consultant must be submitted with the EEA. The study should provide recommendations for any geotechnical concerns identified in the study. In general, compliance with the building codes would avoid the potential for significant impacts related to structural damage, ground subsidence, liquefaction, landslides, and surface settlement. To assist Planning Department staff in determining whether the Proposed Project would result in environmental impacts related to geological hazards, it is recommended that you provide a copy of the geotechnical information with boring logs for the project. This study will also help inform the Planning Department Archeologist of the project site's subsurface geological conditions.
8. **Hazardous Materials.** The proposed project would introduce a residential use to a site where the use history is unknown, and which is located across the street from an auto service center. Therefore, the project may be subject to Article 22A of the Health Code, also known as the Maher Ordinance. The Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH), requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6. The Phase I ESA would determine the potential for site contamination and level of exposure risk associated with the Proposed Project. Based on that information, soil and/or groundwater sampling and analysis, as well as remediation of any site contamination, may be required. These steps are required to be completed prior to the issuance of any building permit.

DPH requires that projects subject to the Maher Ordinance complete a Maher Application, available at: https://www.sfdph.org/dph/files/EHSdocs/ehsForms/FormsChemHz/Maher_app.pdf. Fees for DPH review and oversight of projects subject to the ordinance would apply. Please refer to DPH's fee schedule, available at: <https://www.sfdph.org/dph/EH/Fees.asp>. Please provide a copy of the submitted Maher Application and Phase I ESA with the EEA.

9. **Tree Planting and Protection.** The Department of Public Works Code Section 8.02-8.11 requires disclosure and protection of landmark, significant, and street trees located on private and public property. Any such trees must be shown on the site plans with the size of the trunk diameter, tree height, and accurate canopy drip line. Please submit the *Tree Planting and Protection Checklist* with the EEA and ensure that trees are appropriately shown on site plans. Also see the comments below under "Street Trees."
10. **Disclosure Report for Developers of Major City Projects.** The San Francisco Ethics Commission S.F. Camp. & Govt. Conduct Code § 3.520 et seq. requires developers to provide the public with information about donations that developers make to nonprofit organizations that may communicate with the City and County regarding major development projects. This report must be completed and filed by the developer of any "major project." A major project is a real estate development project located in the City and County of San Francisco with estimated construction costs exceeding

\$1,000,000 where either: (1) The Planning Commission or any other local lead agency certifies an EIR for the project; or (2) The project relies on a program EIR and the Planning Department, Planning Commission, or any other local lead agency adopts any final environmental determination under CEQA. A final environmental determination includes: the issuance of a Community Plan Exemption (CPE); certification of a CPE/EIR; adoption of a CPE/Final Mitigated Negative Declaration; or a project approval by the Planning Commission that adopts CEQA Findings. (In instances where more than one of the preceding determinations occur, the filing requirement shall be triggered by the earliest such determination.) A major project does not include a residential development project with four or fewer dwelling units. The first (or initial) report must be filed within 30 days of the date the Planning Commission (or any other local lead agency) certifies the EIR for that project or, for a major project relying on a program EIR, within 30 days of the date that the Planning Department, Planning Commission, or any other local lead agency adopts a final environmental determination under CEQA. Please submit a Disclosure Report for Developers of Major City Projects to the San Francisco Ethics Commission. This form can be found at the Planning Department or online at <http://www.sfethics.org>.

PLANNING DEPARTMENT APPROVALS:

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

1. A **Building Permit Application** is required for the proposed new construction on the subject property.
2. A **Conditional Use Authorization** for a Planned Unit Development is required to proceed.

PRELIMINARY PROJECT COMMENTS:

1. **Legislative Setbacks.** Along 19th Avenue for the parcels referenced in the Planned Unit Development (PUD) in the Proposed Project, there is a legislated setback of nine (9) feet pursuant to Section 131. Section 136 outlines permitted obstructions within the legislated setback area. The proposed building footprint within the legislative setback is not Code-compliant. Requesting to build within the Legislated Setback area as in the proposal submitted with this PPA would require legislative action by the Board of Supervisors.
2. **State Density Bonus Law for Affordable Housing.** The proposed project seeks to take advantage of the State Density Bonus Law (Government Code Section No. 65915), under which project sponsors are entitled to increase the development capacity of a project by up to 35% in exchange for providing on-site affordable housing units. Under the law, the additional density provided is in addition to what would be allowed by an equivalent project that is Code-complying.

The City finds that the State Density Bonus Law cannot be applied to a Planned Unit Development (PUD) as requested in the Proposed Project, since a PUD is itself a discretionary increase in density granted by the Planning Commission above what is allowed as-of-right under current zoning. However, the state law may be applied on the Base Design Scheme, which reflects the allowable Code-complying density.

The Base Design Scheme consists of subdividing three lots into six lots and constructing four two-unit buildings and two single family homes on six lots, for a total of 10 units. No information is provided in the PPA application regarding the amount of affordable housing that would be provided. Assuming that the project applies for an affordable unit percentage in order to achieve the maximum 35% density bonus, this would allow for a maximum of 14 units on site, or four units more than the Code-compliant proposal.

3. **Planned Unit Development.** Development of lots that have an area of not less than ½ acre qualify for authorization as a Planned Unit Development (PUD) pursuant to Section 304 of the Planning Code. The subject property measures approximately 44,979-square-feet⁵ which exceeds the minimum amount of area needed for these purposes. The objective of the PUD process is to allow well-reasoned modifications to certain Code provisions for sites of considerable size that are developed as integrated units and designed to produce a desirable development which will benefit the occupants, the neighborhood and the City as a whole. Therefore, if the project requires any modifications to Code provisions described below, these can be achieved through the PUD process where possible, pursuant to Section 304, as well as through a Conditional Use Authorization (Section 303).

- a) **Integration of Lots:** If a PUD is proposed, please provide information on how the office building component will be integrated into the project through architectural improvements, or other means.
- b) **Rear Yard.** Pursuant to Section 134 of the Planning Code, for the parcel zoned RH-1 the minimum rear yard depth shall be equal to 25 percent of the total depth of the lot or 15 feet, whichever is greater, on which the building is situated at grade level and at each succeeding level or story of the building. Pursuant to Section 134 of the Planning Code, for the parcels zoned RH-2 the minimum rear yard depth shall be equal to 45 percent of the total depth of the lot. The location of the forward edge of the required rear yard line shall be expressed parallel to the rear property line. For the parcels zoned RH-2, this rear yard requirement can be reduced to a requirement of 25% of total depth based upon the adjacent parcel which is vacant and can be assumed to have 75% lot coverage. Development is permitted below grade within the required rear yard but not within the rear 15 feet of lot depth.
 - **PUD Exception:** As proposed, the project would require an exception from this section of the Planning Code, and an exception can be requested through the PUD process. The building footprint and massing, which includes the shape of the rear yard, should incorporate urban design comments included in this letter when seeking exceptions through the PUD process.
- c) **Front Setback.** Pursuant to Section 132 of the Planning Code, a minimum front setback area shall apply at the designated front. The required front setback for the subject lot shall be equal to ½ the front setback of the adjacent building. Within Section 132 are requirements for minimum landscaping and permeability; plan submittals should indicate details about the Proposed Project's compliance with these requirements.
 - **PUD Exception:** Based on review of the drawings for height measurement, it appears that the Quintara Street elevation is the designated front of the Proposed Project. Upon submittal of a project, ensure that there is clarity about the front and front

⁵ Per the Assessor's Parcel Map

setback area. It is unclear if the Proposed Project is in compliance with this requirement. You can seek an exception from this requirement through the PUD process.

d) **Dwelling Unit Density.**

- **PUD Exception:** The maximum permitted dwelling unit density ratio varies due to split zoning on the lots proposed for merger. A portion of the project site proposed for merger is zoned RH-1 (approximately 5,998-sf), which would permit three dwelling units under the PUD process. The remaining area is zoned RH-2 (approximately 6,000-sf), which would permit 38 dwelling units under the PUD process. The maximum permitted dwelling unit density with authorization as a PUD would be **41 dwelling units**.

e) **Open Space.** Section 135 of the Planning Code requires minimum amounts of private and/or common open space per number of dwelling units. In addition to the minimum area requirements, usable open space must be composed of an outdoor area or areas designed for outdoor living, recreation or landscaping, including such areas on the ground and on decks, balconies, porches and roofs, which are safe and suitably surfaced and screened, and which do not exceed a 5% slope. Any space credited as private usable open space shall have a minimum horizontal dimension of six feet and a minimum area of 36-sf if located on a deck, balcony, porch or roof, and shall have a minimum horizontal dimension of 10 feet and a minimum area of 100-sf if located on open ground, a terrace or the surface of an inner or outer court. 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-sf. Usable open space must also meet the exposure requirement. To meet the exposure requirement, usable open space must either face a street, or be within a rear yard, or face or be within some other space which at the level of the private usable open space meets the minimum dimension and area requirements for common usable open space. Open space located within a courtyard may be credited if it is not less than 20 feet in every horizontal dimension and 400-sf in area; and if the height of the walls and projections above the court on at least three sides (or 75 percent of the perimeter, whichever is greater) is such that no point on any such wall or projection is higher than one foot for each foot that such point is horizontally distant from the opposite side of the clear space in the court.

- **PUD Exception.** For units in RH-1 zoning, the requirements for private open space are 300-sf for each dwelling unit, or a ratio of 1.33 common usable open space may be substituted for private open space. For units in RH-2 zoning, the requirement for private open space are 125-sf for each dwelling unit, or a ratio of 1.33 common usable open space may be substituted for private open space. It is unclear if the Proposed Project is meeting the square footage and dimensional requirements regarding open space.

f) **Dwelling Unit Exposure.** Section 140 of the Planning Code requires that each dwelling unit have at least one room that meets the 120-sf minimum superficial floor area requirement of Section 503 of the Housing Code, and which faces directly on a street right-of-way, Code-complying rear yard, or an appropriately sized courtyard. Courtyards must be at least 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 in five feet in every horizontal dimension at each subsequent floor.

- **PUD Exception:** It is unclear from the plans submitted whether some of the proposed dwelling units comply with this requirement. Some dwelling units appear to meet the requirement by facing directly onto a street, and some face onto an interior court. At the fourth level, it is unclear if the interior court meets the dimensional requirements of open space for dwelling unit exposure as outlined in Planning Code Section 140. Future submittals should ensure that dimensional requirements are further illustrated in plan and section, including Section 136 exemptions. You can seek an exception from this requirement through the PUD process; however, the Department encourages projects to reduce the number of units that require exceptions for dwelling unit exposure.
4. **Height (Section 260).** Modifications to Section 260 are not permitted through the PUD process. As noted above, it appears that height is being measured from Quintara Street. Height measurements for the RH-1 and RH-2 zoning districts vary with regards to maximum height measurement at the property line/required front setback. In the Proposed Project plans submitted, these height restrictions are exceeded. In subsequent submittals, please accurately indicate how the Proposed Project would meet the requirements of Section 260 in the Section drawings. Due to the split zoning in the project site, this project may require several Sections to illustrate compliance with Section 260.
5. **General Plan Compliance.** The proposed project is seeking the following exceptions from height and setback requirements, which would require legislative amendments: 1) the nine-foot setback on 19th Avenue, 2) the 40-foot height requirement; and, 3) the 10-foot setback required above 30 feet in height. These exceptions would be inconsistent with the following policies in the San Francisco General Plan as noted in the comments provided below:

TRANSPORTATION ELEMENT

OBJECTIVE 18

ESTABLISH A STREET HIERARCHY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STREET ARE CONSISTENT WITH THE CHARACTER AND USE OF ADJACENT LAND.

TABLE 3: GUIDE TO THE VEHICLE CIRCULATION PLAN: Nineteenth Avenue

This heavily trafficked street should be landscaped as a parkway with the same capacity. Simultaneous measures should be taken to maintain the low levels of through traffic on parallel streets.

***Comment:** The Proposed Project is inconsistent with the General Plan, as it would reduce landscaping on 19th Avenue by filling in the required setback. The legislated setback was established to maintain a consistent character on key city streets, as well as to improve pedestrian safety and provide a sense of relief from the heavy traffic on this state highway. Eliminating the setback would be inconsistent with the Better Streets Plan and would create unsafe conditions for pedestrians on 19th Avenue.*

OBJECTIVE 23

IMPROVE THE CITY'S PEDESTRIAN CIRCULATION SYSTEM TO PROVIDE FOR EFFICIENT, PLEASANT, AND SAFE MOVEMENT.

POLICY 23.1

Provide sufficient pedestrian movement space with a minimum of pedestrian congestion in accordance with a pedestrian street classification system.

POLICY 23.2

Widen sidewalks where intensive commercial, recreational, or institutional activity is present, sidewalks are congested, where sidewalks are less than adequately wide to provide appropriate pedestrian amenities, or where residential densities are high.

POLICY 23.3

Maintain a strong presumption against reducing sidewalk widths, eliminating crosswalks and forcing indirect crossings to accommodate automobile traffic.

Comment: By eliminating the required setback on 19th Avenue, the Proposed Project would effectively reduce the sidewalk width on this busy traffic corridor in this predominately residential neighborhood, which would decrease safety and comfort for pedestrians.

POLICY 24.4

Preserve pedestrian-oriented building frontages.

Building frontages that invite people to enter, that provide architectural interest and a sense of scale, and that are transparent enough to provide visual connections to and from the sidewalk help make the pedestrian environment more agreeable and safe.

Comment: The Proposed Project's building frontages would not be pedestrian-oriented, as they largely feature blank facades along 19th Avenue with little architectural interest and sense of scale.

URBAN DESIGN ELEMENT

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 1.2

Recognize, protect and reinforce the existing street pattern, especially as it is related to topography.

Streets are a stable and unifying component of the city pattern. Changes in the street system that would significantly alter this pattern should be made only after due consideration for their effects upon the environment. Such changes should not counteract the established rhythm of the streets with respect to topography, or break the grid system without compensating advantages.

The width of streets should be considered in determining the type and size of building development, so as to provide enclosing street facades and complement the nature of the street. Streets and development bordering open spaces are especially important with respect to the strength and order in their design. Where setbacks establish facade lines that form an important

component of a street's visual character, new and remodeled buildings should maintain the existing facade lines.

Streets cutting across the normal grid pattern produce unusual and often beneficial design relationships that should not be weakened or interrupted in building development. Special consideration should be given to the quality of buildings and other features closing major vistas at the ends of these and other streets.

Comment: The Proposed Project would be inconsistent with the Urban Design Element of the General Plan as it would break from the required setback lines, effectively reducing the established street width along the 19th Avenue corridor.

OBJECTIVE 4

IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY

FUNDAMENTAL PRINCIPLES FOR NEIGHBORHOOD ENVIRONMENT

9. Open, unlandscaped parking areas are dull and unattractive, and generally have a deleterious effect upon their surroundings.

A. Parking lots next to the street, such as those for supermarkets and diners, detract from street life and impair definition of street space. Placement of buildings adjacent to the street, with the parking behind, can improve this condition.

B. Parking lots along the street in housing developments neither define the street nor contribute visual interest.

C. Parking under buildings or in an inside court allows the building to help define the street and avoids the blighting visual effects of an exposed parking lot.

10. Parking garages lack visual interest if they have extensive rows of doors, blank walls or exposed vehicles. Extensive curb cuts prevent planting and other enhancement of the street, eliminate curb-side parking and are potentially dangerous to pedestrians.

A. Arcades create some visual interest where long garage facades or multiple driveways cannot be avoided.

B. Restricting entry and exit points minimizes curb cuts.

C. A basement garage one-half level down brings the building closer to street level and increases visual interest for pedestrians.

D. The inclusion of stores at ground level maintains continuity of pedestrian activity on what would otherwise be a sterile street frontage of parking garages in a commercial area.

Comment: With the exception of the flower shop situated at the intersection of 19th Avenue and Quintara Street, the Proposed Project includes at-grade parking behind blank facades with little articulation, which would provide little visual interest and would not contribute to pedestrian activity and comfort.

POLICY 4.15

Protect the livability and character of residential properties from the intrusion of incompatible new buildings.

Whatever steps are taken in the street areas, they may be lost in the changed atmosphere produced by new buildings. Human scale can be retained if new buildings, even large ones, avoid the appearance of massiveness by maintaining established building lines and providing human scale at their lower levels through use of texture and details. If the ground level of existing buildings in the area is devoted to shops, then new buildings should avoid breaking the continuity of retail space.

In residential areas of lower density, the established form of development is protected by limitations on coverage and requirements for yards and front setbacks. These standards assure provision of open space with new buildings and maintenance of sunlight and views. Such standards, and others that contribute to the livability and character of residential neighborhoods, should be safeguarded and strengthened.

Comment: The Proposed Project would be incompatible with the surrounding context as it would fill in the front setback, meant to assure provision of open space and maintenance of sunlight and views in this lower density residential neighborhood.

6. **Parking Spaces and Curb Cuts.** In the RH zoning districts, Planning Code Section 151 requires one parking space per dwelling unit. Additionally, one curb cut per development is allowable per Department guidelines. Alternately, consider substituting vehicle parking with bicycling parking pursuant to Section 150(e). Please review the Urban Design comments in this PPA Letter for more input on parking spaces and ground level design.
7. **Bicycle Parking.** Planning Code Sections 155.1 and 155.2 require this project to provide two types of bicycle parking subject to specified standards. The Proposed Project would provide a room in the basement level for bicycle parking, but the number of bicycle parking spaces included in that space is unclear. The access to the bicycle parking room does not appear to meet the requirements for bicycle parking. Please review the Zoning Administrator Bulletin No. 9 for more information: http://www.sf-planning.org/ftp/files/publications_reports/bicycle_parking_reqs/Leg_BicycleParking_ZABulletinNo.9.pdf.
 - a. Class 1: For Residential uses, one space per dwelling unit, which is 41 Class 1 spaces for residential.
 - b. Class 2: For Residential uses, one space per 20 dwelling units, which is 2 Class 2 spaces for residential.
8. **Streetscape Plan.** The Proposed Project is on a project site greater than ½ acre in size and consists of new construction, and as such, requires the submittal of a Streetscape Plan to the Planning Department to ensure that the new streetscape and pedestrian elements are in conformance with the Department's Better Streets Plan. The project was reviewed by the Street Design Advisory Team (SDAT), pursuant to Section 138.1, and comments are included below in this PPA Letter.
9. **Vision Zero.** The project is located on 19th Avenue, a "high-injury corridor", identified through the City's Vision Zero Program. The Sponsor is encouraged to incorporate pedestrian safety streetscape measures into the project. As described above, the Proposed Project is required to submit a streetscape plan per Section 138.1, and the Department's SDAT may require additional pedestrian safety streetscape measures. Preliminary SDAT comments are included below in this PPA Letter.

10. **First Source Hiring Agreement.** A First Source Hiring Agreement is required for any project proposing to construct 25,000 gross square feet or more. For more information, please contact:

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

11. **Anti-Discriminatory Housing.** Pursuant to Administrative Code Section 1.61, certain housing projects must complete and submit a completed Anti-Discriminatory Housing Policy form as part of any entitlement or building permit application that proposes an increase of ten (10) dwelling units or more. The form is available here:

<http://sf-planning.org/sites/default/files/FileCenter/Documents/9334-AntiDiscriminatoryHousingPolicy%20-%20042715.pdf>

12. **Inclusionary Affordable Housing.** Inclusionary Affordable Housing is required for a project proposing ten or more dwelling units. The Project Sponsor must submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to the Planning Department identifying the method of compliance, on-site, off-site, or affordable housing fee. Any on-site affordable dwelling-units proposed as part of the project must be designated as owner-occupied units, not rental units; unless a Costa Hawkins agreement is possible. 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. Currently, the minimum Affordable Housing Percentages are 20% affordable housing fee, 12% on-site, or 20% off-site, or applicable requirements. Therefore, as proposed, the Project would have a minimum requirement of five units if provided on-site, and eight units if provided off-site, but this requirement is subject to change under a proposed Charter Amendment and pending legislation if the voters approve the Charter Amendment in the June 7, 2016 election. Should the Charter Amendment be approved and new legislative requirements be in effect, the Project would be required to comply with the applicable requirements.

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

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

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

13. **Stormwater.** The Proposed Project would result in a ground surface disturbance of 5,000-sf or greater, and it is subject to San Francisco's stormwater management requirements as outlined in the Stormwater Management Ordinance and the corresponding SFPUC Stormwater Design Guidelines (Guidelines). Projects that trigger the stormwater management requirements must prepare a Stormwater Control Plan demonstrating project adherence to the performance measures outlined in the Guidelines including: (a) reduction in *total volume* and *peak flow rate* of stormwater for areas in combined sewer systems OR (b) *stormwater treatment* for areas in separate sewer systems. The SFPUC Wastewater Enterprise, Urban Watershed Management Program is responsible for review and approval of the Stormwater Control Plan. Without SFPUC approval of a Stormwater Control Plan, no site or building permits can be issued. The Guidelines also require a signed maintenance agreement to ensure proper care of the necessary stormwater controls. To view the Stormwater Management Ordinance, the Stormwater Design Guidelines, or download instructions for the Stormwater Control Plan, go to <http://sfwater.org/sdg>. Applicants may contact stormwaterreview@sfwater.org for assistance.
14. **Impact Fees.** This project will be subject to various impact fees. Please refer to the Planning Director's Bulletin No. 1 for an overview of Development Impact Fees, and to the Department of Building Inspection's Development Impact Fee webpage for more information about current rates.

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

- a. Transportation Sustainability Fee (411)
- b. Child-Care (414A)
- c. Affordable Housing Fee (415)

NEIGHBORHOOD NOTIFICATIONS AND PUBLIC OUTREACH:

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

This project is required to conduct a **Pre-Application** meeting with surrounding neighbors and registered neighborhood groups before a development application may be filed with the Planning Department. The Pre-Application packet, which includes instructions and template forms, is available at www.sfplanning.org under the "Permits & Zoning" tab. All registered neighborhood group mailing lists are available online at www.sfplanning.org under the "Resource Center" tab.

Notice of Public Hearing. The project requires Conditional Use Authorization, which is review before the Planning Commission; therefore, owners within 300 feet of the site must be notified in accordance with Planning Code.

Neighborhood Notification. The project proposes new construction; therefore, owners and occupants within 150 feet of the site must also be notified in accordance with Planning Code Section 311.

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

PRELIMINARY DESIGN COMMENTS:

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

1. Site Design, Open Space and Massing

- Parking is not an appropriate street-facing use. The Department requests that the project respect the legislated nine-foot setback along 19th Avenue and provide residential units with individual entrances in accordance with the draft ground floor residential design guidelines. A similar treatment is requested along Quintara Street where the lobby should also be located. The proposed flower shop is appropriate at the corner.
- The existing mid-block open space pattern is strong and should be respected. Rather than a donut plan configuration, the Department requests a generous acknowledgement of the existing open space pattern. Any podium should take advantage of the slope of the site to relate the elevation of open space over the podium to the neighboring mid-block open spaces. Rear yards in RH-1 and RH-2 zones occur at grade level.
- Modulation of the building massing should conform to the prevailing neighborhood pattern of 25-foot lots. Special emphasis of the corner is appropriate.

2. Vehicle Circulation and Parking

- The Urban Design Advisory Team (UDAT) recommends reducing the amount of parking, placing all parking underground, lining the parking with active uses at street frontages (residences, retail, and lobby), and providing adequate bike parking. Also, please be conscientious that section 136(c)(26) forbids parking from occupying any area within the rear 15 feet of the depth of the lot.
- Since the proposed PUD includes the office building parcels along 19th Avenue, UDAT recommends that access to any parking within the corner building utilize existing curb cuts along 19th Avenue.

3. Streetscape and Pedestrian Improvements

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

The 1001 Quintara Street project was reviewed by SDAT on March 21, 2016. Below are the SDAT comments from that meeting have been incorporated in this PPA letter.

- *Street improvements.* Per Planning Code Section 138.1, the project will be subject to improvements per the Better Streets Plan, which may include landscaping, site furnishings,

and/or corner curb extensions (bulb-outs) at intersections (see Better Streets Plan Section 4 for Standard Improvements and Section 5.3 for bulb-out guidelines). The project sponsor is required to submit a Streetscape Plan illustrating these features, and the Department will work with the project sponsor and other relevant departments to determine an appropriate streetscape design.

Please include the following information on future streetscape plans:

- Existing and proposed sidewalk dimensions (sidewalk length and width, bulb-out length and width, curb radii)
- Proposed on-street loading freight and American with Disability Act (ADA) accessible loading locations, if any
- Existing and proposed locations for accessible curb ramps
- Existing and proposed curb cut dimensions
- Existing and proposed street trees and planting areas
- Proposed street furniture and Class II bicycle parking (on-street bike racks)
- Proposed location of electrical transformer, if required to service the building

Planned Transit and Pedestrian Improvements

- Transit and pedestrian improvements are planned for 19th Avenue as part of the SFMTA's 28-19th Ave Rapid Muni Forward project. A transit bulb was planned at the corner of Quintara Street, with a long transit bulb stretching south on 19th, and a shorter wrap-around pedestrian bulb stretching west down Quintara Street. See the attached PDF for proposed bulb-out infrastructure.

Corner Bulbout

- The project sponsor should consider lengthening the planned pedestrian bulbout extending into Quintara Street at 19th Avenue to be a transit bulbout that extends a minimum of 35 feet along the Quintara Street frontage.
- The Department recommends that the garage entry for the new building and the associated driveway and curb cut should be sited so as not to interfere with the extended transit bulbout on Quintara Street. In particular, the Department recommends that the garage entry and curb cut should be relocated to 19th Avenue. See below.
- Per guidelines established in the San Francisco Better Streets Plan, the tangent of the curb return on a corner bulbout should start a minimum of five feet beyond the property line.
- To ensure that bulbouts are sweepable with standard City street sweeping equipment, bulbout curb returns shall conform to the Public Works' Standard Plan for Curb Bulbs. See: <http://www.sfbetterstreets.org/find-project-types/pedestrian-safety-and-traffic-calming/traffic-calming-overview/curb-extensions/> and <http://38.106.4.205/ftp/uploadedfiles/sfdpw/boe/87.175.pdf>.
- Modification of the curb line will require Sidewalk Legislation, contact the Department of Public Works Bureau of Street Use and Mapping (BSM) Mapping/Subdivision Section. It is strongly encouraged that a sidewalk legislation package is submitted at the time a Street Improvement Permit application is submitted since the permit will not be approved until the Sidewalk Legislation is approved, which can take a minimum of 6-12 months for approval.

Driveway and Vehicle Access

- SDAT supports consolidation of vehicle access on the project site and removing/relocating of the proposed driveway off of Quintara Street to the existing three curb cuts and driveways on 19th Avenue. SDAT supports maintaining the existing middle driveway on 19th Avenue for all “in” vehicular access and the existing north driveway for all “out” vehicular access. Consolidating all vehicular access via this specified in/out pathway is preferred.

Landscaping, Street Trees and Site Furnishings

- SDAT supports street trees along the entire 19th Avenue sidewalk edge frontage. Please note that per the SFMTA and Public Works guidelines. Street trees are not permitted within 25 feet from the corner as measured by the Quintara Street property line.
- All landscaping, street trees, site furniture, and special paving should be consistent with guidelines in the Better Streets Plan (BSP).
- Per the SFMTA standards, trees shall not be placed within 25 feet of intersections, to enhance pedestrian visibility and safety.

Transformer Vault Location

- If a new electrical power transformer is required by PG&E to provide power to the building, please show the location of the transformer room on the plans. Public Works typically does not permit new transformer vaults in the public right-of-way. The project sponsor may request an exception by submitting a Vault Permit to Public Works Bureau of Street Use & Mapping (BSM). However, at this time SDAT does not support locating the transformers within the public right-of-way. Please relocate the proposed transformer vault location inside the property line. The transformer vault should not be sited within the public right-of-way, nor along a prominent active facade.

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

- Infrastructure improvements within the public right-of-way will require a Street Improvement Permit from Public Works Bureau of Street Use & Mapping (BSM) and Street Improvement Plans. Depending on the scope of work the plans should include the following plan sheets: Civil (grading, layout, utility erosion control, etc.), Landscaping (planting, irrigation, etc.), Electrical (lighting, photometrics, conduit, etc.), Joint Trench (power, telephone, and communication approved by the respective utility companies). Additional permits may be required. Visit <http://www.sfdpw.org/permits-0> for additional information or call 415-554-5810.

Encroachments into the Public Right-of-Way

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

4. Architecture

At this time the architecture is assumed to be preliminary and the Urban Design Advisory Team (UDAT) will provide further detailed design review on the subsequent submission.

PRELIMINARY PROJECT ASSESSMENT EXPIRATION:

This Preliminary Project Assessment is valid for a period of **18 months**. A Conditional Use Authorization, as listed above, must be submitted no later than **November 27, 2017**. Otherwise, this determination is considered expired and a new Preliminary Project Assessment is required. Such applications and plans must be generally consistent with those found in this Preliminary Project Assessment.

Enclosures: Neighborhood Group Mailing List
 Proposed bulb-out infrastructure at 19th Avenue and Quintara Street

cc: Stephen L. and Pamela G. Pasquan, Property Owner
 Marcelle Boudreaux, Current Planning
 Debra Dwyer, Environmental Planning
 Lisa Chen, Citywide Planning and Analysis
 Mathew Priest, City Design Group
 Paul Chasan, Citywide Planning and Analysis
 Jonas Ionin, Planning Commission Secretary
 Charles Rivasplata, SFMTA
 Jerry Sanguinetti, San Francisco Public Works
 Pauline Perkins, SFPUC
 Planning Department Webmaster (planning.webmaster@sfgov.org)

FIRST	LAST	TITLE	ORGANIZATION	ADDRESS	CITY	STATE	ZIP	TELEPHONE	EMAIL	NEIGHBORHOOD OF INTEREST
Katy	Tang	President Supervisor, District 4	Greater West Portal Neighborhood Assn Board of Supervisors	P.O. Box 27116 1 Dr. Carlton B Goodlett Place, Room #244	San Francisco San Francisco	CA CA	94127 94102- 4689	415-501-0394 415-554-7460	info@gwpna.org Katy.Tang@sfgov.org; Ashley.Summers@sfgov.org; Dyanna.Quizon@sfgov.org; Carol.Mo@sfgov.org	Diamond Heights, Inner Sunset, Outer Sunset, Parkside, Twin Peaks, West of Twin Peaks Outer Sunset, Parkside
Mary Anne	Miller	President	SPEAK (Sunset-Parkside Education and Action Committee)	1329 7th Ave	San Francisco	CA	94122	NONE	speaksanfrancisco@yahoo.com	Inner Sunset, Outer Sunset, Parkside
Matt	Chamberlain	President	West of Twin Peaks Central Council	P.O. Box 27112	San Francisco	CA	94127		0 info@WestOfTwinPeaks.org President@WestOfTwinPeaks.org	Diamond Heights, Lakeshore, Parkside, Twin Peaks, West of Twin Peaks
Norman	Yee	Supervisor, District 7	Board of Supervisors	1 Dr. Carlton B Goodlett Place, Room #244	San Francisco	CA	94102- 4689	415-554-6516	Norman.Yee@sfgov.org; Matthias.Morimoto@sfgov.org;	Inner Sunset, Lakeshore, Ocean View, Parkside, Twin Peaks, West of Twin Peaks
Sally	Stephens	President	Golden Gate Heights Neighborhood Association	P.O. Box 27608	San Francisco	CA	94127	415-379-0577	Olivia.Scanlon@sfgov.org president@goldengateheights.org	Inner Sunset, Parkside, West of Twin Peaks
Francesca	Panullo	Manager	Sherwin Williams	1415 Ocean Ave	San Francisco	CA	94112	203-376-6868	sw8644@sherwin.com	Bayview, Bernal Heights, Crocker Amazon, Diamond Heights, Excelsior, Glen Park, Inner Sunset, Lakeshore, Noa Valley, Ocean View, Outer Mission, Outer Sunset, Parkside, Potrero Hill, South Bayside, Twin Peaks, Visitacion Valley, West of Twin Peaks
Cathy	Leniz	Secretary	Parkmerced Action Coalition	P.O. BOX 320162	San Francisco	CA	94132		0 parkmercedac@gmail.com	Lakeshore, Parkside

FIRST	LAST	TITLE	ORGANIZATION	ADDRESS	CITY	STATE	ZIP	TELEPHONE	EMAIL	NEIGHBORHOOD OF INTEREST
		President	Greater West Portal Neighborhood Assn.	P.O. Box 27118	San Francisco	CA	94127	415-501-0394	info@gwpna.org	Diamond Heights, Inner Sunset, Outer Sunset, Parkside, Twin Peaks, West of Twin Peaks
Anni	Chung	President & CEO	Self-Help for the Elderly	407 Sansome Street	San Francisco	CA	94111	415-677-7663	annie@selfhelpelderly.org	Chinatown, Inner Richmond, Inner Sunset, Outer Richmond, Outer Sunset
Brent	Plater		Wild Equity Institute	474 Valencia Street Suite 295	San Francisco	CA	94103		0bplater@widequity.org	Bayview, Bernal Heights, Glen Park, Golden Gate Park, Lakeshore, Mission, Outer Sunset, Presidio, Seaclyff, Twin Peaks
Flo	Kimmerling	President	Mid-Sunset Neighborhood Association	1282 26th Avenue	San Francisco	CA	94122	415-681-1613	geokimm@sbcglobal.net	Outer Sunset
Katy	Tang	Supervisor, District 4	Board of Supervisors	1 Dr. Carlton B Goodlett Place, Room #244	San Francisco	CA	94102-4689	415-554-7460	Katy.Tang@sfgov.org; Ashley.Summers@sfgov.org; Dyanna.Quizon@sfgov.org; Carol.Mo@sfgov.org	Outer Sunset, Parkside
Mary Anne	Miller	President	SPEAK (Sunset-Parkside Education and Action Committee)	1329 7th Ave	San Francisco	CA	94122	NONE	speaksanfrancisco@yahoo.com	Inner Sunset, Outer Sunset, Parkside
Francisca	Panullo	Manager	Sherwin Williams	1415 Ocean Ave	San Francisco	CA	94112	203-376-8868	sw8644@sherwin.com	Bayview, Bernal Heights, Crocker Amazon, Diamond Heights, Excelsior, Glen Park, Inner Sunset, Lakeshore, Noe Valley, Ocean View, Outer Mission, Outer Sunset, Parkside, Potrero Hill, South Bayshore, Twin Peaks, Visitacion Valley, West of Twin Peaks

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Aaron	Peakin			470 Columbus Avenue, Ste. 211	San Francisco	CA	94133	415-866-7014	aaron.peakin@earthlink.net	Citywide
Adrian	Simi	Local Field Representative	Carpenters Local 22	2085 Third Street	San Francisco	CA	94107	415-355-1322	ASmi@nccrc.org	Citywide
Alex	Lantsberg	Research Analyst	Carpenters Local 22 c/o NCCRC Research	265 Hegenberger Road, Ste. 220	Oakland	CA	94621	510-430-9706 x109	alansberg@nccrc.org	Citywide
Chuck	Turner	Director	Community Design Center	5 Thomas Mellon Circle, #128	San Francisco	CA	94134	415-566-1235	hn3782@earthlink.net	Citywide
David	Villa-Lobos	Executive Director	Community Leadership Alliance	P.O. Box 642201	San Francisco	CA	94109	415-921-4192	admin@communityleadershipalliance.net	Citywide
Lynn	Sousa	Public Works Coordinator	AT&T Construction and Engineering	795 Folsom Street, Rm. 426	San Francisco	CA	94107-1243	415-644-7043	ls4524@aol.com	Citywide
Mary	Miles		0 Coalition for Adequate Review	364 Page Street, #36	San Francisco	CA	94102	0		0 Citywide
Matthew	Rodgers	Chair	Alabama Street Pioneers	1014 Alabama Street	San Francisco	CA	94110	415-625-4854	atzeal@sonic.net	Citywide, Mission
Michael	Therault	Secretary-Treasurer	SF Building and Construction Trades Council	1188 Franklin Street, Ste. 203	San Francisco	CA	94109	415-345-9333	mike@sfbctc.org	Citywide
Sona	Trauss	President	SF Bay Area Association of Renters	1619 12th Street	Oakland	CA	94607	215-900-1457	sonja.trauss@gmail.com	Citywide
Stephen	Williams	Attorney	Law Office of Stephen M. Williams	1934 Divisadero Street	San Francisco	CA	94115	415-292-3656	SMW@stevewilliamslaw.com	Citywide
Sue	Hestor	Attorney at Law		870 Market Street, #128	San Francisco	CA	94102	415-362-2778	hestor@earthlink.net	Citywide
Ted	Gulicksen	Office Manager	San Francisco Tenants Union	558 Capp Street	San Francisco	CA	94110	415-282-5525	ted@sfstu.org	Citywide

FIRST	LAST	TITLE	ORGANIZATION	ADDRESS	CITY	STATE	ZIP	TELEPHONE	EMAIL	NEIGHBORHOOD OF INTEREST
Ann	Chung	President & CEO	Greater West Portal Neighborhood Assn.	P.O. Box 27116	San Francisco	CA	94127	415-501-0394	info@wopna.org	Diamond Heights, Inner Sunset, Outer Sunset, Parkside, Twin Peaks, West of Twin Peaks
Sheila	D'Ambrosio	President	Self-Help for the Elderly	407 Sansome Street	San Francisco	CA	94111	415-877-7663	annic@selfhelpelderly.org	Chinatown, Inner Richmond, Inner Sunset, Outer Richmond, Outer Sunset
Cheryl L.	Switzer	President	Sunset Heights Association of Responsible People (SHARP)	1700 11th Avenue, Apt. 2	San Francisco	CA	94122	415-731-1222	president@sharpsf.com; sharp@sharpsf.com	Inner Sunset
Graig Everett	Dawson Hewlett	President	Inner Sunset Merchants Association	1309 - 12th Avenue	San Francisco	CA	94122	415-564-5268		0 Inner Sunset
Harriet Lawrence London	Rohmer Rosenfeld	Author	Inner Sunset Merchants Association	1128 Irving Street	San Francisco	CA	94122	415-665-1077	ehewlett@earthlink.net	0 Inner Sunset
	Breed	Treasurer	Mt. Sutro Woods Owners Association Inc.	419 Crestmont Drive	San Francisco	CA	94131	415-566-5237		Inner Sunset
		Supervisor, District 5	Ninth Avenue Neighbors	1461 Ninth Avenue	San Francisco	CA	94122	415-864-8500	hrohmer@earthlink.net	Inner Sunset
			Inner Sunset Park Neighbors	1032 Irving Street PMB #511	San Francisco	CA	94122	707-322-7261	info@inner-sunset.org	Inner Sunset
			Board of Supervisors	1 Dr. Carlton B Goodlett Place, Room #244	San Francisco	CA	94102-4689	415-554-7630	conor.johnston@sfgov.org; valerie.brown@sfgov.org; Ahmad.Elmalik@sfgov.org; marawab@gmail.com	Bernal Heights, Downtown/Civic Center, Haight Ashbury, Inner Sunset, Western Addition
Maria	Wabl		Inner Sunset Neighborhood Association	1515 5th Ave	San Francisco	CA	94122	415-759-6585		Inner Sunset
Mary Anne	Miller	President	SPEAK (Sunset/Parkside Education and Action Committee)	1329 7th Ave	San Francisco	CA	94122	NONE	speaksanfrancisco@yahoo.com	Inner Sunset, Outer Sunset, Parkside
Norman	Yee	Supervisor, District 7	Board of Supervisors	1 Dr. Carlton B Goodlett Place, Room #244	San Francisco	CA	94102-4689	415-554-6516	Norman.Yee@sfgov.org; Mathias.Morimoto@sfgov.org; Olivia.Scarlton@sfgov.org	Inner Sunset, Lakeshore, Ocean View, Parkside, Twin Peaks, West of Twin Peaks
Sally	Stephens	President	Golden Gate Heights Neighborhood Association	P.O. Box 27608	San Francisco	CA	94127	415-379-0577	president@goldengateheights.org	Inner Sunset, Parkside, West of Twin Peaks
Sarah Walter	Jones Caplan	President	Edgewood Neighborhood Association	190 Edgewood Ave	San Francisco	CA	94117	(415) 504-7233	sarahsmithjones@gmail.com	Inner Sunset
			0 Forest Knolls Neighborhood Organization	157 Warren Drive	San Francisco	CA	94131-1030	415-753-3280	whcaplan@comcast.net	Inner Sunset, Twin Peaks
Francesca	Panullo	Manager	Sherwin Williams	1415 Ocean Ave	San Francisco	CA	94112	203-378-8868	sw8844@sherwin.com	Bayview, Bernal Heights, Crocker Amazon, Diamond Heights, Excelsior, Glen Park, Inner Sunset, Lakeshore, Noe Valley, Ocean View, Outer Mission, Outer Sunset, Parkside, Potrero Hill, South Bayshore, Twin Peaks, Vislacion Valley, West of Twin Peaks

EXHIBIT E

BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

April 24, 2018

Planning Commission
Attn: Jonas Ionin
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Dear Commissioners:

On April 17, 2018, Supervisor Tang introduced the following legislation:

File No. 180389

Ordinance amending the Planning Code by abolishing a nine-foot legislated setback on the west side of 19th Avenue between Quintara Street and Rivera Street, and revising the Zoning Map to rezone from RH-1 (Residential, House; One-Family) to RM-2 (Residential, Mixed; Moderate Density) Assessor's Parcel Block No. 2198, Lot No. 031 (1021 Quintara Street), and to rezone from RH-2 (Residential, House; Two-Family) to RM-2 (Residential, Mixed; Moderate Density) Assessor's Parcel Block No. 2198, Lot No. 001 (located at the intersection of 19th Avenue and Quintara Street), Lot No. 033 (2121-19th Avenue), Lot No. 034 (2145-19th Avenue), and Lot No. 037 (2115-19th Avenue); adopting findings under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience, and welfare under Planning Code, Section 302.

The proposed ordinance is being transmitted pursuant to Planning Code, Section 302(b), for public hearing and recommendation. The ordinance is pending before the Land Use and Transportation Committee and will be scheduled for hearing upon receipt of your response.

Angela Calvillo, Clerk of the Board

A handwritten signature in cursive script, appearing to read "Erica Major".

By: Erica Major, Assistant Clerk
Land Use and Transportation Committee

- c: John Rahaim, Director of Planning
Aaron Starr, Acting Manager of Legislative Affairs
Scott Sanchez, Zoning Administrator
Lisa Gibson, Environmental Review Officer
AnMarie Rodgers, Director of Citywide Planning
Laura Lynch, Environmental Planning
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[Planning Code, Zoning Map - Amend Zoning Map and Abolish Legislated Setback on 19th Avenue Between Quintara and Rivera Streets]

Ordinance amending the Planning Code by abolishing a nine-foot legislated setback on the west side of 19th Avenue between Quintara Street and Rivera Street, and revising the Zoning Map to rezone from RH-1 (Residential, House; One-Family) to RM-2 (Residential, Mixed; Moderate Density) Assessor's Parcel Block No. 2198, Lot No. 031 (1021 Quintara Street), and to rezone from RH-2 (Residential, House; Two-Family) to RM-2 (Residential, Mixed; Moderate Density) Assessor's Parcel Block No. 2198, Lot No. 001 (located at the intersection of 19th Avenue and Quintara Street), Lot No. 033 (2121-19th Avenue), Lot No. 034 (2145-19th Avenue), and Lot No. 037 (2115-19th Avenue); adopting findings under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience, and welfare under Planning Code, Section 302.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in *single-underline italics Times New Roman font*.
Deletions to Codes are in *strikethrough italics Times New Roman font*.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Environmental and Land Use Findings.

(a) The Planning Department has determined that the actions contemplated in this ordinance comply with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.). Said determination is on file with the Clerk of the Board of

Supervisors in File No. ____ and is incorporated herein by reference. The Board affirms this determination.

(b) On _____, in Resolution No. _____, the Planning Commission determined that the actions contemplated in this ordinance are consistent, on balance, with the City's General Plan and eight priority policies of Planning Code Section 101.1. The Board of Supervisors adopts this determination as its own. The Planning Commission Resolution is on file with the Clerk of the Board of Supervisors in File No. _____ and is incorporated herein by reference.

(c) On _____, in Resolution No. _____, the Planning Commission adopted findings under Planning Code Section 302 determining that this ordinance serves the public necessity, convenience, and general welfare. The Board of Supervisors adopts these findings as its own.

Section 2. Findings Regarding Legislated Setback Line and Zoning Map Amendments.

(a) Consistent with former Article 4 of the Planning Code, which was superseded in October 1978 pursuant to Ordinance No. 443-78, Section 131 of the current Planning Code acknowledges certain City street frontages are subject to legislated setback lines that have been established by ordinance or resolution pursuant to former Article 4 of the Planning Code and earlier provisions of law. Ordinance No. 443-78 expressly continued the effectiveness of certain legislated setbacks as regulations of the Planning Code, including a legislated setback line running from north to south along a portion of the west side of 19th Avenue, between Quintara Street and Rivera Street (as described herein, the "Nine-Foot Legislated Setback Line"). The setback area begins at the eastern boundary of Assessor's Block 2198 (the western boundary of 19th Avenue) and extends nine feet westward. From north to south, the Nine-Foot Legislated Setback Line begins at the northern boundary of Assessor's Block No.

1 2198, Lot No. 001; extends to the south through Assessor's Parcel Block No. 2198 through
2 Assessor's Block No. 2198, Lot Nos. 001, 037, 033, 034, and 007; and ends at the southern
3 boundary of Assessor's Block No. 2198, Lot No. 008.

4 (b) Abolition of the Nine-Foot Legislated Setback Line could facilitate transit-oriented
5 housing and development at a density greater than what would be permissible with the Nine-
6 Foot Legislated Setback Line in effect. Currently, many San Francisco neighborhoods are not
7 subject to legislated front yard setbacks. In the Sunset District, legislated front yard setbacks
8 apply primarily to small scale residential streets. Generally, front yard setbacks are imposed
9 to enhance the pedestrian frontage of the street, however, front yard setbacks are not
10 essential to enhancement of the pedestrian frontage. There are many provisions within the
11 Residential Design Guidelines that encourage the use of landscaping with or without a front
12 yard setback. The application of front yard setbacks along the west side of 19th Avenue is an
13 anomaly because 19th Avenue is a major transportation corridor with a variety of land uses,
14 including multifamily housing and commercial uses. Furthermore, the front yard setback is
15 applied unevenly on 19th Avenue between Quintara Street and Rivera Street. On the west
16 side of 19th Avenue between Quintara Street and Rivera Street, three different front yard
17 setbacks apply (nine-foot, six-foot, and three-foot setbacks), while there are no front yard
18 setbacks on the east side of 19th Avenue. The Nine-Foot Legislated Setback Line is
19 unnecessary, and its abolition would serve the public necessity, convenience, and general
20 welfare.

21 (c) Policy 13.1 of the General Plan Housing Element "[s]upport[s] 'smart' regional
22 growth that locates new housing close to jobs and transit," and Policy 13.3 of the General
23 Plan "[p]romote[s] sustainable land use patterns that integrate housing with transportation in
24 order to increase transit, pedestrian, and bicycle mode share." These policies support the
25 rezoning of parcels along 19th Avenue between Quintara Street and Rivera Street, an arterial

street served by public transit, to enable mixed-use residential development at a density level greater than the density allowed in the RH-1 and RH-2 Districts.

Section 4. Abolition of Legislated Setback Line. The Planning Code is hereby amended by abolishing the Nine-Foot Legislated Setback Line referenced in Section 2 of this ordinance.

Section 5. Amendment of Zoning Map. The Planning Code is hereby amended by revising Sheet ZN05 of the Zoning Map as follows:

Description of Property	Use District To Be Superseded	Use District Hereby Approved
Block 2198, Lot 001 (intersection of 19th Avenue and Quintara Street at southwest corner)	RH-2	RM-2
Block 2198, Lot 031 (1021 Quintara Street)	RH-1	RM-2
Block 2198, Lot 033 (2121 19th Avenue)	RH-2	RM-2
Block 2198, Lot 034 (2145 19th Avenue)	RH-2	RM-2
Block 2198, Lot 037 (2115 19th Avenue)	RH-2	RM-2

Section 6. Effective Date. This ordinance shall become effective 30 days after enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the Mayor's veto of the ordinance.

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1 APPROVED AS TO FORM:
2 DENNIS J. HERRERA, City Attorney

3 By:



4 CHRISTOPHER T. TOM
5 Deputy City Attorney

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LEGISLATIVE DIGEST

[Planning Code, Zoning Map - Amend Zoning Map and Abolish Legislated Setback on 19th Avenue Between Quintara and Rivera Streets]

Ordinance amending the Planning Code by abolishing a nine-foot legislated setback on the west side of 19th Avenue between Quintara Street and Rivera Street, and revising the Zoning Map to rezone from RH-1 (Residential, House; One-Family) to RM-2 (Residential, Mixed; Moderate Density) Assessor's Parcel Block No. 2198, Lot No. 031 (1021 Quintara Street), and to rezone from RH-2 (Residential, House; Two-Family) to RM-2 (Residential, Mixed; Moderate Density) Assessor's Parcel Block No. 2198, Lot No. 001 (located at the intersection of 19th Avenue and Quintara Street), Lot No. 033 (2121-19th Avenue), Lot No. 034 (2145-19th Avenue), and Lot No. 037 (2115-19th Avenue); adopting findings under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience, and welfare under Planning Code, Section 302.

Existing Law

Zoning Districts. Under the existing Zoning Map, Assessor's Parcel Block No. 2198, Lot No. 031 (1021 Quintara Street) is in the RH-1 Zoning District, and Assessor's Parcel Block No. 2198, Lot No. 001 (intersection of 19th Avenue and Quintara Street), Lot No. 033 (2121 19th Avenue), Lot No. 034 (2145 19th Avenue), and Lot No. 037 (2115 19th Avenue) are in the RH-2 Zoning District.

Legislated Setbacks. Under the existing Zoning Map, certain properties on the west side of 19th Avenue, between Quintara Street and Rivera Street, are subject to a legislated setback line running from north to south along a portion of the west side of 19th Avenue, between Quintara Street and Rivera Street (as described herein, the "Nine-Foot Legislated Setback Line"). The setback area begins at the eastern boundary of Assessor's Block 2198 (the western boundary of 19th Avenue) and extends nine feet westward. From north to south, the Nine-Foot Legislated Setback Line begins at the northern boundary of Assessor's Block No. 2198, Lot No. 001; extends to the south through Assessor's Parcel Block No. 2198 through Assessor's Block No. 2198, Lot Nos. 001, 037, 033, 034, and 007; and ends at the southern boundary of Assessor's Block No. 2198, Lot No. 008.

Amendments to Current Law

Rezoning. This ordinance would revise the Zoning Map to rezone from RH-1 to RM-2 Assessor's Parcel Block No. 2198, Lot No. 031, and to rezone from RH-2 to RM-2 Assessor's Parcel Block No. 2198, Lot No. 001, Lot No. 033, Lot No. 034, and Lot No. 037.

Abolishing Legislated Setbacks. This ordinance would abolish the Nine-Foot Legislated Setback Line.

Background Information

Consistent with former Article 4 of the Planning Code, which was superseded in October 1978 pursuant to Ordinance No. 443-78, Section 131 of the current Planning Code acknowledges certain City street frontages are subject to legislated setback lines that have been established by ordinance or resolution pursuant to former Article 4 of the Planning Code and earlier provisions of law, including the Nine-Foot Legislated Setback Line.

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