



**Exceptions, Variances, Conditional Use Approvals and Code Changes Requested:**

Conditional authorization for a Planned Use Development (PUD); rezoning to RH-2.

The RH-2 zoning allows a maximum density of 28 units based on our parcel size of 43,077 square feet (1 unit per 1,500 sf of lot area). The PUD and conditional use approvals will allow for an exception to the minimum lot size per dwelling unit (1,500 sf minimum for single family homes) and rear yard requirements.

**Approval Schedule:**

12 to 18 months, estimated entitlements approval date during first half of 2010

**Project Planner Assigned:**

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*The following guidelines will be used to evaluate the project. Under each guideline, please indicate briefly whether and how the project meets the guideline:*

**Land Use: Housing should be an appropriate use of the site given the context of the surrounding neighborhood and should enhance neighborhood livability.**

The subject property is a long narrow interior vacant lot in an established residential neighborhood that has a mix of RH-1 and RH-2 zoning. The vacant lot has **no** street frontage along Sagamore Street and access to the site is provided solely by Capitol Ave and Alemany Boulevard.

The proposed development provides family housing which is dramatically underserved in San Francisco and addresses an important goal of the City of San Francisco.

The property is being positioned as entry-level housing and will include 28 moderately sized single-family “zero-lot line” homes with on-site parking and a mix of 2 and 3 bedrooms, including four (4) on-site affordable units.

The proposed density and single-family configuration is consistent with the neighborhood as the proposed development is located behind 26 existing single family homes on Sagamore Street. The existing homes in the neighborhood are typically “zero-lot lines”, 2-story homes while the proposed development includes a mix of 2.5 and 3-story homes.

As will be discussed in the “Design” section of this form, creative use of the open space will be implemented to enhance the livability of the proposed planned unit development.

**Density: The project should have the maximum housing unit density allowable under current zoning for the project site. Extra support may be given to projects that further propose increased density above the base zoning, particularly in areas that are transit accessible.**

Current P (Public) zoning currently allows **no** private development on the site thus we are seeking a rezoning to RH-2, and a conditional use permit (CUP) approval to maximize density (1 unit per 1,500 square feet maximum in RH-2 districts).

RH-2 provides a maximum density of 28 units based on our parcel size of 43,077 square feet. The PUD and CUP approvals allows for an exception on the minimum lot size per dwelling unit (1,500 sf minimum) and rear yard requirements.

The proposed site plan includes 28 “zero lot-line” single-family residences, which is consistent with the neighborhood.

**Affordability:** The SFHAC recognizes that the need for affordable housing in San Francisco is a critical problem and gives preference to projects that propose creative ways to improve unit affordability. Projects that include below market rate units above the legally mandated minimums will receive special support.

Four (4) units (15% of total units) of the 28 units will be allocated towards first-time homebuyers earning an average of 100% of San Francisco's median income as mandated by the Planning Code Section 315.

**Transit Orientation and Parking:** In districts where the minimum parking requirement is one parking space per residential unit (1:1) or more, the SFHAC will not, except in extraordinary circumstances, support a project with parking in excess of 1:1. In districts where the minimum parking requirement is less than 1:1, SFHAC will only support additional parking up to 1:1 if the need for additional is clearly established. The SFHAC prefers creative strategies to reduce the need for parking, such as transit linkages, bicycle storage, provision of space for car-share vehicles on-site or nearby, and un-bundling parking cost from residential unit cost.

Based upon the unusual location of the vacant lot and community feedback, we feel that there are extraordinary circumstances to provide parking in excess of 1:1.

As currently configured, the site plan provides for 15 units with one-car parking and 13 units with 2-car parking for a total of 41 parking spaces.

A 1.46 parking ratio is provided at the proposed planned unit development for the following reasons:

- 1) No street frontage or street parking is provided within the proposed development
  - i. The private mews will not accommodate "on-street" parking.
- 2) The community stated that parking spaces for work-related vehicles is needed in addition to a parking space for the family car.
  - i. Work trucks can easily be targeted for theft if left on street.
- 3) While the site is transit-accessible, it is distant from downtown San Francisco, and with its easy access to Highway 280, may attract homeowners who need to commute south to their jobs.

The garages in each unit also provide ample space for bicycle, moped and stroller storage to promote transportation other than car.

Lastly, one space has been incorporated into the site plan for either City Carshare or Zipcar use to reduce the need for parking.

**Preservation: If there are structures of significant historic or cultural merit on the site, their retention and/ or incorporation into the project is encouraged. If such structures are to be demolished, there should be compelling reasons for doing so.**

The subject site is a vacant lot and no structures of significant historic or cultural merit exists at the site. The site contains no significant or landmark trees.

**Design: The project should promote principles of good urban design: pedestrian, bicycle and transit friendly site planning; contextual design such as compatibility of style, scale and facades with existing neighborhood character where appropriate; increased density while maintaining compatibility with streetscape and neighborhood scale. We expect design treatments to protect the pedestrian realm, with curb cuts minimized and active ground floor uses provided.**

### **Unit Design**

The proposed new development respects the scale and character of the neighborhood with lot patterns and building bulk similar to surrounding properties. Bay windows are utilized to provide an appealing design treatment and articulation to the proposed new homes.

The neighbors were concerned that the height of the buildings would comprise their sense of privacy as well as cast large shadows on their home. The site plan was modified by converting several of the 3-story units to 2.5-story units. Lowering several buildings should alleviate the neighbors' concerns regarding the height and/or scale of the proposed development without compromising the livability of the home.

A shadow study was prepared by MacDonald Architects confirmed that shadows will have minimal impact on the neighbors' homes during the winter months and no impact during the summer months.

The proposed units were situated along the south property line to maximize the open space buffer between the proposed homes and the existing homes along Sagamore Street. The half-floors were also situated towards the freeway to decrease the perceived scale and bulk of the proposed development.

The site plan was designed to maximize flexibility without negatively impacting density. Three (3) unit types were created as follows:

- |         |  |
|---------|--|
| Type A: | 2 bedroom/ 1.5 bath<br>3-story<br>One-car garage |
| Type B: | 2 bedroom / 2.0 bath + Loft (Den)                |

	2.5 story Two-car garage
Type C:	3 bedroom / 2.5 bath 2.5 story Two-car garage

Since Type B and C have the same footprint, Type B can be easily converted into a Type C unit by converting the loft into a master bedroom. These units are interchangeable and can be constructed as the market dictates with no impact to the site plan.

### **Open Space Design**

Since the subject property is located between existing homes and Interstate 280, there will be only two curb cuts provided for the 28 homes, one at Capitol Ave and one at Alemany Boulevard. This creates a private mews along the length of the proposed development.

Creative use of the mews will be an important component to the livability of the homes since the proposed homes have no rear yards.

The private mews contemplates using pavers and sustainable landscaping to provide a pedestrian realm along the front of the new homes. We envision a streetscape where children can gather, play and ride bikes.

Traffic should not be an issue as it would be impractical for anyone other than residents to use this private mews. The mews will not provide a shortcut to any nearby residents who live outside of the new development. Design features will require vehicles to drive slowly through the proposed development.

Lastly, each unit will also have a minimum of 125 square feet of private open space through the use of a roof deck.

### **Greening and Energy Efficiency: Extra consideration will be given to projects that incorporate energy efficient materials and green building principles.**

The proposed new residences are being designed with long-term environmental sustainability in mind. The techniques being adopted to support this goal will augment the new homes' energy efficiency, water efficiency, and community benefits, while lowering the overall carbon footprint as compared to standard construction methods.

Since water consumption is a key environmental issue that will only be compounded by future population growth in California, the design of these homes will incorporate the "Best Management Practices" and "Storm Water Design

Guidelines” as recommended by the San Francisco PUC. In accordance with these recommendations, a signature design feature will be the landscaped mews. This mews will be designed to function as a space for gathering and recreation for the residents that will feature pavers that reduce the impervious surfaces as compared to standard asphalt paving. This will allow more rainfall to soak into the ground, and reduce the volume and intensity of storm water runoff, ultimately reducing flows that end up in the receiving waters. The vegetated component of this mews will incorporate native plants, low water and drought resistant species to further reduce water consumption and the heat island effect.

In addition, the new homes are being designed with the intent to exceed San Francisco’s newly adopted Green Building Ordinance, SF Building Code Chapter 13. For 2009, the minimum GreenPoints for new residential projects over 5 units is 25. Currently the project qualifies for 70 points as defined by the GreenPoint Rating System and will attempt to meet the criteria for a GreenPoint Rating once the property is slated to start construction.

For the homes, we will be using low VOC finishes, ENERGY STAR rated fixtures, and low flow water closets to reduce overall resource consumption and create healthy indoor environments. Whenever possible, recycled content material will be utilized in lieu of virgin materials. The buildings will attempt to meet the qualifications of a GreenPoint Rating ([www.builditgreen.org](http://www.builditgreen.org)) and expected to exceed CA Title 24 energy criteria by 15%.

For the landscaping, sustainable design techniques will be incorporated into the planning of the open spaces. For example, we will attempt to incorporate drought tolerant plants irrigated by a drip system on an irrigation controller that is tied to the weather stations to make the irrigation as efficient as possible. The drive surfaces will incorporate pervious materials to reduce storm water run-off and the heat island effect.

**Community Input: Projects, for which the developer has made a good faith effort to communicate to the community and to address legitimate neighborhood concerns, without sacrificing SFHAC’s objectives, will receive more SFHAC support.**

As previously discussed, we have held two (2) meetings with residents immediately adjacent to the vacant lot and one meeting with the local neighborhood group (OMI-NIA). We plan to meet with residents again during the summer to discuss the updated site plan and obtain additional feedback.

We also attend the neighborhood group’s monthly meeting to provide updates on our progress and answer any questions that may arise. We have also met with District 11 Supervisor John Avalos, whose support will be required for the proposed rezoning.