



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: January 16, 2014
TO: Jeremy Schaub, Gabriel NG + Architects, Inc.
FROM: Chris Kern, Planning Department
RE: PPA Case No. 2013.1711U for 495 Cambridge Street

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Please find the attached Preliminary Project Assessment (PPA) for the address listed above. You may contact the staff contact, Monica Pereira, at (415) 575-9107 or monica.pereira@sfgov.org, to answer any questions you may have, or to schedule a follow-up meeting.

A handwritten signature in black ink that reads "Chris Kern".

Digitally signed by Chris Kern
DN: dc=org, dc=sfgov,
dc=cityplanning, ou=CityPlanning,
ou=Environmental Planning, cn=Chris
Kern, email=chris.kern@sfgov.org
Date: 2014.01.16 12:47:42 -08'00'

Chris Kern, Senior Planner



SAN FRANCISCO PLANNING DEPARTMENT

Preliminary Project Assessment

Date: January 16, 2014
Case No.: 2013.1711U
Project Address: 495 Cambridge Street
Block/Lot: 5992A/060
Zoning: RH-1 (Residential House – One Family)
40-X Height & Bulk District
Area Plan: NA
Project Sponsor: Jeremy Schaub, Gabriel Ng + Architects, Inc.
415-682-8060 ext. 103
Staff Contact: Monica Cristina Pereira – 415-575-9107
monica.pereira@sfgov.org

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DISCLAIMERS:

Please be advised that this determination does not constitute an application for development with the Planning Department. It also does not represent a complete review of the proposed project, a project approval of any kind, or 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, Department of Public Works, Department of Public Health, and others. The information included herein is based on plans and information provided for this assessment and the Planning Code, General Plan, Planning Department policies, and local/state/federal regulations as of the date of this document, all of which are subject to change.

PROJECT DESCRIPTION:

The project site is located at 495 Cambridge Street between Bacon and Felton Streets (Assessor's Block 5992A; Lot 060), in the Excelsior neighborhood of San Francisco, in an RH-1 (Residential House, One Family) zoning district and within a 40-X Height/Bulk district. The project site is approximately 85,191 square feet (sf) or about 1.9 acres. Currently there are four buildings at the site that were constructed in 1951 and were used as a private school. Today these buildings are used as a daycare center.

The proposed project would entail a change in use from school to residential, subdivision from one parcel to 34 parcels (see additional details below), demolition of four existing two-story structures, construction of 34 single family homes, construction of a new street extension and dedication of the new street to the City.

The existing 85,191 square-foot lot would be subdivided into 34 lots ranging in size from approximately 1,643 sf to approximately 2,589 sf. Most of the proposed lot widths would vary from approximately 21.75 feet to 25 feet with seven lots being 21.75 feet wide, six lots being 23.83 feet wide and one being

approximately 31.67 feet wide. The new residences would vary in size from approximately 3,020 sf to 4,500 sf, and include three or four bedrooms and a two-car garage. The total proposed net new construction is approximately 115,640 gross sf.

Access for 25 of the new homes would be provided by an extension of Yale Street and Yale Court south of its intersection with Felton Street. The remaining nine new homes would front on Cambridge Street north of its intersection with Burrows Street. The buildings accessed from Yale Street would be three-stories with two-car garages and approximately 32 feet high. Those on Cambridge Street would be three stories over basements (two stories at street level) with two-car garages and approximately 22 feet high. The project would require Conditional Use Authorization for a Planned Unit Development including the creation of some lots that are less than 25 feet wide.

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. The project sponsor must submit an Environmental Evaluation Application (EEA).¹ The following issues will be investigated as part of the environmental review process.

1. **Historical Resources.** The proposed project includes demolition of four existing buildings that were constructed more than 50 years ago; therefore, the project is subject to the Department's Historic Preservation review, which would include preparation of a Historic Resource Evaluation (HRE) by a qualified professional who meets the Secretary of the Interior's Professional Qualification Standards. The Department will provide the project sponsor with a list of three consultants from the Historic Resource Consultant Pool. Once the EEA is submitted, please contact Tina Tam, Senior Preservation Planner, via email (tina.tam@sfgov.org) for the list of three consultants. Upon selection of the historic resource consultant, the scope of the HRE shall be prepared in consultation with Department Preservation staff.
2. **Archeology.** Project implementation would entail soil-disturbing activities associated with building construction, including excavation. If the project would involve excavation to eight feet or more below grade, the project would require a Preliminary Archeological Review (PAR), which would be conducted in-house by Planning Department Staff. This review requires documentation of potential project soils disturbance and the range of appropriate foundation types for the proposed structure. Such information is typically contained in a geotechnical study. The PAR will determine whether or not additional archeological studies will be required as part of the environmental evaluation.
3. **Transportation.** Based on the PPA submittal, a transportation study is not anticipated. However, an official determination will be made subsequent to submittal of the environmental evaluation application.

The Planning Department recommends that the design for the proposed new street should be developed in coordination with the San Francisco Fire and Police Departments, San Francisco Municipal Transportation Agency (SFMTA) and the Department of Public Works (DPW).

¹ <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=8253>.

4. **Noise.** The project involves the siting of new noise-sensitive uses (residential uses) and therefore will be required to comply with the California Noise Insulation Standards found in Title 24 of the California Code of Regulations (Title 24) which is administered by the Department of Building Inspection (DBI) as part of their Building Permit Application process.

Title 24 specifies the extent to which walls, doors, and floor ceiling assemblies must block or absorb sound for limiting noise transmitted between adjacent dwelling units. For limiting noise from exterior sources, the noise insulation standards set forth an interior standard of 45 dBA (Ldn) in any habitable room and, where such units are proposed in areas subject to noise levels greater than 60 dBA (Ldn), demonstration on how dwelling units have been designed to meet this interior standard. If the interior noise level depends upon windows being closed, the design for the structure must also specify ventilation or air-conditioning system to provide a habitable interior environment.

5. **Air Quality.** The proposed project, construction of 34 single-family dwellings, is below the Bay Area Air Quality Management District's (BAAQMD) construction and operation screening levels for criteria air pollutants. However, detailed information related to cubic yards of excavation shall be provided as part of the EEA.

In addition, project-related demolition, excavation, grading and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. To reduce construction dust impacts, the San Francisco Board of Supervisors approved the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by DBI. Pursuant to the Construction Dust Ordinance, the proposed project would be required to prepare a Construction Dust Control Plan for review and approval by the Department of Public Health (DPH) or comply with applicable dust control requirements outlined in the ordinance.

In addition, San Francisco has partnered with the BAAQMD to inventory and assess air pollution and exposures from mobile, stationary, and area sources within San Francisco. Areas with poor air quality, termed "Air Pollutant Exposure Zones," were identified. Land use projects within these Air Pollutant Exposure Zones require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations. Although the proposed project is not within an Air Pollutant Exposure Zone, improvement measures may be recommended for consideration by City decision makers such as exhaust measures during construction and enhanced ventilation measures as part of building design.

If the project would include new sources of toxic air contaminants, such as diesel generators or boilers, the project would result in toxic air contaminants that may affect both on-site and off-site sensitive receptors. Detailed information related to any proposed stationary sources should be provided with the EEA.

6. **Greenhouse Gases.** The City and County of San Francisco's *Strategies to Address Greenhouse Gas Emissions* presents a comprehensive assessment of policies, programs, and ordinances that represents

San Francisco's Qualified Greenhouse Gas (GHG) Reduction Strategy.² Projects that are consistent with San Francisco's Qualified GHG Reduction Strategy would result in less-than-significant impacts from GHG emissions. In order to facilitate a determination of compliance with San Francisco's Qualified GHG Reduction Strategy, the Planning Department has prepared a Greenhouse Gas Analysis Compliance Checklist. The environmental planner assigned or CEQA consultant in coordination with the project sponsor will prepare this checklist in coordination with the project sponsor.

7. **Geology and Soils.** Because the project involves new construction on a site with an average slope equal to or greater than 20 percent, a geotechnical study is required to be submitted with the EEA. The study should provide recommendations for addressing any geotechnical concerns identified in the study.
8. **Hazardous Materials.** The proposed project would disturb more than 50 cubic yards of soil on a site that could have housed land uses associated with hazardous materials. 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 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 would determine the potential for site contamination and level of exposure risk associated with the 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: <http://www.sfdph.org/dph/EH/HazWaste/hazWasteSiteMitigation.asp>. Fees for DPH review and oversight of projects subject to the ordinance would apply. Please refer to DPH's fee schedule, available at: <http://www.sfdph.org/dph/EH/Fees.asp#haz>.

Please provide a copy of the submitted Maher Application (if required) and Phase I ESA with the EEA.

9. **Tree Planting and Protection Checklist.** The project site contains mature trees along its perimeter. The DPW Code Section 8.02-8.11 requires disclosure and protection of "landmark, significant, and street trees" located on private and public property. Please submit a Tree Planting and Protection Checklist with the EEA.³ Any tree identified in the Tree Planting and Protection Checklist must be shown on the project site plans with size of the trunk diameter, tree height, and accurate canopy dripline.
10. **Stormwater and Flooding.** The proposed project would disturb more than 5,000 sf of ground surface and is therefore subject to San Francisco's stormwater management requirements as outlined in the

² San Francisco's *Strategies to Address Greenhouse Gas Emissions* and BAAQMD's letter are available online at: <http://www.sfplanning.org/index.aspx?page=1570>

³ <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=8321>

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 reduction in *total volume* and *peak flow rate* of stormwater. Responsibility for review and approval of the Stormwater Control Plan is with the SFPUC, Wastewater Enterprise, Urban Watershed Management Program. SFPUC approval of a Stormwater Control Plan is required prior to site or building permits issuance. The Guidelines also require a signed maintenance agreement to ensure proper care of the necessary stormwater controls. The project's environmental evaluation should generally assess how and where the implementation of necessary stormwater controls would reduce the potential negative impacts of stormwater runoff. To view the Stormwater Management Ordinance, the Stormwater Design Guidelines, or download instructions for the Stormwater Control Plan, go to <http://sfwater.org/sdg>.

11. **Notification of a Project Receiving Environmental Review.** Notice is 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. Please be prepared to provide mailing labels upon request during the environmental review process.

If the additional analysis outlined above indicates that the project would not have a significant effect on the environment, the project may qualify for a Class 32 Categorical Exemption, in which case the Planning Department would issue a Certificate of Determination of Exemption from Environmental Review. If the Department's review indicates that there is a potential for the project to have significant environmental impacts, an initial study must be prepared for CEQA review. The initial study may be prepared either by an environmental consultant from the Planning Department's environmental consultant pool or by Department staff.

If the initial study determines that the project would not have a significant effect on the environment, the Department would issue a preliminary negative declaration (PND). If the initial study finds that the project would have significant impacts 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 PND or PMND would be circulated for public review for a period of 20 calendar days, during which time concerned parties may appeal the determination. If an appeal is filed, the Planning Commission would hold a hearing to decide the appeal. If no appeal is filed, the Planning Department would issue a final negative declaration (FND) or final mitigated negative declaration (FMND), and CEQA review is complete.

If the initial study indicates that the project would result in a significant impact that cannot be mitigated to below a significant level, an Environmental Impact Report (EIR) must be prepared by an environmental consultant from the Planning Department's environmental consultant pool. The Planning Department would provide more detail to the project sponsor regarding the EIR process should this level of environmental review be required.

To determine fees for environmental review, please refer to page 2 of the current fee schedule, "Environmental Applications – Studies for Projects outside of Adopted Plan Area."⁴

PLANNING DEPARTMENT APPROVALS:

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

1. An **Environmental Evaluation Application** must be filed so that the CEQA-related issues of the project can be evaluated and assessed. For more information on what is required in this application, please refer to the Environmental Review section above.
2. A **Conditional Use Authorization** from the Planning Commission is required per Planning Code Section 304 for the new construction, which is anticipated as a Planned Unit Development (PUD). In addition, Conditional Use Authorization will be required per Planning Code sections 121(f) to permit the creation of one or more lots that are less than 25 feet wide, with each lot containing only a one-family dwelling and having a lot area of not less than 1,500 sf, according to the procedures and criteria for Conditional Use approval in Section 303 of the Planning Code.

The Conditional Use Authorization is subject to a public hearing before the Planning Commission and must meet the findings of Sections 101.1(b) and 304(d) and be consistent with the General Plan. As a PUD, the project may seek well-reasoned modifications of certain code provisions.

3. A **Building Permit Application** is required for:
 - The demolition of the existing building on the subject property.
 - The new construction associated with the proposed PUD.
4. A **General Plan Referral** is required for changes to the public Right-of-Way. The Planning Department encourages the applicant to pursue a General Plan Referral to address the addition / extension of Yale Street and its dedication to the City.

Environmental Evaluation Applications are available online at www.sfplanning.org. Conditional Use applications are available in the Planning Department lobby at 1650 Mission Street Suite 400, at the Planning Information Center at 1660 Mission Street, and online at www.sfplanning.org. Building Permit applications are available at the Department of Building Inspections at 1660 Mission Street.

NEIGHBORHOOD NOTIFICATIONS AND PUBLIC OUTREACH:

Project Sponsors are encouraged 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.

⁴ <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=513>.

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.

PRELIMINARY PROJECT COMMENTS:

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

1. **Affordable Housing.** The proposed project is subject to the affordable housing requirements of Section 415 since it consists of a housing project of ten or more units. See Section 415 for further detail regarding the affordable housing provision alternatives upon submittal of a formal affidavit, demonstrating your intent to comply with this requirement. The *Inclusionary Affordable Housing Program: Affidavit for Compliance* form is available on the San Francisco Planning Department website at:

- www.sf-planning.org
- Permits & Zoning
- Permit Forms
- *Inclusionary Affordable Housing Program: Affidavit for Compliance*

2. **Lot Area/Lot Width.** Section 121 requires a minimum lot width of 25 feet and a minimum lot area of 2,500 sf, except that the minimum lot area for any lot having its street frontage entirely within 125 feet of the intersection of two streets that intersect at an angle of not more than 135 degrees shall be 1,750 sf.

With regard to lot area, lots 15-17, 24-26 and lots 27-28, exceed a distance of 125 feet from the intersection of two streets that intersect at an angle of not more than 135 degrees and are therefore subject to a minimum lot area of 2,500 sf. These eight lots are less than 2,500 sf in area and therefore do not meet the minimum lot area requirement. Lots 18, 19, 20, 22, 23, 29 have their street frontage entirely within 125 feet of the intersection of two streets that intersect at an angle of not more than 135 degrees and are therefore subject to the minimum lot area of 1,750 sf. These six lots are less than 1,750 sf in area and therefore do not meet the minimum lot area requirement.

With regard to lot width, lots 1-3 and lots 5-7 are only 24.1 feet, lots 8-15 are only 21.9 feet, and lots 18-26 are only 24.11 feet. In all, 23 lots total do not meet the minimum lot width requirement.

Pursuant to Section 121(f), the applicant may request a Conditional Use Authorization to allow for the creation of lots less than the minimum lot area and/or lot width requirements in any zoning district other than the RH-1(D) with each lot containing only a one-family dwelling and having a lot area of not less than 1,500 sf according to the procedures and criteria for conditional use approval in Section 303 of the this Code.

3. **Front Setback/Landscaping/Permeability.** Pursuant to Section 132, there is no applicable front setback requirement, however, if a front setback is provided, it shall not exceed 15 feet and is subject

to landscaping and permeable surface standards. Complete architectural floor plans and landscape plans have not yet been submitted to determine whether the project complies. The front setback is variable under the PUD process.

4. **Rear Yard.** Section 134 requires the project to provide a rear yard setback of at least 25 percent of the lot depth. As depicted on the lot layout plan provided, the proposed building footprints meet the minimum rear yard setback; however complete architectural floor plans have not yet been submitted to ensure the project complies.
5. **Open Space – Residential.** Section 135 requires 300 sf of private open space for each dwelling unit. The character of usable open space shall 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. As depicted on the lot layout plan provided, the proposed project appears to generally meet the minimum open space requirement by providing rear yard open space, however further site plan detail is needed to determine whether lots 18-21, whose rear yards are bisected by a fire lane, are of a suitable character to satisfy private open space requirements.
6. **Obstructions.** Section 136 establishes permitted obstructions over streets, alleys, and in required setbacks, yards and usable open space. Complete architectural plans have not yet been provided to determine whether the project complies.
7. **Street Trees.** Planning Code Section 138.1 requires one tree of 24-inch box size for each 20 feet of frontage of the property along each street, with any remaining fraction of 10 feet or more of frontage requiring an additional tree. Such trees shall be located either within a setback area on the lot or within the public right-of-way along such lot. Based on lot frontage dimensions depicted on the lot layout plan provided, each lot is required to provide one tree. However, a landscape plan has not yet been submitted to determine whether the project complies.
8. **Pedestrian Streetscape.** The *Better Streets Plan*, as defined in Administrative Code Section 98.1(e), shall govern the design, location, and dimensions of all pedestrian and streetscape items in the public right-of-way, including but not limited to those items shown in Table 1 of Section 138.1(b). Development projects that propose or are required through this section to make pedestrian and streetscape improvements to the public right-of-way shall conform with the principles and guidelines for those elements as set forth in the *Better Streets Plan* to the maximum extent feasible. Proposed improvements also shall be subject to approval by other city bodies with permitting jurisdiction over such streetscape improvements.

If street improvements are being considered, project sponsors should contact DPW as early as possible to understand the process and requirements for permitting street improvements. For more information on process, guidelines, and requirements for street improvements, refer to www.sfbetterstreets.org. Required streetscape and pedestrian improvements are not eligible for in-kind fee credit. Detailed and dimensioned streetscape plans have not yet been provided to determine whether the project complies.

9. **Bird Safety.** Section 139 establishes Bird-Safe Standards for new building construction to reduce bird mortality from circumstances that are known to pose a high risk to birds and are considered to be "bird hazards." The two circumstances regulated by this Section are 1) location-related hazards, where the siting of a structure creates increased risk to birds and 2) feature-related hazards, which may create increased risk to birds regardless of where the structure is located.

The project site does not pose a location-related bird hazard since it is located more than 300 feet beyond an urban bird refuge.

Feature-related hazards include free-standing glass walls, wind barriers, skywalks, balconies, and greenhouses on rooftops that have unbroken glazed segments 24 sf and larger in size. Any structure that contains these elements shall treat 100% of the glazing on Feature-Specific hazards. However, Section 139(c)(3)(A) outlines exemptions from new façade glazing requirements for residential buildings within R-Districts as set forth below:

(A) Certain Exceptions for Location-Related Standards to be Applied to Residential Buildings Within R-Districts.

(i) Limited Glass Facade. Residential buildings within R- Districts that are less than 45 feet in height and have an exposed facade comprised of less than 50% glass are exempt from new or replacement facade glazing requirements included in Section 139(c)(1) Location-Related Standards.

(ii) Substantial Glass Facade. Residential buildings that are less than 45 feet in height but have a facade with surface area composed of more than 50% glass, shall provide glazing treatments as described in Section 139(c)(1)(A) for 95% of all large, unbroken glazed segments that are 24 sf and larger.

Complete architectural plans (with elevations) have not yet been submitted to determine whether the project is exempt from new façade glazing requirements.

10. **Exposure.** Section 140, 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 face directly on a street right-of-way, code-complying rear yard, or an appropriately sized courtyard. The proposed lot layout plan depicts code-complying rear yard setbacks. However, complete architectural plans (with elevations) have not yet been submitted to determine whether the project complies.
11. **Height.** Section 260, establishes a maximum building height limit of 40 feet. Although the Building Type Summary Table on Sheet 3 of the project plans identifies a maximum building height of 32 feet, which complies with the maximum building height, complete architectural plans (with elevations) have not yet been submitted to ensure compliance. Please note that Section 260 and 261 also establish specific exemptions to building height and additional height limits.
12. **Shadow Analysis.** Section 295 exempts structures that do not exceed 40 feet in height. Based on the proposed building heights (which do not exceed 32 feet in height) identified in the Building Type

Summary Table provided on Sheet 3 of the project plans, the project is exempt from this Code Section. Complete architectural plans (with elevations) have not yet been submitted but will need to be reviewed to confirm that the project is exempt from Section 295.

13. **Parking and Curb Cuts.** Section 151 requires one off-street parking space per dwelling unit. As proposed (with 34 dwelling units), the project would require 34 off-street parking spaces. Please note that the number of required off-street parking spaces may change with any change to the scope of work that alters the total number of dwelling units in the project. Section 154 and Section 155 establish parking dimension and parking arrangement standards respectively. Complete architectural plans that identify the number of off-street parking spaces, parking dimensions and parking arrangement have not yet been submitted to demonstrate whether the project complies.
14. **Bicycle Parking.** Planning Code Section 155.2 does not require any bike racks to be provided, however, the project is required to provide secure, weather protected bicycle parking spaces meeting dimensions set in Zoning Administrator Bulletin No. 9, one per unit, which are easily accessible to residents and not otherwise used for automobile parking or other purposes. Complete architectural plans that identify the number and location of bicycle parking spaces have not yet been submitted to demonstrate whether the project complies.
15. **Car Sharing.** Since the total number of dwelling units proposed does not exceed 50, the project is exempt from the car sharing requirements of Planning Code Section 166.
16. **First Source Hiring Agreement.** A First Source Hiring Agreement is required for any project proposing to construct ten or more residential dwelling units or to construct 25,000 gross sf or more. As proposed, with 34 dwelling units and a total gross square footage of 115,400 sf, the project is subject to the First Source Hiring Agreement. For more information, please contact:

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

17. **Flood Notification.** Please see the attached bulletin regarding review of the project by the San Francisco Public Utilities Commission.
18. **Recycled Water.** The City requires property owners to install dual-plumbing systems for recycled water use in accordance with Ordinances 390-91, 391-91, and 393-94, within the designated recycled water use areas for new construction projects larger than 40,000 sf.

PRELIMINARY DESIGN COMMENTS:

The following comments address preliminary design issues that may significantly impact the proposed project:

1. **Massing, Site Orientation, Open Space.** Pursuant to the Better Streets Plan (pgs. 108-109), new streets should connect and extend the street grid wherever possible. Street designs should read as extensions of public streets, not as privatized portions of master developments.

The Planning Department strongly encourages the sponsor to explore the design of the site plan to make a new street connection directly to Cambridge Street. This would still accommodate the emergency vehicle access, but it would eliminate the need for the 80-foot diameter cul de sac required for emergency vehicle turn around. The space proposed for vehicle turn around could be allocated to a common amenity or to increase lot depths and /or buildable areas.

Additionally, in consideration of the limited amount of local traffic, the proposed east /west street should be as narrow as possible, but no wider than a standard 38-foot roadway with minimum sidewalk widths of 12 feet. For long-term ability for the adaptation and transformation of the adjacent property, the new street should align with Burrows Street to the northeast. The site plan should also integrate on-street parking into the overall street design.

Pursuant to the Residential Design Guidelines, the sponsor should take the existing mid-block open space of the adjacent properties to the north into consideration in relation to the new development.

2. **Vehicle Circulation, Access and Parking.** Site design should consider alternate strategies such as alleys or drive courts for further aggregating parking and individual driveways and curb cuts. An 8-foot wide curb cut for parking access is the DPW standard width.
3. **Street Frontage.** The Planning Department appreciates the proposed raised and setback entrances, and further encourages the development of entrances as character defining and identifying features to the architecture and urban design.
5. **Architecture.** Although preliminary, the design intent appears to consist of appropriately scaled elements that modulate the façades in a manner consistent with the neighborhood context. The Planning Department expects the final design to have a variation of facade types that exhibits superior articulation and detailing combined with high-quality materials and execution. The Planning Department would like to see more information on building design, materials and details as the project proceeds.
6. **Public Realm Improvements.** Pursuant to Planning Code Section 138.1, the project sponsor will be required to submit a Streetscape Plan illustrating the location and design of streetscape improvements appropriate to the street type. The Streetscape Plan should include: site furnishings, landscaping, corner curb extensions and sidewalk widening as appropriate. The Planning Department may require these elements as part of the conditions of approval.

See <http://www.sfbetterstreets.org/design-guidelines/street-types/> to identify relevant street types for the project frontage.

The Planning Department will work with the project sponsor and other relevant City Departments to determine an appropriate streetscape design. Standard street improvement would be part of basic project approvals and would not count as credit towards in-kind contributions.

The Planning Department recommends that basic streetscape improvements be provided on all building frontages. The Planning Department also recommends that the sponsor consider public realm features design in relation to the proposed uses and activities as well as the current uses and context of the vicinity sites.

In addition to basic requirements of the Better Streets Plan, the Planning Department encourages the project sponsor to explore enhanced improvements along all streets. To create a pedestrian friendly street environment, the improvements should be developed in coordination with SFMTA and DPW.

PRELIMINARY PROJECT ASSESSMENT EXPIRATION:

This Preliminary Project Assessment is valid for a period of **18 months**. An Environmental Evaluation, Conditional Use Authorization, or Building Permit Application, as listed above, must be submitted no later than **July 16, 2015**. 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.

cc: Bruce Bauman & Associates, Property Owner
Chris Townes, Current Planning
Chris Kern, Environmental Planning
Robin Abad Ocubillo, Current Planning
David Winslow, Design Planner, City Wide Planning
Jerry Robbins, MTA
Jerry Sanguinetti, DPW