



SAN FRANCISCO PLANNING DEPARTMENT

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

Preliminary Project Assessment

Date: March 23, 2012
Case No.: **2012.0083U**
Project Address: 400 Grove Street
Block/Lot: 0793/103
Zoning: NCT-3 (Moderate-Scale Neighborhood Commercial Transit)
40-X/50-X
Project Sponsor: Mark MacDonald
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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 the northwest corner of the Gough and Grove Street intersection, which is commonly known as former Central Freeway Parcel "H" in the Market and Octavia Plan Area. A surface parking lot currently occupies the approximate 11,275 square-foot site. The site is flat and maintains a 94.5-foot frontage on Gough Street and a 112.5-foot frontage on Grove Street. The proposal is to construct a four-to five-story, 40,640-square-foot mixed-use building containing up to 33 market-rate residential units over 2,960 square feet of ground-floor retail. The mixed use building would also include 33 bike spaces, one car-share space and 16 subterranean-level off-street parking spaces, which would be accessed from the Grove Street.

ENVIRONMENTAL REVIEW:

Environmental evaluation is required for the full scope of the project. Pursuant to the California Environmental Quality Act (CEQA), this project is likely to qualify for a community plan exemption (CPE)

under the Market and Octavia Neighborhood Plan. Within the CPE process, there can be three different outcomes as follows:

- 1. CPE Only.** All potentially significant project-specific and cumulatively considerable environmental impacts are fully consistent with significant impacts identified in the Market and Octavia Neighborhood Plan programmatic EIR (Market and Octavia PEIR), and there would be no new "peculiar" significant impacts unique to the proposed project. In these situations, all pertinent mitigation measures and CEQA findings from the Market and Octavia PEIR are applied to the proposed project, and a CPE checklist and certificate is prepared. With this outcome, the applicable fees are: (a) the CPE determination fee (currently \$12,720); (b) the CPE certificate fee (currently \$7,061); and (c) a proportionate share fee for recovery for costs incurred by the Planning Department for preparation of the Market and Octavia PEIR.
- 2. CPE + Focused Initial Study/Mitigated Negative Declaration.** If new site- or project-specific significant impacts are identified for the proposed project that were not identified in the Market and Octavia PEIR, and if these new significant impacts can be mitigated to a less-than-significant level, then a focused mitigated negative declaration is prepared to address these impacts, and a supporting CPE certificate is prepared to address all other impacts that were encompassed by the Market and Octavia PEIR, with all pertinent mitigation measures and CEQA findings from the Market and Octavia PEIR also applied to the proposed project. With this outcome, the applicable fees are: (a) the CPE determination fee (currently \$12,720); (b) the standard environmental evaluation fee (which is based on construction value); and (c) a proportionate share fee for recovery for costs incurred by the Planning Department for preparation of the Market and Octavia PEIR.
- 3. CPE + Focused EIR.** If any new site- or project-specific significant impacts cannot be mitigated to a less-than-significant level, then a focused EIR is prepared to address these impacts, and a supporting CPE certificate is prepared to address all other impacts that were encompassed by the Market and Octavia PEIR, with all pertinent mitigation measures and CEQA findings from the Market and Octavia PEIR also applied to the proposed project. With this outcome, the applicable fees are: (a) the CPE determination fee (currently \$12,720); (b) the standard environmental evaluation fee (which is based on construction value); (c) one-half of the standard EIR fee (which is also based on construction value); and (d) a proportionate share fee for recovery for costs incurred by the Planning Department for preparation of the Market and Octavia PEIR.

In order to begin formal environmental review, please submit an *Environmental Evaluation Application*.¹ See pages 2, 10, and 11 of the current *Fee Schedule* for calculation of environmental fees inside adopted plan areas.

The Department has determined that the proposed project would not require a transportation study or analysis of impacts to offsite historical resources. Results of the studies below will determine which of the three different CPE outcomes described above are necessary for completion of CEQA review.

¹ Documents in italics in this PPA are available in the Planning Department lobby at 1650 Mission Street Suite 400, at the Planning Information Center at 1660 Mission, and can be accessed on the Planning Department's website, <http://sfplanning.org> via the website's search window.

- 1. Geotechnical Investigation.** The Market and Octavia PEIR identified the former Central Freeway parcels as being potentially prone to subsidence, and to have a moderate potential for liquefaction. The investigation of geotechnical and soil conditions and the application of the building codes for new development based on these conditions would reduce the potential for impacts related to structural damage, ground subsidence, liquefaction, landslides, and surface settlement to a less-than-significant level. To assist our staff in their determination, it is recommended that you provide a copy of a geotechnical investigation with boring logs for the proposed project. This study will also help inform the archeological review.
- 2. Air Quality** The proposed project includes sensitive land uses in proximity to high volume roadways. Public health research consistently demonstrates that children and other sensitive receptors (daycare, schools, senior care facilities, hospitals, and dwelling units) within 100 to 200 meters of freeways or busy roadways have poor lung function and more respiratory disease; both chronic and acute health effects may result from exposure to roadway-related toxic air contaminants. The proposed project is within an area that experiences elevated levels of roadway-related pollutants and is subject to an Air Quality Assessment pursuant to Article 38 of the San Francisco Health Code.

If the proposed project's construction activities require the use of heavy duty diesel equipment, emissions of diesel particulate matter (DPM), a known toxic air contaminate, may affect sensitive receptors located up to and perhaps beyond 300 feet from the project site. During the environmental review process an Air Quality Screening Analysis will be conducted for the proposed project. The results of the screening analysis will indicate whether an Air Quality Technical Report is required for additional air pollutant modeling. If an Air Quality Technical Report is required, the project sponsor must retain a consultant with experience in air quality modeling to prepare a scope of work that must be approved by Environmental Planning prior to the commencement of any required analysis and/or modeling determined necessary. Please note that the process for reviewing air quality impacts is currently being reviewed and the project sponsor should contact Environmental Planning for an update before submitting an Environmental Evaluation for the project.

- 3. Shadow Analysis.** Planning Code Section 295 requires proposed projects over 40 feet in height to complete a Shadow Fan Analysis to ensure that new buildings do not cast new shadows on properties that are under the jurisdiction of the San Francisco Recreation and Park Department. Additionally MM5.5.A2 of the Market and Octavia PEIR requires that buildings exceeding 50 feet in height be designed to reduce substantial shadow impacts not only on public plazas, but also on other publicly accessible parks and open spaces in the Plan Area whether or not they are under the jurisdiction of the City's Recreation and Parks Department. The resultant building design shall be consistent with the dictates of good design and the development potential of the site in question shall not be unduly restricted.
- 4. Wind Study.** A wind study for the proposed project will need to be prepared to evaluate compliance with MM 5.5.B2 of the Market and Octavia PEIR which establishes the following standards: All new construction in the Plan Area shall be shaped or include other wind baffling measures, so that development will not cause year-round ground-level wind currents to exceed, more than 10 percent of the time between 7 AM and 6 PM, the comfort level of 11 mph equivalent wind speed in areas of

pedestrian use and 7 mph equivalent wind speed in public seating areas. Where pre-existing ambient wind speeds exceed the comfort levels specified above, the building shall be designed to reduce ambient wind speeds in efforts to meet the goals of this requirement. An exception to this requirement may be permitted, but only if and to the extent that the project sponsor demonstrates that the building cannot be shaped or wind baffling measures cannot be adopted without unduly restricting the development potential of the site. In no case may the project cause equivalent wind speeds to reach or exceed the hazard level of 26 mph for a single hour of the year. Equivalent wind speed shall mean an hourly wind speed adjusted to incorporate the effects of gustiness or turbulence on pedestrians.

The following items would be required as part of the environmental application for the project, though they would not affect the outcome as to whether an Initial Study/MND or Focused EIR would be required to be prepared, along with the CPE, for the project.

- 1. Archeological Resources.** The Market and Octavia PEIR anticipated that development at the project site would have the potential to disturb archeological deposits, and *Archeological Mitigation Measure 5.6.A1* was determined to be applicable. This mitigation measure requires an addendum to the final archeological research design/treatment plan be prepared by a qualified archeological consultant prior to any soils-disturbing activities. This mitigation would be included and discussed in the CPE.
- 2. Hazardous Materials.** The Market and Octavia PEIR found a pattern of potential contaminants that may exceed residential or construction-based screening levels throughout the Plan Area. Additionally, the California State Water Board's Geotracker database shows two leaking underground fuel tank (LUFT) sites in the vicinity of the project site's eastern boundary. The Market and Octavia PEIR recommended preparation of a Site Health and Safety Plan for future excavation projects to ensure their compliance with environmental regulations regarding the handling, disposal, and stockpiling of hazardous wastes. A Phase I Environmental Site Assessment must be submitted with the environmental application. Planning staff will share the report with the Department of Public Health, Environmental Health Section, Local Oversight Program, with whom the project sponsor is required to coordinate directly in the preparation of a Site Mitigation Plan. *Hazardous Materials – Construction Activities Mitigation Measure 5.10.A*, which includes construction measures required to be implemented in order to protect the community from exposure to hazardous materials during construction, would be applicable to the project. This mitigation would be included and discussed in the CPE.
- 3. Soil Erosion.** The Market and Octavia PEIR identified a potential significant impact related to soil erosion during construction. *Construction Related Soils Mitigation Measure 5.11.A*, which consists of construction best management practices to prevent erosion and discharge of soil sediments to the storm drain system, would reduce any potential impacts to less than significant. This mitigation measure would be included and would be discussed in the CPE.
- 4. Stormwater Management.** Prior to issuance of a building permit, the project sponsor is required to submit a stormwater control plan (SCP) to the San Francisco Public Utility Commission Wastewater Enterprise, Urban Watershed Management Program that demonstrates compliance with the City's Stormwater Design Guidelines. The project's environmental evaluation would generally evaluate how and where the implementation of required stormwater management and low impact design approaches would reduce potential negative effects of stormwater runoff. This may include environmental factors

such as the natural hydrologic system, city sewer collection system, and receiving body water quality. For more information on the SFPUC's stormwater management requirements, see <http://stormwater.sfwater.org>.

5. **Bird-Safe Building Ordinance.** The project should be designed to comply with the City's adopted Standards for Bird-Safe Buildings. Information on these standards is available on the Department's website, www.sfplanning.org, under Planning News. Large expanses of glazing, similar to that proposed on the project plans, may be defined by the ordinance as a Feature-Related Hazard and require special design treatment. The project's environmental evaluation would generally discuss how the implementation of bird-safe design standards would reduce potential negative effects of bird strikes due to the buildings glazing.
6. **Notification of a Project Receiving Environmental Review.** Notice is required to be sent to occupants of properties adjacent to the project site and owners of properties within 300 feet of the project site. Please provide these mailing labels at the time of application submittal.

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. **Conditional Use Authorization.** In order for the project to proceed, the Planning Commission would need to approve Conditional Use authorization, pursuant to Section 303, for the following aspects of the project:
 - a. **Lot Size.** Conditional Use Authorization is required for the development of lots greater than 10,000 square feet within the NCT-3 district. In addition to the findings that apply to all Conditional Use authorizations (Section 303(c)), the Planning Commission must also consider the criteria of Sections 121.1 and 121.5.

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.

2. Variances

As currently proposed, and as discussed under 'Preliminary Project Comments' below, several aspects of the project do not comply with the requirements of the Planning Code. Therefore, the project must be revised to comply with the Planning Code, or Variances must be sought for these aspects of the project:

- Rear Yard (see Item 1 under 'Preliminary Project Comments').
- Open Space (see Item 2 under 'Preliminary Project Comments').
- Exposure (see Item 3 under 'Preliminary Project Comments').

Applications for the actions listed above 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.

3. Building Permit Application

A Building Permit application is required for the proposed building alterations. Building permit applications are available at the Department of Building Inspection at 1660 Mission Street.

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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.

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 "Applications" tab. All registered neighborhood group mailing lists are available online at www.sfplanning.org under the "Publications" tab.

PRELIMINARY PROJECT COMMENTS:

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

Planning Code

- 1. Rear Yard.** Planning Code Section 134(a)(1)(C) stipulates that a rear yard shall be provided at the lowest story containing a dwelling unit, and at each succeeding level or story of a building in the NCT-3 District equal to 25% of lot depth. The entire subject lot does not appear that it meets the definition of a corner lot as defined in Planning Code Section 102.15, which stipulates that a corner lot may be a maximum of 125 feet in width or depth. As such, the project is not able to utilize the rear yard reduction or waiver for corner lots that is set forth in Planning Code Section 134(e)(2) since the width of the subject lot at its widest point is 136.5 feet.

In this instance, Grove Street must be considered the primary frontage and the required rear yard must be located opposite of the primary Grove Street frontage on the rear-most 25% of the lot depth. Since portions of the project will be located in the above-described required rear yard area, the project will need to seek a variance as set forth in Planning Code Section 134(e)(1) et seq.

- 2. Usable Open Space.** Section 135 requires that a specific amount of usable open space be provided for each dwelling unit. The NCT-3 District requires dwelling units to have 80 square feet of private usable open space per dwelling unit, 106.4 square feet of common useable open space per dwelling unit, or a combination of the two standards. Both private and common open space must meet specific requirements for dimensions, location, and exposure to light and air. As currently proposed, the project appears to provide private and common open space in differing forms and locations within the project.

Although the project proposes open space in an amount that would exceed Planning Code requirements, much of the proposed open space does not appear that it would be considered “useable” open space, and as such, would not count towards the total open space requirement. As configured, seven dwelling units would have qualifying private useable open space, while 735 square feet of common useable open space would qualify as common useable space in the form of a rooftop open space. The common rooftop open space would contain enough area to meet the useable open space requirement of six dwelling units. 20 of the 33 dwelling units do not have an adequate amount of useable open space and would require a variance from the Planning Code-required useable open space requirements.

- 3. Dwelling Unit Exposure.** Per Section 140, at least one room of each dwelling unit must face onto a public street, a rear yard, or other open area that meets minimum requirements for area and horizontal dimensions. All of the proposed dwelling units that have their only exposure on the proposed courtyard do not appear to meet these standards. An inner court yard would have to be at least 25 feet in every horizontal dimension for the floors at which the dwelling units in question are located and the floors immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor. The project must either be redesigned to comply with the exposure requirements, or a variance would be required.
- 4. Off-Street Parking.** Pursuant to Section 151.1, the maximum parking ratio that is allowed in the NCT-3 District for residential dwelling units is a ratio of 0.5 off-street parking spaces per dwelling unit, which the project proposes. Additionally, one car-share space appears that it will be proposed as specified in the project zoning information table for project. Please assure the car-share space is clearly labeled on the parking plans in addition to the table. Otherwise, a 17th residential off-street parking space would require Conditional Use Authorization. With Conditional Use Authorization, a maximum parking ratio of 0.75 off-street parking spaces per dwelling unit could be proposed; however, the Department would strongly encourage a maximum residential parking ratio of 0.5 off-street parking spaces per dwelling unit for the project.
- 5. Bicycle Parking.** Per Section 155.5, a total of 17 bicycle parking spaces would need to be provided for the project. The plans indicate that the project would provide 33 bicycle parking spaces, which would comply with and exceed the required bicycle parking for the project.
- 6. Car Sharing.** Pursuant to Planning Code Section 166, no car-share parking space is required for the project. According to the project zoning information table for project, one share space is proposed for the project. The provision for a car share space(s) is encouraged by the Market/Octavia Plan as a community amenity, especially in this instance since car-share spaces already appear to exist in the surface parking lot. Please see the Market/Octavia Area Plans Section for more comments regarding car sharing.

7. **Dwelling Unit Mix.** Pursuant to Section 207.6, no less than 40 percent of the dwelling units shall contain at least two bedrooms. The project proposes 17 out of the 33 dwelling units as minimum two-bedroom units and complies with this requirement.
8. **Height Exemptions.** A windscreen with a maximum height of 10 feet appears that it will be proposed near open area on the southwesterly portion of the fifth floor rooftop. Planning Code Section 260(b)(2)(D) allows windscreens to exceed 10 feet over the applicable height limit. At this portion of the building, a windscreen may extend to 55 feet due to the special height exemption that is being utilized through Planning Code Section 263.20. However, in order for the windscreen to extend to a maximum of 10 feet above the height limit, the windscreen must be immediately adjacent to the open space rather than near the open space. The open space area at the aforementioned area of the fifth floor roof may be expanded so it meets the windscreen at its proposed location on the fifth floor rooftop. If the height extension is not immediately adjacent to open space, then it will be limited to a four-foot extension above the height limit pursuant to Planning Code Section 260(b)(2)(A).
9. **Shadow Analysis.** Projects over 40 feet in height require a shadow analysis under Planning Code Section 295 to ensure that new buildings do not cast new shadows on properties that are under the jurisdiction of the San Francisco Recreation and Park Department. A shadow analysis was completed that examined the project as it is currently proposed. The analysis revealed that no net shadow would be added to any Recreation and Park Department properties and thus the project complies with Section 295.
10. **Inclusionary Affordable Housing.** Pursuant to Section 415, the project must satisfy the requirements of the Inclusionary Affordable Housing Program through the payment of an Affordable Housing Fee that is equivalent to the applicable percentage of the number of units in the principal project, which is 20 percent of the total number of units proposed. As an alternative, the project may be eligible to satisfy the requirements of Section 415 through the provision of on-site or off-site affordable units. In order to qualify for this alternative, the sponsor must demonstrate that the units would not be subject to the Costa Hawkins Rental Housing Act.

In order for the Project Sponsor to be eligible for the On-Site Affordable Housing Alternative, the Project Sponsor must submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415, to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the project. In order to be eligible to provide rental units, the Project Sponsor must submit to the Department a contract demonstrating that the project's on- or off-site units are not subject to the Costa Hawkins Rental Housing Act, California Civil Code Section 1954.50 because, under Section 1954.52(b), the Project Sponsor has entered into an agreement with a public entity in consideration for a direct financial contribution or any other form of assistance specified in California Government Code Sections 65915 et seq. Please note that not all projects can meet the criteria of having received a "direct financial contribution or other form of assistance" from the City. All such contracts entered into with the City and County of San Francisco must be reviewed and approved by the Planning Department, the Mayor's Office of Housing, and the City Attorney's Office.

11. **Impact Fees.** The Market and Octavia Community Improvements Fund (Section 421) is implemented in part through district-specific Market and Octavia Community Improvement Impact Fee, which applies to

the Project Area. Fees shall be assessed on both the residential and non-residential components of the project according to the gross square feet (“gsf”) of each use in the project. The sponsor may wish to pursue in-kind improvements that would offset some or all of the required Market and Octavia Community Improvement Impact Fee, as described in Section 421.3(d). Pursuant to Planning Code Table 421.3B the Market and Octavia Community Improvement Impact Fee for the project would be \$9.00/gsf for net additions of residential gsf, while net additions of non-residential gsf would be \$3.60/gsf.

Pursuant to Section 421.7, the project may also be subject to a Transportation Impact Fee, should such a fee be adopted for the Market and Octavia Area Plan in the future. The project shall also be subject to the Market and Octavia Area Plan Affordable Housing fee (Section 416). Pursuant to Planning Code Table 416.3A, the Market and Octavia Area Plan Affordable Housing fee for the project would be \$3.60/gsf for the net addition of residential use, while the net addition of non-residential use would be \$0.20/gsf.

The applicable fees shall be due prior to the issuance by the Department of Building Inspection (DBI) of the first construction document for the project.

12. **First Source Hiring.** Chapter 83 of the San Francisco Administrative Code, passed in 1998, established the First Source Hiring Program to identify available entry-level jobs in San Francisco and match them with unemployed and underemployed job-seekers. The intent is to provide a resource for local employers seeking qualified, job ready applicants for vacant positions while helping economically disadvantaged residents who have successfully completed training programs and job-readiness classes.

The ordinance applies to (1) any permit application for commercial development exceeding 25,000 square feet in floor area involving new construction, an addition or a substantial alteration which results in the addition of entry level positions for a commercial activity; or (2) any application which requires discretionary action by the Planning Commission relating to a commercial activity over 25,000 square feet, but not limited to conditional use; or (3) any permit application for a residential development of ten units or more involving new construction, an addition, a conversion or substantial rehabilitation.

The project proposes more than ten dwelling units and therefore is subject to the requirement. For further information or to receive a sample First Source Hiring Agreement, please contact Ken Nim, Workforce Compliance Officer, CityBuild, Office of Economic and Workforce Development, City and County of San Francisco, 50 Van Ness, San Francisco, CA 94102.

PRELIMINARY DESIGN COMMENTS:

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

The Planning Department feels that the proposed design is of high quality, and meets the expectations embedded in the development of the Market Octavia freeway parcels in many major respects. The Planning Department has the following specific comments on the proposed revised design, as related to the entitled project:

1. **Massing, Site Design, and Open Space:** The Planning Department considers the building massing, siting, and location and general proportion of open space to be appropriate.
2. **Ground Floor Frontage:** The expression of the residential entrance lobby should be accentuated with some sense of additional height in the façade, and a protective awning extending out from the building.

Recess the garage door 2 to 3 feet from the face of the building.

The entrance to the ground floor dwelling at Hayes Street could be better expressed by pulling the exterior stairs to the property line, and providing landscaping in the setback that may also be augmented by sidewalk landscaping to increase the transition zone between public and private. The residential entrance located adjacent to the garage entrance might be better flipped to the side property line.

The stair from Gough Street to the courtyard, while not public offers the public a glimpse into the space beyond and might be a significant civic gesture if widened.

The utility room could also be better used as active ground floor space, if PG&E allows an underground electrical vault. Explore the possibility of relocating the utility room below grade, possibly adjacent to the elevator and stair, if dimensional and other requirements allow.

3. **Public Realm:** Minimize the width of the curb cut to the garage.
4. **Architecture:** The scale of the building relies on the material detailing. The horizontal awning band at the ground floor tends to hold the building down to a horizontal bias. Variation, or elimination, of part of this element at key locations may provide an architectural accent that may aid legibility of the program or spatial sequence of the building. For example, where vertical articulation may exist or be desirable such as the entrance lobby, or the courtyard portal.

MARKET AND OCTAVIA AREA PLAN COMMENTS:

The Market and Octavia Area Plan strongly supports the development of the former Central Freeway parcels with new buildings that help repair the urban fabric degraded by the former freeway. The Area Plan provides detailed design guidelines and policy guidance for each of the freeway parcels. The overall program, scale, and architectural character of the proposed building are generally in keeping with the intent of the Area Plan. Certain aspects of the project and its design ought to be considered as the project is further developed, these include:

1. **Increased housing opportunities affordable to households at varying income levels and sizes.**
The Area Plan housing guidelines encourages mixed-income, especially low income housing which has not yet been addressed in the proposal. Additionally, the Area Plan offers policies that encourage the disaggregation or unbundling of parking costs from the cost of housing to provide increased housing opportunities affordable to households at varying income levels.
2. **Parking.** Efficient use of space designated for parking is strongly encouraged. For the proposed car share space, consideration should be put towards the possible configuration to facilitate possible future utilization by of the car share space by non-residents.

PRELIMINARY PROJECT ASSESSMENT EXPIRATION:

This Preliminary Project Assessment is valid for a period of **18 months**. An Environmental Evaluation, Conditional Use Authorization, Variance or Building Permit Application, as listed above, must be submitted no later than **September 24, 2013**. 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.

Enclosure: Neighborhood Group Mailing List

cc: Mark MacDonald, Project Sponsor
Anne Fougeron, Fougeron Architecture
Ryan Jang, Fougeron Architecture
David Winslow, Department Design Review
Heidi Kline, Environmental Planning
Kay Cheng, Citywide Policy & Analysis
Mark Luellen, Current Planning
Tina Tam, Historic Preservation