



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: July 1, 2016
TO: Mariusz Piotrowski, Forum Design Architects
FROM: Joshua Switzky, Planning Department
RE: PPA Case No. 2016-004541PPA for 4135 California Avenue

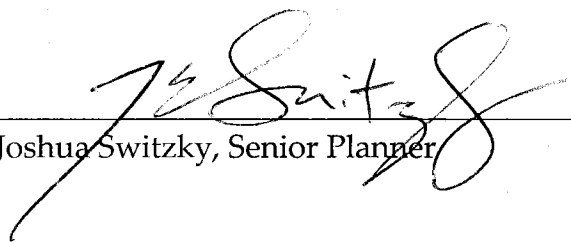
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Please find the attached Preliminary Project Assessment (PPA) for the address listed above. You may contact the staff contact, Andrea Nelson, at (415) 575-8723 or andrea.nelson@sfgov.org, to answer any questions you may have, or to schedule a follow-up meeting.


Joshua Switzky, Senior Planner



SAN FRANCISCO PLANNING DEPARTMENT

Preliminary Project Assessment

Date: July 1, 2016
Case No.: **2016-004541PPA**
Project Address: 4135 California Street
Block/Lot: 1363/020
Zoning: RM-1 Residential-Mixed, Low Density
40-X
Project Sponsor: Forum Design Architects, Mariusz Piotrowski
415-252-7063
Staff Contact: Andrea Nelson – 415-575-8723
andrea.nelson@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 April 4, 2016, as summarized below. This PPA letter identifies Planning Department review requirements for the proposed project, including those related to environmental review, approvals, neighborhood notification and public outreach, the Planning Code, project design, and other general issues of concern for the project. 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.

PROJECT DESCRIPTION:

The proposal is to demolish the existing 2,200-square-foot (sf) gas station and auto repair building and construct a 4-story, 40-foot-tall residential building. The existing building on the 5,370-sf subject lot was constructed in 1952. The proposed new building would include 6 dwelling units with 1 residential flex unit, 7 parking spaces, and 8 bicycle parking spaces. All units include three bedrooms; four of the units include 3 bathrooms and the other three units include 2.5 bathrooms. The project would not result in excavation or soil disturbance/modification. No rear yard is provided and a rear yard variance is

requested. The project includes 2,801 sf of private open space on balconies, decks and rooftop: each unit has independent access to private usable open space, ranging from 187 square feet (Unit 6) to 685 square feet (Unit 7). A new curb cut is proposed on Cornwall Street for garage access. There are two entrances to the building: one on California Street and the other on Cornwall Street. Twelve street trees will be planted along Cornwall Street (three), 4th Avenue (three) and California Street (six). Sidewalk encroachments are proposed on all three sides of the building to accommodate planters.

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 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 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://sf-planning.org/ftp/files/MEA/Environmental_consultant_pool.pdf). The Planning Department will provide more detail to the project sponsor regarding the EIR process should this level of environmental review be required.

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

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 project as it is proposed in the PPA application.

1. **Historic Resources.** The project site contains one or more buildings or structures considered to be a potential historic resource (constructed 45 or more years ago); therefore, the proposed project 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 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.
2. **Archeological Resources.** Depending on the depth of excavation, the proposed project may 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 PPA submittal, a transportation impact study is not anticipated; an official determination will be made subsequent to submittal of the EEA. However, the project site is located on a high injury corridor as mapped by Vision Zero and would be reviewed by the Street Advisory Design Team (SDAT).² To assist in this review, please show the location and dimensions of existing and proposed curb cuts and the dimensions of sidewalks on site plans.

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.

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 seven dwelling units, and thus would not be subject to the TDM Program, as currently proposed.

5. **Noise.** Construction noise is 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 construction, measures to reduce construction noise may be required as part of the proposed project. The EEA should provide a construction schedule and indicate whether pile driving or other particularly noisy construction methods are required.
6. **Air Quality.** The proposed project, with seven dwelling units, is below the Bay Area Air Quality Management District's (BAAQMD) construction and operation screening levels for criteria air

² This document is available at: <http://www.sfmta.com/sites/default/files/projects/2015/vision-zero-san-francisco.pdf>.

pollutants.³ Therefore, it is unlikely that an analysis of the project's criteria air pollutant emissions would be required.

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 proposed project will be required to adhere to the dust control requirements set forth in the Construction Dust Ordinance contained in San Francisco Health Code Article 22B and San Francisco Building Code Section 106.A.3.2.6.

In addition, the project site is not located within an Air Pollutant Exposure Zone, as mapped and defined by Health Code Article 38. The Air Pollutant Exposure Zone identifies areas with poor air quality based on modeling of air pollution, exposures, and health vulnerability from mobile, stationary, and area source emissions within San Francisco. Given that the project site is not within an Air Pollutant Exposure Zone, no additional measures or analysis related to local health risks are anticipated. However, if the project would include new sources of toxic air contaminants including, but not limited to, emissions from diesel generators or boilers, or any other stationary sources, the project would result in toxic air contaminants that may affect both on-site and off-site sensitive receptors. Please provide detailed information related to any proposed stationary sources with the EEA.

7. **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 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.
8. **Hazardous Materials.** The proposed project would disturb more than 50 cubic yards of soil on a site with potentially contaminated soil. Therefore, the project is 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 project. Based on that information, soil

³ BAAQMD, *CEQA Air Quality Guidelines*, May 2011, Chapter 3.

⁴ Refer to <http://sf-planning.org/consultant-sponsor-resources> for latest "Greenhouse Gas Compliance Checklist for Private Development Projects."

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/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: <https://www.sfdph.org/dph/EH/Fees.asp#haz>. Please provide a copy of the submitted Maher Application and Phase I ESA with the EEA.

Because the existing structure was constructed prior to 1980, asbestos-containing materials, such as floor and wall coverings, may be found in the building. The Bay Area Air Quality Management District (BAAQMD) is responsible for regulating airborne pollutants including asbestos. Please contact BAAQMD for the requirements related to demolition of buildings with asbestos-containing materials. In addition, because of its age (constructed prior to 1978), lead paint may be found in the existing building. Please contact the San Francisco Department of Building Inspection (DBI) for requirements related to the demolition of buildings that may contain lead paint.

9. **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 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. **Variance.** As currently proposed, and as discussed under the 'Preliminary Project Comments' below, this project requires a Variance from the rear yard requirements of Planning Code Section 134.
2. A **Building Permit Application** is required for the proposed new construction on the subject property.
3. A **Building Permit Application** is required for the demolition of existing structures on the subject property.

Variance 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.

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.

Once the project is submitted and determined to be in compliance with all applicable provisions of the Planning Code and the Residential Design Guidelines, a **Neighborhood Notification** pursuant to **Planning Code Section 311** is required. This 30-day notification will be administered by the Planning Department.

PRELIMINARY PROJECT COMMENTS:

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

1. **Streetscape Plan.** The project encompasses the entire block face between the nearest two intersections 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 Street Plan. This Streetscape Plan shall be submitted to the Planning Department no later than 60 days prior to any Planning Commission action, and shall be considered for approval at the time of other project approval actions. The streetscape plan should show the location, design, and dimensions of all existing and proposed streetscape elements in the public right-of-way directly adjacent to the fronting property, including street trees, sidewalk landscaping, street lighting, site furnishings, utilities, driveways, and curb lines, and the relation of such elements to proposed new construction and site

work on the property. Please see Streetscape and Public Realm comments in the Preliminary Design Comments section below. The Department provides direction regarding ADA ramps, streetscape improvements, landscaping, street trees, site furnishings, and electrical transformer room.

Additionally, please see the Department's Better Streets Plan and Section 138.1(c)(2)(ii) for the additional elements that may be required as part of the project's streetscape plan.

- Under the Better Streets Plan (BSP), 4th Avenue and Cornwall Street are classified as a Neighborhood Residential street, with a recommended sidewalk width of 12'.
- California Street is classified as Residential Thoroughway, with a recommended sidewalk width of 15'.
- Per Planning Code section 138.1 (Better Streets Plan), the City recommends the project construct a six-foot wide sidewalk extension for the entire California Street frontage in lieu of required bulbouts into 4th Street. The Department recommends a 6' pedestrian bulbout on 4th Avenue at Cornwall Street. Please refer to Streetscape and Public Realm comments in the Preliminary Design Comments section below for more information.

2. **Vision Zero.** The project is located on 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.

- California Street has been designated a Vision Zero Corridor and falls on the Vision Zero High Injury Network for drivers. All plans should prioritize improving safety for all users along this corridor.

3. **Demolition of a Service Station.** Planning Code Section 202.5 requires Conditional Use authorization to remove a service station. However, Service Stations which front on Primary Transit Streets or Citywide Pedestrian Network Streets, as designated in the General Plan, are exempted from this requirement. The proposed project has frontage on California Street which is designated as a Primary Transit Street in the General Plan; therefore, the proposed project does not require Conditional Use authorization for demolition of a Service Station.

4. **Street Frontages in Residential Districts.** Planning Code Section 144 requires no less than one-third of the width of the ground story along the street side lot lines be devoted to windows, entrances for dwelling units, landscaping, and other architectural features that provide visual relief and interest for the street frontage. The proposed planters around the perimeter of the building meet this requirement; however, the Project Sponsor is encouraged to better incorporate windows, entrances, and other architectural features at the ground floor to improve the pedestrian experience. Please refer to the 'Preliminary Design Comments' for more information.

5. **Moderation of Building Fronts.** Planning Code Section 144.1 requires stepping of building heights and walls for all new dwellings in the RM-1 Zoning District. Revise the street elevations to include stepping of building heights and/or walls to comply with this requirement.

6. **Open Space.** Planning Code Section 135 requires 100 square feet of private useable open space per dwelling unit in the RM-1 Zoning District. Further, any space credited as private usable open space must be at least six feet in every horizontal dimension and have a minimum area of 36 square feet if located on a deck, balcony, porch or roof. The project proposes seven units, each with independent

access to private usable open space, ranging from 187 square feet (Unit 6) to 685 square feet (Unit 7). The proposed inner courtyard does not meet the minimum dimension requirements for usable open space and is therefore not counted as common usable open space.

7. **Rear Yard.** Planning Code Section 134 requires properties within the RM-1 Zoning District to maintain a rear yard of at least 45% of the lot depth, with some exceptions allowing the yard to be reduced to no less than 25% of the lot depth or 15 feet, whichever is greater. The proposed project provides no rear yard. Revise the project to comply with this requirement or seek and justify a Variance from the rear yard requirement of the Planning Code.
8. **Permitted Obstructions.** The submitted plans illustrate bay windows that do not comply with the glazing, spacing and/or envelope requirements of Planning Code Sections 136(c)(2) or 136(c)(3). Please revise these features accordingly so that they are considered code-complying obstructions into required areas and do not require any variances.
9. **Dwelling Unit Exposure.** Planning Code Section 140 requires that each dwelling unit face directly onto a public right-of-way, code-complying rear yard, or an appropriately sized courtyard. As proposed, the project meets this requirement for all proposed units.
10. **Bicycle Parking.** Planning Code Section 155.2 requires the project to provide one Class 1 bicycle parking space per dwelling unit. As proposed, the project meets this requirement.
11. **Vehicle Parking.** Planning Code Section 151 requires the project to provide one vehicle parking space per dwelling unit. As proposed, the project meets this requirement. The use of space-efficient parking, such as the proposed mechanical stackers, is specifically encouraged by Planning Code Section 154.
12. **Height Limit.** Planning Code Section 260(b) lists features such as parapets and rooftop penthouses that are exempt from the 40-foot height limit. Provide longitudinal sections demonstrating compliance with this requirement.
13. **Rooftop Screening.** Planning Code Section 141 requires sufficient screening of rooftop mechanical equipment and appurtenances. Show all proposed rooftop mechanical equipment and appurtenances on the plans to demonstrate compliance with this requirement.
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. **Child-Care (414).** The current rate of this fee is \$0.91/GSF; the amount of this fee is subject to annual indexing and may differ at the time of assessment.

15. Affordable Housing Bonus Program. The City of San Francisco is in the process of developing a program that would offer a local mechanism to implement the State Density Bonus law (Government Code Section No. 65915) and is currently considering additional program options, including a component which offers density and development incentives for provision of middle income housing. This parcel is located within the proposed program study area, and the proposed project could receive density and other development incentives commensurate with provision of on-site affordable housing if consistent with the rules of the proposed program. Please refer to the **Affordable Housing Bonus Program website** (www.sf-planning.org/AHBP) for the latest information on the program, draft legislation, proposed schedule, and related.

PRELIMINARY DESIGN COMMENTS:

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

1. Site Design, Open Space and Massing. The Planning Department acknowledges the unique site constraints of the lot with respect to the location of the rear yard but recommends that the size of the courtyard open space be equivalent to 25% of the lot area. The Planning Department recommends widening the courtyard to provide adequate space for usable open space, exposure, and privacy between units. The open stairs at the ends of the courtyard provide an interesting opportunity to create an architecturally interesting and active use at the street frontages. The Planning Department recommends increasing their width, openness and usefulness as an amenity.

2. Street Frontage. The townhouse entrances from the street should be the primary access to the units. As such they need to be invitational and usable. The Planning Department recommends increasing the transparency of the entries, and providing enough transition space to be usable and abundantly landscaped. By Code, parking is not allowed within the first 25' of building depth. The Planning Department recommends increasing the active uses at the ground floor.

3. Architecture. Exceptions from the Code will require exceptional design, detailing and material choices. Clarify the system of compositional elements and use of materials.

4. Streetscape and Public Realm. The Planning Department's 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), the San Francisco Municipal Transportation Agency (SFMTA), and the San Francisco Public Utilities Commission (SFPUC). The project was reviewed by SDAT on May 9, 2016. Below are the Department's comments from this meeting.

- **ADA Ramps.** There is a missing ADA curb ramp on Cornwall Street. The project shall install a curb ramp at that location.

- Streetscape Improvements. In lieu of required bulbouts into 4th Street, the Department recommends the project construct a six-foot wide sidewalk extension for the entire California Street frontage. This curb extension will function as a transit bulbout serving busses traveling on California Street. SFMTA is interested in extending the aforementioned transit bulbout beyond the project site to adjacent properties and would like set up a meeting with the project sponsor to discuss how these two projects can be coordinated. Please coordinate with Desmond Chan at the SFMTA, Desmond.Chan@sfmta.com. The Department recommends a 6' pedestrian bulbout on 4th Avenue at Cornwall Street.
- Landscaping, Street Trees and Site Furnishings. The Department encourages robust sidewalk landscaping in the project's furnishing zone, on the 4th Street and Cornwall Street facades. The landscaping on Cornwall Street should match the adjacent property's landscaping at 4201 California Street. Per SFMTA standards, trees shall not be placed within 25 feet of intersections, to enhance pedestrian visibility and safety. All landscaping, street trees, site furniture, and special paving should be consistent with guidelines in the Better Streets Plan (BSP).
- Electrical Transformer Room. Please confirm whether or not the proposed project will be using the existing transformer vault under the sidewalk. If a new vault will be built and will be located underneath or within the building, please show the location of the proposed transformer room on the plans. The transformer vault should neither be not be sited within the public right-of-way, nor along a prominent active facade. SF Public Works typically does not permit new transformer vaults in the public right-of-way. If an exception is requested, a Vault Permit from SF Public Works Bureau of Street Use & Mapping (BSM) will be required, and a yearly fee will be assessed.

PRELIMINARY PROJECT ASSESSMENT EXPIRATION:

This Preliminary Project Assessment is valid for a period of **18 months**. An Environmental Evaluation, as listed above, must be submitted no later than **September 6, 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.

cc: Hassan Azizian, Property Owner
Wayne Farrens, Current Planning
Heather Jones, Environmental Planning
Andrea Nelson, Citywide Planning and Analysis
Jonas Ionin, Planning Commission Secretary
Charles Rivasplata, SFMTA
Jerry Sanguinetti, Public Works
Pauline Perkins, SFPUC
Planning Department Webmaster (planning.webmaster@sfgov.org)