



# SAN FRANCISCO PLANNING DEPARTMENT

**MEMO**

**DATE:** December 21, 2016  
**TO:** Jeremy Schaub, Gabriel Ng Architects Inc.  
**FROM:** Joy Navarrete, Planning Department  
**RE:** PPA Case No. 2016-012529PPA for 2214 Cayuga Avenue and  
3143 Alemany Boulevard

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

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Information:  
**415.558.6377**

Please find the attached Preliminary Project Assessment (PPA) for the address listed above. You may contact the staff contact, Christopher Espiritu, at (415) 575-9022 or Christopher.Espiritu@sfgov.org, to answer any questions you may have, or to schedule a follow-up meeting.

A handwritten signature in black ink, appearing to read "Joy Navarrete", written over a horizontal line.

Joy Navarrete, Senior Planner





# SAN FRANCISCO PLANNING DEPARTMENT

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## Preliminary Project Assessment

*Date:* December 21, 2016  
*Case No.:* **2016-012529PPA**  
*Project Address:* 2214 Cayuga Avenue & 3143 Alemany Boulevard  
*Block/Lot:* 7146/001, 034  
*Zoning:* Neighborhood Commercial, Cluster (NC-1) Zoning District  
40-X Height and Bulk District  
*Area Plan:* N/A  
*Project Sponsor:* Jeremy Schaub, Gabriel Ng Architects Inc.  
(415) 682-8060  
*Staff Contact:* Christopher Espiritu – (415) 575-9022  
Christopher.Espiritu@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 **September 20, 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 project site is located within the Outer Mission neighborhood. The proposed project would include the demolition of an existing single-family residence on-site, which spans two parcels (Assessor's Block 7146, Lots 001 and 034). On Lot 001, the project would include construction of two new buildings, each with two dwelling units over two ground-floor commercial spaces (each at approximately 450-square-foot). On Lot 034, the project would include construction of one mixed-use building with two dwelling

units over an approximately 370-square-foot ground-floor commercial space, and one single family residence. Overall the proposed project would include seven residential units and approximately 1,290 square feet of ground floor commercial space. The project would provide seven vehicle parking spaces and eight bicycle parking spaces within individual garages attached to each building. Vehicle access would be provided in the rear of the proposed buildings. One existing 12-foot-wide curb cut along the Cayuga Street frontage would be maintained and one new 10-foot-wide curb cut along the Alemany Boulevard frontage would be constructed. Additionally, the project would include excavation of up to five feet below existing ground surface for related building foundations.

### **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](http://www.sfplanning.org) under the "Publications" tab. See "Environmental Applications" on page 2 of the current Fee Schedule for calculation of environmental application fees.<sup>1</sup> **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://www.sfplanning.org/ftp/files/MEA/Environmental\\_consultant\\_pool.pdf](http://www.sfplanning.org/ftp/files/MEA/Environmental_consultant_pool.pdf)). The Planning

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

Department will provide more detail to the project sponsor regarding the EIR process should this level of environmental review be required.

Below is a list of topic areas addressed through the environmental review process. Some of these would require additional study based on the preliminary review of the 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](mailto:tina.tam@sfgov.org)) for a list of three consultants from which to choose. Please contact the HRE scoping team at [HRE@sfgov.org](mailto: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.** The proposed project will require Preliminary Archeological Review (PAR) by a Planning Department archeologist. To aid this review the Department archeologist may request a Preliminary Archeological Sensitivity Assessment (PASS) by a Department Qualified Archeological Consultant, subject to the review and approval by the Department archeologist. The Department archeologist will provide three names from the Qualified Archeological Consultant list if the PASS is required. The PAR will assess the archeological sensitivity of the project site based on in-house source material and will consider the potential for archeological impacts resulting from proposed soils disturbance. Please provide detailed information, including sections, proposed soils-disturbing activities, such as grading, excavation, installation of foundations, soils improvement, and site remediation in the EEA, and submit any available geotechnical/soils or phase II hazardous materials reports prepared for the project to assist in this review. If the Department archeologist determines that the project has a potential to adversely affect archeological resources, the PAR will identify additional measures needed to address the potential effect. These measures may include preparation of an archeological research design and treatment plan, implementation of one of the Planning Department's three standard archeological mitigation measures (archeological testing, monitoring, or accidental discovery), or other appropriate measures.
- 3. Tribal Cultural Resources.** Tribal cultural resources (TCRs) are a class of resource established under the California Environmental Quality Act (CEQA) in 2015. TCRs are defined as a site, feature, place, cultural landscape, sacred place or object with cultural value to a California Native American tribe, that is either included on or eligible for inclusion in the California Register of Historical Resources or a local historic register, or is a resource that the lead agency, at its discretion and supported by substantial evidence, determines is a TCR. Planning Department staff will review the proposed

project to determine if it may cause an adverse effect to a TCR; this will occur in tandem with preliminary archeological review. No additional information is needed from the project sponsor at this time. Consultation with California Native American tribes regarding TCRs may be required at the request of the tribes. If staff determines that the proposed project may have a potential significant adverse impact on a TCR, mitigation measures will be identified and required. Mitigation measures may include avoidance, protection, or preservation of the TCR and development of interpretation and public education and artistic programs.

4. **Transportation.** Based on the PPA submittal, a transportation impact study is not anticipated; an official determination will be made subsequent to submittal of the EEA. Additionally, the proposed project is located on a high injury corridor as mapped by Vision Zero.<sup>2</sup> Planning staff have reviewed the proposed site plans and offer the following recommendations, some of which address the safety of persons walking and bicycling to and from the project site and vicinity:

- Please show on plans where trash/recycling bins would be located and
- Show on plans if on-street bicycle parking are proposed/required

5. **Noise.** Based on the General Plan's Background Noise Levels map, the project site is located along a segment of Alemany Boulevard with noise levels above 75 dBA Ldn (a day-night averaged sound level). Therefore, an acoustical analysis is required for the proposed new mixed-use development with seven residential units. The acoustical analysis must demonstrate with reasonable certainty that the California Noise Insulation Standards in Title 24 of the California Code of Regulations can be met. Should such concerns be present, the department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.

Additionally, the Planning Department requires that residential open space required under the Planning Code be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Measures to protect required open space from noise include site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings.

Construction noise would be subject to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code), which includes restrictions on noise levels of construction equipment and hours of construction. If pile driving is to be used during the construction, measures to reduce construction noise may be required as part of the proposed project. The EEA application should indicate whether pile driving or other particularly noisy construction methods are required.

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

6. **Air Quality.** The proposed project at seven dwellings is below the Bay Area Air Quality Management District's (BAAQMD) construction and operational screening levels for criteria air pollutants.<sup>3</sup> Therefore, an analysis of the project's criteria air pollutant emissions is not likely to be required.

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 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.

*Local Health Risks and Hazards.* The project site is 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. The project proposes to construct new sensitive land uses (i.e., residences), which are subject to enhanced ventilation measures pursuant to Health Code Article 38. The project sponsor will be required to submit an Article 38 application to DPH prior to the issuance of any environmental determination. Please provide a copy of the initial application with the EEA.<sup>4</sup>

Equipment exhaust measures during construction will likely also be required. Please provide detailed information related to construction equipment, phasing and duration of each phase, and the volume of excavation as part of the EEA.

If the project would generate 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 and additional measures will likely be required to reduce stationary source emissions. Based on the information in the PPA application, the proposed project would not likely require a backup diesel generator due to the proposed height, but this will be confirmed at the time of the EEA submittal.

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.<sup>5</sup> The project sponsor would not likely be required to submit the completed table regarding project compliance with the identified regulations and provide project-level details in the discussion column, but this will be confirmed at the time of the EEA submittal. 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

<sup>3</sup> BAAQMD, CEQA Air Quality Guidelines, May 2011, Chapter 3.

<sup>4</sup> Refer to <http://www.sfdph.org/dph/eh/Air/default.asp> for more information.

<sup>5</sup> Refer to <http://sf-planning.org/index.aspx?page=1886> for latest "Greenhouse Gas Compliance Checklist for Private Development Projects."

Strategy. Projects that do not comply with an ordinance or regulation may be determined to be inconsistent with the Greenhouse Gas Reduction Strategy.

8. **Wind.** The proposed project would not involve construction of a building over 80 feet in height. The project would therefore not likely require a consultant-prepared wind analysis, which may include wind tunnel analysis if needed. However, an official determination will be made subsequent to submittal of the EEA.
9. **Shadow.** The proposed project would not result in construction of a building greater than 40 feet in height. A preliminary shadow fan analysis prepared by Planning Department staff indicates that the proposed project could not cast shadows on any nearby property under the jurisdiction of the Recreation and Park Department. A shadow study prepared by a qualified consultant would not likely be required, however, an official determination will be made subsequent to submittal of the EEA.
10. **Hazardous Materials.** Because the existing building 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.
11. **Disclosure Report for Developers of Major 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. **Conditional Use Authorization** from the Planning Commission is required per Planning Code Section 317 for the demolition of an existing residential unit.
2. A **Building Permit Application** is required for the demolition of the existing building on the subject property.
3. A **Building Permit Application** is required for each of the proposed new construction buildings on the subject property. This means a total of four building permits are required: one for each building, for each lot.

Conditional Use Authorization 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](http://www.sfplanning.org). Building Permit applications are available at the Department of Building Inspection at 1660 Mission Street.

**NEIGHBORHOOD NOTIFICATIONS AND PUBLIC OUTREACH:**

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

1. 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](http://www.sfplanning.org) under the "Permits & Zoning" tab. All registered neighborhood group mailing lists are available online at [www.sfplanning.org](http://www.sfplanning.org) under the "Resource Center" tab.
2. **Neighborhood Outreach.** This project is required to undertake additional public outreach in advance of the Planning Commission hearing on the Conditional Use Authorization. The developer is required to conduct an additional outreach meeting, notifying owners and tenants who live within 300' of the project as well as all registered neighborhood organizations for the Outer Mission neighborhood, after initial design comments have been provided from the Planning Department and prior to the scheduling of the aforementioned Planning Commission hearing. The purpose of this meeting is to keep the community abreast of the project's evolution, presenting the latest design of the project – including the Department's requested changes – to the community in advance of the Commission taking action on the hearing.
3. **Notification of a Project Receiving Environmental Review.** Notice may be required to be sent to occupants of the project site and properties adjacent to the project site, as well as to owners and, to

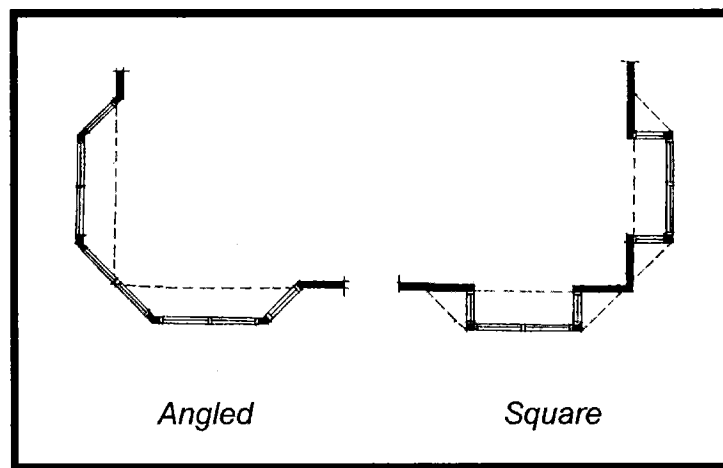
the extent feasible, occupants of properties within 300 feet of the project site at the initiation of the environmental review process. Please be prepared to provide mailing addresses on a CD upon request during the environmental review process.

**PRELIMINARY PROJECT COMMENTS:**

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

1. **Rear Yard.** Section 134 requires the project to provide a rear yard of at least 25 percent of the lot depth. Because this project is located on a corner site, one of the street frontages (6<sup>th</sup> Street or Clara Street) must be designated as the front of the property, and the rear yard would then be provided based on that determination. Additionally, because the project site is on an irregular lot, the required rear yard for Lot 034 is calculated by measuring the 25 percent requirement from three different points of the curved front property line to three different points of the rear property line. Note: these calculations result in dimensions of 15 feet or less; therefore, the required rear yard is equal to 15 feet and the proposal complies.
2. **Permitted Obstructions.** Section 136(c) permits bay window projections into the required open area provided such projections shall be limited to three feet, provided that projection over streets and alleys shall be further limited to two feet where the sidewalk width is nine feet or less, and the projection shall in no case be closer than eight feet to the centerline of any alley. Additionally, each bay window or balcony over a street or alley, setback or rear yard shall also be horizontally separated from interior lot lines (except where the wall of a building on the adjoining lot is flush to the interior lot line immediately adjacent to the projecting portions of such bay window or balcony) by not less than one foot at the line establishing the required open area, with such separation increased in proportion to the distance from such line by means of a 135-degree angle drawn outward from such one-foot dimension, reaching a minimum of four feet along a line parallel to and at a distance of three feet from the line establishing the required open area

The proposed bay windows do not all appear to comply with the interior lot separation. Also, the proposed corner bay windows exceed the maximum allowed dimensions. See diagram below for what the size limits for corner bay windows are:



3. **Floor Area Ratio.** Section 710.20 permits a floor area ratio of 1.8 to 1 for non-residential uses. The proposal includes one-story commercial uses that include rear yards. Therefore, the proposal meets the floor area ratio requirements.
4. **Open Space – Residential.** Section 135 requires 100 square feet of private open space or 133 square feet of common open space for each dwelling unit. Additionally, any such open spaces must meet the dimensional requirements of Subsections (f) and (g). The proposed roof decks for this project meet the minimum six foot dimension and also meet the minimum open space requirement.
5. **Streetscape Plan – Better Streets Plan Compliance.** Pedestrian and streetscape improvements consistent with the Better Streets Plan are required if your project meets the conditions delineated in Planning Code Section 138.1. Projects that trigger Section 138.1 will be reviewed by the Department’s Streetscape Design Advisory Team (SDAT). SDAT is an interagency group that includes representatives from the Planning Department, Department of Public Works and the Municipal Transportation Agency that provides design guidance on private developments that impact the public right-of-way.

Based on the submitted plans, the project triggers the requirements of a Streetscape Plan project because the proposal includes new construction and a full block frontage. 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, curb radii, and curb lines, and the relation of such elements to proposed new construction and site work on the property. 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.

6. **Vision Zero.** In 2014, the City adopted the Vision Zero Policy which seeks to eliminate all traffic deaths in the City by 2024. The City subsequently established a network of Vision Zero Corridors

which have higher rates of traffic-related injuries and fatalities compared to most San Francisco Streets. The City has determined that streets on the Vision Zero network should be prioritized for safety improvements especially those that improve the safety of vulnerable users like people walking and people on bikes.

This project is located on a pedestrian and vehicular high-injury corridor, and is encouraged to incorporate safety measures into the project. Additionally, because the project is required to submit Streetscape Plan per Section 138.1, the Department's Streetscape Design Advisory Team may require additional pedestrian safety streetscape measures.

7. **Exposure.** Section 140 requires that each dwelling unit have at least one room that meets the 120-square-foot 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. All proposed residential units face onto the public right-of-way. Therefore, the proposed project meets the minimum exposure requirement.
8. **Parking and Curb Cuts.** Section 151 requires one parking space for each proposed dwelling unit. Therefore, the proposal meets parking requirements for all residential units. Section 151 parking requirements vary based on the proposed commercial use. However, these parking requirements are generally requirements for commercial spaces that are greater than 5,000 square feet of occupied floor area. Therefore, the proposal generally meets parking requirements for the commercial spaces based on the current proposal.

Aside from the impacts on pedestrians, bicyclists, and overall design, the second curb cut would unnecessarily remove additional on-street parking. Therefore, the Department would not support two curb cuts for this project.

9. **Bicycle Parking.** Planning Code Section 155.2 requires this project to provide at least one Class 1 bicycle parking space for each residential unit (seven total). Therefore, the proposal meets bicycle parking requirements for all residential units. Section 151 bicycle parking requirements vary based on the proposed commercial use. However, these parking requirements are generally requirements for commercial spaces that are greater than 7,500 square feet of occupied floor area. Additionally, Section 155.2 requires a minimum of two Class 2 bicycle parking spaces for each commercial space (six total). The project does not contain any Class 2 bicycle parking or does not clearly identify them on the plans.
10. **Street Frontage in Neighborhood Commercial Districts.** Section 145.1 of the Planning Code requires that within NC Districts space for active uses shall be provided within the first 25 feet of building depth on the ground floor and 15 feet on floors above from any facade facing a street at least 30 feet in width. In addition, the floors of street-fronting interior spaces housing non-residential active uses and lobbies shall be as close as possible to the level of the adjacent sidewalk at the principal entrance to these spaces. Frontages with active uses that must be fenestrated with transparent windows and doorways for no less than 60 percent of the street frontage at the ground level and allow visibility to the inside of the building. The use of dark or mirrored glass shall not count towards the required transparent area. Any decorative railings or grillwork, other than wire mesh, which is placed in front

of or behind ground floor windows, shall be at least 75 percent open to perpendicular view. Rolling or sliding security gates shall consist of open grillwork rather than solid material, so as to provide visual interest to pedestrians when the gates are closed, and to permit light to pass through mostly unobstructed. Gates, when both open and folded or rolled as well as the gate mechanism, shall be recessed within, or laid flush with, the building facade.

The proposal does not appear to comply with 145.1(c)(1) as the off-street parking at grade is not setback 25 feet from the front property line; 145.1(c)(3) for active uses for the first 25 feet of non-residential uses on the ground floor; and 145.1(c)(6) for storefront transparency and fenestration for the segments of the retail spaces facing onto Cayuga Avenue and Alemany Boulevard.

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

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

12. **SFPUC Requirements & Project Review.** The SFPUC administers San Francisco's various water, sewer, and stormwater requirements such as the Stormwater Design Guidelines, construction site runoff, sewer connections, recycled water and onsite water reuse, water efficient irrigation, and hydraulic analysis for fire suppression systems. To assist developers and property owners in meeting these requirements, the SFPUC provides project plan review, technical assistance, and incentives. The SFPUC also has a separate project review process for projects that propose to use land owned by the SFPUC or are subject to an easement held by the SFPUC; or projects that propose to be constructed above, under, or adjacent to major SFPUC infrastructure. For projects meeting these criteria, please contact [SFPProjectReview@sfwater.org](mailto:SFPProjectReview@sfwater.org) for a SFPUC Project Review and Land Use Application. For more information regarding SFPUC Project Review or any of the SFPUC requirements, please visit [www.sfwater.org/reqs](http://www.sfwater.org/reqs).
13. **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](http://www.sf-planning.org/AHBP)) for the latest information on the program, draft legislation, proposed schedule, and related.
14. **Impact Fees.** This project will be subject to various impact fees. Please refer to the Planning Director's Bulletin No. 1 for an overview of Development Impact Fees, and to the Department of Building Inspection's Development Impact Fee webpage for more information about current rates.

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

- a. Transportation Sustainability Fee (TSF), (\$411A)
- b. Child-Care (\$414)

## 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 requests that the ground floor stoops be externalized and provide access from the street front.

Stair penthouses should be removed and explore the possibility of a roof hatch instead to decrease the massing on the roof.

The last 15' of rear yard should be open as it is the primary open space. The Planning Department recommends eliminating the rear bay projections into the rear yard.

The Planning Department stresses the need for transparency and active uses on the ground floor. Consider how to increase the active use of the ground floor of 217 Sickles, by either relocating or removing the single parking garage.

**Parking and Circulation.** The Planning Department recommends designing the driveway to be a usable open space when not used for parking access. The limited amount of parking will enable this space to function as open space if designed and landscaped with that intent. Consider permeable paving, trees, and amenities that can help people occupy the space. To that end also limit driveway easement to a single access point. Staff recommends removing the curb cut on Alemany.

**Architecture.** The Planning Department recommends the project clearly distinguish three distinct building modules on Sickles. Specifically, where bay projections are combined and extend from side property lines do not appear to be code-complying, nor contribute to the creation of three distinct buildings. Material choices and roof forms should also be used to reinforce the individual buildings.

The opportunity to architecturally express the unique corner at Alemany and Sickles should be embraced with a more habitable space and transparency.

## 1. Streetscape and Public Realm

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

The 2214 Cayuga Ave/3143 Alemany Blvd project came to SDAT on November 7, 2016. Below are the SDAT comments from that meeting.

### 1. Modified Curb Lines (widened or narrowed sidewalk and corner bulbouts).

- SDAT recommends installing a bulbout on the corner of Alemany Blvd and Sickles Ave. The bulbout should project 6 feet into the Alemany right-of-way.
- Per DPW standard plans for curb ramps, the bulbout shall include two accessible curb ramps, one per crosswalk, parallel to the direct path of travel across the intersection.
- SFMTA is seeking to install pedestrian-countdown signals on Sickles. The project sponsor shall coordinate with Geraldine DeLeon at SFMTA ([geraldine.deleon@sfmta.com](mailto:geraldine.deleon@sfmta.com)) on the bulbout design to accommodate future improvements such as conduit, signal boxes, and poles foundations.
- Per guidelines established in the San Francisco Better Streets Plan the tangent of the curb return on a corner bulbout should start a minimum of 5' beyond the property line.
- To ensure that bulbouts are sweepable with standard City street sweeper equipment, bulbout curb returns shall conform to SF Public Works' Standard Plan for Curb Bulbs. See: [http://www.sfbetterstreets.org/find-project-types/pedestrian-safety-and-traffic-calming/traffic-calming-overview/curb-extensions/#codes\\_docs](http://www.sfbetterstreets.org/find-project-types/pedestrian-safety-and-traffic-calming/traffic-calming-overview/curb-extensions/#codes_docs)
- Modification of the curb line will require Sidewalk Legislation; contact BSM Mapping/Subdivision Section. It is strongly encouraged that a sidewalk legislation package is submitted at the time a Street Improvement Permit application is submitted since the permit will not be approved until the Sidewalk Legislation is approved, which can take a minimum of 6-12 months for approval.

### 2. Curb cuts

- The project sponsor shall restore an existing curb on Sickles to a 6" curb.
- SDAT does not support adding a new curb cut on Alemany Boulevard. Curb cuts degrade pedestrian and bicycle safety and shall not be located close to intersections.
- The proposed project shall utilize only one vehicle access point. SDAT recommends utilizing the existing curb cut on Cayuga to provide vehicle access to the buildings.
- The width of the existing curb cut on Cayuga is 12'-8". The project sponsor shall reduce the width of the curb cut to 10'. The 10' dimension includes the two transitions to account for the level change caused by the 6" curb.
- The project sponsor shall redesign the Alemany frontage to create a pedestrian-friendly environment and enhance the rear yard open space. Please see UDAT comments for further detail on this issue.

### 3. Loading

- The scale of the proposed retail space does not require a commercial loading zone. But if future demand deems a loading space necessary, SDAT reckoned it be sited on the Cayuga Ave frontage. SDAT does not support any loading activity on Sickles and Alemany.

- Should a future loading space be desired, the project sponsor shall work with SFMTA to designate a loading zone on Cayuga. Please coordinate with Paul Kniha at [Paul.Kniha@sfmta.com](mailto:Paul.Kniha@sfmta.com).

**4. Electrical Transformer Room**

- If a new electrical power transformer is required by PG&E to provide power to the building, please show the location of the transformer room on the plans. The transformer room must be shown on the plans for review by SDAT and Public Works during the planning phase of the project prior to applying for a Building Permit and Public Works Permits. Public Works typically does not permit new transformer vaults in the public right-of-way.
- SDAT recommends locating the electrical transformer in the proposed driveway/rear yard within the private property.
- The project sponsor shall work with PG&E to ensure the subsidewalk transformer vault location meets PG&E's access clearance requirements.

**PRELIMINARY PROJECT ASSESSMENT EXPIRATION:**

This Preliminary Project Assessment is valid for a period of **18 months**. An Environmental Evaluation, Conditional Use Authorization, and Building Permit Application, as listed above, must be submitted no later than **June 18, 2018**. 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: SDAT Comment Letter  
Neighborhood Group Mailing List  
Flood Notification: Planning Bulletin  
SFPUC Recycled Water Information Sheet  
Shadow Fan

cc: Jeremy Schaub, Project Sponsor  
Veronica Flores, Current Planning  
Christopher Espiritu, Environmental Planning  
Paula Chiu, Citywide Planning and Analysis  
Jonas Ionin, Planning Commission Secretary  
Charles Rivasplata, SFMTA  
Geraldine Deleon, SFMTA  
Paul Kniha, SFMTA  
Jerry Sanguinetti, Public Works  
Pauline Perkins, SFPUC  
June Weintraub and Jonathan Piakis, DPH  
Planning Department Webmaster ([webmaster.planning@sfgov.org](mailto:webmaster.planning@sfgov.org))