



PRELIMINARY PROJECT ASSESSMENT

Project Address: 743-745 ELIZABETH ST
Case Number: 2019-001564PPA
Date: April 3, 2019
To: Matthew Diamond
From: Delvin Washington, Planning Department
Stephanie Cisneros, Planning Department

This Preliminary Project Assessment (PPA) provides feedback from the Planning Department regarding the proposed project at the property listed above, based on the information provided in the PPA application, the Planning Code, General Plan, Planning Department policies, and local, state, and federal regulations as of the date of this document, all of which are subject to change.

Please be advised that the PPA application does not constitute an application for development with the Planning Department. This PPA does not represent a complete review of the proposed project, does not grant a project approval of any kind, and does not supersede any required Planning Department approvals.

A Project Application may be submitted with the Planning Department at any time following the issuance of this PPA. The Project Application should include any supplemental applications for entitlement or required information for environmental review, as indicated in this PPA. The Project Application, and all supplemental applications, may be found here: <http://sf-planning.org/permit-forms-applications-and-fees>

The Planning Department may provide additional comments once a Project Application has been 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, the project will likely require approvals from other City agencies. For more, see the Appendix C: Additional Policies and Requirements.

You may contact Stephanie Cisneros, at 415-575-9186 or Stephanie.Cisneros@sfgov.org, to answer any questions you may have about this PPA, or to schedule a follow-up meeting with Planning staff.

CC: Daniel Wu, Environmental Planning Division
Robin Abad, Citywide Planning Division
Trent Greenan, Urban Design Advisory Team
Paul Chasan, Streetscape Design Advisory Team
Jonas Ionin, Director of Commission Affairs
planning.webmaster@sfgov.org

Daniel Sheeter, SFMTA
Charles Rivasplata, SFMTA
Jerry Sanguinetti, Public Works
June Weintraub, Jonathan Parks, SFDPH
Dawn Kamalanathan, SFUSD



TABLE OF CONTENTS

I. EXECUTIVE SUMMARY

APPENDIX A: PLANNING CODE REVIEW CHECKLIST

APPENDIX B: PRELIMINARY ENVIRONMENTAL REVIEW CHECKLIST

APPENDIX C: ADDITIONAL POLICIES AND REQUIREMENTS

APPENDIX D: PRELIMINARY DESIGN COMMENTS

I. EXECUTIVE SUMMARY

SITE DETAILS

<i>Block/Lot(s):</i>	2830/039
<i>Parcel Area:</i>	3,362 sq. ft.
<i>Zoning District(s):</i>	RH-2 (Residential-House, two Family)
<i>Height/Bulk District(s):</i>	40-X

PROJECT DESCRIPTION

The proposal is a dwelling unit merger and addition/remodel of an existing 4-unit building and construction of a new square-foot single-family home at the front of the lot. The existing 4-unit building is located at the rear of the lot and contains two legally conforming dwelling units and two legally non-conforming dwelling units. The existing building would be converted into a 3-unit building by merging the two existing legally conforming dwelling units. The two legally non-conforming dwelling units would remain and be updated, remodeled and expanded by approximately 104 square feet. The dwelling unit eliminated through the merger would be rebuilt as a new 3,018 square foot single family home at the front of the lot. The new single-family home would also include 435 square feet of parking (4 parking spaces with lift).

KEY PROJECT CONSIDERATIONS

Any Project Application for the proposed project should consider and, to the extent feasible, address the following issues:

1. **Legal non-conforming density.** The proposed project would involve a residential merger and relocation of the lost unit on site. Generally, the Department is not supportive of the project as proposed, as it would reduce the number of available rent-controlled or otherwise below market rate units. From a policy standpoint, the department would be more supportive of a proposal that includes providing an Accessory Dwelling Unit (ADU) within the new construction. This may require minimizing parking to accommodate an ADU in order to meet the requirements outlined in Planning Code Section 207. This would help to better justify maintaining the legal non-conforming density status by increasing the housing supply and providing more family-sized housing.

In addition, applicants should review **Appendix C: Additional Policies and Requirements** prior to the submittal of any Project Application. This document provides important information about project review requirements and policies applicable to development projects in San Francisco.

PLANNING CODE REVIEW

The proposed project will be reviewed for conformity with the requirements of the San Francisco Planning Code, and as required by the California Environmental Quality Act (CEQA), upon submittal of a Project Application. Based on the information provided in the PPA application, a Project Application for the proposed project should include supplemental applications for the following:

1. **Conditional Use Authorization** (Planning Code Section 303)
2. **Variance** (Planning Code Section 305)

For more information, including conformity of the proposed project with Planning Code requirements, and applicable Development Impact Fees, see **Appendix A: Planning Code Review Checklist**.

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.

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.

ENVIRONMENTAL REVIEW

The proposed project would require environmental review in accordance with the California Environmental Quality Act (CEQA). Based on preliminary review of the proposed project, the following would be likely to apply:

*Likely Environmental Document: **Class 3 exemption (15303)***

The Project Application should include the following to be deemed accepted:

- 1. Historic Resource Evaluation, Part 1 Draft**
- 2. Preliminary Geotechnical Study with Boring Logs**

For more information, see **Appendix B: Preliminary Environmental Review Checklist**.

LAND USE:

Permitted Use	Conditional Use	Planning Code Section & Comment	
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	209.1	RH-2
<i>Comments:</i> The number of dwelling units permitted in RH-2 Zoning Districts is up to two units per lot. Up to one unit per 1,500 square feet of lot are is conditionally permitted.			

CONDITIONAL USE AUTHORIZATION:

Required	Planning Code Section	
<input checked="" type="checkbox"/>	303	Conditional Use Authorization
<input checked="" type="checkbox"/>	317	Residential Demolition, Merger or Conversion
<i>Comments:</i> A Conditional Use Authorization is required for any proposal that includes residential merger, even if the number of units is not reduced. Additional information is needed on the demolition calculations for the proposed work to the existing building at the rear to determine if a Conditional Use Authorization is also required. Please refer to Planning Code Section 317(b)(7) for the definition of residential merger and residential demolition thresholds and Planning Code Section 303 for additional findings required.		

OTHER REQUIRED APPROVALS:

Required	Planning Code Section	
<input checked="" type="checkbox"/>	305	Variance
<input checked="" type="checkbox"/>	311	Neighborhood Notification
<i>Comments:</i> Expanding the envelope of the rear building, which is in the required rear yard, will require a Variance. Additionally, a Variance may also be required for the following: dwelling unit exposure requirements and alteration of the front stairs of the rear building.		

ADDITIONAL PLANNING CODE REQUIREMENTS:

Complies	Does Not Comply	Needs Info	Planning Code Section	Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	121 Lot Area/Width	The existing lot is legal non-conforming.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	132 Front Setback	Front setback requirements in RH-2 are dependent on the Adjacent properties have no front setback. None required.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	132(g) Green Landscaping	N/A – No front setback required.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	132(h) Permeability	N/A – No front setback required.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	133 Side Setback	N/A – No side setback required in RH-2
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	134 Rear Yard	A rear yard equal to 45% of the lot depth or average of the adjacent neighbors is required in RH-2 Zoning Districts. Existing conditions include a two-story structure within the required rear yard.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	135 Open Space	In RH-2 Zoning Districts, open space requirements per dwelling unit are as follows: at least 125 square feet if private, and 166 square feet

Complies	Does Not Comply	Needs Info	Planning Code Section		Comments
					if common. Provide information on open space requirements.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	136	Permitted Obstructions	Variance required for the following: Expanding the envelope of the rear building; Dwelling unit exposure requirements (see comment below); Alteration of the front stairs of the rear building that project into the required open space.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	139	Bird Safety	Detailed elevations are required.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	140	Dwelling Unit Exposure	Future plans should demonstrate how the units in the rear building meet the exposure requirements in Planning Code Section 140(a) and 140(b).
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	141	Rooftop Screening	N/A
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	142	Parking Screening & Greening	Proposed new construction will include a garage with garage door.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	144	Street Frontage	Section 144 requires off-street parking entrances to be a maximum of one-third of the width of the ground story along the front lot line, or along a street side lot line, or along a building wall that is set back from any such lot line.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	149	Better Roofs/ Living Roof Alternative	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	151	Required Off-Street Parking	Off-street parking is not required in RH-2, but is permitted up to 1.5 parking spaces per dwelling unit. Please clarify if 4 parking spaces are for common usage among all units on the property. Parking spaces should be dimensioned in plans.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	155.2	Bicycle Parking	No parking proposed currently. Bicycle parking requirements in RH-2 are as follows: One Class 1 space for every Dwelling Unit. Bicycle parking spaces should be dimensioned in plans.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	155(r)	Curb Cuts	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	207(c)(4) & (6)	Accessory Dwelling Units	Up to one Accessory Dwelling Unit <u>may</u> be permitted within the new single-family home constructed at the front of the lot.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	260(a)	Height	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	260(b)	Exemptions from Height	N/A – no proposed roof features that would qualify for exemptions from height.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	261	Height Limits	Per PC Section 261(c), please demonstrate that height above 30 feet at new front building will begin at a 45 degree angle from the front lot line.

DEVELOPMENT IMPACT FEES:

Required	Planning Code Section	
<input checked="" type="checkbox"/>	414A	Child-Care for Residential Projects

TABLE 1. POTENTIAL ENVIRONMENTAL DOCUMENT

No. ¹	Document Type	Applicable to Proposed Project	Notes / Links	<i>(For Dept. use upon submittal of Project Application) Accepted</i>
1.1(a)	Considered a 'project' subject to CEQA review per section 15378 and 15060(c)(2)	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The proposal is considered a project under CEQA.	<input type="checkbox"/> YES <input type="checkbox"/> NO
1.1(b)	Potentially eligible for [list class number or other type of] exemption	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Project eligible for Class 3 exemption (15303), since the proposal is for a dwelling unit merger of the existing building in the rear of the lot (from four to 3 units), and construction of a new single family home along the front of the lot. Pay applicable fees.	<input type="checkbox"/> YES <input type="checkbox"/> NO

¹ Note: Numbers appear nonconsecutively because certain topics do not apply to the proposed project. These rows have been deleted for clarity.

TABLE 2. REQUIREMENTS FOR AN ACCEPTED APPLICATION

No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Accepted Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
2.2(a)	Historic Preservation	Requires consultant-prepared Historic Resource Evaluation, Part 1	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project site is located within an eligible or identified historic district but has not been evaluated either individually or as a contributor to the historic district. Therefore, a Historic Resource Evaluation (HRE) must be prepared by a qualified consultant selected from the department's historic resource consultant pool. Contact CPC-HRE@sfgov.org for a list of three consultants to choose from. The selected consultant must send a draft scope to CPC-HRE@sfgov.org for department approval. The consultant must submit the first draft of HRE directly to the department.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.2(b)	Historic Preservation	Requires consultant-prepared Historic Resource Evaluation, Part 2	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> TBD	An HRE Part 2 may be requested depending on the outcome of the HRE Part 1 review.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.3(e)	Transportation	Requires department transportation planner coordination	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> TBD	Low pm peak vehicle volume trips.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.3(f)	Transportation	Requires consultant-prepared Site Circulation Study/Section	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> TBD	See 2.3 notes (e)	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

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No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Accepted Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
2.3(g)	Transportation	Requires consultant-prepared Complex Transportation Study/Section Scope of Work and Draft 1 Study	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> TBD	See 2.3 notes (e)	
2.3(h)	Transportation	Scope of Work Checklist	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	See 2.3 notes (e)	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.4(a)	Noise	Requires consultant-prepared Noise Scope of Work	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> TBD	Project not expected to generate excessive or long term noise impacts.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.6(a)	Air Quality	Subject to San Francisco Health Code article 38	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Project not in Air Pollutant Exposure Zone, so article 38 not applicable.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.6(b)	Air Quality	Requires consultant-prepared Air Quality [Study/Section] For [Criteria Air Pollutants AND Health Risk] Scope of Work	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Project is not in an air pollutant exposure zone and it's not proposing multi-phased construction, and project is below BAAQMD thresholds for criteria air pollutants.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.7	Greenhouse Gas Emissions	Requires Greenhouse Gas Analysis Compliance Checklist	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Project would be a class 3 exemption.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

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No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Accepted Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
2.8(a)	Wind	Requires consultant-prepared qualitative Wind Memorandum Scope of Work	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Proposed building height would be 40 feet.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.10 (a)	Biological Resources	Trees	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must describe location and show on plans the number of trees on, over, or adjacent to the project site, including those significant, landmark, and street trees (see Public Works article 16 for definitions) and those removed and added by the project.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.10 (b)	Biological Resources	Requires consultant-prepared Biological Resources Study Scope of Work	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Biological impacts unlikely.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.11 (b)	Geology and Soils	Requires Preliminary Geotechnical Study, including boring logs	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must submit Preliminary Geotechnical Study. Sponsor needs to indicate depth and amount of excavation for front building foundation construction.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.12 (a)	Hazardous Materials	Subject to Health Code article 22 (Maher Ordinance)	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> TBD	Project is not in a Maher zone. Sponsor needs to provide amount of cubic yard for excavation for foundation of front building.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

TABLE 2. REQUIREMENTS FOR AN ACCEPTED APPLICATION

No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Accepted Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
2.12 (b)	Hazardous Materials	Requires consultant-prepared Phase I Environmental Site Assessment	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	See 2.12 (a) notes.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

Abbreviations:

SFMTA: San Francisco Municipal Transportation Agency

BAAQMD: Bay Area Air Quality Management District

TABLE 3. POST-ACCEPTED APPLICATION REQUIREMENTS ²

No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
3.2	Archeology	Preliminary archeological review	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> TBD	Sponsor should indicate excavation depth and amount before determination.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.3(a)	Transportation	Sidewalk dimensions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must provide existing and proposed sidewalk dimensions, taking into account presence and general location of physical structures.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.3(e)	Transportation	Programmatic features – internal to buildings	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must describe operations of vehicle parking stackers.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

Abbreviations:

CEQA: California Environmental Quality Act

EIR: Environmental Impact Report

² Project sponsor must submit these materials after the department deems the project application accepted.

TABLE 4. ADDITIONAL INFORMATION

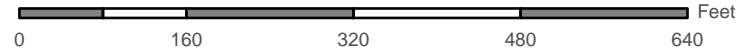
No.	Environmental Topic	General Description	Applicable to Proposed Project	Notes / Links
4.1	General	Resources	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Please see the following links for additional resources that may inform the environmental analysis: https://propertymap.sfplanning.org/ https://sftransportationmap.org/ https://developmentmap.sfplanning.org/
4.2	Tribal Cultural Resources	Consultation	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> TBD	
4.3	Shadow	Shadow Fan	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The department prepared the attached Shadow Fan which shows no new shadow on parks and open space.



Title: 743 Elizabeth Street Preliminary Shadow Fan - 2019-001564PPA

Comments: To 45 feet in height

Printed: 4 April, 2019



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SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: 2/21/2019
TO: Colin Clarke, Jenny Delumo, Dan Wu & Transportation Staff
FROM: Daniel Wu
RE: Transportation Study Determination Request
Case No. 2019-001564PPA, 743 Elizabeth St
Neighborhood: Noe Valley
Zoning: RH-2 (RESIDENTIAL- HOUSE, TWO FAMILY)
Area Plan: n/a

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Attached is information regarding the above project for which a determination of whether a transportation study is/or may be required. Please note that the TS Team reviews these determinations every Wednesday between 12:30 – 1:30 p.m. in Room 404. You are welcome to attend if you have any specific questions about your submitted project.

Helpful Links:

SF Transportation Information Map (TIM) - www.sftransportationmap.org

SF Travel Demand - <http://test-sftia2.surge.sh/>

Caltrans Interactive Highway Map –

<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=04efb9a9f14c4da2aab9ce36b7dda48>

Development Pipeline Map - <http://developmentmap.sfplanning.org/>

PPA/ENV Case Planner Section:

To facilitate this determination, **please mark the appropriate boxes below** and save the requested information into M-Files (PPA or ENV record number for project). Save the plans, application, and trip generation table as applicable using the naming convention: [Name/Address of Project]_[Document Name or Type]_[Version Number or Draft]. For example, 349 8th Street_Plans_20190215.

Submit the Transportation Study Determination request form in the box near Dan's cube. **Your input is only required for the first few pages:**

- PPA or ENV Application. Please save in M-Files.
- Project plans & project description. Please include the project plans in M-Files. Please include the project description in the section below. (Page 5)
- Would the project include land uses such as Recreational facilities, Concert Venues, Schools or large land use projects such as Pier 70, Seawall Lots, etc.? (Trip Generation Table *is not required* for a TS Determination Request)
- Would the project potentially add >50 and <300 dwelling units or >5,000 square feet and and <100,000 square feet of non-residential uses or >20 and <50 parking spaces? (SF Travel

Demand data results table¹ *is required* for a TS Determination Request. Please include this information in M-Files)

- Would the project potentially add ≥ 300 dwelling units or $\geq 100,000$ square feet of non-residential uses or ≥ 50 parking spaces? (SF Travel Demand data results table *is required* for a TS Determination Request. Please include this information in M-Files)
- Would the project make alterations to Muni/Other Regional Transit Agencies/DPW right of way such as moving/adding/removing bus stops, proposing new colored curbs, removing existing colored curbs, proposing uses on city right of way such as reducing sidewalk widths, removing or adding travel lanes including turn pockets, removing parking lanes, adding new streets, adding or removing traffic signals etc.?
- Would the project fall within 300 feet of a Caltrans right-of-way or is adjacent to a regional transit stop. (Please review the Interactive Highway Map (link above) and the “Transit Tab” in [TIM](#) to look up this information. Please note that all highway ramps leading to these facilities are also within Caltrans purview.)
- Would the project front a high-injury corridor where pedestrian, bicycle, or vehicular injuries or fatalities occurred? (Please go to the “Safety Tab” in TIM to look up this information.)
- For PPA/ENV Cases, check if the project is over the amount of parking permitted:
 - by right or
 - with a CUA as per the Planning Code.

[1/21/2019 PC Sec 151: None required. P up to 1.5 parking spaces for each Dwelling Unit.]

- Would the project meet the VMT and parking map-based screening criteria by checking the “Vehicles & Parking Tab” on [TIM](#) to ensure that it is located in an area that exhibits Regional Average VMT minus 15% based on the proposed use?
- Would the project meet any of the additional screening criteria for VMT?
 - Does the proposed project qualify as a “small project”? or
 - Is the proposed project in proximity to a transit station? (must meet all four sub-criteria)
 - Located within a half mile of an existing major transit stop; and
 - Would have a floor area ratio greater than or equal to 0.75; and
 - Would result in an amount of parking that is less than or equal to that required by the planning code without a conditional use authorization; and
 - Is consistent with the Sustainable Communities Strategy?
- Does the project contain transportation elements?
 - Does the project qualify as an “active transportation, rightsizing (aka Road Diet) and Transit Project”? or

¹ If your project is proposing a unique land use for which trip generation rates are not included in the *SF Guidelines*, please consult with transportation staff, or note specific transportation issues related to project. I:\MEA\Transportation\Transportation Study Determinations\ Trip Generation Tables.

- Does the proposed project qualify as an “other minor transportation project”?
- Would the project result in 300 inbound project vehicle trips during the peak hour?
- Would the project meet the transportation-related construction screening criteria?

Project Site Context

- The amount of excavation is less than two levels below ground surface; and/or

- The amount of demolition would result in less than 20,000 cu yards of material removed from the site.

Notes: _____

Construction Duration and Magnitude

- Information unavailable.
- Construction is anticipated to be completed in 30 months or less.
- Construction of a project is not multi-phased (e.g., construction and operation of multiple buildings planned over a long time period)

Notes: _____

SDAT Triggers

Check the appropriate box if the project involves any of the following:

Better Streets Plan Required (Planning Code 138.1);

- On a lot greater than ½ acre; or
- Contains 150 feet of frontage on public ROW; or
- Encompasses full block

AND

- Includes more than 50,000 gross square feet of new construction; or
- New construction of 10 or more dwelling units; or
- New construction of 10,000 gross square feet or greater of non-residential space; or
- Addition of 20% or more of GFA to an existing building; or
- Change of use of 10,000 gross square feet of greater of a PDR use to non-PDR use

- Other: (e.g., curb line modification, shared street, etc.)

UDAT Triggers

Check the appropriate box if the project involves any of the following:

- Development proposes new porte cochere or other type of off-street sidewalk level vehicular driveway, typically used for passenger loading/unloading, between the building and the public right-of-way;
- Development is seeking an exception for off-street loading (freight, service, or tour bus) requirements;
- Development is seeking a conditional use for additional vehicular parking;
- Development is proposing vehicular parking for non-accessory uses (i.e., private or public parking garage/lot);
- Development is proposing greater than 50 vehicular parking spaces for residential and office uses or greater than 10 vehicular parking spaces for retail uses;
- Development is proposing to retain or alter an existing curb cut, but with increased vehicular activity (i.e., greater than 50 vehicular parking spaces for residential and office uses or greater than 10 vehicular parking spaces for retail uses);
- Development triggers large project requirements of Planning Code section 138.1 (Better Streets Plan);
- Development is proposing a new curb cut within 15 feet of another curb cut, greater than 15 feet in width for dual-lane vehicular parking garages, greater than 24 feet in width for dual-lane large truck loading bays, a combined vehicular parking/loading of 27 feet, or greater than 30 feet of cumulative curb cuts (e.g., multiple driveways); and
- Development is proposing a new curb cut along a street identified within Planning Code section 155(r)(1)(2)(3)(4)(5).

SFMTA Consultation Triggers

- Proposed changes to color curb designations
- Proposed changes to transit stops
- Proposed streetscape changes
- Other: _____

Project Description & Transportation-Related Notes:

The project site has frontages along Elizabeth Street. The project would convert the existing 4-unit building in the rear of the lot into a 3-unit building, resulting in a net increase from 2,160 square feet to 2,264 square feet. The project would also construct a new 3,018 square-foot single-family home with 2 parking spaces (4 parking spaces with lift?) along the street frontage in the front of the lot. The project would construct a new driveway for the front building with a new curb cut on Elizabeth Street and would remove existing on-street parking space along the lot frontage.

Note: Development projects sometimes propose modifications to project descriptions. If there is a substantial change in the project description after a TS Determination has been made, please consult with transportation staff during transportation office hours (Wade's Office or Room 405, Thursday from 2-3 p.m.) Substantial changes will require a resubmitted TS Determination.

TS Determination Team Section:

Please indicate the determination of whether a transportation study is required below. Thank you for your assistance.

PPA Case (check all that are applicable):

- TS/Consultant-prepared Transportation Study/Section is not likely required*
- TS/Consultant-prepared Transportation Study/Section is likely required (See Scope of Work Checklist)*
- School Circulation Memo is likely required (See Scope of Work Checklist)*
- SFMTA review is required*
- Transportation Planner coordination is likely required (See Scope of Work Checklist)*

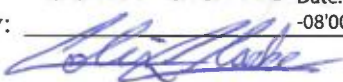
Reason for TS determination:

Low PM peak volume of vehicle trips.

PPA Case Planner - Please review all our comments in the next two pages.

Colin Clarke

Digitally signed by Colin
Clarke
Date: 2019.02.25 10:36:36
-08'00'

Determined by: 

Date: 2/21/2019

Comments to Sponsor Regarding the CEQA Transportation Review (check all that are applicable):

The Department has determined that this is a complex project. Complex projects are multi-phased, require a large infrastructure investment, include both programmatic and project-level environmental review, or statewide, regional, or area-wide significance as defined in CEQA. A list of three consultants will be provided.

The Department has determined that this is a regular project or a project that requires site circulation. Site circulation or regular projects are projects that require analysis of one or more transportation topics within a geographic area that may include the project block or extend beyond the project block. Project sponsors may select any consultant from the pool for regular projects.

Please submit the Transportation Study Fee \$26,330 payable to the San Francisco Planning Department ("Transportation Review or Study" fee), and address the payment to Rhia Bordon.

Please submit the Site Circulation Review Fee \$9,560 payable to the San Francisco Planning Department ("Transportation Review or Study" fee), and address the payment to Rhia Bordon.

Please submit the SFMTA \$14,800 complex transportation review fee payable to the SFMTA.

Please submit the SFMTA \$2,950 site circulation transportation review fee payable to the SFMTA.

Please submit the SFMTA \$960 Development Project Review fee transportation fee payable to the SFMTA.

The contact person at SFMTA who will be responsible to receive these fees will be:

*David Kim
San Francisco Municipal Transportation Agency (SFMTA)
Finance & Administration Division
One South Van Ness Avenue, 8th Floor
San Francisco, CA 94103
Phone: (415) 646-2192 or David.Kim@sfmta.com*

Additional Comments to Sponsor:

Clarify in plan set the proposed number of parking spaces.

Comments to Staff (check all that are applicable):

ENV Case/ EP Transportation Planner should conduct a site visit to identify any pedestrian/ cyclist/transit/ vehicles safety issues

ENV/PPA Case or EP Transportation Planner should bring this project to SDAT

ENV/PPA Case or EP Transportation Planner should bring this project to UDAT

ENV Case Planner/ EP Transportation Planner should coordinate with Caltrans on:

ENV Case Planner/ EP Transportation Planner should attend Color Curb Office hours:

ENV Case Planner/ EP Transportation Planner should coordinate with Other Transit Agencies on:

Additional Comments to Staff:

San Francisco's evolving physical environment and the people that experience it benefit from the most thoughtful, well designed, and innovative projects possible. Therefore, beyond the requirements outlined in this PPA, project sponsors should review the additional City policies and regulations summarized below and consider how the project will implement applicable measures. The purpose of this fact sheet is to highlight a broader suite of considerations early in the process so they may be incorporated more holistically from the beginning. Project sponsors are advised to work with the relevant City agencies listed below to confirm details and possible additional requirements.

ENVIRONMENTAL SUSTAINABILITY

- 1. Green Building, Climate, and Energy.** San Francisco has committed to achieving net-zero greenhouse gas emissions (GHGs) by 2050, aligning with other global cities to support the Paris Climate Accords. Today, almost half of local GHGs come from buildings. The San Francisco Green Building Code (GBC) surpasses California's Title 24 energy efficiency standards, and outlines LEED certification and other comprehensive green building requirements, most of which also support climate mitigation (e.g., renewable energy, recycling and composting, non-toxic materials, etc). The GBC is regulated by SF Environment (SFE) and the Department of Building Inspection (DBI). Projects are encouraged to work with relevant agencies to determine the most effective mix of green building strategies for the project context and investigate pathways for achieving performance that meets or exceeds the requirements, striving to create developments that are carbon neutral (net-zero) or regenerative (net positive). For example, maximizing efficiency through mechanical technologies and passive design strategies; decarbonizing through renewable energy generation, all-electric systems, and 100% green (GHG-free) power purchases; and coordinating with water and waste systems, greening, and mobility strategies to optimize co-benefits. For more, visit: sfenvironment.org/buildings-environments/green-building
- 2. Better Roofs.** The Better Roofs Ordinance requires projects to install solar (photo voltaic and/or solar thermal systems) on at least 15% of cumulative roof area, living (green) roofs on 30%, or a combination of both. The Better Roofs program provides guidance for how developers, designers, and owners might develop 100% of usable roof space to support open space, habitat, stormwater management, urban agriculture, building cooling, enhanced local air quality, and other benefits. Please see <http://sf-planning.org/san-francisco-better-roofs> for more information, including the Planning Department's Living Roof Manual.
- 3. Clean Energy.** The San Francisco Public Utilities Commission (SFPUC) has been providing 100% greenhouse gas-free electric service (Hetch Hetchy Power) to San Francisco's most critical facilities for 100 years, and currently services all municipal buildings, SFO, Treasure Island, and more. San Francisco City Administrative Code Article 99 requires the SFPUC to consider providing this low cost power for all eligible new development, including large infill buildings and redevelopment projects typically over 50,000 square feet or with substantial electrical loads. The SFPUC has been providing clean power. For more, visit <http://sfwater.org/hetchhetchypowerfordevelopers> or contact HHPower@sfwater.org.
- 4. Recycled Water Use.** Certain projects located in San Francisco's Recycled Water Use areas are required to install recycled water systems ("purple pipe") for irrigation, cooling, and/or toilet and urinal flushing, per Article 22 of the San Francisco Public Works Code. New construction or major alterations with a total cumulative area of 40,000 square feet or more; any new, modified, or existing irrigated areas of 10,000 square feet or more; and all subdivisions are required to comply. For more information, visit: sfwater.org/index.aspx?page=687.
- 5. Non-Potable Water.** All new development of 250,000 square feet or more of gross floor area must satisfy 100% of flushing and irrigation demands (and ideally HVAC cooling), with non-potable water. Subject projects must install on-site non-potable water reuse systems, or partner with adjacent developments in a district system, to

treat and reuse available alternate water sources, such as graywater (from laundry and showers), rain water, foundation drainage, and more. Applicable projects need approvals from the San Francisco Public Utilities Commission (SFPUC), and permits from both the Department of Public Health (DPH) and DBI to verify compliance with local health and safety codes. All projects greater than 40,000 square feet are required to compete and submit a water balance study. Please visit <http://www.sfwater.org/np> for more information on compliance, coordination with the Stormwater Management Ordinance requirements, and district-scale systems.

6. **Stormwater.** Any project disturbing 5,000 square feet or more of ground surface is subject to the Stormwater Management Ordinance and should refer to the SFPUC's Stormwater Design Guidelines (Guidelines). Applicable projects must prepare a Stormwater Control Plan demonstrating project adherence to the City's latest performance measures and a signed maintenance agreement, which must be approved by the SFPUC's Urban Watershed Management Program before site or building permits may be issued. Compliance may occur through a mix of open space, rooftop, and street/sidewalk treatments and technologies. Projects are encouraged to focus on green infrastructure that maximizes co-benefits for habitat creation, urban heat island reduction, building energy savings, beautification, and urban flood resilience. Please see <http://sfwater.org/sdg> for more information and/or contact:

stormwaterreview@sfgov.org.

7. **Flood Notification.** Applicants for building permits for new construction, change of use or occupancy, or major alterations or enlargements must initiate contact with the SFPUC to determine whether the project would result in ground-level flooding during storms. Project sponsors may be required to include measures to ensure positive sewage flow, raise entryway elevation, and/or special sidewalk construction and deep gutters. Side sewer connection permits need to be reviewed and approved by the SFPUC at the beginning of the review process for all permit applications submitted to SF Planning or DBI. Please refer to Planning Director Bulletin No. 4: <http://sf-planning.org/departments-publications>.
8. **Water.** A hydraulic analysis will be required to confirm the adequacy of the water distribution system for proposed new potable, non-potable, and fire water services. If the current distribution system pressures and flows are inadequate, the project sponsor will be responsible for any capital improvements required to meet the proposed project's water demands. To initiate this process, please contact the SFPUC Customer Service Bureau at 415-551-2900 or contact cddengineering@sfgov.org. The project sponsor will be required to design all applicable water facilities, including potable, fire-suppression, and non-potable water systems, to conform to the current SFPUC City Distribution Division (CDD) and San Francisco Fire Department (SFFD) standards and practices. For more information, visit: <https://sfwater.org/index.aspx?page=574>.
9. **Storm Flood Risk Zone.** Sellers or lessors of properties within the 100-year Storm Flood Risk Zone shown on the SFPUC Flood Map must disclose such fact in writing to potential buyers or tenants. Whether or not a property is in the flood risk zone must be included on that property's Report of Residential Building Record ("3R Report"), issued by the Department of Building Inspection. For more information, visit <https://www.sfwater.org/index.aspx?page=1229>.
10. **Residential Water Submetering.** New multi-family residential buildings are required to comply with residential water submetering requirements set forth in the California Water Code (Division 1, Chapter 8, Article 5, Section 537-537.5) by Senate Bill 7 and enforced in San Francisco by the SFPUC. As a condition of the site permit issuance and water service, applicable site plans must indicate that each dwelling unit will be submetered. The SFPUC will review plans for compliance only for projects that apply for a site permit from DBI and for new water service from SFPUC after January 1, 2018. For more information on this requirement, visit <https://sfwater.org/reqs/submetering>.

11. Refuse Collection and Loading. Per the Mandatory Recycling and Composting Ordinance, all buildings must include spaces for collecting and loading recycling and composting in common and private areas, which are as or more convenient than waste disposal. Please see <http://sfenvironment.org/zero-waste/overview/legislation> for more information on the City's suite of Zero Waste legislation. Design and implementation assistance is available from the San Francisco Department of the Environment's Zero Waste Team by calling 415-355-3700. The Guidance on Recycling Design (page 3) resources for designing appropriate areas is found here:

http://sfenvironment.org/sites/default/files/fliers/files/sfe_zw_ab088.pdf.

12. Biodiversity. The San Francisco Biodiversity Resolution establishes biodiversity as a citywide priority to elevate the conservation and stewardship of local native species and habitats. Projects are encouraged to support the City's vision of climate-resilient ecosystems that connect all San Franciscans to nature by amplifying greening throughout all parks, plazas, yards, rooftops, facade walls (especially fronting public space) and sidewalks. Greening also provides co-benefits to air quality, urban cooling, stormwater management, human happiness, and food production. Please see the City's Plant Finder tool to identify the habitat supportive, climate appropriate, native, and non-invasive plants most appropriate for your project's micro-climate: www.sfplantfinder.org.

TRANSPORTATION AND STREETS

SITE CONTEXT CONSIDERATIONS

13. Better Streets Plan. The Better Streets Plan provides a comprehensive set of design guidelines for San Francisco's pedestrian environment. Projects should reference this document to inform the design of any changes to the streetscape, particularly projects subject to the streetscape plan requirements of Planning Code Section 138.1.

14. Vision Zero. The City of San Francisco is committed to eliminating all traffic-related deaths by 2024, in part by focusing on the city's high-injury corridors. Projects in these locations must prioritize street and sidewalk safety improvements, especially for more vulnerable users like people walking and people on bicycles; please see sftransportationmap.org. For more, visit visionzerosf.org.

15. Transit First Policy and Citywide Transit Network [City Charter SEC. 8A.115]. The City's longstanding Transit First Policy instructs all City Boards, Commissions, and Departments to support walking, biking, and transit as affordable, safe, convenient, and environmentally-friendly options for everyone. In general, development projects can support transit use by maximizing density, reducing or eliminating off-street parking, minimizing or eliminating curb cuts, including transit-supportive land uses and pedestrian-friendly facades, and investing in safety and beautification improvements in the public realm. Projects should identify any adjacent transit routes or improvements in order to inform design decisions and understand specific requirements (e.g., Planning Code Section 151 curb cut restrictions). For information on existing and planned transit improvements fronting your site, please see sftransportationmap.org, SMTA's project search tool www.sfmata.com/projects and its MUNI Forward Transit Priority Projects web site: www.sfmata.com/projects/muni-forward-transit-priority-projects.

16. Citywide Bicycle Network. The San Francisco Bicycle Plan contains prioritized improvement projects for a safe, interconnected bicycle network that supports bicycling as an attractive alternative to private auto use. Projects should understand if they front an existing or future bikeway and design vertical and horizontal improvements to best coordinate with and support these amenities. Projects should also be aware that Planning Code Section 151 prohibits curb cuts on some bike routes. For information on both, please see sftransportationmap.org and www.sfmata.com/projects-planning/projects/2009-san-francisco-bicycle-plan.

17. Green Connections. Green Connections are the City’s comprehensive network of streets identified as key opportunities to be greener and healthier streets for walking, biking, and active transportation, especially connecting parks and open spaces. Please see the “Property & Planning” tab of the SF Transportation Information Map to identify if your parcel is on a green connection: <http://sftransportationmap.org/>. The Green Connections Network Map and the Green Connections Design Toolkit support projects’ beautification, public art, community stewardship, ecological, and other sustainability features towards the implementation of the Green Connection system.

DESIGN POLICIES AND GUIDELINES

- 18. Electric Vehicles** [GBC Sec 4.106.4.1–2]. To support the transition to zero-emission vehicles, projects are required to support electric vehicle infrastructure in off-street parking facilities. Please refer to the City standards on the number, location, and size of EV charging spaces, as well as the requirement to service 100 percent of off-street parking spaces with adequate electrical capacity and infrastructure to support future EV charging stations. For more, visit sfenvironment.org/clean-vehicles/overview/clean-fuels-and-vehicles.
- 19. Bike Share.** The region is expanding its Bike Share Program, including many new Bike Share Stations throughout San Francisco and the introduction of electric options. Projects adjacent to current or planned stations should design street and sidewalk improvements in consideration of Bike Share operations, and may receive TDM points for subsidizing bike share memberships. For more, visit www.fordgobike.com.
- 20. Street Trees** [PC Sec. 138.1 & Public Works Code Article 16 Sec. 805 (d) & 806 (d)]. San Francisco has a goal of 1,000 new street trees per year to enhance climate resilience and quality of life; maintenance and associated sidewalk repairs are now provided by the City free of charge to property owners. Street tree amounts and planting guidelines must comply with the Planning Code and Better Streets Plan, as well as SFMTA standards regarding pedestrian visibility and SFPUC utilities guidelines. Approved street tree species may be found at www.sfplantfinder.org. To apply for a permit, visit: www.sfpublicworks.org/services/permits/street-trees-planting.
- 21. Street Lighting** [Public Works Code Sec 941; Admin Code Chapters 25.1 & 25.6]. Projects are required to submit proposed street lighting plans and photometric studies to the Public Works Bureau of Streetscape and Mapping (BSM) prior to issuance of the Streetscape Permit. These plans are reviewed by the SFPUC Power Enterprise division. Plans must meet appropriate illumination levels per Illuminating Engineering Society (IES) RP-8. Streetlights should be oriented to protect night skies and use energy efficient luminaires. Please reference [SFPUC’s Streetlight Catalogue](#) for approved streetlight fixtures and poles, and [Public Works’ Standard Plans and Specifications](#) for grade and separation requirements. Please note streetlights selected outside of the SFPUC catalogue must be maintained by the property owner(s), and mixing City and PG&E streetlight jurisdiction is typically not permitted. For more, please contact Streetlights@sfgwater.org.
- 22. Street Improvements** (construction within the public right-of-way). Infrastructure improvements within the public right-of-way will require a Street Improvement Permit from BSM. Additional permits may be required. For additional information visit www.sfpublicworks.org/services/permits or call 415-554-5810.
- 23. Accessibility.** Project improvements must provide accessible entrances and sidewalk cross-slopes along the pedestrian thoroughway zone. Please utilize Accessible Business Entrance (ABE) standard plans available at <https://sfpublicworks.org/services/standards-specifications-and-plans> for guidance. Prior to setting finished floor elevations at entrances, please contact Rick Pearman (Rick.Pearman@sfdpw.org) to schedule a meeting with the Public Works Disability Access Section.

24. Minor Encroachments in the Public Right-of-Way. Public Works discourages new encroachments into the public right-of-way, such as steps, warped driveways with diverters/planters, level landings, fire department connections, out swinging doors, and bollards. If proposed, the project sponsor must show them on plans and secure proper approvals. For new building construction, the Building Code does not allow building encroachments unless a variance to the Building Code is allowed by DBI. If a variance is approved, a Minor Encroachment Permit (sidewalk or other) will be required from BSM. Most encroachment permits require public notification and an annual assessment fee may be applied. For more information, visit www.sfpublishworks.org/services/permits/minor-encroachment-permit.

25. Major Encroachments in the Public Right-of-Way. Any modification of the public right-of-way that deviates from Public Works' Standard Plans and Specifications may require a Major Encroachment Permit (MEP). Project sponsors should ensure that they promptly submit complete plans and applications to BSM at the time of the Street Improvement Permit application submission since review and approval of an MEP can take a minimum of 6–12 months. For more information, visit: www.sfpublishworks.org/services/permits/major-encroachment.

Please note that in addition to Public Works approval, MEPs require issuance of a General Plan Referral (GPR) by the Planning Department and subsequent legislative action by the Board of Supervisors. GPRs determine whether projects are in conformity with the City's General Plan, and must be completed prior to Board of Supervisors' consideration. For more, see http://forms.sfplanning.org/GPR_InfoPacket.pdf or email CPC.General.Plan.Referrals@sfgov.org.

ADDITIONAL CONSIDERATIONS

26. Civic Design Review. The Civic Design Review Committee, a sub-committee of the Arts Commission, reviews new and renovated structures on (or, sometimes adjacent to) City property to ensure design excellence for San Francisco's civic facilities and structures. Please see the Civic Design Review Guidelines: www.sfartscommission.org/sites/default/files/documents/CDR%20Guidelines%202017.pdf.

27. 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, visit <https://oewd.org/first-source>

28. Noise Regulations Relating to Residential Uses Near Places of Entertainment (POE). New residential developments within 300 feet of a POE must complete the Entertainment Commission outreach process and record a Notice of Special Restrictions (NSR). For these projects, the Planning Department will not consider an application complete until (A) the Entertainment Commission has provided written notification to the Planning Department indicating that it either did not wish to hold a hearing, or that it held a hearing and the Project Sponsor attended; and (B) The Project Sponsor has included a copy and the date(s) of any comments and/or recommendations provided by the Entertainment Commission. For more information, visit: <http://sfgov.org/entertainment>.

NEIGHBORHOOD CONTEXT

The neighborhood has a strong fabric of historic architectural styles with a predominance of Mediterranean and Victorian examples of 2-3 stories. Setbacks vary with most homes set back with raised entries and others near grade at the back of sidewalk. Primary building materials are stucco and wood siding.

Individual Historic Resource

The project site contains one or more structures considered to be a potential historic resource; therefore, the proposed project is subject to further design review by the department’s Historic Preservation staff. Please refer to the Environmental Planning Review – Historic Resources section of the Preliminary Project Assessment for further instruction.

COMPLIANCE WITH DESIGN GUIDELINES

Due to its type or location, the project is required to comply with the following design guidelines:

Residential Design Guidelines	
GUIDELINES NOT CURRENTLY MET	RECOMMENDATIONS FOR COMPLIANCE
<i>Design rooflines to be compatible with those found on surrounding buildings.</i>	The sloped roof terminating at the top of the parapet on the front elevation is inconsistent with the architectural style. Recommend terminating the slope at the base of a raised parapet.
<i>Design building entrances to enhance the connection between the public realm of the street and sidewalk and the private realm of the building.</i>	The size of the entry and its location at the edge of the façade does not achieve a prominence consistent with nearby buildings. Recommend looking for opportunities to increase its prominence such as enlarging entry opening with sidelites, adding a small garage window, lighting etc.
<i>Design and place garage entrances and doors to be compatible with the building and the surrounding area.</i>	The garage door currently dominates the ground floor appearance. Recommend aligning with bay window to the right. Consider a garage door design more in keeping with the architecture such as simulated carriage doors with panels below and windows above.
<i>Minimize the width of garage entrances.</i>	Garage door dimension not shown. Should be 10’ maximum.
<i>Design parapets to be compatible with overall building proportions and other building elements.</i>	Recommend raising parapet up slightly to conceal portion of sloped roof behind.

<p><i>Use window materials that are compatible with those found on surrounding buildings, especially on facades visible from the street.</i></p>	<p>Window materials not called out. Recommend wood windows for consistency with neighborhood. Show window section in plans.</p>
<p><i>The type, finish, and quality of a building's materials must be compatible with those used in the surrounding area.</i></p>	<p>Materials not called out in plans. The brick shown is a high quality material however there is little precedent for it in the neighborhood which is primarily stucco and wood siding. Consider wood siding for consistency.</p>

For a full list of guidelines that may apply to this site, refer to the “Design Guidelines” link under the zoning tab when researching the property on the Planning Department’s Property Information Map.