



## PRELIMINARY PROJECT ASSESSMENT

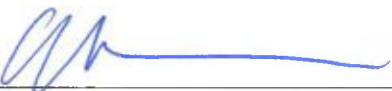
*Project Address:* 2350 Green Street  
*Case Number:* 2018-004686PPA  
*Date:* July 18, 2018  
*To:* St. Vincent de Paul School  
c/o Patricia Alarcon  
*From:* Elizabeth Gordon Jonckheer, Planning Department  
Mary Woods, Planning Department

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 Development Application, and any supplemental applications including for Environmental Evaluation (EE), may be submitted with the Planning Department at any time following the issuance of this PPA. The Development Application should, to the extent practical, propose a project that is responsive to the comments, issues, and requested materials identified in this PPA. The Development 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 Development 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 Citywide Policy Fact Sheet attached to this PPA.

You may contact Mary Woods, at (415) 558-6315 or [mary.woods@sfgov.org](mailto:mary.woods@sfgov.org), to answer any questions you may have about this PPA, or to schedule a follow-up meeting with Planning staff.



Elizabeth Gordon Jonckheer, Principal Planner

CC: Patricia Alarcon, RATCLIFF, 5856 Doyle Street, Emeryville, CA 94608  
Paul Chasan, Citywide Planning Division  
Lisa Fisher, Citywide Planning Division

Mary Woods, Current Planning Division  
Justin Horner, Environmental Planning Division  
Allison Albericci, Urban Design Advisory Team  
Jonas Ionin, Planning Commission Secretary  
Jonathan Piakis, SFDPH  
June Weintraub, SFDPH  
Charles Rivasplata, SFMTA  
Pauline Perkins, SFPUC  
Jerry Sanguinetti, SF Public Works  
Planning Department Webmaster ([planning.webmaster@sfgov.org](mailto:planning.webmaster@sfgov.org))

**TABLE OF CONTENTS**

**I. EXECUTIVE SUMMARY**

**APPENDIX A: PLANNING CODE REVIEW CHECKLIST**

**APPENDIX B: ENVIRONMENTAL REVIEW CHECKLIST**

**APPENDIX C: CITYWIDE POLICY FACTSHEET**

**APPENDIX D: PRELIMINARY DESIGN COMMENTS**

**APPENDIX E: PRELIMINARY STREET DESIGN COMMENTS**

## **I. EXECUTIVE SUMMARY**

### **SITE DETAILS**

<i>Block/Lots:</i>	0538/007 and 013
<i>Parcel Area:</i>	37,648 square feet
<i>Zoning District(s):</i>	RH-3 (Residential, House, Three-Family)
<i>Height/Bulk District(s):</i>	40-X
<i>Plan Area:</i>	N/A

### **PROJECT DESCRIPTION**

St Vincent de Paul is a private Catholic K-8 school located on Green Street in the Cow Hollow area of San Francisco. The campus includes the school (three buildings), a sanctuary and a rectory. The San Francisco Archdiocese also owns an adjacent lot on the corner of Green Street and Pierce Street that is used for parking and a residential property on Steiner Street.

The existing K-8 school occupies three buildings: the Lower School (Grades K-5) is housed in a two-story structure with a basement level; the Middle School (Grades 6-8) is housed in a three-story building with a basement level, and a gymnasium adjacent to the Middle School.

The proposed renovations will address seismic upgrades of the buildings, improve ADA access to the Lower and Middle Schools, provide a pedestrian connection from the Lower School to the Middle School, relocate the main reception/lobby to the front of the building, increase the amount of play space, and construct an above-grade two-story parking structure. Specifically, the work includes:

- Small expansion at the Lower School
- New stairs, elevator tower, and infill at the Lower and Middle School;
- Tenant improvements in the existing shelled space below the gymnasium
- New two-story parking structure with roof-top play area at the corner of Green & Pierce Streets

**KEY PROJECT CONSIDERATIONS**

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

1. **Planned Unit Development:** As the project site is greater than ½ an acre, the proposed project is eligible to seek a Planned Unit Development (PUD) through the Conditional Use authorization process. Please see Appendix A (Planning Code Review Checklist) for additional detail.
2. **Rear Yard Setback Requirement:** The proposed parking structure and rear additions would be located in the required rear yard. A PUD modification to the rear yard setback requirement would be necessary. Please see Appendix A (Planning Code Review Checklist) for additional detail.
3. **Off-Street Parking Requirement for the School Use:** The existing school consists of 15 classrooms. The proposed project will result in a total of 17 classrooms. The proposal would be required to provide three off-street parking spaces. The proposed 35-space parking structure would be considered a “private parking garage” use, as defined under Planning Code Section 102 because the amount of parking spaces proposed exceeds the accessory use threshold. As such, a Conditional Use authorization from the Planning Commission would be required for the proposed parking structure. Please see Appendix A (Planning Code Review Checklist) for additional detail.
4. **Proposed Two-Story Parking Structure:** Given longstanding City priorities, the subject property location, availability of city-provided mobility options, recent expansion of other privately-operated mobility options and rapid-evolving trends in technology impact private automobile use, the conventional Parking Garage component of the project is not supported as currently proposed. Consideration of additional programmatic, operational, phasing, and/or future facility-conversion alternatives in order to better-align the project with City priorities, policies, goals and requirements is strongly recommended. Please see Appendices D and E (Preliminary Design Comments and Preliminary Street Design Comments, respectively) for additional detail.
5. **Permeable Surfaces / Greening:** Overall, the entire site lacks landscaping and permeable space. The Department recommends the project sponsor consider opportunities for adding landscaping, gardens, stormwater green infrastructure, etc. as functional and visual amenities that also contribute to the neighborhoods air quality and biodiversity. Please see Appendix C (Citywide Policy Factsheet) for specific ideas.
6. **Citywide Policy/Code Conformity/Design issues**

In addition, applicants should review Appendix C: Citywide Policy Factsheet prior to the submittal of any Development 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. **Project Application, includes the Environmental Evaluation Screening Form**
  - a. **Informational Packet for the Project Application**

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 32 Exemption Certificate*

*Likely Required Technical Studies:*

1. **Historic Resource Evaluation**
2. **Greenhouse Gas Analysis Compliance Checklist**
3. **Geotechnical Report**
4. **Maher Program Application**

For more information, including requirements for what constitutes an Environmental Evaluation Application, please see Appendix B (Environmental Review Checklist).



**LAND USE:**

Permitted Use	Conditional Use	Planning Code Section & Comment		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">209.1</a>	Private K-8 School	CU required for intensification of an institutional/school use
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">102</a>	Private Parking Garage	CU required for a private parking garage
<i>Comments:</i> The amount of parking spaces proposed exceeds the accessory use threshold. As an alternative, project sponsor may seek a Conditional Use authorization for a "private parking garage" as a separate use instead of an accessory use to the existing school.				

**CONDITIONAL USE AUTHORIZATION:**

Required	Planning Code Section	
<input checked="" type="checkbox"/>	<a href="#">102</a>	Private Parking Garage
<input checked="" type="checkbox"/>	<a href="#">102</a>	School (St. Vincent de Paul)
<input checked="" type="checkbox"/>	<a href="#">303</a>	Conditional Use Authorization
<input checked="" type="checkbox"/>	<a href="#">304</a>	Planned Unit Development
<i>Comments:</i> Conditional Use Authorization is required. Please refer to Planning Code Section 304 for the additional finding required for a Planned Unit Development and rear yard modification.		

**OTHER REQUIRED APPROVALS:**

Required	Planning Code Section	
<input checked="" type="checkbox"/>	<a href="#">311</a>	Neighborhood Notification
<input checked="" type="checkbox"/>	<a href="#">303</a>	Conditional Use Authorization
<input checked="" type="checkbox"/>	<a href="#">304</a>	Planned Unit Development
Comments:		

**ADDITIONAL PLANNING CODE REQUIREMENTS:**

Complies	Does Not Comply	Needs Info	Planning Code Section		Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">121</a>	Lot Area/Width	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">124</a>	Floor Area Ratio	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">125</a>	Floor Area Ratio Premiums	Corner lot is eligible for FAR premium; please provide info
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">132</a>	Front Setback	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">132(g)</a>	Green Landscaping	Please provide info on plans
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">132(h)</a>	Permeability	Please provide info on plans
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<a href="#">134</a>	Rear Yard	Need PUD modification for rear yard setback
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">135</a>	Open Space	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">138.1</a>	Streetscape Plan	Please provide info on plans
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">139</a>	Bird Safety	Building material uncertain; please provide info on plans
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">141</a>	Rooftop Screening	Please provide info on plans
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">142</a>	Parking Screening & Greening	Please provide info on plans

# APPENDIX A: PLANNING CODE REVIEW CHECKLIST

Case No. 2018-004686PPA

2350 Green Street

Complies	Does Not Comply	Needs Info	Planning Code Section		Comments
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">149</a>	Better Roofs/ Living Roof Alternative	Please provide info on plans
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<a href="#">151</a>	Required Off-Street Parking	Exceeding accessory amount; need CU for private parking garage use
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">152</a>	Required Off-Street Loading	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">155.2</a>	Bicycle Parking	Please provide info on plans for existing and required spaces
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">155(r)</a>	Curb Cuts	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">260(a)</a>	Height	Please provide info on how height is measured for each building; note top of roof and parapets
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">260(b)</a>	Exemptions from Height	Please provide height info on stair/elevator tower
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">261</a>	Height Limits	Please provide info on height measurements
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">270</a>	Bulk	

## DEVELOPMENT IMPACT FEES:

Required	Planning Code Section	
<input checked="" type="checkbox"/>	<a href="#">411A</a>	Transportation Sustainability Fee (TSF)
<input checked="" type="checkbox"/>	<a href="#">43Q</a>	Bicycle Parking In-Lieu Fee (if cannot provide the required amount of bicycle parking spaces)



## APPENDIX B: PRELIMINARY ENVIRONMENTAL REVIEW CHECKLIST

Case No. 2018-004686PPA  
2350 Green St

TABLE 1. POTENTIAL ENVIRONMENTAL DOCUMENT				
NO.	DOCUMENT TYPE	APPLICABLE TO PROPOSED PROJECT	NOTES/LINKS	(For Dept. use upon submittal of Development Application) ACCEPTED
1.1(b)	Potentially eligible for Class 32 exemption	<input checked="" type="checkbox"/> YES [skip to Table 2] <input type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO
1.1(e)	In Area Plan	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO [skip to No. 1(f)]		<input type="checkbox"/> YES <input type="checkbox"/> NO

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 Development Application) ACCEPTED
2.1(a)	General	Construction Phasing	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO [likely only required for very large projects]		<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.1(b)	General	Changes to public facilities or infrastructure, excluding roadways (see No. 3 for roadways)	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO [likely only required for very large projects]		<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 Development Application) ACCEPTED
2.2(b)	Historic Preservation	Requires Consultant-Prepared Historic Resource Evaluation	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<p>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 Pilar LaValley, Principal Preservation Planner, via email (<a href="mailto:pilar.lavalley@sfgov.org">pilar.lavalley@sfgov.org</a>) for a list of three consultants from which to choose. Please contact the HRE scoping team at <a href="mailto:HRE@sfgov.org">HRE@sfgov.org</a> 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.</p>	<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 Development Application) ACCEPTED
2.3(c)	Transportation	Requires Drop-Off & Pick-Up Management Plan Application	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO [skip to 3(e)]	Study likely not required due to small alterations of circulation and operational space, no increase in enrollment, and low number of PM peak hour vehicle trips.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.3(e)	Transportation	Requires department-prepared Site Circulation Study	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> TBD		<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.3(f)	Transportation	Requires consultant-prepared Transportation Study	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> TBD		<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.4	Noise	Requires consultant-prepared Noise Study	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Proposed project does not include any new noise-generating uses.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.5	Noise / Air Quality	Stationary Source or Mechanical Equipment Or other noise sources	<input type="checkbox"/> YES [stationary source typically needed for projects with floor levels above 75 feet] <input checked="" type="checkbox"/> NO	Proposed project does not include any new generator or other stationary source of toxic air contaminants.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.6a	Air Quality	Subject to San Francisco Health Code article 38	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Project site is not located in an Air Pollution Exposure Zone.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.6b	Air Quality	Requires consultant-prepared Air Quality for criteria air pollutants AND health risk	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Proposed project is under the Bay Area Air Quality Management District thresholds for construction and operational criteria pollutants or health risk.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

## APPENDIX B: PRELIMINARY ENVIRONMENTAL REVIEW CHECKLIST

Case No. 2018-004686PPA  
2350 Green St

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 Development Application) ACCEPTED
2.7	Greenhouse Gas Emissions	Requires Greenhouse Gas Analysis Compliance Checklist	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The property owner must submit private development checklist to department. Greenhouse Gas cover and checklist are found here: <a href="http://sf-planning.org/consultant-sponsor-resources">http://sf-planning.org/consultant-sponsor-resources</a> under Application.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.8	Wind	Requires consultant-prepared Wind Study	<input type="checkbox"/> YES [wind memo generally required >80 feet; wind study always required if site is located in use district with wind criteria) <input checked="" type="checkbox"/> NO	Proposed project would not result in a building higher than 80 feet tall and project site is not located in use district with wind criteria.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.10 (a)	Shadow	Requires Shadow Analysis Application	<input type="checkbox"/> YES [if shadow fan shows new shadow on public open spaces] <input checked="" type="checkbox"/> NO [skip to 11(a)]	Preliminary shadow fan prepared by the Planning Department shows that the proposed project would not case shadow on Parks and Rec properties subject to PC Sec 295 nor would it case shadow on other public open space as to adversely affect the use and enjoyment of the open space.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
11(a)	Biological Resources	Trees	<input type="checkbox"/> YES <input type="checkbox"/> NO	The property owner must describe location and show on plans 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 added by project.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.12 (b)	Geology and Soils	Requires preliminary Geotechnical Study, including boring logs	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Project site is located in a liquefaction zone and includes slope of more than 20%.	<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 Development Application) ACCEPTED
2.13 (a)	Hazardous Materials	Subject to Health Code article 22 (Maher Ordinance)	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO [skip to 14]	If excavation volume is under 50 cy, Maher enrollment may not be necessary. Please provide information regarding volume of excavation. If more than 50 cy, the property owner must submit copy of the Maher application form with department of public health. More information is found here: <a href="http://www.sfdph.org/dph/EH/HazWaste/hazWasteSiteMitigation.asp">http://www.sfdph.org/dph/EH/HazWaste/hazWasteSiteMitigation.asp</a> . Submit a copy of the form with department of public health intake stamp.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.13 (b)	Hazardous Materials	Requires consultant-prepared Phase 1 Environmental Site Assessment	<input checked="" type="checkbox"/> Y, if Y above <input type="checkbox"/> N	If subject to Maher Ordinance, projects sponsor must provide Phase I ESA to Planning Department.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A

Abbreviations:

SFMTA: San Francisco Municipal Transportation Agency



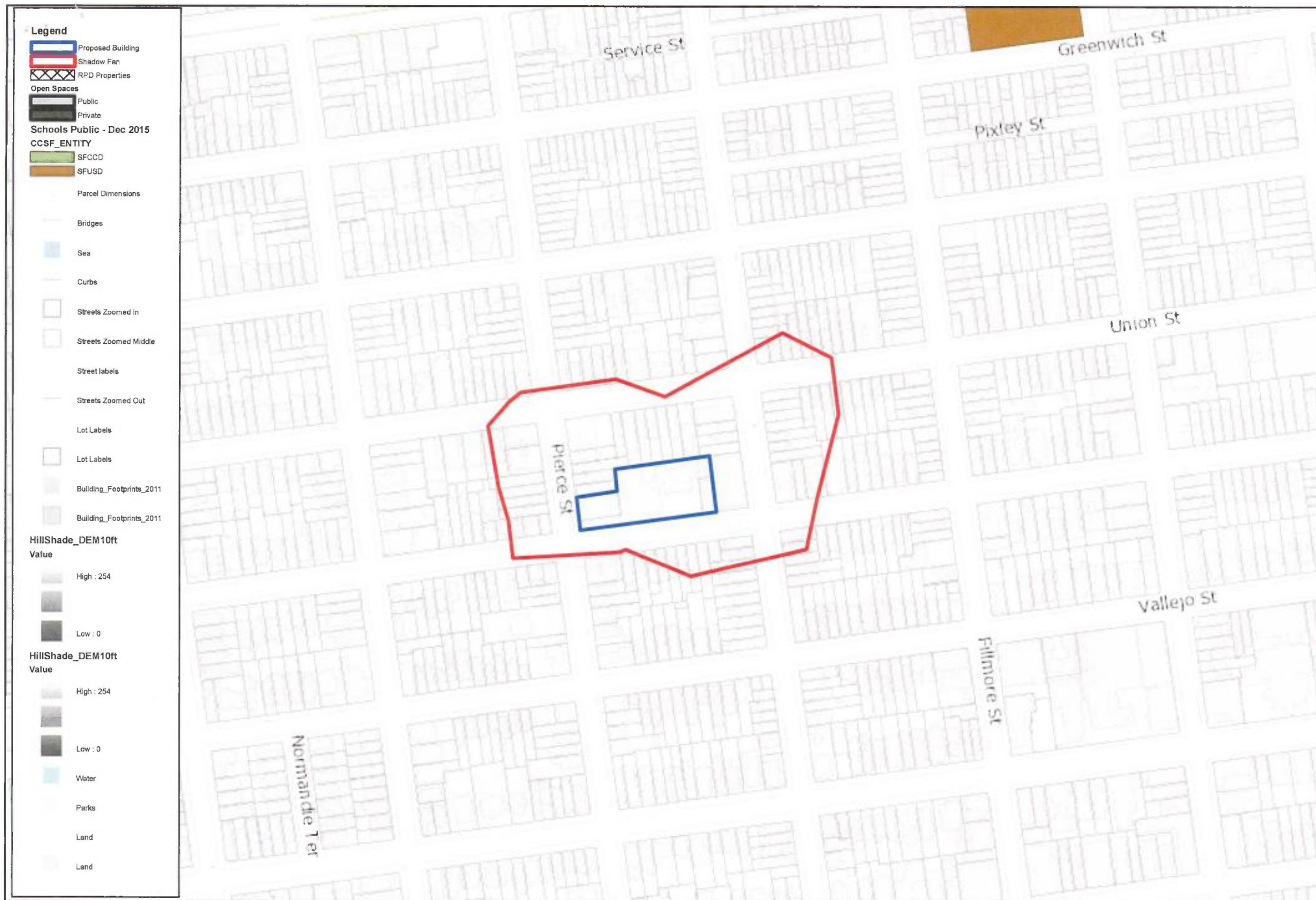
**TABLE 3. POST-ACCEPTED APPLICATION REQUIREMENTS**

NO.	ENVIRONMENTAL TOPIC	GENERAL DESCRIPTION OF REQUIREMENT	APPLICABLE TO PROPOSED PROJECT	NOTES/LINKS/ APPLICATION REQUIREMENTS	(For Dept. use upon submittal of Development Application) ACCEPTED
3.3	Archeology	Preliminary Archeological Sensitivity Assessment Study	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> TBD	Department will conduct a preliminary archeological review. If required, study must be prepared by a professional selected from the department's archeological consultant pool. Contact <a href="mailto:archeology@sfgov.org">archeology@sfgov.org</a> for a list of eligible consultants. The department will review and approve scope and study with consultant.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.4(a)	Transportation	Sidewalks – effective dimensions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The consultant must describe effective dimensions of sidewalks, taking into account presence and general location of physical structures.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

**TABLE 4. ADDITIONAL INFORMATION**

NO.	ENVIRONMENTAL TOPIC	GENERAL DESCRIPTION	APPLICABLE TO PROPOSED PROJECT	NOTES/LINKS
4.3	Shadow	Shadow Fan	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Department prepared the attached shadow fan which shows no new shadow on outdoor recreation facilities or other public areas.





Title: 2350 Green Street Shadow Fan (50 feet full parcel assumed)

Comments: Justin Horner, Planning Department

Printed: 2 May, 2018



The City and County of San Francisco (CCSF) does not guarantee the accuracy, adequacy, completeness or usefulness of any information. CCSF provides this information on an "as is" basis without warranty of any kind, including but not limited to warranties of merchantability or fitness for a particular purpose, and assumes no responsibility for anyone's use of the information.

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](http://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](mailto: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, visit [sfwater.org/index.aspx?page=687](http://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@sfwater.org](mailto:stormwaterreview@sfwater.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@sfwater.org](mailto:cddengineering@sfwater.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, visit <https://sfwater.org/index.aspx?page=574>
9. **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](http://sfenvironment.org/sites/default/files/fliers/files/sfe_zw_ab088.pdf).
10. **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](http://www.sfplantfinder.org).

## TRANSPORTATION AND STREETS

### SITE CONTEXT CONSIDERATIONS

1. **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.
2. **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](http://sftransportationmap.org). For more, visit [visionzerosf.org](http://visionzerosf.org).
3. **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](http://sftransportationmap.org), SMTA's project search tool [www.sfmta.com/projects](http://www.sfmta.com/projects) and its MUNI Forward Transit Priority Projects web site: [www.sfmta.com/projects/muni-forward-transit-priority-projects](http://www.sfmta.com/projects/muni-forward-transit-priority-projects).
4. **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](http://sftransportationmap.org) and [www.sfmta.com/projects-planning/projects/2009-san-francisco-bicycle-plan](http://www.sfmta.com/projects-planning/projects/2009-san-francisco-bicycle-plan).
5. **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

6. **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](http://sfenvironment.org/clean-vehicles/overview/clean-fuels-and-vehicles).
7. **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](http://www.fordgobike.com).

8. **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](http://www.sfplantfinder.org). To apply for a permit, visit [sfpublicworks.org/services/permits/street-trees-planting](http://sfpublicworks.org/services/permits/street-trees-planting).
9. **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@sfgov.org](mailto:Streetlights@sfgov.org).
10. **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](http://www.sfpublicworks.org/services/permits) or call 415-554-5810.
11. **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, depending on the encroachment, an annual assessment fee may be applied. For more, visit [www.sfpublicworks.org/services/permits/minor-encroachment-permit](http://www.sfpublicworks.org/services/permits/minor-encroachment-permit).
12. **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, visit [www.sfpublicworks.org/services/permits/major-encroachment](http://www.sfpublicworks.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](http://forms.sfplanning.org/GPR_InfoPacket.pdf) or email [CPC.General.Plan.Referrals@sfgov.org](mailto:CPC.General.Plan.Referrals@sfgov.org).

**ADDITIONAL CONSIDERATIONS**

1. **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 for more information: [www.sfartscommission.org/sites/default/files/documents/CDR%20Guidelines%202017.pdf](http://www.sfartscommission.org/sites/default/files/documents/CDR%20Guidelines%202017.pdf).
2. **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>
3. **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) on the site. If an NSR is required, the Planning Department will not consider a Project 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 of any comments and/or recommendations provided by the Entertainment Commission regarding the proposed Project as well as the date(s) when the comments were provided. For more, visit <http://sfgov.org/entertainment>.



## NEIGHBORHOOD CONTEXT

The Project Site is located within the Cow Hollow Neighborhood Lower Elevation Sub-Area. The open, picturesque atmosphere of the Cow Hollow neighborhood is created by the unique hillside setting and views to the north, and by large mid-block open spaces. Neighborhood architecture affords urban density at a pleasant scale that preserves natural light and views for most residents.

Cow Hollow includes a diversity of building types: larger single family detached residences in the higher elevation areas of the neighborhood; one and two family attached residences on smaller lots throughout much of the neighborhood; and, multi-family structures located on corner lots and in the lower elevation areas of the neighborhood. Despite this diversity of building types, the neighborhood is predominately two and three stories.

The Lower Elevation Sub-Area of the Cow Hollow Neighborhood consists primarily of single and two-family homes. The Lower Elevation Sub-Area includes the general area bounded by Green, Lyon, Greenwich, and Pierce. Consistency of scale is a key consideration in this lower elevation sub-area. The fact that single and two-family residences are interspersed throughout the majority of the neighborhood demonstrates the need for a consistent scale and building dimensions across zones.

*Excerpts from the Cow Hollow Neighborhood Design Guidelines.*

## PARKING STRUCTURE POLICY AND RELATED REGULATION AND CONCERN

Since 1924, St. Vincent de Paul School has endeavored to provide San Francisco residents with an educational option that addresses whole-child development: academic, social, emotional, physical and spiritual. The School's aspirations to upgrade facilities to compartmentalize parking, secure a single point-of-access, improve campus safety, provide a social heart and much-needed on-site active play space, and enhance the quality of student education are all laudable and well-appreciated.

However, given longstanding City priorities, the subject property location, availability of city-provided mobility options, recent expansion of other privately-operated mobility options and rapid-evolving trends in technology impact private automobile use, the conventional Parking Garage component of the project is not supported as currently proposed.

The Transportation Element of the San Francisco General Plan clearly explicates concern about parking structures, noting, in part:

*"...As a land use, off-street parking facilities compete with and displace land uses that provide greater social and economic benefit to the city. Widened streets, numerous curb cuts and narrowed sidewalks come at the expense of the safety and comfort of the pedestrian..."*

*... Various methods must be used to control and reshape the impact of automobiles on the city. These include improving and promoting public transit, ridesharing, bicycling and walking as alternatives to the single-occupant automobile; limiting the city's parking capacity..."*

To this end, the Transportation Element is further supported, and implemented by, various regulatory mandates. The Urban Design Element, the Planning Code, and the Urban Design Guidelines demand consideration of alternatives to garaged parking, and/or modifications to such structures that would result in a more contributory and neighborhood-compatible approach, potentially more-sustainably and flexibility designed to allow for a higher and better use within the structure in the future. Applicable references include the following:

- Protecting residential areas from the noise, pollution and physical danger of excessive traffic (URB.NEN.4.1);

- Protecting the livability and character of residential properties from the intrusion of incompatible new buildings (URB.NEN.4.15);
- Requiring setback and/or screening of parking and vehicle use areas (PC §142. and §144.);
- Providing standards for street frontages in residential neighborhoods (PC §144.);
- Limiting Accessory Off-Street Parking (PC §151.1);
- Providing standards for location and arrangement of off-street parking (PC §155.);
- Requiring a Transportation Demand Management Program for new construction resulting in 10,000 occupied square feet or more of any use other than Residential (PC §169.2.);
- Requiring Conditional Use authorization for Private Parking Garages in residential neighborhoods (PC §209.2);
- Mandating an appealing and safe pedestrian experience through the creation of defined and active streetwalls (UDG S5) the organization of uses to complement the public environment (UDG S6) and the design of active building fronts (UDG A8);
- Requiring that new development supports public transit and bicycling (UDG P4);

The sponsor is encouraged to further consider additional programmatic, operational, phasing, and/or future facility-conversion alternatives, and to continue to develop the project to better-align with City priorities, policies, goals and requirements. Please refer to the more detailed notes below regarding compliance with the Urban Design Guidelines for more-specific direction. The Department looks forward to working with St. Vincent de Paul to advance the project accordingly.

### COMPLIANCE WITH DESIGN GUIDELINES

Due to its type or location, the project is required to comply with the following design guidelines: *Urban Design Guidelines* and the *Cow Hollow Neighborhood Design Guidelines*.

Urban Design Guidelines	
GUIDELINES NOT CURRENTLY MET	RECOMMENDATIONS FOR COMPLIANCE
<b>S5 Create a Defined and Active Streetwall</b>	<i>Design and program the corner of Green and Pierce Streets and the Green Street building frontages to allow active and direct engagement with the street to support pedestrian-oriented activity. Set back parking and other non-active uses a minimum of 20'-0 from the Green Street façade.</i>
<b>S6 Organize Uses to Complement the Public Environment</b>	<i>Locate and design vehicular areas and appurtenances to enhance the pedestrian environment. Minimize the location, size, and number of curb cuts and locate parking access to minimize impacts on transit, bicycles, and pedestrian circulation. Provide Parking Access along Pierce Street; vacate the existing curb cut along Green Street. Minimize the footprint needed for parking through operational (valet) and/or mechanical (puzzle stackers, etc) means. Screen at-grade parking from street view with ground floor uses complimentary to the neighborhood context and compatible with the mission of the institution. Such uses may include but are not limited to: residential, institutional, art, limited corner commercial, community clubhouse, neighborhood center, cultural centers or other community-serving functions.</i>

<b>A2 Modulate Buildings Horizontally and Vertically</b>	<i>Reflect neighborhood-prevailing lot widths and proportion and size of architectural elements in the scaling and ordering of the proposed buildings. Use the internal building program or circulation to externally express different volumetric or facade elements. Utilize a hierarchy of scales within the overall values established in these guidelines if there is no consistent neighborhood pattern. Proportion the scale, the amount of transparency, and the character of entrances at the ground floor to the type of uses and street interaction.</i>
<b>A3 Harmonize Building Designs with Neighboring Scale and Materials</b>	<i>Either use common neighborhood material types or contemporary material strategies that complement neighborhood material characteristics. Use high-quality and durable primary materials such as stone, steel, masonry, and concrete for on all visible facades.</i>
<b>A8 Design Active Building Fronts</b>	<i>Maximize active ground floor uses and street frontage quality. Avoid or minimize expansive blank and blind walls at the ground floor. Activate the southern half of the existing parking lot with non-parking uses. Note that the term “active use” includes a broad range of functions and is not limited to commercial uses. See PC §145.1 for guidance on “active use.”</i>
<b>P4 Support Public Transportation and Bicycling</b>	<i>Reduce or eliminate off-street parking. Where parking is provided, it should be designed so as to facilitate easy conversion to a different use in the future (i.e. appropriate floor-to-floor heights, flat slabs and detachable ramps where needed.) Provide bike racks at access points to open spaces and buildings. Consider amenities and room for electric and larger-sized bicycles. Minimize automobile access conflicts with pedestrians and cyclist by relocating the proposed Garage Entrance to Peirce Street. See S6, above.</i>
<b>P7 Integrate Sustainable Practices into the Landscape</b>	<i>Use permeable paving and below-grade infrastructure to capture storm-water and improve the health of street trees. Consider using recycled permeable and/or concrete paving for curbs or benches to contain new planting. Reuse site or construction materials wherever possible. Removal of Existing Lot 7 and creation of the new Playground/Entry court presents an opportunity to integrate Sustainable Landscape Strategies.</i>

Cow Hollow Neighborhood Design Guidelines	
<b>GUIDELINES NOT CURRENTLY MET</b>	<b>RECOMMENDATIONS FOR COMPLIANCE</b>
<i>Emphasize Corner Buildings</i>	<i>Corner buildings play a stronger role in defining the character of the neighborhood than other buildings along the block face. Design for corner buildings should recognize this by giving the building greater visual emphasis. Emphasis may be given through active façade design, articulation, material and detailing.</i>



<i>Compatibility of Vertical and Horizontal Proportions</i>	<i>The proportions of the basic shapes of a project must be compatible with those of surrounding buildings. Identify the vertical and horizontal elements that define the facades of a building, such as doorways, windows, cornices and garage doors, and then to analyze their dimensional relationships.</i>
<i>Use Compatible Materials</i>	<i>Consider the materials of the of the surrounding buildings. The quality of materials and installation should be comparable to those used in the surrounding buildings and appear as an integral part of the structure.</i>
<i>Respect Entryway Patterns</i>	<i>Provide gracious public entries to the proposed buildings.</i>
<i>Minimize Negative Impacts of Garage Entries</i>	<i>Relocate the Garage Entry to Pierce Street and reduce size. Minimize visibility of Parking from the Public Realm.</i>

The level of project documentation and Architectural detail provided in the PPA submission is preliminary. The comments above are based only on information to date; further design review will be provided on subsequent submission. Thorough review of the submission requirements for the next stage is recommended to ensure documentation is complete.

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.

**STREET DESIGN REVIEW**

The Street Design Advisory Team (SDAT) is an inter-agency review body that provides street design guidance for projects subject to the streetscape and pedestrian improvement requirements established in the Better Streets Plan, or any project proposing work in the public right-of-way. SDAT includes representatives from The Planning Department, Department of Public Works, Municipal Transportation Agency (SFMTA), and the San Francisco Public Utilities Commission (SFPUC). SDAT reviewed the proposed project on April 23, 2018 and provides the following comments:

**Site Conditions**

(See Transportation Info Map <http://sftransportationmap.org>)

- |  |   |
|--|---|
| <input type="checkbox"/> Vision Zero Network High Injury | <input type="checkbox"/> Transit Preferential Street    |
| <input type="checkbox"/> Bicycle Network                 | <input type="checkbox"/> Key Walking Street             |
| <input type="checkbox"/> Green Connections Network       | <input type="checkbox"/> Curb Cut Restriction           |
| <input type="checkbox"/> Muni Corridor                   | <input type="checkbox"/> SFMTA or Public Works Projects |

**Conditions Requiring Street Design Review**

- ☒ Planning Code 138.1 (required streetscape improvements per the Better Streets Plan)
- ☐ Vision Zero
- ☐ Other:

Based on the information provided in the PPA Application:

- ☐ Development Application would not require SDAT review.
- ☒ Development Application would require SDAT review. The proposed project would require SDAT review upon submittal of the first Development Application. Any Development Application for a project requiring SDAT review shall include the required elements for a Streetscape Plan outlined in the Plan Submittal Guidelines here: [http://forms.sfplanning.org/Plan\\_Submittal\\_Guidelines.pdf](http://forms.sfplanning.org/Plan_Submittal_Guidelines.pdf)

**SDAT DESIGN COMMENTS****1. Active Frontages on Green and Pierce**

- While SDAT does support the rooftop children's play area, SDAT does not support the parking garage proposed on the corner of Pierce and Green Street as currently configured. The proposed design would result in an inactive frontage along both Pierce and Green Streets. Moreover, the existing off-street parking is a non-conforming use and the project's proposal to increase the number of off-street parking spaces would result in the site being further out of compliance with the Planning Code.
- The project should explore strategies to activate the southern half of the existing parking lot with active uses.
- Please coordinate with the Planning Department's Urban Design Advisory Team (UDAT) as this comment will impact the architecture of the proposed building addition,

**2. Enhance the courtyard fencing along Green Street**

- The fence screening the Green Street courtyard should be of high architectural quality and designed with high visual permeability into the site.

## REQUIRED STREETScape FEATURES

Based on a preliminary interagency review, SDAT anticipates the project will be required to install the following streetscape features. Be aware that these recommendations are subject to change.

### 3. Curblines and Intersection Modifications

- Install one standard city Better Streets Plan-compliant “wrap-around” bulbout, projecting into both the Pierce and Green Street right-of-ways.
- Accessible curb ramps
  - Corner 1 - the Northeast corner of Green and Pierce Street
  - Receiving Ramp on Corner 2 - the Northwest corner of Green and Pierce Street (across the street from the project site)
  - Receiving Ramp on Corner 3 - the Southeast corner of Green and Pierce Street (across the street from the project site)

### 4. Enhanced Sidewalk Frontages

- Install sidewalk landscaping along the entire street frontage. SDAT recommends the project maintain an 8’ accessible path of travel along Green and Pierce streets. The sidewalk landscaping can be installed either at the curb edge or a combination of curb edge and adjacent to the school buildings.
  - SDAT also recommends the project extend the required Pierce and Green Street sidewalk landscaping in front of the Church property along Steiner, however, this is not a project requirement.
- Install pedestrian lighting on Green Street frontage.

### 5. Off-street Loading and Parking Access and New Accessible On-Street Loading

- Off-street parking should be accessed via Pierce Street. All curb cuts on Green Street shall be vacated and replaced with passenger loading zones (white curb).
- The project shall install a new pedestrian ramp fronting the mid-block courtyard proposed on Green Street (at the eastern edge of the existing curb cut). This will ensure the white curb functions as an accessible loading area.
- All vacated curb cuts on Green Street shall be replaced with passenger loading areas (white curb). Please coordinate with Kniha from the SFMTA on this item ([paul.kniha@sfmta.com](mailto:paul.kniha@sfmta.com)).

### 6. Receiving Ramps Required

- The existing pedestrian ramps fronting the project site at Pierce Street and Green Street do not meet city standards and will need to be upgraded. Be advised that Public Works code requires sponsors installing ADA-compliant curb ramps at crosswalks to install receiving ramps at the opposite end of the crosswalk if none exist or if an existing ramp does not comply with modern City standards. In addition to the ramp required on the northeast corner of the Pierce and Green Street intersection in front of the project, the project sponsor will be required to install a new ramp across the road from the project site on the northwest and southeast corners of the intersection. Please coordinate with Public Works BSM on this item.

### 7. Transformer Vault

- 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 for SDAT review. Should the project intend to install an electrical transformer within the public right-of-way, be aware that sidewalk vaults are considered an exception by Public Works Bureau of Street Use & Mapping (BSM). The project sponsor will need to work with the Planning Department to generate a written request for this exception along with a Vault Encroachment Permit Application to BSM.



**8. Trash**

- Provide trash loading and removal strategy explaining how trash bins will be moved between the trash storage area and the street on pickup days.

**9. Street Lighting**

- Lighting improvements required on Green Street. Project sponsor is expected to propose a lighting plan for Green Street and provide photometric studies for the proposed lighting plan.