



PRELIMINARY PROJECT ASSESSMENT

Project Address: 469 Stevenson Street
Case Number: 2017-014833PPA
Date: May 17, 2018
To: Katie O'Brien, Build, Inc.
From: Mark Luellen, Planning Department
Nicholas Foster, 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 Nicholas Foster, at (415) 575-9167 or nicholas.foster@sfgov.org, to answer any questions you may have about this PPA, or to schedule a follow-up meeting with Planning staff.

Mark Luellen, Principal Planner

CC: Christopher Thomas, Environmental Planning Division
Paolo Ikezoe, Citywide Planning Division
Luiz Barata, Urban Design Advisory Team

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I. EXECUTIVE SUMMARY

SITE DETAILS

<i>Block/Lot(s):</i>	3704/045
<i>Parcel Area:</i>	28,790 sq. ft.
<i>Zoning District(s):</i>	C-3-G (Downtown General Commercial)
<i>Height/Bulk District(s):</i>	160-F Height and Bulk District
<i>Plan Area:</i>	Downtown

PROJECT DESCRIPTION

The proposal (“project”) would utilize the Individually Requested State Density Bonus Program, therefore a “base” and a “bonus” project are required for analysis purposes. The bonus project includes the demolition of the existing 28,790-square-foot surface commercial parking lot and construct a new 31-story, 335-foot-tall building containing residential uses. The proposed building would include 439 dwelling units, 219 below-grade parking spaces, Class 1 and 2 bicycle parking spaces, and 6,902 gross square feet of ground-floor retail, and 398,209 gross square feet of residential use, for a total of 495,138 gross square feet of uses. The “base” project includes a reduced number of dwelling units (325 dwelling units) and a smaller building (352,098 gross square feet), and a lower overall height (160 feet tall). Excavation to a maximum depth of 50 feet is expected, with an approximate amount of excavation of 53,302 cubic yards.

KEY PROJECT CONSIDERATIONS

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

1. The project as proposed is seeking to utilize the Individually Requested State Density Bonus Program. In order to determine the allowable density bonus, the applicant must provide a base project that is deemed completely code-compliant, and does not require any exceptions, variances or modifications from the Planning Code.

The base project is not considered code-compliant because an exception, pursuant to Code Section 309, is required from the rear yard requirements from the Code Section 134. Additionally, a variance from Section 145.1 may be required as the base project proposes residential uses a ground level. Residential uses are considered active uses only if more than 50 percent of the linear residential street frontage at the ground level features walk-up dwelling units that provide direct, individual pedestrian access to a public sidewalk. Future submittals should show compliance with the Code to remain eligible for the State Density Bonus Program.

Additionally, the base project cannot assume that the Inclusionary Affordable Dwelling Units provided onsite are exempt from the density calculation since such exemption requires Conditional Use Authorization pursuant to Planning Code Section 124(f). If Conditional Use Authorization is required to exceed the principally permitted density, that base project is therefore not considered code-compliant.

Future submittals should clearly show that the base project is not exempting the square footage allocated to affordable Dwelling Units from the calculation of total allowable gross floor area. The figures on page 0.06 “planning summary” of the PPA submittal state that the base Floor Area Ratio (FAR) for the subject property is 9:1, or 259,110 gross square feet, with use of Transferable Development Rights (TDRs). That calculation correctly reflects the maximum allowable FAR with no exemption of floor area for Inclusionary Affordable Dwelling Units.

Please note that discrepancies appear on page 0.80 (“area tabulation-baseline”) with different values for total gross floor area for the base project that do not match the values found on page 0.06. Nevertheless, Department Staff assumed these values to be tabulation errors and are basing comments on the values provided on the “planning summary” sheet, or page 0.06.

In areas where density is controlled by the permitted building envelope, the bonus density is calculated as a bonus of additional residential floor area. While the bonus project that was submitted appears to correctly calculate the maximum gross floor area allowed utilizing the State Density Bonus Program, future submittals should clearly show that the bonus project is calculating the bonus off the maximum gross floor area permitted for the base project. The figures on page 0.06 “planning summary” state that the bonus project is eligible for up to 349,799 gross square feet, which is correct. However, as with the base project, discrepancies appear on page 0.08 (“area tabulation-proposed”) with different values for total gross floor area for the base project that do not match the values found on page 0.06. Nevertheless, Department Staff assumed these values to be tabulation errors and are basing comments on the values provided on the “planning summary” sheet, or page 0.06.

In future submittals, please also describe the waivers, incentives and concessions sought for the bonus project. Please describe how the requested waivers are necessary to accommodate the additional density, and how the requested incentives and concessions result in actual and identifiable cost reductions for the project. Planning Staff may request supportive documentation for the requested waivers, incentives and concessions.

Additional comments may be found in Appendix A.

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 Development Application. Based on the information provided in the PPA application, a Development Application for the proposed project should include supplemental applications for the following:

1. **Environmental Evaluation**
2. **Downtown Project Authorization**
3. **Transportation Demand Management Program**
4. **Shadow Analysis.**

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: Initial Study to determine MND or EIR

Likely Required Technical Studies:

1. **Transportation Impact Study**
2. **Geotechnical Report**
3. **Archeological Resources Report**
4. **Noise Study**
5. **Air Quality Study**
6. **Wind and Shadow studies**
7. **Hazards (Phase I ESA)**

For more information, including requirements for what constitutes an Environmental Evaluation Application, see **Appendix B: Environmental Review Checklist**.

LAND USE:

Permitted Use	Conditional Use	Planning Code Section & Comment		
<input checked="" type="checkbox"/>	<input type="checkbox"/>	210.2	C-3-G	Base Project: 325 Dwelling Units; 3,488 gsf of non-residential use (retail) use; State Density Bonus Project: 439 Dwelling Units; 6,902 gsf of non-residential (retail) use.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	235-249	Special Use Districts	Within ¼ Mile of Fringe Financial Services SUD; within ¼ Mile of Existing Fringe Financial Service
<p><i>Comments:</i></p> <p>Residential Uses are principally permitted in the subject Zoning District, with no density limits. Instead, density is regulated by the maximum floor area ratio (FAR); permitted height and bulk; required setbacks; exposure; and open space of each development lot. The base project that was submitted appears to be code-compliant. Please see Conditional Use Authorization section for additional information.</p>				

CONDITIONAL USE AUTHORIZATION:

Required	Planning Code Section	
<input type="checkbox"/>	303	Conditional Use Authorization
<p><i>Comments:</i></p> <p>While the base project that was submitted appears to be code-compliant, future submittals should clearly show that the base project is not exempting the square footage allocated to affordable Dwelling Units from the calculation of total allowable gross floor area. This means the base project cannot assume that the Inclusionary Affordable Dwelling Units provided onsite are exempt from the density calculation since such exemption requires Conditional Use Authorization pursuant to Planning Code Section 124(f). Planning Section 124(f) allows additional square footage above that permitted by the base floor area ratio limits may be permitted in C-3 Districts for the construction of on-site affordable units to households whose incomes are within 120% of Area Median Income (AMI) for rental units, in accordance with conditional use procedures and criteria as provided by Planning Code Section 303.</p>		

OTHER REQUIRED APPROVALS:

Required	Planning Code Section	
<input checked="" type="checkbox"/>	127 , 128	Transfer of Development Rights (TDR)
<input checked="" type="checkbox"/>	206	Affordable Housing Bonus Programs
<input checked="" type="checkbox"/>	295	Shadow Impacts on Property under the Jurisdiction of the Recreation & Parks Commission
<input checked="" type="checkbox"/>	305	Variance
<input checked="" type="checkbox"/>	309	Permit Review in C-3 [aka. Downtown Project Authorization]
<input checked="" type="checkbox"/>	314	Residential, Hotel or Motel Uses near Places of Entertainment
<input checked="" type="checkbox"/>	315	Affordable Housing Project Authorization
<p><i>Comments:</i></p> <p>Downtown Project Authorization is required as the project includes over 50,000 square feet of gross floor area and is over 75 feet in height. An exception from the rear yard requirements from the Code is required as the base project does not provide a code-compliant rear yard. Please refer to Planning Code Section for the additional finding required under Planning Code Sections 309. Additionally, a variance may be required as the base project proposes</p>		

Required	Planning Code Section
	residential uses a ground level. See "Required Active Use" section for additional information.

ADDITIONAL PLANNING CODE REQUIREMENTS:

Complies	Does Not Comply	Needs Info	Planning Code Section		Comments
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	102	Gross Floor Area	See comments below under Maximum Floor Area Ratio.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	123	Maximum Floor Area Ratio	The maximum Floor Area Ratio (FAR) for the subject property is (9:1), or 259,110 gsf. Additional floor area may be permitted for construction of on-site Inclusionary Affordable Dwelling Units through Conditional Use Authorization, pursuant to Code Section 124(f), thereby exceeding the 9:1 FAR limit. It is assumed the PPA submittal is not exempting any floor area per Code Section 124(f) for the base project.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	124	Floor Area Ratio	See comments below under Maximum Floor Area Ratio.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	132.1	Setback & Streetwall in C-3	Setbacks of the upper parts of a building abutting a public sidewalk in any C-3 District may be required, in accordance with the provisions of Section 309, as deemed necessary. More information is required to determine the established street wall base for the subject property.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	134	Rear Yard	Pursuant to Section 309, an exception would be required for the Base Project given that no rear yard is provided at the lowest level containing Dwelling Units.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	135	Open Space (Residential)	Private or common useable open space (36 sf/Dwelling Unit if private or 48 sf/Dwelling Unit if common) is required. Base Project does not show compliance. If all common useable open space, 15,561 sf would be required. Bonus Project shows a total of 20,943 sf of common useable open space where 21,019 sf would otherwise be required.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	138	Privately-Owned Public Open Space	Privately-Owned Public Space in the amount of 1:50 sf for all non-residential uses would be required.

APPENDIX A: PLANNING CODE REVIEW CHECKLIST
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Complies	Does Not Comply	Needs Info	Planning Code Section		Comments
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	138.1	Streetscape Plan	Compliance with this Code Section should be shown on future submittals for both Base and Bonus Projects. See SDAT Notes for more information.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	139	Bird Safety	Compliance with this Code Section should be shown on future submittals for both Base and Bonus Projects.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	140	Dwelling Unit Exposure	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	141	Rooftop Screening	Compliance with this Code Section should be shown on future submittals for both Base and Bonus Projects.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	145.1(c)(3)	Required Active Use	Base Project is not considered Code-compliant as residential uses are considered active uses only if more than 50 percent of the linear residential street frontage at the ground level features walk-up dwelling units that provide direct, individual pedestrian access to a public sidewalk. Future submittals should show compliance, or, seek a Variance.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	145.1(c)(4)	Ground Floor Ceiling Height	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	145.1(c)(5)	Street-Facing Ground-Level Spaces	Compliance with this Code Section should be shown on future submittals for both Base and Bonus Projects.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	145.1(c)(6)	Transparency & Fenestration	Compliance with this Code Section should be shown on future submittals for both Base and Bonus Projects.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	147	Reduction of Shadow on Certain Public Open Space	Compliance with this Code Section should be shown on future submittals for both Base and Bonus Projects.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	148	Reduction of Wind Currents	Compliance with this Code Section should be shown on future submittals for both Base and Bonus Projects.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	151.1	Off-Street Parking	Both Base and Bonus Projects are Code-compliant (not exceeding the .5 parking ratio for parking permitted as accessory). Further reductions of off-street parking are supported by the Department in service of the City's Transit-First Policy.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	152.1	Required Off-Street Loading	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	154	Parking Dimensions	Compliance with this Code Section should be shown on future submittals for both Base and Bonus Projects.

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469 Stevenson Street

Complies	Does Not Comply	Needs Info	Planning Code Section		Comments
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	155(d)	Enclosure of Off-Street Loading	Compliance with this Code Section should be shown on future submittals for both Base and Bonus Projects.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	155(s)	Off-Street Parking & Loading in C-3	Any single development is limited to a total of two façade openings of no more than 11 feet wide each or one opening of no more than 22 feet wide for access to off-street parking and one façade opening of no more than 15 feet wide for access to off-street loading. Shared openings for parking and loading are encouraged. The maximum permitted width of a shared parking and loading garage opening is 27 feet. Compliance with this Code Section should be shown on future submittals for both Base and Bonus Projects.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	155.2	Bicycle Parking	The Base Project would require 156 Class 1 and 18 Class 2 spaces based upon approximate GFA of proposed uses. Bonus Project would require 186 Class 1 spaces and 24 Class 2 spaces based on approximate GFA of proposed uses. Compliance with this Code Section should be shown on future submittals for both Base and Bonus Projects.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	155.4	Required Showers & Lockers	Compliance with this Code Section should be shown on future submittals for both Base and Bonus Projects.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	166	Car-Share	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	167	Unbundled Parking	Compliance with this Code Section should be shown on future submittals for both Base and Bonus Projects.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	169	Transportation Demand Management	Environmental Application was accepted prior January 1, 2018, therefore the Project is subject to 75% of TDM target. Compliance with this Code Section should be shown on future submittals for both Base and Bonus Projects.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	207.7	Required Dwelling Unit Mix	Both the Base and Bonus Projects do not show the required unit mix of two- and three-bedroom units. Compliance with this Code Section should be shown on future submittals for both Base and Bonus Projects.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	260(a)	Height Measurement	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	260(b)	Exemptions from Height	Compliance with this Code Section should be shown on future submittals for both Base and Bonus Projects.

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469 Stevenson Street

Complies	Does Not Comply	Needs Info	Planning Code Section		Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	270	Bulk	The Base Project appears to be Code-compliant.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	270.2	Mid-Block Alley	Compliance with this Code Section should be shown on future submittals for both Base and Bonus Projects.

DEVELOPMENT IMPACT FEES:

Required	Planning Code Section	
<input checked="" type="checkbox"/>	411A	Transportation Sustainability Fee (TSF)
<input checked="" type="checkbox"/>	414A	Child-Care for Residential Projects

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(e)	In Area Plan	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO [skip to No. 1(f)]	Downtown Area Plan	<input type="checkbox"/> YES <input type="checkbox"/> NO
1.1(e)(ii)	In Area Plan and not consistent with development density and/or height established by zoning	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO
1.1(f)	Requires an initial study to determine environmental document	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	See table 2 for likely topics and studies to be required.	<input type="checkbox"/> YES <input type="checkbox"/> NO
1.1(g)	Requires general environmental consultant	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	A general environmental consultant is likely required to coordinated sub-consultants and prepare the environmental document, which must be prepared by a professional selected from the department's general environmental consultant pool. Contact environmentalpool@sfgov.org for list of eligible consultants.	<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 checked="" type="checkbox"/> YES <input type="checkbox"/> NO	General construction phasing should be provided (i.e., demolition, site preparation, excavation, construction, finishing).	<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 type="checkbox"/> NO <input checked="" type="checkbox"/> TBD	The property owner must describe location and provide plans of any changes to public facilities, excluding roadways (e.g., parks and recreation facilities, pump stations, sewer lines, etc.).	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.2(a)	Historic Preservation	Requires Supplemental Information for Historic Resource Evaluation	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> TBD	Project site is currently a parking lot. Note that several Category A buildings adjoin the project site. As substantial excavation is proposed, a study regarding potential vibration impacts to adjacent historic resources may be required.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.3(a)	Transportation	Roadway changes – construction	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Project is subject to Better Streets Plan. The property owner must describe location and provide plans of any changes to roadways for construction, including duration and location of temporary construction closure of travel lanes, sidewalks, etc.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.3(b)	Transportation	Roadway changes – operation	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The property owner/consultant must describe location and provide plans of typical roadway dimensions (e.g., lane dimensions/stripping drawings), including identifying any non-typical roadway dimension (e.g., turn pockets, bulb outs).	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

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2.3(f)	Transportation	Requires consultant-prepared Transportation Study	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> TBD	Study must be prepared by a professional selected from the department's transportation consultant pool. Contact cpc. transportationreview@sfgov.org for a list of [three] eligible consultants. The consultant must submit a scope of work to department. Pay applicable department fees. Pay SFMTA fee directly to SFMTA, One South Van Ness, 8 th Floor, Attn: Evelyn Bruce, San Francisco, CA 94103. Make check out to: Development Review Fees – [insert project name].	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.3(g)	Transportation	Scope of Work Checklist	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Refer to attached checklist which lists scope requirements.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.4	Noise	Requires consultant-prepared Noise Study	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Project site may be adjacent to sensitive receptors (residences, hotels); construction and stationary equipment must demonstrate compliance with Noise Ordinance. The consultant (not subject to department list) must submit a scope of work to department.	<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 checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The property owner must describe location and provide plans of number, size (horsepower), and engine tier level of stationary sources or mechanical equipment (e.g., backup diesel generators, fire pumps) or other noise sources.	<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 checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The property owner must submit copy of initial filed application with department of public health. More information is found here: http://www.sfdph.org/dph/eh/Air/default.asp .	<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
2.6b	Air Quality	Requires consultant-prepared Air Quality Study for criteria air pollutants. Need for a health risk analysis will be determined.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project screens out for a criteria air pollutant analysis. However, a CalEEMod run should be run to determine if a health risk assessment is necessary as the project site is in the APEZ. The consultant (not subject to department list) must submit a scope of work to department.	<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 checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The property owner must submit [private development OR municipal project] checklist to department. Greenhouse Gas cover and checklist are found here: http://sf-planning.org/consultant-sponsor-resources under Application.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.8	Wind	Requires consultant-prepared [Wind Memorandum and potentially Wind Study with tunnel testing OR Wind Study with tunnel testing]	<input checked="" type="checkbox"/> YES (wind memo generally required >80 feet; wind study always required if site is located in use district with wind criteria) <input type="checkbox"/> NO	Project is in a known windy area and is well over 80 feet in height. The consultant (not subject to department list) must submit a scope of work to department.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.9	Wind/Shadow	Building setbacks	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The property owner must describe location and provide plans of building setbacks and coverage at each above-grade level, including height of the roof, parapet, ridge, towers, and penthouses	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.10 (a)	Shadow	Requires Shadow Analysis Application	<input checked="" type="checkbox"/> YES (if shadow fan shows new shadow on public open spaces) <input type="checkbox"/> NO [skip to 11(a)]	Pay applicable fees. Application is found here: http://default.sfplanning.org/publications_reports/Shadow_Analysis_Application.pdf .	<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
2.10 (b)	Shadow	Requires consultant-prepared Shadow Study	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Preliminary shadow analysis indicates proposed structure would shadow nearby open spaces. The consultant (not subject to department list) must submit a scope of work to department.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
11(a)	Biological Resources	Trees	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The property owner must describe location and show number of trees on, over, or adjacent to the project site on plans, 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 (a)	Geology and Soils	Project site slope	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The property owner must describe slope of project site (percentage) in relation to adjacent streets and cardinal direction.	<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 is in a seismic hazard (liquefaction) area. The property owner must submit final preliminary study.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.13 (a)	Hazardous Materials	Subject to Health Code article 22 (Maher Ordinance)	<input checked="" type="checkbox"/> YES (required if greater than 50 cubic yards disturbance or known contamination) <input type="checkbox"/> NO [skip to 14]	The property owner must submit copy of the Maher application form with department of public health. More information is found here: http://www.sfdph.org/dph/EH/HazWaste/hazWasteSiteMitigation.asp . 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"/> YES <input type="checkbox"/> NO	The property owner must submit final Phase 1 assessment.	<input type="checkbox"/> YES <input type="checkbox"/> NO <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
3.1(a)	General	Project Objectives (for EIRs)	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO [skip to 2]	The property owner must draft statement of objectives sought by the project, consistent with CEQA Guidelines section 15124(b). The department will finalize objectives with property owner.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.1(b)	General	Other agency approvals (for EIRs)	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The property owner must submit a list of non-department permits and other approvals.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.2	Aesthetics	Photo simulations	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The property owner must coordinate with the department to submit draft photo simulations from public right-of-way vantage points, particularly areas identified in the General Plan. The department will finalize simulations with property owner.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.3	Archeology	Preliminary Archeological Sensitivity Assessment Study	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" 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 archeology@sfgov.org 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 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
3.4(b)	Transportation	Intersection treatments	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The consultant must describe location and type of intersection curb ramps, intersection crossing treatments (e.g., crosswalks), or traffic control devices (e.g., stops signs, gates, signals).	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.4(d)	Transportation	Programmatic features – external to buildings	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The consultant must describe valet, crossing guard, or control officer operations and locations.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.4(e)	Transportation	Programmatic features – internal to buildings	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The consultant must describe operations of vehicle stackers, elevators, turning tables, loading facilities, etc.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.4(f)	Transportation	Turning templates	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The consultant must provide plans of vehicle turning templates, indicating the various design vehicles.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.5(a)	Transportation / Noise / Air Quality	Construction – sub-phasing	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The consultant must describe estimated hours and number of days of week of construction, including by phase (demolition, site preparation, grading, building construction, architectural coatings, paving) taking into account total phase duration (weeks).	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.5(b)	Transportation / Noise / Air Quality	Construction – equipment	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The consultant must describe estimated number, size (horsepower), and usage (daily and total) of construction equipment type, including trucks and any impact equipment, by phase. Or if nighttime construction could occur.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

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
3.5(c)	Transportation / Noise / Air Quality	Operation – diesel trucks	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The property owner must describe estimated number of daily diesel vehicle trucks during operation.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.5(d)	Transportation / Noise / Air Quality	Operation – waste facilities	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The property owner must describe and provide plans of location and dimensions of rooms for compost, recycling, and waste.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.5(e)	Transportation / Noise / Air Quality	Operation – noise sources	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The property owner must describe and provide plans of location and dimensions of locations where amplified noise or large crowds may congregate.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.6a	Utilities and Service Systems	Water supply	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project meets the definition of a water demand project per CEQA Guidelines section 15155. The property owner must submit water supply demand estimates.	<input type="checkbox"/> YES <input type="checkbox"/> NO
3.6b	Utilities and Service Systems	Wastewater demand	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The applicant must provide wastewater demand calculations in accordance with Subdivision Regulations.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.7(b)	Hydrology and Water Quality	Stormwater and Sewer Management	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The applicant must describe stormwater retention, detention, infiltration, and treatment features proposed to meet requirements of Stormwater Management Ordinance. The applicant must describe existing sewer capacity and proposed demand on sewer infrastructure.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

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
3.8(a)	Hazardous Materials	Requires consultant-prepared Phase 2 Environmental Site Assessment	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> TBD	[The department and department of public health will review Phase 1 assessment to determine if t/T]he property owner must submit a final Phase 2 assessment.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

Abbreviations:

CEQA: California Environmental Quality Act

EIR: Environmental Impact Report

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: http://propertymap.sfplanning.org/ http://sftransportationmap.org/ http://developmentmap.sfplanning.org/
4.2	Tribal Cultural Resources	Consultation	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> TBD	Department staff will consult with California Native American tribes regarding potential significant impacts.
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.



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: 5/17/2018
TO: Transportation Consultants
FROM: Lana Wong & Dan Wu, Transportation Staff
RE: Transportation Study Scope of Work Checklist
Case No. 2017-014833PPA, 469 Stevenson

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

The following is a list items we anticipate will be required for the analysis of this transportation study. Some of these items may require further consultation with Environmental Planning during scoping of the transportation study.

Travel Demand

- ☒ *Estimates of (AM / PM / other time peak hour / daily) person and vehicle trips*
- ☒ *Trip Distribution (AM / PM / other time peak hour / daily) person and vehicle trips*
- ☒ *Estimates of (average hour /peak hour / daily) freight loading demand*
- ☒ *Estimate of (average hour/peak hour/daily) passenger loading demand*
- ☐ *Estimate of (average hour/peak hour/daily) of other types of loading demand. Describe type (e.g., tour bus): _____*

- ☐ *Estimate of (average hour /peak hour /daily) parking demand*
- ☒ *Different travel demand for (baseline / cumulative) conditions. Describe reasons why: Baseline should analyze 6th Street improvements, including proposed signals on Jesse/6th and Stevenson/6th Streets, and potential prohibited left turns.*
- ☐ *Other: _____*

Traffic

- ☒ *Assessment of potential major traffic hazards. Describe elements of analysis briefly: Assess vehicle to vehicle hazards at Jesse/6th and Stevenson/6th Streets.*

Walking/Accessibility

- ☒ *Assessment of potentially hazardous conditions. Describe elements of analysis briefly: Project needs to clarify changes to sidewalk; if no changes, assess hazards to people walking.*
- ☒ *Assessment of accessibility. Describe elements briefly: Project needs to clarify changes to sidewalk; if no changes, assess accessibility for people walking.*
- ☒ *(Qualitative / Quantitative) Cumulative Analysis. Describe cumulative projects to consider briefly: Qualitatively access the potential for cumulative walking impacts.*

Bicycling

☒ *Assessment of potentially hazardous conditions. Describe elements of analysis briefly: Assess vehicle to bicycle hazards along 5th Street bike facility and along proposed 6th Street bike facility.*

☐ *Assessment of accessibility. Describe elements briefly: _____*

☒ *(Qualitative / Quantitative) Cumulative Analysis. Describe cumulative projects to consider briefly: Qualitatively access the potential for cumulative biking impacts.*

Transit

☒ *(Qualitative / Quantitative) assessment of transit capacity*

☐ *(Screenline / Directional link /line-by-line) assessment of transit capacity. If applicable, list lines: _____*

☒ *(Qualitative / Quantitative) assessment of transit delay. Describe elements of analysis briefly (e.g., lines): Qualitatively assess potential transit delay on Market, 5th, and Mission Streets based on project generated vehicle trips and distribution.*

☒ *(Qualitative / Quantitative) Cumulative Analysis. Describe cumulative projects to consider briefly: Qualitatively access the potential for cumulative transit impacts.*

Loading

☒ *(Qualitative / Quantitative) assessment of loading demand. Describe elements of analysis briefly: Quantitatively assess the freight loading demand, including freight and delivery service vehicles accessing the site. Is loading demand met? Can vehicles turn into the loading space?*

☒ *Assessment of potentially hazardous conditions due to loading. Describe elements of analysis briefly: If loading demand is not met and vehicles cannot turn into the loading space than analyze potentially hazardous conditions to other modes. Provide turning templates of freight vehicles from Stevenson Street into loading area.*

☒ *(Qualitative / Quantitative) Cumulative Analysis. Describe cumulative projects to consider briefly: Qualitatively access the potential for cumulative loading impacts.*

Emergency Access

☐ *Assessment of Emergency Access. Describe elements briefly:*

☐ *(Qualitative / Quantitative) Cumulative Analysis. Describe cumulative projects to consider briefly: _____*

VMT

☒ *Senate Bill 743 Checklist*

☒ *Map-based VMT analysis*

☐ *Detailed VMT analysis. Describe reasons why:*

☒ *TDM Program compliance*

Construction

☒ *Assessment of potentially hazardous conditions due to construction. Describe elements of analysis briefly: Analyze the proposed project's construction in relation to other baseline projects.*

☒ *(Qualitative / Quantitative) Cumulative Analysis. Describe cumulative projects to consider briefly: Analyze the proposed project's construction in relation to other cumulative projects.*

Parking

☐ *Assessment of potentially hazardous conditions due to parking configuration. Describe elements of analysis briefly: _____*

☐ *(Qualitative / Quantitative) assessment of transit delay due to parking configuration. Describe elements of analysis briefly (e.g., lines): _____*

☐ *(Qualitative / Quantitative) Cumulative Analysis. Describe cumulative projects to consider briefly: _____*

Other

☐ *Project Variants. Describe reasons briefly:*

☒ *Future Baseline analysis. Describe reasons briefly: 6th Street Improvement Project.*

☐ *Assessment of Mitigation Measures from prior EIR (e.g., Area Plan). List EIR:*

☒ *Cumulative Projects: Better Market Street, 6th Street, 945 Market Street, and 950-974 Market Street, 1036-1040 Mission Street.*

Warrants SFMTA staff consultation or review during the CEQA transportation review process:

☐ *Streetscape changes beyond the publicly accessible right-of-ways beyond those of Planning Code Section 138.1(C)(2)). Including:*

- *A new street:*
- *Traffic control devices changes (e.g., stop signs, signals, etc.);*
- *Roadway dimension changes or restriping (e.g., lane removal or addition, lane width reduction or expansion, addition of bicycle facilities, one-way to two-way, etc);*
- *Mid-block crossings for people walking*

☒ *Development is proposed along a street with a future (i.e., under construction or reasonably foreseeable) streetscape project that includes curb extensions, bicycle facilities, or transit service or facilities;*

☐ *Development proposes changes to the location of physical features of public transit stop;*

☐ *Development proposes changes to public transit service;*

☐ *Development proposes changes to operate shuttle bus service;*

- ☐ *Development proposes changes to the length, location, and hour restriction's to color curb designations or metered parking;*
- ☒ ***Development is proposing greater than 150 vehicular parking spaces for accessory uses or more than 50 vehicle parking spaces for non-accessory uses (i.e., private or public parking garage/ lot);***
- ☐ *Development is proposing an event center or regional-serving entrainment venue;*
- ☐ *Other:* _____

PRELIMINARY DESIGN COMMENTS

The proposal is a massing and floor plan diagram, therefore the architecture is assumed to be preliminary and UDAT will provide further detailed design review on the subsequent submission. UDAT recommends that the project express significant façade depth, provide high-quality materials, and meet the architectural detailing and character of the neighborhood. Innovative architecture is encouraged.

The project is located in a C-3-G Downtown-General zoning district and Downtown planning area. The Downtown Area Plan along with the Urban Design Guidelines provides objectives and policies and guidelines that serve as the basis for design review. Relevant policies and guidelines are cited below.

DOWNTOWN AREA PLAN**POLICY 11.2**

Introduce elements of the natural environment in open space to contrast with the built-up environment.

POLICY 12.3

Design new buildings to respect the character of older development nearby.

Care should also be exercised in the design of new buildings proposed near landmarks or in older areas of distinctive character. New and old can stand next to one another with pleasing effects, but only if a similarity or successful transition is achieved in scale, building form, and proportion. The detail, texture, color, and material of the old should be repeated or complemented by the new.

POLICY 13.2

Foster sculpturing of building form to create less overpowering buildings and more interesting building tops, particularly the tops of towers. (See Figures 2 and 3 on page 30).

Parking and Circulation

UDAT recommends consolidating the loading and off-street parking entrance to minimize the extent on the Stevenson frontage.

POLICY 13.3

Create visually interesting terminations to building towers.

POLICY 15.1

Ensure that new facades relate harmoniously with nearby facade patterns.

As a general rule, facades composed of both vertical and horizontal elements fit better with older as well as most new facades.

POLICY 15.2

Assure that new buildings contribute to the visual unity of the city. For the most part, buildings in San Francisco are light in tone. The overall effect, particularly under certain light conditions, is that of a whole city spread over the hills. To maintain continuity with this existing pattern, disharmonious colors or

building materials should be avoided. Buildings should be light in color. Highly reflective materials, particularly mirrored or highly reflective glass, should be used sparingly.

POLICY 15.3

Encourage more variation in building facades and greater harmony with older buildings through use of architectural embellishments and bay or recessed windows.



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: 1/8/2018

TO: Nick Foster (Current Planning) & Paolo Ikezoe (Citywide Planning)

CC: **SF Public Works:** Simon Bertrang; Chris Buck; Brent Cohen; Rucha Dande; Lynn Fong; Kevin Jensen; Suzanne Levine; Kathy Liu; Kelli Rudnick; Tara Singh; Rahul Shah;

SFMTA: Jennifer Molina; Paul Kniha; Sam Lam; Ricardo Olea; Charles Rivasplata; Mike Sallaberry; James Shahamiri; Adam Smith; Felipe Robles; Erin Miller Blankinship; Cathal Hennessy;

SF Planning: Paul Chasan; Esmeralda Jardines; Seung Yen Hong; Neil Hrushowy; Jessica Look; Manoj Madhavan; Maia Small; Lana Russell; David Winslow; Dan Wu

SFPUC: Josh Bardet; Mira Chokshi; Josselyn Ivanov; Joan Ryan; Sam Young; Hieu Doan; April Yan

FROM: The Street Design Advisory Team (SDAT)

RE: SDAT Review

Case NO. 2017-014833PPA

Address: 469 Stevenson

Neighborhood: SOMA

Zoning: C-3-G - DOWNTOWN- GENERAL

Area Plan: Downtown

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

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

SDAT reviewed the proposal at 469 Stevenson on December 4, 2017. Below are the SDAT comments from that meeting.

CONTEXT

Project Description & Transportation-Related Notes

The project site is currently a surface parking lot. The project proposes to utilize the State Density Bonus to construct a residential mixed-use project comprising approximately 454 units. The ground floor podium includes building lobby, retail, loading, and circulation, along with approximately 2,900 sq. ft. of common open space. Atop the podium is the floor that includes approximately 13,000 sq. ft. of common usable and building amenities for residents. The project site has frontages along Stevenson and Jessie Streets.

SDAT Triggers**BSP Required (Planning Code 138.1);**On a lot greater than ½ acre; *or*☐ Yes ☒ NoContains 250 feet of frontage on public ROW; *or*☒ Yes ☐ No

Encompasses full block;

☐ Yes ☒ No*AND*New Construction; *or*☒ Yes ☐ No

Addition of 20% or more of GFA

☐ Yes ☒ No

Based on the above triggers, the project is required to comply with the Better Streets Plan.

Other (Please Describe):☐ Yes ☒ No**Site Conditions**(See Transportation Info Map <http://sftransportationmap.org/>)

Vision Zero Network High Injury Corridor

☐ Yes ☒ No

Bicycle High Injury Corridor

☐ Yes ☒ No

Pedestrian High Injury Corridor

☐ Yes ☒ No

Bicycle Network

☐ Yes ☒ No

Green Connections Network

☐ Yes ☒ No

MUNI Corridor

☐ Yes ☒ No

Transit Preferential Street

☐ Yes ☒ No

Key Walking Street

☐ Yes ☒ No

Curb Cut Restriction

☐ Yes ☒ No

Missing Curb Ramps

☐ Yes ☒ No

SFMTA or Public Works Projects

☒ Yes ☐ No**SDAT COMMENTS****Related City Projects****Transportation Network Changes**

- SFMTA's 6th Street Improvements Project includes the signalization of the intersections of Jessie and 6th Streets and Stevenson and 6th Street, which may prohibit left-hand turns from 6th Street.

STREET IMPROVEMENTS**Sidewalk Widening (Required)**

- The project shall construct a 9' sidewalk on Stevenson Street (see UDAT comments).

Notes

- Refer to the UDAT comment regarding setting the building back to provide a 9' sidewalk along the Stevenson Street frontage.
- See Item #5 under the "Interagency Coordination and Additional Guidance" section below

Drive Access

- Reduce curb cut size on Stevenson Street (Recommended).
- Remove existing curb cut(s) and restore a 6" curb on Jessie Street (Required).

Notes

SDAT is concerned about the dimensions and locations of the two proposed curb cuts on Stevenson. Please consider consolidation the curb cuts and reducing the widths of the curb cuts on Stevenson.

Landscaping (Required)

- Install street trees along both Jessie and Stevenson Streets.

Notes

Please refer to Item #8 under "Interagency Coordination and Additional Guidance" section below.

Street Lighting

- Pedestrian lighting is recommended on both Stevenson and Jessie Streets.
- Properly reinstall or replace the existing street lighting along Jessie Street per SF Public Works standards.

Notes

Please refer to Item #11 under "Interagency Coordination and Additional Guidance" section below.

Bicycle Parking on Sidewalk

- Recommend increasing amount of bike parking on Stevenson Street near the main lobby.

Notes

Please refer to Item #1 under "Interagency Coordination and Additional Guidance" section below.

- Southside Parking is currently prohibited on Stevenson (chicane) associated with adjacent development 945 Market – restriction on parking on Stevenson (coordinate with future passenger loading zone).

OPERATIONS**Loading (Recommended)**

- Provide 66' to 88' of passenger loading (white zone) near the main lobby on Stevenson Street.

Notes

- The easternmost approximately 102 feet of the project's Stevenson Street frontage is legislated as red curb. This means that on-street parking or loading is not permitted along the easternmost 102 feet of the project's Stevenson Street frontage.
- This leaves approximately 95 feet of the Stevenson Street frontage available for on-street parking and loading. The project sponsor shall utilize the existing available on-street parking spaces to provide a passenger loading zone in front of the main lobby.
- Please refer to Item #2 under "Interagency Coordination and Additional Guidance" section below.

Transformer/ Trash

- Place transformer vault within the project site, possibly within the mid-block common open space.
- Provide a trash loading strategy.

Notes

- Contact Recology to ensure their pick-up routes include the project's Stevenson Street frontage.
- For the placement of electrical power transformer, please refer to item #3 under "Interagency Coordination and Additional Guidance," below.

Additional Information Required for Next SDAT Review

- ☒ Existing/proposed curb cuts and curb cuts to be removed
- ☐ Street names
- ☒ Dimensions of existing and proposed sidewalk and curb extensions on plans
- ☒ Dimensions of existing and proposed curb cuts on plans
- ☒ Site plan with streetscape features (e.g. trees, bike parking racks)
- ☒ Proposed street tree locations
- ☐ Adjacent ROW widths
- ☐ Locations of existing utility poles and hydrants
- ☐ Turn templates
- ☒ Curb-to-curb section, including dimensions of tree wells and path of travel
- ☒ Proposed transformer vault location

INTERAGENCY COORDINATION AND ADDITIONAL GUIDANCE**SFMTA****1. On-Street Bike Rack Coordination**

- Planning Code Sections 155.1, 155.4, and 155.5, dictate the number of required Class 1 (in-building) and Class 2 (on-street or sidewalk) bike racks required by the project. SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW, and the SFMTA Bike Program coordinates the installation of on-street bicycle racks and ensures that proposed bicycle racks meet the SFMTA's bicycle parking guidelines.
- If Class 2 racks are required, the project sponsor should contact the SFMTA Bike Program (bikeparking@sfmta.com) prior to issuance of first architectural addenda and submit a site plan showing proposed Class 2 bike rack design and locations. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class 2 bike racks required by the Planning Code. Before contacting the SFMTA, please review the [Bike Rack Specifications](#) and [Sidewalk Bicycle Rack Placement Guidelines](#), which can be found on the SFMTA's website at: <https://www.sfmta.com/services/streets-sidewalks/installation-requests/bicycle-racks-corrals>

2. Loading

- The establishment of colored curbs for passenger and commercial loading on street requires coordination with SFMTA. Please contact Paul Kniha at paul.kniha@sfmta.gov

Public Works**3. Electrical Transformer Room**

- If a new electrical power transformer is required by the electric utility to provide power to the building, please show the location of the transformer room on the plans. The transformer room must be shown on the plans for review by SDAT and Public Works during the planning phase of the project prior to applying for a Building Permit and Public Works Permits. Public Works typically does not permit new transformer vaults in the public right-of-way.

4. Street Improvements (construction within the public right-of-way)

- Infrastructure improvements within the public right-of-way will require a Street Improvement Permit from SF Public Works Bureau of Street Use & Mapping (BSM) and Street Improvement Plans. Depending on the scope of work the Plans should include the following plan sheets: Civil (grading, layout, utility erosion control, etc.), Landscaping (planting, irrigation, etc.), Electrical (lighting, photometrics, conduit, etc.), Joint Trench (power, telephone, and communication approved by the respective utility companies). Additional permits may be required. Visit <http://www.sfpublicworks.org/services/permits> for additional information or call 415-554-5810.

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

- Per guidelines established in the San Francisco Better Streets Plan the tangent of the curb return on a corner bulbout should start a minimum of 5' beyond the property line.
- To ensure that bulbouts are sweepable with standard City street sweeper equipment, bulbout curb returns shall conform to SF Public Works' Standard Plan for Curb Bulbs. See: <http://sfpublicworks.org/sites/default/files/87%2C175.pdf>
- Modification of the curb line will require Sidewalk Legislation; contact BSM Mapping/Subdivision Section. It is strongly encouraged that a sidewalk legislation package is submitted at the time a Street Improvement Permit application is submitted since the permit will not be approved until the Sidewalk Legislation is approved, which can take a minimum of 6-12 months for approval.

6. Encroachments into the Public Right-of-Way

- SF Public Works discourages any new encroachments into the public right-of-way. If new encroachments are proposed, show them on the plans. Examples of encroachments are: steps, warped driveways with diverters/planters, level landings, fire department

connections (FDC), out swinging doors, bollards, etc. For new building construction, the Building Code does not allow building encroachments unless a variance to the Building Code is allowed by the DBI. If a variance is approved, a Minor Sidewalk Encroachment Permit (MSE) or other encroachment permit will be required from BSM. Most encroachment permits require public notification and, depending on the encroachment an annual assessment fee may be applied.

7. Special (non-standard) projects in the public right-of-way (plazas, parks, shared streets, etc.)

- Any modification of the public right-of-way that deviates from SF Public Works Standard Plans and Specifications may require a Major Encroachment Permit (MEP) from the BSM. It is strongly encouraged that the plans for the MEP are complete and all application submittals are promptly submitted to BSM at the time of the Street Improvement Permit application is submitted because the MEP can take a minimum of 6-12 months. For information on the Major Encroachment permitting process visit <http://www.sfpublishworks.org/services/permits> or call 415-554-5810.

8. Street trees

- All landscaping, street trees, site furniture, and special paving should be consistent with guidelines in the Better Streets Plan (BSP). See www.sfbetterstreets.org.
- Per SFMTA standards, trees are not allowed within 25 feet of the corner property line on approach, but trees can be placed closer to the intersection on exit, to enhance pedestrian visibility and safety.
- Per SFPUC standards, new trees shall not be placed within 5 feet of water facilities, including water mains and water service laterals.
- Any proposed new, removed, or relocated street trees and/or landscaping within the public sidewalk may require a permit from SF Public Works Bureau of Urban Forestry (BUF). Tree species should be selected from the "Recommended Plants List". For more Information, please visit: <http://sfpublishworks.org/trees> or call (415) 554-6700. To apply for a permit: <http://sfpublishworks.org/services/permits/street-trees-planting>.

SFPUC

9. Clean Energy

- This project is eligible to use Hetch Hetchy Power: the SFPUC provides 100% greenhouse gas-free electric service at energy rates about 10% lower than other power providers. There may be opportunities to share necessary electrical equipment between buildings, further reducing costs. San Francisco Administrative Code Section 99 requires the SFPUC to consider providing power for certain types of private development projects, including infill and large new buildings. The SFPUC has been providing clean power to some of San Francisco's most critical facilities for 100 years. For more information, please contact HHPower@sfwater.org.

10. 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.
- 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. These include, but are not limited to, the following:
 - a. SFPUC- CDD Protection of Existing Water and AWSS Facilities;
 - b. SFPUC Standards for the Protection of Water and Wastewater Assets;
 - c. Rules and Regulations Governing Water Service to Customers;
 - d. SFPUC- CDD Design Criteria for Potable Water Systems;
 - e. Application for Water Supply and Responsibility of Applicants;
 - f. San Francisco Fire Code and Reliability;
 - g. California Waterworks Standards; California Code of Regulations Titles 17 and 22
 - h. Auxiliary Water Supply System (AWSS) Distribution Piping.

For questions please contact cddengineering@sfwater.org.

11. Lighting + Power

- Illumination levels for roadways, sidewalks and intersections must comply per Illuminating Engineering Society (IES) RP-8. The project sponsor will be expected to propose a street lighting plan and provide photometric studies for the proposed lighting design. Reference SFPUC's streetlight catalogue for approved streetlight fixtures and poles. Fixtures and poles selected outside of the SFPUC catalogue will be maintained by the property owner(s).
- Both surface and subsurface streetlight facilities are required to remain in compliance with Public Work's standard plans after grade adjustments.
- Separation requirements between streetlights and street furniture must comply per City streetscape ordinances, such as Public Works ordinances regarding streetlights and trees.
- For questions regarding street lighting or modifications to streetlight infrastructure (both City and PG&E-owned), please contact Streetlights@sfwater.org.