



PRELIMINARY PROJECT ASSESSMENT

Project Address: 1560 Folsom Street
Case Number: 2018-005459PPA
Date: June 25, 2018
To: Jesse Herzog
From: Richard Sucre, Planning Department
Kimberly Durandet, Planning Department

This Preliminary Project Assessment (PPA) provides feedback from the Planning Department regarding the proposed project at the property listed above, based on the information provided in the PPA application, the Planning Code, General Plan, Planning Department policies, and local, state, and federal regulations as of the date of this document, all of which are subject to change. **Please be advised that the PPA application does not constitute an application for development with the Planning Department. This PPA does not represent a complete review of the proposed project, does not grant a project approval of any kind, and does not supersede any required Planning Department approvals.**

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

The Planning Department may provide additional comments once a Project Application has been submitted. While some approvals are granted by the Planning Department, some are at the discretion of other bodies, such as the Planning Commission or Historic Preservation Commission. Additionally, the project will likely require approvals from other City agencies. For more, see the Appendix C: Additional Policies and Requirements.

You may contact Kimberly Durandet, at (415) 575-6816 or kimberly.durandet@sfgov.org, to answer any questions you may have about this PPA, or to schedule a follow-up meeting with Planning staff.

Richard Sucre, Principal Planner

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I. EXECUTIVE SUMMARY**SITE DETAILS**

<i>Block/Lot(s):</i>	3516/066, 067, 068 and 009
<i>Parcel Area:</i>	48,337 sq. ft. Combined
<i>Zoning District(s):</i>	WMUG and RED Western SoMa Special Use District (SUD)
<i>Height/Bulk District(s):</i>	55-X and 40-X
<i>Plan Area:</i>	Western SoMa (Part of Eastern Neighborhoods)

PROJECT DESCRIPTION

The proposal is to demolish the existing 22,887 square feet (sf) industrial buildings and to construct a 6-to 7-story, 65-to-75-foot-tall, mixed-use building. The proposed new building would include a total of 276,958 gross square feet, which would consist of 214 dwelling units, 54 off-street parking spaces and 5,693 sf of commercial space on the ground floor on Folsom Street. Of the 214 dwelling units, 176 dwelling units would be market-rate, while 38 dwelling units would be part of the inclusionary affordable housing program. The proposal would also utilize the Individually-Requested State Density Bonus Program.

KEY PROJECT CONSIDERATIONS

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

1. Individually Requested State Density Bonus Program: 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 303 and 329, is required for the rear yard (Sec. 134), residential usable open space (Sec. 135), dwelling unit exposure (Sec. 140), street frontages (Sec. 145.1), loading (Sec. 152.1), car share (Sec. 166), height (Sec. 260), height on narrow streets and alleys (Sec. 261.1), and mid-block alley (Sec. 270.2). 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 Planning Code to remain eligible for the State Density Bonus Program. Therefore, a fully code-complying base project will be required for future submittals, in order to calculate the appropriate state density bonus.

In areas where density is controlled by the permitted building envelope, the bonus density is calculated as a bonus of additional residential floor area. Based on materials submitted as part of this PPA application, the Base Project proposes on-site affordable units at the following affordability levels:

- 19 units (11%) at 55% AMI
- 7 units (4%) at 80% AMI
- 7 units (4%) at 110% AMI

Per state law, and as illustrated in the table below, this would qualify the project for a bonus of 27.5%, rather than the 35% proposed in the Bonus Project submitted.

A	B	C	D	E	F	G	H	G
Affordability Level	Restricted Affordable Units Provided in Project	% of Base Project	Minimum percentage to qualify for bonus	Bonus granted for minimum	Percentage of units above minimum provided (C – D)	Additional bonus for each 1% increase in restricted units	Additional bonus granted (F x G)	Bonus granted (E + H)
Very Low Income (up to 50% AMI)	0	0%	5%	20%	0%	2.50%	0%	0%
Low Income (51-80% AMI)	26	15%	10%	20%	5%	1.50%	7.5%	27.5%
Moderate Income (81-120% AMI)	7	0%	10%	5%	0%	1%	0%	0%

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

PLANNING CODE REVIEW

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

1. [Project Application](#), which includes the Environmental Evaluation Screening Form
 - [Project Application Informational Packet](#)
2. [Large Project Authorization in Eastern Neighborhoods](#)
3. [Individually Requested State Density Bonus Program](#)
4. **Transportation Demand Management Program**

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: **Community Plan Evaluation (CPE)**

Likely Required Additional Materials:

1. **Article 38 Application**
2. **Greenhouse Gas Analysis Compliance Checklist**
3. **Maher Program Application**
4. **Phase I Environmental Site Assessment**

A Transportation Study is not likely to be required, although a final determination will be made when additional information regarding garage access and loading is provided.

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"/>	813	RED	Residential Use is principally permitted in the RED Zoning District.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	844	WMUG	Residential Use & Ground Floor Commercial Uses are principally permitted in the WMUG Zoning District.
<input type="checkbox"/>	<input type="checkbox"/>	823	Western SoMa SUD	
<i>Comments:</i>				

CONDITIONAL USE AUTHORIZATION:

Required	Planning Code Section		
<input checked="" type="checkbox"/>	121.7	Lot Merger Restriction (RED, WMUG)	
<input checked="" type="checkbox"/>	303	Conditional Use Authorization	
<input checked="" type="checkbox"/>	329	Large Project Authorization	
<i>Comments:</i>			
Per Section 329, a Large Project Authorization in an Eastern Neighborhood Mixed Use District is required for any new construction of more than 25,000 gross square feet. The Project would construct 233,997 gsf of new residential use and 5,693 gsf of new commercial use.			

OTHER REQUIRED APPROVALS:

Required	Planning Code Section	
<input checked="" type="checkbox"/>	312	Neighborhood Notification, Change in Use from One Land Use Category
<i>Comments:</i>		
Neighborhood Notification under Planning Code Section 312 would occur concurrently with the hearing notification for the Large Project Authorization.		

ADDITIONAL PLANNING CODE REQUIREMENTS:

Complies	Does Not Comply	Needs Info	Planning Code Section		Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	102	Gross Floor Area	5,693 gsf of non-residential use proposed
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	121	Lot Area/Width	CU needed for lot merger
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	124	Floor Area Ratio	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	134	Rear Yard	Must be provided at ground level for buildings with residential use. Exception needed through Large Project Authorization.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	135	Open Space (Residential)	Roof deck cannot be counted toward open space per Western SOMA SUD
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	135.3	Open Space (Non-Residential)	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	136	Permitted Obstructions	Plans are not dimensioned, unable to determine.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	138.1	Streetscape Plan	Need to submit a plan as required under 138.1
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	139	Bird Safety	Feature related hazard only, not near a refuge.

Complies	Does Not Comply	Needs Info	Planning Code Section		Comments
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	140	Dwelling Unit Exposure	Units facing non-complying rear yard/open space; Exception needed through Large Project Authorization.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	141	Rooftop Screening	Insufficient detail at this time.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	142	Parking Screening & Greening	Insufficient detail at this time.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	145.1(c)(1)	Above-Grade Parking Setback	Insufficient detail at this time.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	145.1(c)(2)	Parking & Loading Entrances	Insufficient detail at this time.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	145.1(c)(3)	Required Active Use	Bicycle parking is not an active use. Please revise plans to meet active use requirements.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	145.1(c)(4)	Ground Floor Ceiling Height	14-foot minimum non-residential uses.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	145.1(c)(5)	Street-Facing Ground-Level Spaces	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	145.1(c)(6)	Transparency & Fenestration	Insufficient detail at this time.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	145.1(c)(7)	Gates, Railings and Grillwork	Insufficient detail at this time.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	149	Better Roofs/ Living Roof Alternative	Insufficient detail at this time.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	151.1	Off-Street Parking	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	152.1	Required Off-Street Loading	Two spaces are required for buildings between 200,000-500,000 gsf.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	154	Parking Dimensions	Insufficient detail at this time.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	155.2	Bicycle Parking	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	166	Car-Share	214 dwelling units require 16 car share spaces. 2, plus one per du above 200.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	167	Unbundled Parking	Insufficient detail at this time.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	169	Transportation Demand Management	17 Points Required
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	207.6	Required Min. Dwelling Unit Mix	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	207.7	Required Dwelling Unit Mix	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	260(a)	Height Measurement	Above the 40-X & 55-X Height Limit. Project is seeking waiver under State Density Bonus
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	261.1	Narrow Streets & Alleys	Project is seeking waiver under State Density Bonus
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	270.2	Mid-Block Alley	Requires a connection to be established. Frontage greater than 200 feet on Folsom Street. Additional refinement will be required.

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
<input checked="" type="checkbox"/>	415	Inclusionary Affordable Housing Program
<input checked="" type="checkbox"/>	419	Housing Requirements for Residential Developments (UMU) per Western SOMA SUD Tier B
<input checked="" type="checkbox"/>	423	Eastern Neighborhoods Impact Fee and Public Benefits Fund
<input checked="" type="checkbox"/>	426	Open Space Fee in EN Mixed-Use Districts
<input checked="" type="checkbox"/>	427	Payment in Cases of Variances or Exception for Required Open Space

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(a)	Not subject to CEQA	<input type="checkbox"/> YES [skip all remaining tables] <input checked="" type="checkbox"/> NO	[if YES, describe reasons (e.g., statutory exemption, Senate Bill 35)].	<input type="checkbox"/> YES <input type="checkbox"/> NO
1.1(e)	In Area Plan	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO [skip to No. 1(f)]	Western SoMa subarea of the Eastern Neighborhoods Plan	<input type="checkbox"/> YES <input type="checkbox"/> NO
1.1(e)(i)	In Area Plan and likely consistent with development density established by zoning	<input checked="" type="checkbox"/> YES [skip to No.1(e)(iii)] <input type="checkbox"/> NO	Likely eligible for a community plan evaluation (CPE). Supplemental information regarding CPEs is here: http://sf-planning.org/community-plan-exemptions . Pay applicable fees.	<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	Project-specific initial study/mitigated negative declaration or EIR required and potentially subject to the mitigation measures identified in the Area Plan EIR. Pay applicable fees. The project may request a bonus that may not conform with the Western SoMa zoning.	<input type="checkbox"/> YES <input type="checkbox"/> NO
1.1(e)(iii)	In Area Plan and would likely require mitigation measures from programmatic EIR	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Mitigation Measure F-2: Construction Noise Mitigation Measure G-2: Construction Air Quality Mitigation Measure L-1: Hazardous Building Materials	<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	<i>(For Dept. use upon submittal of Development Application)</i> 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
2.2(a)	Historic Preservation	Requires Supplemental Information for Historic Resource Evaluation	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The existing building on the project site was previously evaluated in the South of Market Historical Resources survey and found ineligible for national, state, or local listing. Thus, the proposed project is not subject to review by the Department's Historic Preservation staff; no additional analysis of historic architectural resources is required.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.2(b)	Historic Preservation	Requires Consultant-Prepared Historic Resource Evaluation, Part 1	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.2(c)	Historic Preservation	Requires Consultant-Prepared Historic Resource Evaluation, Part 2	<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(a)	Transportation	Roadway changes - construction	<input type="checkbox"/> YES [typically only for projects subject to PC section 138.1] <input checked="" type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

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2.3(b)	Transportation	Roadway changes – operation	<input checked="" type="checkbox"/> YES [typically only for projects subject to PC section 138.1] <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
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)]		<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 type="checkbox"/> NO <input checked="" type="checkbox"/> TBD	<p>Transportation Study is not likely, although a final determination will be made when additional information regarding garage access and loading is provided. Please provide turn templates for access to the garage off of Burns Place and please show proposed passenger and commercial loading zone locations and dimensions.</p> <p>If required, the Study must be prepared by a professional selected from the department’s transportation consultant pool. Contact cpc.transportationreview@sfgov.org for a list of 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, 8th Floor, Attn: Evelyn Bruce, San Francisco, CA 94103. Make check out to: Development Review Fees – 1560 Folsom Street.</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(g)	Transportation	Scope of Work Checklist	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		<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	The proposed project does not include uses that would generate noises above ambient levels.	<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 <i>floor</i> levels above 75 feet] <input checked="" type="checkbox"/> NO		<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 project site is located within an Air Pollutant Exposure Zone (APEN). 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
2.6b	Air Quality	Requires consultant-prepared Air Quality Study.	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The proposed project, which includes 176 dwelling units and 5,693 sf of retail, is below BAAQMD thresholds for construction- or operations-related emissions (240 and 451 dwelling units, and 277,000 sf and 99,000 sf of retail, respectively).	<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 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

TABLE 2. REQUIREMENTS FOR AN ACCEPTED APPLICATION

NO.	ENVIRONMENTAL TOPIC	GENERAL DESCRIPTION OF REQUIREMENT	APPLICABLE TO PROPOSED PROJECT	NOTES/LINKS/ACCEPTED APPLICATION REQUIREMENTS	<i>(For Dept. use upon submittal of Development Application)</i> ACCEPTED
2.8	Wind	Requires consultant-prepared 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	The proposed project is less than 80 feet tall and is not located in a zoning district with wind criteria.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.9	Wind/Shadow	Building setbacks	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		<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 shows that the proposed project would not cast new shadow on areas subject to Planning Code Section 295.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
11(a)	Biological Resources	Trees	<input type="checkbox"/> YES <input checked="" 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
2.11 (b)	Biological Resources	Requires consultant-prepared Biological Resources Study	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.12 (a)	Geology and Soils	Project site slope	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		<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		<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

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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 proposed project includes more than 50 cubic yards of exaction and is located on a site subject to the Maher Ordinance. 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
3.3	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 to determine if further assessment of impacts to archeological resources, and/or archeological mitigation measures, are required.	<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 sponsor 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
3.4(b)	Transportation	Intersection treatments	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The sponsor 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(c)	Transportation	Overhead wires	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.4(d)	Transportation	Programmatic features – external to buildings	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		<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 sponsor must describe access to garage off of Burns Place and show proposed passenger and commercial loading zone locations and dimensions.	<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 sponsor must provide plans of vehicle turning templates, indicating the various design vehicles, for garage off of Burns Place.	<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(a)	Transportation / Noise / Air Quality	Construction – sub-phasing	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.5(b)	Transportation / Noise / Air Quality	Construction – equipment	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.5(c)	Transportation / Noise / Air Quality	Operation – diesel trucks	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.5(d)	Transportation / Noise / Air Quality	Operation – waste facilities	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.5(e)	Transportation / Noise / Air Quality	Operation – noise sources	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.6a	Utilities and Service Systems	Water supply	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO
3.6b	Utilities and Service Systems	Wastewater demand	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.7(a)	Hydrology and Water Quality	Sea-level rise	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		<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
3.7(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
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		<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.8(b)	Hazardous Materials	Operational materials	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		<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 type="checkbox"/> YES <input checked="" 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 type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> TBD	Department will determine if the department must consult with California Native American tribes regarding potential significant impacts. OR 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's evolving physical environment and the people that experience it benefit from the most thoughtful, well designed, and innovative projects possible. Therefore, beyond the requirements outlined in this PPA, project sponsors should review the additional City policies and regulations summarized below and consider how the project will implement applicable measures. The purpose of this fact sheet is to highlight a broader suite of considerations early in the process so they may be incorporated more holistically from the beginning. Project sponsors are advised to work with the relevant City agencies listed below to confirm details and possible additional requirements.

ENVIRONMENTAL SUSTAINABILITY

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

5. **Non-Potable Water.** All new development of 250,000 square feet or more of gross floor area must satisfy 100% of flushing and irrigation demands (and ideally HVAC cooling), with non-potable water. Subject projects must install on-site non-potable water reuse systems, or partner with adjacent developments in a district system, to treat and reuse available alternate water sources, such as graywater (from laundry and showers), rain water, foundation drainage, and more. Applicable projects need approvals from the San Francisco Public Utilities Commission (SFPUC), and permits from both the Department of Public Health (DPH) and DBI to verify compliance with local health and safety codes. All projects greater than 40,000 square feet are required to compete and submit a water balance study. Please visit <http://www.sfwater.org/np> for more information on compliance, coordination with the Stormwater Management Ordinance requirements, and district-scale systems.
6. **Stormwater.** Any project disturbing 5,000 square feet or more of ground surface is subject to the Stormwater Management Ordinance and should refer to the SFPUC's Stormwater Design Guidelines (Guidelines). Applicable projects must prepare a Stormwater Control Plan demonstrating project adherence to the City's latest performance measures and a signed maintenance agreement, which must be approved by the SFPUC's Urban Watershed Management Program before site or building permits may be issued. Compliance may occur through a mix of open space, rooftop, and street/sidewalk treatments and technologies. Projects are encouraged to focus on green infrastructure that maximizes co-benefits for habitat creation, urban heat island reduction, building energy savings, beautification, and urban flood resilience. Please see <http://sfwater.org/sdg> for more information and/or contact stormwaterreview@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/department-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. 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.

- 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.

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. For more, visit 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, SMTA’s project search tool www.sfmta.com/projects and its MUNI Forward Transit Priority Projects web site: 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 and 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.
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.
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. To apply for a permit, visit 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@sfwater.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 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.

- 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.

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

ADDITIONAL CONSIDERATIONS

- 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.
- 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 site is located in Western SoMa, within the Western SoMa Mixed Use-General (WMUG) District and Residential Enclave (RED) Zoning Districts. The WMUG District is largely comprised of the low-scale, production, distribution, and repair uses mixed with housing and small-scale retail, while the RED District encompass many of the clusters of low-scale, medium density, predominantly residential neighborhoods located along the narrow side streets of the South of Market area. The WMUG is designed to maintain and facilitate the growth and expansion of small-scale light industrial, wholesale distribution, arts production and performance/exhibition activities, general commercial and neighborhood-serving retail and personal service activities while protecting existing housing and encouraging the development of housing at a scale and density compatible with the existing neighborhood. The RED District predominantly contains residential enclaves with a number of vacant parcels, parking lots and other properties in open storage use. These properties are undeveloped or underdeveloped and are viewed as opportunity sites for new, moderate-income, in-fill housing.

In both districts, housing is encouraged. In the WMUG District, housing is encouraged over ground floor commercial and production, distribution, and repair uses. New residential or mixed use developments are encouraged to provide as much mixed-income family housing as possible. Office use is restricted to customer-based services on the ground floor.

This area is characterized by wide streets, varied scaled lots with many varied uses. The history of a “mix of uses” throughout the district contributes to the vitality and variety of the neighborhood. The variety of lot sizes, further accentuates the mix of scale and uses; with 25’-wide residential “flat” buildings, interspersed with two and three-story, 100’-long or more warehouse and commercial structures.

The warehouse structures were developed through the 1940’s and feature several architectural styles, from deco to classical to modern. The larger, two story warehouses are often simpler classical expressions, with pilasters marking the bays and subtle bases and cornices. The first floors have large showroom windows and celebrated entrances. The upper stories have wide multi-paned windows allowing for day-lighting into the interior. Some three story warehouses differentiate between the second and third stories, with smaller fenestration on the second story, differing in scale to the first and third stories. All have relatively flat façades and simple patterns of fenestration.

COMPLIANCE WITH DESIGN GUIDELINES

Due to its type or location, the project is required to comply with the Urban Design Guidelines and the Western SoMa Design Standards:

Urban Design Guidelines	
GUIDELINES NOT CURRENTLY MET	RECOMMENDATIONS FOR COMPLIANCE
<i>S1 Recognize and Respond to Urban Patterns</i>	<p><i>Concentrate building program/massing along Folsom Street; 8 floors (85’) is appropriate for this corridor. Reduce scale within the interior of the block and along Kissling Street.</i></p> <p><i>Reinforce and improve the system of midblock alleys by providing a pedestrian connection between Folsom and Kissling Streets, and incorporating improvements to Burns Place as part of the project. Provide access to below-grade parking from existing curb cut at 276 11th Street</i></p>

	<i>(Smog Shop building)</i>
S2 Harmonize Relationships between Buildings, Streets and Open Spaces	<i>Parking at the Ground Floor is not supported. Locate Parking below grade. Provide required open space at Ground Level. Note that per PC §823(c)(2)(B) Roof decks do not qualify as required private or common useable open space.</i>
A8 Design Active Building Fronts.	<i>Relocate Bike Repair / Bike Parking to increase Active Frontage along Folsom Street. See the Guidelines for Ground Floor Residential Design for additional Guidance.</i>
P4 Support Public Transportation and Bicycling	<i>Reduce or eliminate automobile parking. If parking is provided, it should be located below grade.</i>

<i>Western SoMa Design Standards</i>	
GUIDELINES NOT CURRENTLY MET	RECOMMENDATIONS FOR COMPLIANCE
Scale	<i>Provide new building scale and form that is compatible with surrounding buildings and mix of uses as a means of enhancing the neighborhood's historic warehouse character. See S1, above.</i>
Massing	<i>Provide new building heights that respect existing building heights in the district with appropriate setbacks and treatments that create coherent height transitions in adjacent building groups. See S1, above.</i>
Rear Yard	<i>Discourage below grade construction that does not provide at least 4 feet of soil depth and landscaping in the required yard area. See P4, above.</i> <i>Design the height and depth of the building to be compatible with the existing building scale at the existing or potential for creation of mid-block open space. See S2, above.</i>
Front Setback	<i>Promote opportunities for front yards, front stoops, and green setbacks as part of the open space needs for transitions to the public realm. See the Guidelines for Ground Floor Residential Design for additional Guidance.</i>
Exposed Building Walls	<i>All exposed walls must be covered and finished with quality materials that are compatible with the front façade and adjacent buildings.</i>
Garage Door Design and Placement	<i>Design and place garage entrances to minimize impacts on the public realm by providing access to below-grade parking from existing curb cut at 276 11th Street (Smog Shop building). See S1, above.</i>
Parking	<i>Access to off-street loading and parking spaces shall be from the main streets in preference to pedestrian and bicycle use of alleys.</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 June 21, 2018 and provides the following comments:

Site Conditions

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

- | | |
|---------------------------------------------------------------------|---------------------------------------------------------|
| <input checked="" type="checkbox"/> Vision Zero Network High Injury | <input type="checkbox"/> Transit Preferential Street |
| <input checked="" type="checkbox"/> Bicycle Network | <input checked="" type="checkbox"/> Key Walking Street |
| <input checked="" type="checkbox"/> Green Connections Network | <input type="checkbox"/> Curb Cut Restriction |
| <input checked="" 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 will not likely require further SDAT review.**
- Development Application will require SDAT review.** The proposed project will 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

PRELIMINARY SDAT COMMENTS**1. Burns Place Improvements**

- Based on a preliminary interagency review, SDAT anticipates the project will be asked to make public realm improvements to improvements to Burns Place.

2. On-street Loading

- The project will also need to coordinate on-street loading with the SFMTA curb management group

3. 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 SF 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.

4. 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.