



SAN FRANCISCO PLANNING DEPARTMENT

Preliminary Project Assessment

Date: July 12, 2012
Case No.: **2012.0640U**
Project Address: 589 Brannan Street
Block/Lot: 3777/045
Zoning: Service/Light Industrial (SLI)
50-X
Area Plan: Western SoMa, Central Corridor
Project Sponsor: Andrew Junius, Reuben and Junius, LLP
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DISCLAIMERS:

Please be advised that this determination does not constitute an application for development with the Planning Department. It also does not represent a complete review of the proposed project, a project approval of any kind, or in any way supersede any required Planning Department approvals listed below. The Planning Department may provide additional comments regarding the proposed project once the required applications listed below are submitted. While some approvals are granted by the Planning Department, some are at the discretion of other bodies, such as the Planning Commission or Historic Preservation Commission. Additionally, it is likely that the project will require approvals from other City agencies such as the Department of Building Inspection, Department of Public Works, Department of Public Health, and others. The information included herein is based on plans and information provided for this assessment and the Planning Code, General Plan, Planning Department policies, and local/state/federal regulations as of the date of this document, all of which are subject to change.

PROJECT DESCRIPTION:

The proposal is to demolish the existing two-story, 38,200 sq.ft. industrial building at the property, and to construct a two-building, 700,456 sq.ft. office project at the site. The buildings would be 160 feet in height, with 11 stories each. The buildings would be completely separated by a pedestrian extension of Freelon Street to 5th Street, allowing access and a vista to a potential new park the city may propose for the center of the block. Park access would also be provided via a new pedestrian passage connecting Brannan Street to Welsh Street, where the subject lot meets the next lot to the northeast. Below-grade parking will be accessed via entrances along Brannan Street and 5th Street.

ENVIRONMENTAL REVIEW:

The project is within the proposed Central Corridor Plan area, which is a rezoning effort for the area within Market, Townsend, 2nd and 6th Streets. The Draft Central Corridor Plan will be released in late 2012 and will undergo environmental review in an Environmental Impact Report (EIR). The Central Corridor Plan is expected to be adopted in mid to late 2014. Because the proposed project is dependent on the

rezoning, it is assumed that the environmental clearance of the proposed project at 598 Brannan Street would occur after adoption of the Central Corridor Plan, and that the proposed project would be consistent with the development density and other zoning parameters established by the Central Corridor Plan. If that is the case, the proposed project would be eligible for Community Plan Exemption from the California Environmental Quality Act (per CEQA Guidelines Section 15183). Under this scenario, environmental analysis would result in one of three outcomes: (1) a Community Plan Exemption, if all potentially significant project-specific and cumulatively considerable environmental impacts are fully consistent with significant impacts identified in the Central Corridor programmatic EIR, and if there are no new "peculiar" significant impacts unique to the proposed project, (2) a Community Plan Exemption + Preliminary Mitigated Negative Declaration, if the project includes site- or project-specific impacts not identified in the Central Corridor programmatic EIR that require mitigation measures that would reduce such impacts to less than significant, or (3) a Community Plan Exemption + Environmental Impact Report (EIR), if the proposed project would have significant and unavoidable environmental impacts that were not identified in the Central Corridor programmatic EIR.

To facilitate environmental review and comply with CEQA, the applicant will be required to submit an environmental evaluation application (EEA). The information in the EEA must be supplemented with the following background studies:

1. *Aesthetics*. The project proposes development of 700,456 square feet of office use in two buildings on one 97,625-square-foot parcel. CEQA requires that a lead agency evaluate a project's effect on a neighborhood's visual quality and character, as well as effects on visual resources and scenic vistas within the area's broader context. After submittal of the EEA, the Planning Department will require photomontages of the proposed project buildings from to-be-determined public viewpoints within its surroundings. The Department will require "before" and "after" photos of the site from several near-, mid- and long-range vantage points to illustrate the project's effect on views, with a particular focus on the project's potential to alter the quality of street view corridors identified in the General Plan.
2. *Historic Resources*. The SoMa Historic Resources Survey, which was adopted by the Historic Preservation Commission on December 1, 2010, assessed 2,142 individual properties in a project area roughly between Mission and Townsend Street, and between 1st and 13th Streets. The 598 Brannan Street property was one of 267 survey properties rated California Historical Resource Status Code 6L (determined ineligible for local listing or designation through local government review process but may warrant special consideration in local planning). While the subject building is not considered individually significant architecturally, further evaluation is required in order to determine whether the property is associated with the lives of persons important in the past or to events that have made a significant contribution to the broad patterns of local or regional history. The EEA should include supplemental information that narrowly focuses on (1) ownership, (2) occupants, and (3) historic use(s) of the property to assist in the determination of the presence of historical resources under National/California Register criteria A/1 and B/2.
3. *Archeological Study*. Project implementation would entail soil-disturbing activities associated with building construction, including excavation that could reach a depth of approximately 20 feet below grade. There are known archeological sites and resources in the project's vicinity. Therefore, the project is subject to preliminary archeological review by Department staff. This review will commence after submittal of the EEA and a geotechnical report. At that juncture, the Planning Department will evaluate whether additional reporting and research and possibly a testing plan

would be required to avoid potentially adverse effects to known or potential archeological resources. If additional research or testing is required, the Planning Department will provide a Preliminary Consultant List with three archeological consultants qualified in preparing archeological analyses.

4. *Transportation Impact Study.* Based on the Planning Department's transportation impact analysis guidelines, the project would potentially add more than 50 PM peak-hour person trips and thus will require additional transportation analysis. The transportation impact study (TIS) must be prepared by a qualified consultant working at the direction of the Planning Department staff. Upon submittal of an EEA and initiation of environmental review, the Planning Department will provide a Preliminary Consultant List with three consultants qualified in preparing transportation impact analyses. Please see "Transportation Impact Analysis Guidelines for Environmental Review" on the Planning Department's website and "Miscellaneous Fees" in the Planning Department's current *Fee Schedule for Applications* for more information. As noted on the *Fee Schedule*, there is a separate fee to SFMTA for review of the transportation report. The TIS must conform to the cumulative analysis in the Central Corridor Plan and may rely on some intersections and transit existing and plan data from the Central Corridor TIS; however, the project is required to undertake its own project-level TIS that is modeled specifically for the proposed project.
5. *Noise.* Detailed information related to construction equipment, phasing, and duration of each phase may be required as part of environmental evaluation to assess construction noise levels and methods to reduce such noise, as feasible.
6. *Air Quality.* The project proposes 700,456 sf of office use, which exceeds the Bay Area Air Quality Management District's (BAAQMD's) operational and construction screening levels for criteria air pollutants.¹ Therefore an analysis of the project's criteria air pollutant emissions is likely to be required.

The project proposes to demolish a 38,200 sf industrial building and construct two 11-story office buildings totaling 700,456 sf. Project-related demolition, excavation, grading and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. To reduce construction dust impacts, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred hereto as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of onsite workers, to minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI). Pursuant to the Construction Dust Ordinance, the proposed project would be required to prepare a Construction Dust Control Plan for review and approval by the San Francisco Department of Public Health (DPH).

In addition to construction dust, demolition and construction activities would require the use of heavy-duty diesel equipment that emit diesel particulate matter (DPM). DPM is a designated toxic air contaminant, which may affect sensitive receptors located up to and perhaps beyond 300 feet from the project site. Additional measures may be required to reduce DPM emissions from construction

¹ BAAQMD, CEQA Air Quality Guidelines, May 2011. Table 3-1.

vehicles and equipment. Furthermore, during project operation, the 160-foot-tall buildings would likely require emergency back-up generators, which are stationary sources that could generate toxic air contaminants.

During the environmental review process the proposed project will be reviewed to determine whether mitigation measures such as construction emissions minimization measures or air filtration and ventilation mitigation measures will be required. Furthermore, should the project include stationary sources such as back-up generators, an air quality technical report (AQTR) may be required for additional air pollutant modeling. If an AQTR is required, the project sponsor must retain a consultant with experience in air quality modeling to prepare a scope of work that must be approved by Environmental Planning prior to the commencement of any required analysis and/or modeling determined necessary. The need for an AQTR and its scope of work will be determined after submittal of the EEA

7. *Greenhouse Gas Emissions.* The applicant and its consultant will be required to complete the Planning Department's Greenhouse Gas Emissions Checklist, which will be provided after submittal of the EEA. The checklist includes a list of pertinent City regulations, ordinances, and other requirements that reduce greenhouse gas emissions consistent with the City's reduction strategy. Projects that do not comply with an ordinance/regulation may be determined inconsistent with San Francisco's qualified GHG reduction strategy and may require the development of specific mitigation measures to achieve compliance.
8. *Wind.* The proposed project would involve construction of two 160-foot-tall buildings. The proposed project therefore requires an initial review by a wind consultant, including a recommendation as to whether a wind tunnel analysis is needed. The consultant must prepare a proposed scope of work for review and approval by the Environmental Planning case manager prior to preparing the analysis.
9. *Shadow.* The proposed project would result in construction of two buildings 160 feet in height; therefore, a detailed shadow study by a qualified environmental consultant must be conducted as part of the project's environmental review. Furthermore, the Central Corridor Plan proposes the creation of recreational open space within the project block. The shadow study must evaluate impacts on the proposed mid-block open space and other affected parks and open spaces. The Planning Department will provide additional guidance on preparing a detailed quantification of shadow square-foot-hours affecting the pertinent space(s) after submittal of the EEA.
10. *Geotechnical Study.* The project site is in a known seismic hazard zone and an area that is prone to liquefaction. The applicant must submit with the EEA a geotechnical study that investigates the soils underlying the site, possible foundation types, and any geotechnical concerns related to the type(s) of foundation system(s) contemplated. The geotechnical study should determine whether the site is subject to liquefaction and landslides and should highlight any recommendations for mitigating potential impacts, as applicable, associated with any of the geotechnical concerns identified in the study.
11. *Stormwater Management.* The project must comply with the City's Stormwater Management Ordinance, which requires the preparation of a Stormwater Control Plan (SCP). Responsibility for review and approval of the SCP is with the San Francisco Public Utilities Commission Wastewater

Enterprise, Urban Watershed Management Program. The project's environmental evaluation will generally evaluate how and where the implementation of required stormwater management and low impact design approaches would reduce potential negative effects of stormwater runoff. This may include environmental factors such as the natural hydrologic system, city sewer collection system, and receiving body water quality. More information on stormwater management may be found at <http://stormwater.sfwater.org>.

12. *Hazardous Materials*. The project site is located within the City's mapped Maher Zone, which contains fill and other debris from the 1906 earthquake and fire, and is known to include elevated levels of hazardous materials. In compliance with Article 22A of the San Francisco Health Code, soils within the Maher Zone must be analyzed for hazardous wastes if more than 50 cubic yards of soil are to be disturbed. The project sponsor should submit a Maher Ordinance Application to the San Francisco Department of Public Health, Environmental Health Section. The CEQA analysis will include a discussion of hazardous materials; however, remedial activities, if required, would be in compliance with the Maher Ordinance and would not be considered mitigation measures under CEQA.

Environmental Evaluation applications are available in the Planning Department lobby at 1650 Mission Street Suite 400, at the Planning Information Center at 1660 Mission Street, and online at www.sfplanning.org. For current environmental fees, please see the Planning Department's Fee Schedule for Applications available online at www.sfplanning.org

PLANNING DEPARTMENT APPROVALS:

The project requires the following Planning Department approvals. These approvals may be reviewed in conjunction with the required environmental review, but may not be granted until after the required environmental review is completed. Note that the subject parcel is within the Western SoMa Community Plan area, with associated rezoning tentatively scheduled to be completed in late 2012, and within the Central Corridor Plan area, with associated rezoning tentatively scheduled to be completed in mid- to late 2014. Please be advised that this review is based on the Central Corridor Plan rezoning concepts presented to the public at a public workshop on June 13, 2012, and is contingent on the approval of the proposed Central Corridor Plan rezoning by the Planning Commission and Board of Supervisors.

1. **Rezoning**. The project site is located within the SLI (Service/Light Industrial) District. The proposed office use is not permitted under either the existing zoning or the zoning proposed in the draft Western SoMa Community Plan, and the proposed Floor Area Ratio (FAR) exceeds the maximum allowed by both the existing and proposed zoning. As indicated in the PPA Application, the sponsor is aware that changes to zoning and other development controls applicable to the subject parcel may be proposed as part of the ongoing Central Corridor planning process. In order for the project to proceed, the Planning Commission and Board of Supervisors would need to approve new zoning controls for the subject parcel. Please see further discussion in the Preliminary Project Comments section.
2. **Height District Reclassification**. The project site is located within the 50-X Height and Bulk District. The height of the project would exceed the height limit of the existing Height and Bulk District. As indicated in the PPA Application, the sponsor is aware that changes to the Height and Bulk District classification and other development controls applicable to the subject parcel may be proposed as part of the ongoing Central Corridor planning process. In order for the project to proceed, the Board

of Supervisors would need to approve a Height District Reclassification for the subject parcel. Please see further discussion in the Preliminary Project Comments section.

3. **Large Project Authorization (X).** As indicated in the PPA Application, the sponsor is aware that changes to zoning and other development controls applicable to the subject parcel may be proposed as part of the ongoing Central Corridor planning process. The proposed new zoning is likely to be MUO, an Eastern Neighborhoods Mixed Use district per Planning Code Section 802.4. Please see further discussion in the Preliminary Project Comments section. Planning Code Section 329 applies to all new construction and proposed alterations of existing buildings in Eastern Neighborhoods Mixed Use districts that meet at least one of the following criteria:
 - a. The project includes the construction of a new building greater than 75 feet in height (excluding any exceptions permitted per Section 260(b)), or includes a vertical addition to an existing building resulting in a total building height greater than 75 feet; or
 - b. The project involves a net addition or new construction of more than 25,000 gross square feet.

The project meets Criteria 1a and b above with a proposed building height exceeding 75 feet and a total of approximately 700,000 gross square feet of area. Therefore, a Large Project Authorization, or X case, is required. The application form is available from the Planning Department lobby at 1650 Mission Street, Suite 400, at the Planning Information Center at 1660 Mission Street, and online at www.sfplanning.org.

4. **Exceptions.** As a component of the review process under Section 329, projects may seek specific exceptions to the provisions of the Planning Code. The application form is available from the Planning Department lobby at 1650 Mission Street, Suite 400, at the Planning Information Center at 1660 Mission Street, and online at www.sfplanning.org.
5. **Building Permit Applications.** Permit applications and notification are required for the proposed demolition and new construction. Building permit applications are available at the Department of Building Inspection at 1660 Mission Street.
6. **Office Allocation Budget.** The Office Development Annual Limit (Annual Limit) Program became effective in 1985 with the adoption of the Downtown Plan Amendments to the Planning Code (Sections 320–325) and was subsequently amended by Propositions M (1986) and C (1987). The Program defines and regulates the allocation of any office development project that exceeds 25,000 gross square feet (gsf) in area. A total of 950,000 gsf of office development potential becomes available for allocation in each approval period, which begins on October 17th every year. Of the total new available space, 75,000 gsf is reserved for Small Allocation projects (projects with between 25,000 and 49,999 gsf of office space), and the remaining 875,000 gsf is available for Large Allocation projects (projects with at least 50,000 gsf of office space). Any available office space not allocated in a given year is carried over to subsequent years.

Please be advised that as of the date of this letter, the Small Cap contains 1,215,167 square feet and the Large Cap contains 3,758,749 square feet.

NEIGHBORHOOD NOTIFICATIONS AND PUBLIC OUTREACH:

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

This project is required to conduct a Pre-application meeting with surrounding neighbors and registered neighborhood groups before a development application may be filed with the Planning Department. The Pre-application packet, which includes instructions and template forms, is available at www.sfplanning.org under the "Permit Forms" tab. All registered neighborhood group mailing lists are available online at www.sfplanning.org under the "Publications" tab.

Planning Code Section 312 requires a neighborhood notification procedure for all owners and occupants within 150 feet of the subject lot for all building permit applications for demolition, new construction, alterations that expand the building envelope, or changes of use in the Eastern Neighborhood Mixed Use Districts. The latest city-wide Assessor's roll for names and addresses of owners shall be used for all notices.

Planning Code Sections 329 and 306.3 require a Large Project Authorization project to conduct a neighborhood notification to the owners of all real property within the area that is the subject of the action and within 300 feet of all exterior boundaries of such area, using for this purpose the names and addresses of the owners as shown on the latest citywide assessment roll in the Office of the Tax Collector.

Interdepartmental Project Reviews are mandatory for new construction projects that propose buildings eight stories or more and new construction on parcels identified by the State of California Department of Conservation, Division of Mines and Geology as Seismic Hazard Zones in the City and County of San Francisco. The project site is located in a Seismic Hazard Zone. Therefore, the interdepartmental project review is required. Application form is available at www.sfplanning.org under the "Permit Forms" tab.

PRELIMINARY PROJECT COMMENTS:

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

1. **Western SoMa Community Plan.** The subject property falls within the Western SoMa Community Plan area. The draft Western SoMa Community Plan, which is currently undergoing environmental review, would rezone the subject property to a newly-created Service, Arts and Light Industrial (SALI) zoning district, and would change the Height and Bulk district designation of the subject property to 40-X/55-X. The proposed office use would not be allowed under the proposed SALI zoning, and the proposed building would exceed the proposed maximum height and bulk limits.

The Western SoMa Community Plan's associated rezoning is tentatively scheduled to be completed in late 2012. However, the new zoning may subsequently be revised as a result of the Central Corridor Plan, now under development.

- 2. Central Corridor Plan.** The Central Corridor Plan, generally bounded by 2nd, 6th, Townsend and Market Streets, is currently in plan development, with a draft plan to be released late 2012. The draft plan will be evaluated in an Environmental Impact Report (EIR). The draft Plan will propose changes to the allowed land uses and building heights, and will include a strategy for improving the public realm in this area. The Plan's associated rezoning is tentatively scheduled to be completed in mid to late 2014.

The subject property falls within the Central Corridor Plan Area. The Planning Department has developed preliminary recommendations for new Land Use controls as well as new Height and Bulk controls for the subject property, which we anticipate will be included in the draft Plan. The most recent plan concepts were presented at a public workshop on June 13, 2012, are available for download at <http://centralcorridor.sfplanning.org>, and will form the basis of the draft Central Corridor Plan.

- 3. Land Use.** The proposed office use is in keeping with key objectives of the Central Corridor Plan, including support for substantial development in a transit-rich area and favoring commercial development over other kinds of growth, particularly on large parcels. Since office use is not permitted under either the existing zoning or the rezoning proposed in the draft Western SoMa Community Plan, the Central Corridor Plan concepts recommend rezoning the subject property to the Mixed-Use Office (MUO) zoning district, in which the proposed office use would be allowed. The Central Corridor Plan concepts also include a new Special Use District that would limit new residential development to parcels less than 20,000 square feet or, on larger parcels, as a component in a mixed-use project with major commercial development.

In order to create a diverse and dynamic 24-hour neighborhood characteristic of SoMa, the Central Corridor Plan's preliminary land use principles envision a mixed-use neighborhood where substantial office development is balanced with retail, arts, entertainment, industrial, and residential uses. A mixture of uses is also vital for achieving sustainability goals and to increase perceived safety of the public realm. The potential park site in particular would benefit from increased evening and weekend usage and "eyes on the street" that nearby shoppers, visitors, and residents would provide. The project sponsor is encouraged to explore inclusion of a variety of uses.

- 4. Urban Form: Height and Bulk.** The proposed buildings' height exceeds the existing maximum allowed height, as well as the proposed maximum height under the draft Western SoMa Community Plan. In recognition of the desire to accommodate more development in the area, the Central Corridor Plan concepts recommend changing the height limit of the subject property to 130 feet, except for an area along the north-east lot line, which would remain at 45 feet in order to preserve sun access to the potential park site north of the subject property and to preserve the more intimate scale of Freelon and Welsh Streets. Setbacks of at least 15 feet would be required at or below the 85-foot height along Brannan and 5th Streets. Existing requirements pertaining to narrow streets in South of Market Mixed-Use Districts (Planning Code Section 261.1) would apply to the Welsh Street frontage, while existing special bulk limitations and requirements pertaining to large lots in South of Market Mixed-Use Districts (Planning Code Sections 270.1 and 270.2) would apply to the entire subject site. The proposed building envelope does not appear to meet many of these recommendations.

We anticipate that environmental review of the Draft Central Corridor Plan will also include a “Higher Heights Alternative”. This alternative would allow additional height, up to a maximum of 160 feet, on a portion of the subject property. Any building area taller than 130 feet would be subject to bulk restrictions aimed at creating more slender dimensions. As currently conceived, any portion of the building exceeding 130 feet in height would be limited to a footprint of 12,000 square feet. The proposed building envelope exceeds the maximum that would be allowed by the higher heights alternative.

In order to ensure adequate sun access for the potential park site while allowing the high level of development appropriate to the site, specific design guidelines will likely be developed for the subject property, in conjunction with the Draft Plan. The Department is open to suggestions for innovative approaches, and we look forward to working with you as the planning process progresses.

5. **Urban Form: Horizontal Mass.** The Central Corridor Plan concepts recommend rezoning the subject property to MUO, an Eastern Neighborhoods Mixed Use zoning district. Planning Code Section 270.1 requires any project in an Eastern Neighborhoods Mixed Use zoning district with a frontage of more than 200 feet to incorporate one or more mass reduction breaks in the building that reduce the horizontal scale of the building into discrete sections not more than 200 feet in length. The minimum dimensions required for such a break are 30 feet of width and 60 feet of depth above 25 feet. The proposed break at the Brannan Street frontage does not meet the required separation.
6. **Urban Form: Mid-Block Alleys.** The overall organization of the project, which proposes two buildings separated by a pedestrian passage extending Freelon Street to 5th Street and an additional pedestrian passage connecting Brannan, Freelon and Welsh Streets, is in keeping with city policy seeking to increase permeability and circulation through large development lots. The location of both proposed pedestrian passages, and the hourglass-shaped footprint of the passage connecting Freelon and 5th Streets, appear particularly well thought out. Since the Central Corridor Plan concepts recommend rezoning the subject property to MUO, an Eastern Neighborhoods Mixed Use zoning district, the proposed pedestrian passages would be considered mid-block alleys required by Planning Code Section 270.2 and should meet all standards set therein. Note that the height sculpting provisions of Planning Code Section 261.1 also apply to new buildings fronting required mid-block alleys.
7. **Parking/ Bicycle Parking/ Car Sharing.** The PPA submittal contains no information on the number of off-street parking spaces proposed for cars, bicycles and car-sharing. Note that under the anticipated MUO zoning, the project would be subject to maximum car-parking limits, rather than minimum car-parking requirements. Note that the current maximum limit for accessory parking for office uses is 7% of gross floor area, per Planning Code Section 151.1. The project will need to comply with minimum requirements for car-sharing parking spaces, bicycle parking spaces and other bicycle-related facilities.

Numerous existing city policies call for reducing automobile usage and encouraging the use of transit, walking and bicycling. The subject site is located in a particularly transit-rich area, and planned or anticipated improvements will make it particularly accessible via walking and cycling (the San Francisco Bicycle Plan calls for bicycle lanes on 5th Street, and the Central Corridor Plan

concepts call for bicycle lanes on Brannan Street). The project sponsor should therefore explore providing fewer off-street parking spaces than the maximum allowed, and increasing bicycle parking beyond the minimum required.

The PPA submittal shows parking access on both Brannan and 5th Streets. Parking and loading access should be consolidated to the maximum extent feasible, and designed so as to minimize impacts on pedestrians and cyclists.

8. **Open Space.** Planning Code Section 135.3 requires usable open space for uses other than dwelling units. For office use in Eastern Neighborhoods Mixed Use Districts, one square foot per 50 square feet of occupied floor area of usable open space is required. This open space requirement may also be satisfied through payment of a fee for each square foot of usable square footage not provided pursuant to this Code section.

The project proposes approximately 700,500 square feet of office space. Since the Central Corridor Plan concepts recommend rezoning the subject property to MUO, an Eastern Neighborhoods Mixed Use zoning district, approximately 14,010 square feet of usable open space would be required.

9. **Potential park site and in-kind development agreement.** The City is exploring the possibility of creating a public park on the publicly owned parcel immediately to the north-east of the subject property. Were this still-preliminary idea to become an adopted plan, both the new park and the proposed project would benefit from close coordination of physical design and programming. The proposed mid-block alleys seem well designed to promote synergies between the project and the potential park. The project sponsor is urged to carefully consider active ground floor uses, building access and visual permeability to help activate the public realm and increase perceived personal safety.

In the event that the City adopts plans to create this new park, it may become possible for the project sponsor to propose an in-kind development agreement with the City, whereby the project sponsor would undertake a portion of the design and/or construction of the park in lieu of a portion of fees owed.

10. **Streetscape and Pedestrian Improvements.** Planning Code Section 138.1 establishes requirements for the improvement of the public right-of-way associated with development projects, such that the public right-of-way may be safe, accessible, convenient and attractive to pedestrian use and travel by all modes of transportation consistent with the San Francisco General Plan, achieve best practices in ecological storm water management, and provide space for public life and social interaction, in accordance with the City's "Better Streets Policy" (Administrative Code Section 98.1). The building will be subject to the "Better Streets" streetscape improvements per Planning Code Section 138.1. A streetscape plan will be required to illustrate proposed public realm improvements.

Note that the Central Corridor Plan concepts recommend pedestrian, bicycle and transit improvements on many streets in the plan area, including significantly wider sidewalks on Brannan Street and a signalized crosswalk across 5th Street near Welsh Street. The streetscape plan for the proposed project would be required to address some or all of these elements.

11. **The Green Landscape Ordinance.** Planning Code Section 138.1 require permeable paving and street trees to be installed by the property owner or developer in the case of the construction of a new building, relocation of a building, or addition of gross floor area equal to 20 percent or more of the gross floor area of the existing building. The minimum installation shall be one **24-inch box** tree for each 20 feet of frontage of the property along each street or alley, with each remaining 10 feet requiring one additional tree.

The proposed project triggers a requirement for 18 street trees for the frontage on 5th Street and 14 trees for the frontage on Brannan Street. Please review the Ordinance for additional requirements and indicate project compliance.

12. **Tree Disclosure Affidavit.** A Tree Disclosure Affidavit must be filled out and submitted with the Large Project Authorization application.
13. **Stormwater Design Guidelines.** Projects that disturb 5,000 square feet or more of the ground surface must comply with the Stormwater Design Guidelines and submit a Stormwater Control Plan to the SFPUC for review. To view the Guidelines and download instructions for preparing a Stormwater Control Plan, go to <http://stormwater.sfwater.org/>. Please contact stormwaterreview@sfwater.org for assistance or additional information.
14. **EcoDistrict.** The Central Corridor is a pilot area for implementation of an EcoDistrict, where a variety of opportunities for sustainable infrastructure will be explored and implemented. The City is exploring the potential for the establishment of integrated district-scale utility systems to support performance goals for heat, power, water and waste. In order to accommodate integrated district-scale utility systems, buildings will be required to be compatible with and to maximize the benefits of such systems if and when they become available. For more information on EcoDistricts, see: <http://sustainabledevelopment.sfplanning.org>.
15. **Above-Grade Parking Setback.** Off-street parking at street grade on a development lot must be set back at least 25 feet on the ground floor and at least 15 feet on floors above, from any facade facing a street at least 30 feet in width, and must be lined with active uses. Parking above the ground level shall be entirely screened from all public rights-of-way in a manner that accentuates ground floor uses, minimizes mechanical features and is in keeping with the overall massing and architectural vocabulary of the building. Please illustrate compliance on the plans.
16. **Standards for Bird Safe Buildings.** Adopted on July 14, 2011, and regulated in Planning Code Section 139, the Standards for Bird Safe Buildings specify requirements for a bird safe building. Please review the standards and indicate the method of window treatments to comply with the requirements where applicable.
17. **Sustainability.** The green building practices required by Chapter 13C Green Building Requirements further the goal of reducing the greenhouse gas emissions in the City and County of San Francisco to 20 percent below 1990 levels by the year 2012, as stated in Board of Supervisors Resolution No. 158-02 and the City's 2004 Climate Action Plan. Additional sustainable site development requirements may

be recommended for inclusion into any Design for Development or other Design Guideline document prepared for the site. Possible sustainable site development requirements could include development controls and design guidelines with reference to Building Performance, Energy Efficiency, Renewable Energy, Reduced Potable Water use, Recycling and Waste Management, and Stormwater Management.

18. **Ground-Level Wind Currents.** Planning Code Section 148 includes specific comfort- and hazard-level criteria for ground-level wind currents. If the project creates new exceedances of the comfort-level criteria, or if the project fails to ameliorate existing exceedances, an exception may be sought through the Section 309 review process. No exception may be sought, however, if the project creates new exceedances of the hazard-level criteria.
19. **Shadow Analysis.** Planning Code Section 295 requires that a shadow analysis be performed to determine whether the project has the potential to cast shadow on properties under the jurisdiction of the San Francisco Recreation and Park Commission. In addition, Section 147 requires that buildings be designed in a manner that minimizes additional shadows on public sidewalks, and other open spaces that are not subject to Section 295, such as the potential park site north of the project site. The sponsor should evaluate the shadow impacts on sidewalks and open spaces in the vicinity, specifically considering the area, timing, and duration of the shadow, and the nature of the use of the area being shadowed. Additionally, please note that the Central Corridor Plan's preliminary land use and urban form principles call for sculpting of building height limits to avoid adding significant new shading on public open spaces and school yards.
20. **Public Art.** Under the anticipated MUO zoning, the project will be required to include works of art costing an amount equal to one percent of the construction cost of the development, per Planning Code Section 429.
21. **Impact Fees.** Several Citywide impact fees apply. The TIDF applies to all projects creating more than 3,000 square feet of new non-residential space, per Planning Code Section 411 et seq. The Jobs-Housing Linkage Program and associated fees apply to projects creating more than 25,000 square feet of new non-residential space, per Planning Code Section 413 et seq. Child Care requirements apply to projects creating more than 25,000 square feet of new office or hotel space, per Planning Code Section 414 et seq., and call for child care to be provided on-site, or the payment of an in-lieu fee.

Additionally, it is likely that community impact fees will be assessed on development projects within the Central Corridor Project Area upon rezoning, and will be relevant to this project. These fees will be discussed during the planning process and eventual adoption hearings for the proposed Central Corridor Plan.

22. **First Source Hiring.** Chapter 83 of the San Francisco Administrative Code, passed in 1998, established the First Source Hiring Program to identify available entry-level jobs in San Francisco and match them with unemployed and underemployed job-seekers. The intent is to provide a resource for local employers seeking qualified, job ready applicants for vacant positions while helping economically disadvantaged residents who have successfully completed training programs and job-readiness classes.

The ordinance applies to (1) any permit application for commercial development exceeding 25,000 square feet in floor area involving new construction, an addition or a substantial alteration which results in the addition of entry level positions for a commercial activity; or (2) any application which requires discretionary action by the Planning Commission relating to a commercial activity over

25,000 square feet, but not limited to conditional use; or (3) any permit application for a residential development of ten units or more involving new construction, an addition, a conversion or substantial rehabilitation. The project proposes more than ten dwelling units and therefore, is subject to the requirement. For further information or to receive a sample First Source Hiring Agreement, please see contact information below:

Ken Nim, Workforce Compliance Officer
CityBuild, Office of Economic and Workforce Development
City and County of San Francisco
50 Van Ness, San Francisco, CA 94102
Direct: 415.581.2303
Fax: 415.581.2368

PRELIMINARY DESIGN COMMENTS:

The proposed project does not yet include details on architectural design. We look forward to discussing that level of design at the appropriate stage in the project's development, and strongly encourage you to envision the buildings as independent entities, to create variety and visual interest.

PRELIMINARY PROJECT ASSESSMENT EXPIRATION:

This Preliminary Project Assessment is valid for a period of **18 months**. An Environmental Evaluation, Conditional Use Authorization, or Building Permit Application, as listed above, must be submitted no later than **January 15th, 2014**. Otherwise, this determination is considered expired and a new Preliminary Project Assessment is required. Such applications and plans must be generally consistent with those found in this Preliminary Project Assessment.

Enclosure: Neighborhood Group Mailing List

cc: Carl D Shannon, Tishman Speyer Development Corporation, Sponsor
Ben Fu, Current Planning
Jeanie Poling, Environmental Planning
Sarah Dennis Philips, Citywide Policy & Analysis
Joshua Switzky, , Citywide Policy & Analysis
Amnon Ben-Pazi, Citywide Policy & Analysis