



# SAN FRANCISCO PLANNING DEPARTMENT

**MEMO**

**DATE:** May 5, 2016  
**TO:** Robert Maulden, John Hancock  
**FROM:** Mark Luellen, Planning Department  
**RE:** PPA Case No. 2016-001794PPA for 95 Hawthorne Street

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

Reception:  
**415.558.6378**

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Information:  
**415.558.6377**

Please find the attached Preliminary Project Assessment (PPA) for the address listed above. You may contact the staff contact, Tina Chang, at (415) 575-9197 or [tina.chang@sfgov.org](mailto:tina.chang@sfgov.org), to answer any questions you may have, or to schedule a follow-up meeting.

A handwritten signature in black ink, appearing to read "Mark Luellen", written over a horizontal line.

Mark Luellen, Senior Planner



# SAN FRANCISCO PLANNING DEPARTMENT

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## Preliminary Project Assessment

*Date:* May 5, 2016  
*Case No.:* **2016-001794PPA**  
*Project Address:* 95 Hawthorne Street  
*Block/Lot:* 3735/012  
*Zoning:* C-3-O (SD)  
320-I  
*Area Plan:* Yerba Buena  
Central SoMa  
Transit Center District  
Downtown  
*Project Sponsor:* John Kevlin  
415.567.9000  
*Staff Contact:* Tina Chang – 310.307.6122  
[tina.chang@sfgov.org](mailto:tina.chang@sfgov.org)

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### DISCLAIMERS:

This Preliminary Project Assessment (PPA) letter provides feedback to the project sponsor from the Planning Department regarding the proposed project described in the PPA application submitted on February 5, 2016, as summarized below. This PPA letter identifies Planning Department review requirements for the proposed project, including those related to environmental review, approvals, neighborhood notification and public outreach, the Planning Code, project design, and other general issues of concern for the project. Please be advised that the PPA application does not constitute an application for development with the Planning Department. The PPA letter also does not represent a complete review of the proposed project, does not grant a project approval of any kind, and does not 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, Public Works, the Municipal Transportation Agency, Department of Public Health, San Francisco Public Utilities Commission, and others. The information included herein is based on the PPA application and plans, 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 an existing 84,375-square-foot (sf) office building and construct a 32-story, 320-foot-tall mixed use building. The existing building on the 16,875 square foot subject lot is not

considered a historic resource. The proposed new building would include 330 dwelling units, 250 parking spaces, and 8,000 square feet of commercial space along Folsom and Hawthorne Streets.

## PLANNING CONTEXT:

The project site is located within the Transit Center District Plan area, which was evaluated in the *Programmatic Environmental Impact Report for the Transit Center District Plan and Transit Tower (Transit Center District Plan PEIR)*. On May 24, 2012, the Planning Commission certified the *Transit Center District Plan PEIR* by Motion 18628 and adopted the Preferred Project for final recommendation to the Board of Supervisors.<sup>1,2</sup> The Transit Center District and its associated rezoning became effective September 7, 2012.

The project site also lies within the proposed Central SoMa Plan area, which is the focus of an ongoing community planning process initiated in 2011. The Central Corridor Plan Draft for Public Review<sup>3</sup> (Draft Plan) was released in April 2013, with proposed changes to the allowed land uses and building heights in the Plan area, including a strategy for improving the public realm within the Plan area and vicinity. The Draft Plan is available for download at <http://centralsoma.sfplanning.org>. The Central SoMa Plan will be evaluated in an Environmental Impact Report (EIR), which is currently underway. The Draft Plan and its proposed rezoning are anticipated to be before decision-makers for approval in 2016.

The existing zoning for the project site is C-S-O (SD) (Downtown-Office (Special Development)) which allows residential and commercial uses, such as the mixed-use development proposed for the project site. The proposed use district for the project site in the Draft Plan is C-3-S (Downtown Support), which also allows residential and commercial uses. The Draft Plan includes two height alternatives. The Central SoMa Plan EIR will study the Draft Plan's Mid-Rise Height Alternative and a modified High-Rise Height Alternative. Under both alternatives the proposed height and bulk designation for the site would remain 320-I, which allows a building up to 320 feet tall. Thus, the proposed 320-foot-tall mixed-use development would be consistent with the existing and proposed height and bulk designation. Further comments in this Preliminary Project Assessment (PPA) are based on the Draft Plan concepts published to date, which are contingent on the approval of the proposed Central SoMa Plan rezoning by the Planning Commission and Board of Supervisors.

## ENVIRONMENTAL REVIEW:

Section 15183 of the California Environmental Quality Act (CEQA) Guidelines states that projects that are consistent with the development density established by a community plan for which an environmental impact report (EIR) was certified do not require additional environmental review, except as necessary to

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<sup>1</sup> San Francisco Planning Department, Transit Center District Plan and Transit Tower Final EIR, Case Nos. 2007.0558E and 2008.0789E, State Clearinghouse No. 2008072073, May 24, 2012. Available at <http://www.sf-planning.org/index.aspx?page=1893>, accessed on October 15, 2015. This document is available for review at 1650 Mission Street, Suite 400, as part of Case Nos. 2007.0558E and 2008.0789E.

<sup>2</sup> San Francisco Planning Department. San Francisco Planning Commission Motion 18628, May 24, 2012. Available online at: <http://commissions.sfplanning.org/cpcmotions/2012/18628.pdf>, accessed August 31, 2015.

<sup>3</sup> Please note that the Central SoMa Plan was formerly called the Central Corridor Plan. To avoid ambiguity, this letter uses the current "Central SoMa Plan" when referring to the ongoing planning process, while "Draft Plan" refers to the document published in April 2013 under the name "Central Corridor Plan Draft for Public Review."

determine the presence of project-specific significant effects not identified in the programmatic plan area EIR.

As discussed under Planning Context, the proposed project is located within the Transit Center District Plan area, which was evaluated in the *Transit Center District Plan PEIR*. The proposed project is consistent with the development density (zoning) identified in the Transit Center District Plan, and would be eligible for a Community Plan Exemption (CPE) under the *Transit Center District Plan PEIR*. Please note that a CPE is a type of exemption from environmental review, and cannot be modified to reflect changes to a project after approval. Proposed increases beyond the CPE project description in project size or intensity after project approval will require reconsideration of environmental impacts and issuance of a new CEQA determination.

The project's proposed 320-foot-tall, mixed-use development could be consistent with the zoning currently being studied in the Central SoMa Plan EIR. Thus, it is possible that the proposal, as currently presented, would qualify for a CPE under the proposed Central SoMa Plan EIR if that EIR is certified and the Planning Commission and Board of Supervisors have adopted new zoning controls. Due to the project's location within the geographic area evaluated in the *Transit Center District Plan PEIR*, any development on the project site would potentially be subject to the mitigation measures identified in that document. Mitigation measures from the *Transit Center District Plan PEIR* that are applicable to the proposed project area could be refined, augmented, or superseded under the future Central SoMa Plan EIR, which would become applicable to the proposed project if the Draft Plan is approved. However, the proposed project would be assessed based on the zoning district controls for the project site in place at the time that the Planning Department entitlements for the proposed project are sought.

Within the CPE process, there can be three different outcomes as follows:

- 1. CPE Only.** All potentially significant project-specific and cumulatively considerable environmental impacts are fully consistent with significant impacts identified in the forthcoming Central SoMa Plan, and there would be no new "peculiar" significant impacts unique to the proposed project. In these situations, all pertinent mitigation measures and CEQA findings from the Central SoMa Plan would be applied to the proposed project, and a CPE checklist and certificate is prepared. With this outcome, the applicable fees are: (a) the CPE determination fee (currently \$13,659) and (b) the CPE certificate fee (currently \$7,580).
- 2. Mitigated Negative Declaration.** If new site- or project-specific significant impacts are identified for the proposed project that are not identified in the forthcoming Central SoMa Plan, and if these new significant impacts can be mitigated to a less-than-significant level, then a focused mitigated negative declaration is prepared to address these impacts, and a supporting CPE checklist is prepared to address all other impacts encompassed by the Central SoMa Plan, with all pertinent mitigation measures and CEQA findings from the Central SoMa Plan also applied to the proposed project. With this outcome, the applicable fees are: (a) the CPE determination fee (currently \$13,659) and (b) the standard environmental evaluation fee (which is based on construction value).
- 3. Focused EIR.** If any new site- or project-specific significant impacts cannot be mitigated to a less-than-significant level, then a focused EIR is prepared to address these impacts, and a supporting CPE

checklist is prepared to address all other impacts encompassed by the forthcoming forthcoming Central SoMa Plan, with all pertinent mitigation measures and CEQA findings from the Central SoMa Plan also applied to the proposed project. With this outcome, the applicable fees are: (a) the CPE determination fee (currently \$13,659); (b) the standard environmental evaluation fee (which is based on construction value); and (c) one-half of the standard EIR fee (which is also based on construction value). An EIR must be prepared by an environmental consultant from the Planning Department's environmental consultant pool ([http://www.sfplanning.org/ftp/files/MEA/Environmental\\_consultant\\_pool.pdf](http://www.sfplanning.org/ftp/files/MEA/Environmental_consultant_pool.pdf)). The Planning Department will provide more detail to the project sponsor regarding the EIR process should this level of environmental review be required.

If the proposed project is not consistent with the height and density identified for the project site in the adopted Central SoMa Plan, the proposed project would be precluded from qualifying for a CPE under the Central SoMa Plan. The proposed project would be analyzed in a separate environmental document that would not rely on the environmental analysis undertaken for the Central SoMa Plan. The proposed project would require environmental review individually, with either a project-specific Initial Study/Mitigated Negative Declaration or Environmental Impact Report (EIR). In this case, the applicable fees would be (a) the standard environmental evaluation (EE) fee based on the cost of construction; and (b) the standard EIR fee, if an EIR is required.

In order to begin formal environmental review, please submit an **Environmental Evaluation Application (EEA)**. The EEA can be submitted at the same time as the PPA Application. The environmental review may be done in conjunction with the required approvals listed below, but must be completed before any project approval may be granted. **Note that until an entitlement application is submitted to the Current Planning Division, only the proposed Project Description will be reviewed by the assigned Environmental Coordinator.** EEAs 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](http://www.sfplanning.org) under the "Publications" tab. See "Environmental Applications" on page 2 of the current Fee Schedule for a calculation of environmental application fees.<sup>4</sup>

Below is a list of topic areas addressed through the environmental review process. Some of these would require additional study based on the preliminary review of the project as it is proposed in the PPA application dated February 5, 2016. The following discussion is also based on the project sponsor's intention to obtain a CPE under the future Central SoMa Plan EIR. As such, *Transit Center District Plan PEIR* mitigation measures are not included in the discussion below because it is unlikely the proposed project would be analyzed under the *Transit Center District Plan PEIR*.

- 1. Historic Resources.** The existing building on the project site was previously evaluated in the Transit Center Historic Resource Survey Update 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.

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<sup>4</sup> San Francisco Planning Department. *Schedule for Application Fees*. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=513>.

2. **Archeological Resources.** Project implementation would entail soil-disturbing activities associated with building construction, including excavation that would reach a depth of approximately 58 feet below grade. The proposed project will require Preliminary Archeological Review (PAR) by a Planning Department archeologist. To aid this review the Department archeologist may request a Preliminary Archeological Sensitivity Assessment (PASS) by a Department Qualified Archeological Consultant, subject to the review and approval by the Department archeologist. The Department archeologist will provide three names from the Qualified Archeological Consultant list if the PASS is required. The PAR will assess the archeological sensitivity of the project site based on in-house source material and will consider the potential for archeological impacts resulting from proposed soils disturbance. Please provide detailed information, including sections, proposed soils-disturbing activities, such as grading, excavation, installation of foundations, soils improvement, and site remediation in the EEA, and submit any available geotechnical/soils or phase II hazardous materials reports prepared for the project to assist in this review. If the Department archeologist determines that the project has a potential to adversely affect archeological resources, the PAR will identify additional measures needed to address the potential effect. These measures may include preparation of an archeological research design and treatment plan, implementation of project mitigation measures (such as archeological testing, monitoring, or accidental discovery), or other appropriate measures.
3. **Tribal Cultural Resources.** Tribal cultural resources (TCRs) are a class of resource established under CEQA in 2015. TCRs are defined as a site, feature, place, cultural landscape, sacred place or object with cultural value to a California Native American tribe, that is either included on or eligible for inclusion in the California Register of Historical Resources or a local historic register, or is a resource that the lead agency, at its discretion and supported by substantial evidence, determines is a TCR. Planning Department staff will review the proposed project to determine if it may cause an adverse effect to a TCR; this will occur in tandem with preliminary archeological review. No additional information is needed from the project sponsor at this time. Consultation with California Native American tribes regarding TCRs may be required at the request of the tribes. If staff determines that the proposed project may have a potential significant adverse impact on a TCR, mitigation measures will be identified and required. Mitigation measures may include avoidance, protection, or preservation of the TCR and development of interpretation and public education and artistic programs.
4. **Transportation.** Based on the Planning Department's Transportation Impact Analysis Guidelines for Environmental Review,<sup>5</sup> the proposed project would require additional transportation analysis to determine whether the project may result in a significant impact. This is due to the size of the proposed project, location of the project site and amount of proposed parking. Therefore, the Planning Department requires that a consultant listed in the Planning Department's Transportation Consultant Pool prepare a Transportation Circulation Memorandum. You are required to pay additional fees for the study; please contact Virnaliza Byrd at (415) 575-9025 to arrange payment. Once you pay the fees, please contact Manoj Madhavan at (415) 575-9095 or [manoj.madhavan@sfgov.org](mailto:manoj.madhavan@sfgov.org) so that he can provide you with a list of three consultants from the pre-

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<sup>5</sup> This document is available at: <http://www.sf-planning.org/index.aspx?page=1886>.

qualified Transportation Consultant Pool. Upon selection of a transportation consultant, the Department will assign a transportation planner who will direct the scope of the consultant-prepared study. In order to facilitate the transportation analysis, Planning Department staff requests the following:

- Label existing and proposed sidewalks and curb cuts, and their dimensions, on the project plans.
  - Consider reducing the amount of parking proposed.
  - Consider implementing Transit Demand Management measures.
  - The project sponsor coordinates with Central SoMa planning efforts and adjacent proposed developments, including the proposed reconfiguration of Folsom Street under the Transit Center District Plan.
  - The project sponsor coordinates with the Second Street Improvement Project.
5. **Noise.** Construction noise would be subject to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code), which includes restrictions on noise levels of construction equipment and hours of construction. If pile driving is to be used during construction, measures to reduce construction noise may be required as part of the proposed project. The EEA should indicate whether pile driving or other particularly noisy construction methods are required.
6. **Air Quality.** The proposed project's 330 dwelling units and proposed excavation would exceed the Bay Area Air Quality Management District's (BAAQMD) construction screening levels for criteria air pollutants.<sup>6</sup> Therefore, an analysis of the project's criteria air pollutant emissions is likely to be required. Detailed information related to construction equipment, phasing and duration of each phase, and volume of excavation would be required as part of the EEA.

In addition, 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 proposed project will be required to adhere to the dust control requirements set forth in the Construction Dust Ordinance contained in San Francisco Health Code Article 22B and San Francisco Building Code Section 106.A.3.2.6.

The project site is also located within an Air Pollutant Exposure Zone, as mapped and defined by Health Code Article 38. The Air Pollutant Exposure Zone identifies areas with poor air quality based on an inventory and modeling assessment of air pollution, exposures, and health vulnerability from mobile, stationary, and area source emissions within San Francisco. The project proposes to construct new sensitive land uses (i.e., residential), which are subject to enhanced ventilation measures pursuant to Health Code Article 38. The project sponsor will be required to submit an Article 38 application to Department of Public Health (DPH) prior to the issuance of any environmental determination. Please provide a copy of the Article 38 application with the EEA.<sup>7</sup>

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<sup>6</sup> BAAQMD, *CEQA Air Quality Guidelines*, May 2011, Chapter 3.

<sup>7</sup> Refer to <http://www.sfdph.org/dph/eh/Air/default.asp> for more information.



If the project would generate new sources of toxic air contaminants including, but not limited to diesel generators or boilers, or any other stationary sources, the project would result in toxic air contaminants that may affect both on-site and off-site sensitive receptors. Given the proposed project's height of 325 feet, the proposed project would likely require a backup diesel generator and additional measures will likely be necessary to reduce its emissions. Detailed information related to any proposed stationary sources must be provided with the EEA.

7. **Greenhouse Gases.** *The City and County of San Francisco's Strategies to Address Greenhouse Gas Emissions* presents a comprehensive assessment of policies, programs, and ordinances that represents San Francisco's Qualified Greenhouse Gas (GHG) Reduction Strategy. Projects that are consistent with San Francisco's Qualified GHG Reduction Strategy would result in less-than-significant impacts from GHG emissions. In order to facilitate a determination of compliance with San Francisco's Qualified GHG Reduction Strategy, the Planning Department has prepared a Greenhouse Gas Analysis Compliance Checklist.<sup>8</sup> The project sponsor is required to submit the completed table regarding project compliance with the identified regulations and provide project-level details in the discussion column. This information will be reviewed by the environmental planner during the environmental review process to determine if the project would comply with San Francisco's Greenhouse Gas Reduction Strategy. Projects that do not comply with an ordinance or regulation may be determined to be inconsistent with the Greenhouse Gas Reduction Strategy.
8. **Shadow.** The proposed project would result in construction of a building approximately 320 feet in height. A preliminary shadow fan analysis prepared by Planning Department staff indicates that the proposed project could cast shadows on Oscar Park, the Gardens at the Yerba Buena Center for the Arts, public plazas, and other Recreation and Park Commission property or other open space resource. Therefore, additional shadow analysis is likely to be required for the proposed project.
9. **Wind.** As discussed below under "Preliminary Project Comments," the project site is in the C-3-O (SD) (Downtown-Office (Special Development)) District and is subject to Planning Code limits on ground-level wind speeds. As the proposed building would be 320 feet in height, a wind tunnel analysis would likely be required in order to determine project compliance with these Planning Code provisions. Additionally, ground-level wind speeds will be assessed as part of the project's environmental review. The project will therefore require a consultant-prepared wind analysis. The consultant will be required to prepare a proposed scope of work for review and approval by the assigned Current Planning and Environmental Planning staff prior to proceeding with the analysis.
10. **Geology.** The project site is located within a Seismic Hazard Zone (a Liquefaction Hazard Zone likely underlain by artificial fill). Any new construction on the site is therefore subject to a mandatory Interdepartmental Project Review.<sup>9</sup> A geotechnical study prepared by a qualified consultant must be submitted with the EEA. The study should address whether the site is subject to liquefaction, and should provide recommendations for any geotechnical concerns identified in the study. In general, compliance with the building codes would avoid the potential for significant impacts related to

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<sup>8</sup> Refer to <http://sf-planning.org/index.aspx?page=1886> for latest "Greenhouse Gas Compliance Checklist for Private Development Projects."

<sup>9</sup> San Francisco Planning Department. *Interdepartmental Project Review*. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=522>.



structural damage, ground subsidence, liquefaction, landslides, and surface settlement. To assist Planning Department staff in determining whether the project would result in environmental impacts related to geological hazards, it is recommended that you provide a copy of the geotechnical information with boring logs for the proposed project. This study will also help inform the Planning Department Archeologist of the project site's subsurface geological conditions.

11. **Hazardous Materials.** The proposed project includes the alteration of an existing office building constructed in 1908. As the building was constructed prior to 1980, asbestos-containing materials, such as floor and wall coverings, may be found in the building. The Bay Area Air Quality Management District (BAAQMD) is responsible for regulating airborne pollutants including asbestos. Please contact BAAQMD for the requirements related to demolition of buildings with asbestos-containing materials. In addition, because of its age (constructed prior to 1978), lead paint may be found in the existing building. Please contact the San Francisco Department of Building Inspection (DBI) for requirements related to the demolition of buildings that may contain lead paint.
12. **Stormwater.** If the project results in a ground surface disturbance of 5,000 sf or greater, it is subject to San Francisco's stormwater management requirements as outlined in the Stormwater Management Ordinance and the corresponding SFPUC Stormwater Design Guidelines (Guidelines). Projects that trigger the stormwater management requirements must prepare a Stormwater Control Plan demonstrating project adherence to the performance measures outlined in the Guidelines including:
  - (a) reduction in *total volume* and *peak flow rate* of stormwater for areas in combined sewer systems OR
  - (b) *stormwater treatment* for areas in separate sewer systems. The SFPUC Wastewater Enterprise, Urban Watershed Management Program is responsible for review and approval of the Stormwater Control Plan. Without SFPUC approval of a Stormwater Control Plan, no site or building permits can be issued. The Guidelines also require a signed maintenance agreement to ensure proper care of the necessary stormwater controls. To view the Stormwater Management Ordinance, the Stormwater Design Guidelines, or download instructions for the Stormwater Control Plan, go to <http://sfwater.org/sdg>. Applicants may contact [stormwaterreview@sfwater.org](mailto:stormwaterreview@sfwater.org) for assistance.
13. **Disclosure Report for Developers of Major City Projects.** The San Francisco Ethics Commission S.F. Camp. & Govt. Conduct Code § 3.520 et seq. requires developers to provide the public with information about donations that developers make to nonprofit organizations that may communicate with the City and County regarding major development projects. This report must be completed and filed by the developer of any "major project." A major project is a real estate development project located in the City and County of San Francisco with estimated construction costs exceeding \$1,000,000 where either: (1) The Planning Commission or any other local lead agency certifies an EIR for the project; or (2) The project relies on a program EIR and the Planning Department, Planning Commission, or any other local lead agency adopts any final environmental determination under CEQA. A final environmental determination includes: the issuance of a Community Plan Exemption (CPE); certification of a CPE/EIR; adoption of a CPE/Final Mitigated Negative Declaration; or a project approval by the Planning Commission that adopts CEQA Findings. (In instances where more than one of the preceding determinations occur, the filing requirement shall be triggered by the earliest such determination.) A major project does not include a residential development project with four or fewer dwelling units. The first (or initial) report must be filed within 30 days of the date the

Planning Commission (or any other local lead agency) certifies the EIR for that project or, for a major project relying on a program EIR, within 30 days of the date that the Planning Department, Planning Commission, or any other local lead agency adopts a final environmental determination under CEQA. Please submit a Disclosure Report for Developers of Major City Projects to the San Francisco Ethics Commission. This form can be found at the Planning Department or online at <http://www.sfethics.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.

1. **Permit Review in C-3 Districts** from the Planning Commission is required per Planning Code Section 309 for the new construction of development greater than 75 feet in height and greater than 50,000 gross square feet, and for seeking exceptions from specific provisions of the Planning Code, including but not limited to rear yard, setbacks, bulk, ground level wind currents. Be advised that additional design requirements and limitations may be imposed on the proposed project in order to achieve the objectives and policies of the General Plan or the purposes of this Code.
2. **Conditional Use Authorization** is required for projects proposing parking above principally permitted amounts. C-3 Districts allow a ratio of 1 parking space for every two dwelling units. Since the project proposes a higher ratio of parking than 1:2 conditional use authorization is required pursuant to Sections 157 and 303.
3. **Variance** is required for exposure. As proposed, it appears that approximately 60 units do not meet exposure requirements as set forth in Section 140 of the Planning Code.
4. A **Building Permit Application** is required for the demolition of each existing building on the subject property.
5. A **Building Permit Application** is required for the proposed new construction on the subject property.
6. **Shadow Analysis Application** is required to determine if the project would create new shadow that results in an adverse impact to the aforementioned open spaces pursuant to Section 295 and/or Section 147.

#### NEIGHBORHOOD NOTIFICATIONS AND PUBLIC OUTREACH:

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.

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](http://www.sfplanning.org) under the "Permits & Zoning" tab. All registered neighborhood group mailing lists are available online at [www.sfplanning.org](http://www.sfplanning.org) under the "Resource Center" tab.

**Notification of a Project Receiving Environmental Review.** Notice may be required to be sent to occupants of the project site and properties adjacent to the project site, as well as to owners and, to the extent feasible, occupants of properties within 300 feet of the project site at the initiation of the environmental review process. Please be prepared to provide mailing addresses on a CD upon request during the environmental review process.

**PRELIMINARY PROJECT COMMENTS:**

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

1. **Interdepartmental Project Review.** This review is required for all proposed new construction that are 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. Project sponsors may elect to request an interdepartmental review for any project at any time; however, it is strongly recommended that the request is made prior to Planning Department approval of the first construction building permit. The Department acts as the lead agency in collaboration with the Department of Building Inspection (DBI); the Department of Public Works (DPW); and the San Francisco Fire Department (SFFD). Department staff from each of these agencies would attend the Interdepartmental Project Review Meeting. An application is enclosed.
2. **Setbacks and Streetwall Articulation (132.1).** Section 132.1(c) of the Planning Code focuses on establishing a streetwall base. To establish an appropriate street wall in relation to the width of the street and to adjacent structures and to avoid the perception of overwhelming mass that would be created by a number of tall buildings built close together with unrelieved vertical rise, new buildings taller than 150 feet, on development lots in the C-3-O(SD) district facing a street wider than 35 feet shall establish a distinctive streetwall, even where no distinct cornice line or streetwall exists, at a height between 50 and 100 feet for not less than 40% of the linear frontage of all street frontages of such development lot. Such streetwall shall be established by an upper story setback or by a combination of upper story setback and horizontal projection (either occupied or decorative, as allowed in Section 136), creating horizontal relief totaling at least 10 feet, however, the upper story setback shall not be less than 5 feet. Exceptions to this subsection (c)(1) may be allowed in accordance with the procedures of Section 309, if the following criteria have been met:
  - o Design of the proposed project successfully creates a clearly defined building base that establishes or maintains an appropriate streetwall at the height or height range described above,
  - o The base is not defined solely by recessing the base,

- The overall building mass tapers or steps away from the street above the streetwall reducing any sense of unrelieved vertical rise directly from the sidewalk edge, and
- The overall architectural expression of the proposed project is exceptional, unique, and consistent with the intent of the streetwall requirement.

The project is subject to Setback and Streetwall Articulation requirements of this code. As proposed, while the building mass tapers, it does not do so above the street wall, therefore an exception per Section 309 would be required.

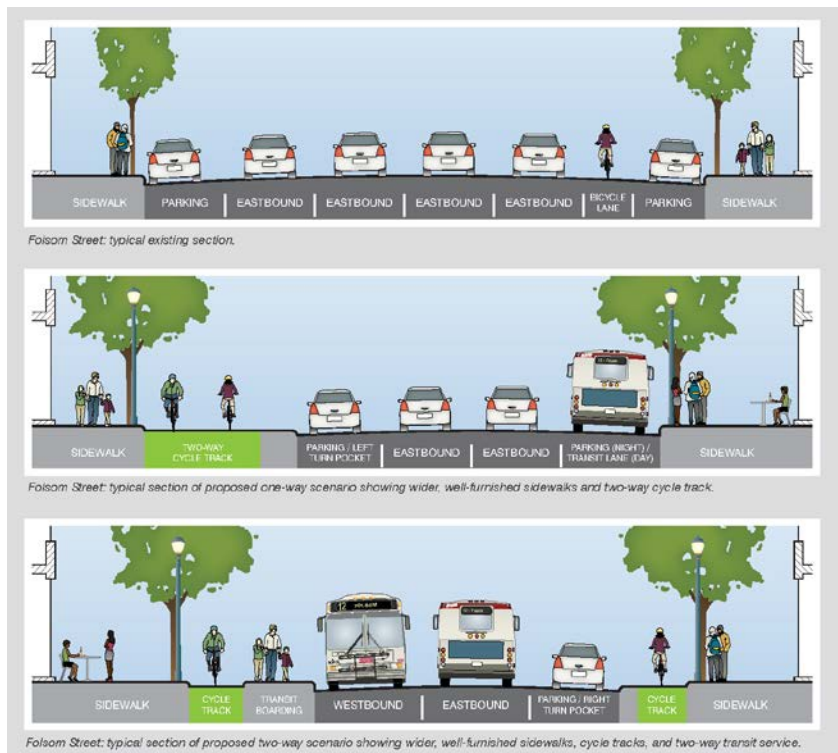
3. **Rear Yard (134).** Section 134 requires the project to provide a rear yard of at least 25 percent of the lot depth. Because this project is located on a corner site, one of the street frontages (Folsom or Hawthorne Street) must be designated as the front of the property, and the rear yard would then be provided based on that determination. While the project provides a side setback along the east side of the building, a Code compliant rear yard is not provided, therefore requiring an exception per Section 309.
4. **Open Space – Residential (135).** Section 135 requires 36 square feet of open space per dwelling if private, or 48 square feet if common. Since 330 dwelling units are proposed, 11,880 square feet of private, 15,840 square feet of common or a combination of private and common open space must be provided. Additionally, any such open spaces must meet the dimensional requirements of Subsections (f) and (g). The plans submitted show private open spaces for some units, though it is unclear if the minimum dimensional requirements are met. It is also unclear if the proposed open spaces sufficiently meet the required amounts. If open space requirements are not met, a Variance from Section 135 would be required.
5. **Open Space – Non-Residential (138).** Section 138 requires this project to provide one foot of publically accessible open space for every 50 square feet of retail (and similar) uses. The proposal includes between 8,000 square feet of commercial space. Therefore, approximately 160 square feet of publically accessible private open space is required.
6. **Street trees (138.1).** Planning Code Section 138.1 requires one street tree for every 20 feet of frontage for new construction as set forth in Article 16 of the Public Works Code. Street trees are shown on the Folsom Street frontage, but not the Hawthorne Street frontage. An in-lieu fee must be paid for any required street tree not planted. Since the project has approximately 263 linear feet of street frontage, 13 street trees are required.
7. **Streetscape Plan (138.1).** The project contains more than 250 linear feet of street frontage and as such, requires the submittal of a Streetscape Plan to the Planning Department to ensure that the new streetscape and pedestrian elements are in conformance with the Department's Better Street Plan. This Streetscape Plan shall be submitted to the Planning Department no later than 60 days prior to any Planning Commission action, and shall be considered for approval at the time of other project approval actions. The streetscape plan should show the location, design, and dimensions of all existing and proposed streetscape elements in the public right-of-way directly adjacent to the fronting property, including street trees, sidewalk landscaping, street lighting, site furnishings, utilities, driveways, and curb lines, and the relation of such elements to proposed new construction and site work on the property. Please comments from the Street Design Action Team below, as well as the

Department’s Better Streets Plan and Section 138.1(c)(2)(ii) for the additional elements that may be required as part of the project’s streetscape plan.

8. **Vision Zero.** In 2014, the SFMTA Board joined the San Francisco Board of Supervisors, SF Planning, SFPDPH and multiple other city agencies in adopting the City’s Vision Zero Policy which seeks to eliminate all traffic deaths in the City by 2024. The City subsequently established a network of Vision Zero Corridors which have higher rates of traffic-related injuries and fatalities compared to most San Francisco Streets. The City has determined that streets on the Vision Zero network should be prioritized for safety improvements especially those that improve the safety of vulnerable users like pedestrians. Folsom Street is designated as a “high-injury corridor”, identified through the City’s [Vision Zero Program](#). The Sponsor is encouraged to incorporate pedestrian safety streetscape measures into the project.

9. **Central SOMA Plan (DRAFT) Planning Effort Currently Underway.** The Planning Department’s Central SoMa Plan identified two alternatives for the future design of Folsom Street. The one-way alternative would include two eastbound travel lanes and a two-way cycle track on the north side of the street. The two-way alternative would include a travel lanes and a one-way cycle track in each direction. These alternatives are currently being analyzed in the Central SoMa EIR which is anticipated to be completed in 2016.

10. **Citywide Bike Network.** The 2009 San Francisco Bicycle Plan contains specific proposed near-term bicycle route network improvement projects for a safe, interconnected bicycle network that supports bicycling as an attractive alternative to private auto use. The San Francisco Bike Plan is the guiding policy document defining where bicycle improvements should be made in the City.



- Folsom Street is identified as a bike route under the San Francisco Bicycle Plan and is the primary east/west route through SOMA connecting the Embarcadero to the Mission District.
- Folsom Street currently has striped bike lanes. Per the Central SOMA Plan, these bike lanes are slated to be upgraded to a cycle track when the street is redesigned in the near future.

11. **Green Connections.** Adopted by the Planning Commission in March, 2014, the Green Connections Plan aims to increase access to parks, open spaces, and the waterfront by envisioning a network of 'green connectors' – city streets that will be upgraded incrementally over the next 20 years to make it safer and more pleasant to travel to parks by walking, biking, and other forms of active transportation. The project aims to make the City more healthy, sustainable, and livable through features such as pedestrian and bicycle infrastructure, street trees and other landscaping, stormwater management, and opportunities for beautification, public art, and community stewardship. The Green Connections Plan can be found at: <http://greenconnections.sfplanning.org>.
  - Under the Green Connections Plan, Folsom Street fronting the proposed project is part of Route #20, the Market to beach route, an important north-south route that stretches from The Embarcadero downtown to John McLaren Park.
  - Street improvement designs and public realm plans for Folsom Street should be consistent with the Green Connections Toolkit as well as the Ecology Guide for Route #20. See: [http://www.sf-planning.org/ftp/files/Citywide/green\\_connections/GC\\_Final\\_Report-CH5\\_Design\\_Toolkit.pdf](http://www.sf-planning.org/ftp/files/Citywide/green_connections/GC_Final_Report-CH5_Design_Toolkit.pdf) and [http://www.sf-planning.org/ftp/files/Citywide/green\\_connections/GC\\_RouteEcologyGuides\\_Final.pdf](http://www.sf-planning.org/ftp/files/Citywide/green_connections/GC_RouteEcologyGuides_Final.pdf)
12. **Bird Safety (Sec. 139).** It is unclear if the Project will create a feature-related hazard by providing more than 24 square feet of unbroken glass. If a feature-related hazard is created, the glass must be treated with bird-safe glazing and the type of glass proposed must be indicated on plans.
13. **Exposure (140).** Section 140 requires that each dwelling unit have at least one room that meets the 120-square-foot minimum superficial floor area requirement of Section 503 of the Housing Code face directly on a street right-of-way, code-complying rear yard, or an appropriately sized courtyard. The side setbacks do not meet minimum exposure requirements, therefore the a Variance from Section 140 is required. The Department generally encourages projects to minimize the number of units needing an exposure exception.
14. **Rooftop Screening (Section 141).** Be advised that rooftop mechanical equipment must be arranged so as not to be visible from any point at or below the roof level of the subject building.
15. **Street Frontages (Section 145(c)(2)).** Be advised that no more than one-third of the width or 20 feet, whichever is less, of any given street frontage of a new or altered structure parallel to and facing a street shall be devoted to parking and loading ingress or egress. The amount of frontage devoted to parking ingress/ egress is unclear; however if the dimension exceeds the permitted amount a Variance from Planning Code Section 145(c)(2) would be required.
16. **Shadow Analysis (Section 147).** Section 147 requires that new buildings and additions to existing buildings in C-3, South of Market Mixed Use, and Eastern Neighborhoods Mixed Use Districts that exceed 50 feet shall be shaped to reduce substantial shadow impacts on public plazas and other publicly accessible spaces other than those protected under Section 295. A preliminary shadow study was conducted by Staff in conjunction with this PPA Application, and it indicated that the project may cast a shadow Oscar Park, the Gardens at the Yerba Buena Center for the Arts, public plazas, and other Recreation and Park Commission property or other open space resource. Therefore, a

detailed shadow analysis would need to be prepared to determine if the project would create new shadow that results in an adverse impact to the aforementioned open spaces pursuant to Section 147. If this detailed shadow analysis finds that the project would cast shadow on the aforementioned parks and/or existing Privately Owned Public Open Spaces, the sponsor should explore sculpting of portions of the project to avoid casting new shadows on the open space.

17. **Ground Floor Wind Currents (Section 148).** In C-3 Districts, buildings and additions to existing buildings shall be shaped, or other wind-baffling measures shall be adopted, so that the developments will not cause ground-level wind currents to exceed, more than 10 percent of the time year round, between 7:00 a.m. and 6:00 p.m., the comfort level of 11 m.p.h. equivalent wind speed in areas of substantial pedestrian use and seven m.p.h. equivalent wind speed in public seating areas. When preexisting ambient wind speeds exceed the comfort level, or when a proposed building or addition may cause ambient wind speeds to exceed the comfort level, the building shall be designed to reduce the ambient wind speeds to meet the requirements. An exception may be granted, in accordance with the provisions of Section 309, allowing the building or addition to add to the amount of time that the comfort level is exceeded by the least practical amount if (1) it can be shown that a building or addition cannot be shaped and other wind-baffling measures cannot be adopted to meet the foregoing requirements without creating an unattractive and ungainly building form and without unduly restricting the development potential of the building site in question, and (2) it is concluded that, because of the limited amount by which the comfort level is exceeded, the limited location in which the comfort level is exceeded, or the limited time during which the comfort level is exceeded, the addition is insubstantial.

No exception shall be granted and no building or addition shall be permitted that causes equivalent wind speeds to reach or exceed the hazard level of 26 miles per hour for a single hour of the year.

18. **Off-Street Parking (Section 151).** The project exceeds the principally permitted amount of parking. Section 151 allows up to one parking space for every two dwelling units, or 165 parking spaces. The project proposed 250 spaces, which is not permitted. Parking up to a ratio of .75 is permitted with Conditional Use Authorization pursuant to Sections 157 and 303. However the Department generally encourages a reduction of off-street parking such that principally permitted amounts are not exceeded.

Be advised that one parking space accessible to persons with disabilities must be provided for every 25 parking spaces. Be advised that all proposed off-street parking spaces must comply with dimensions outlined in Planning Code Section 154.

19. **Off-Street Freight Loading (Section 152).** Two off-street freight loading spaces are required for projects proposing 200,001 – 500,000 gross square feet of floor area. As the project proposes a development of approximately 402,830 gross square feet, two off-street freight loading spaces are required. Be advised that all proposed off-street parking spaces must comply with dimensions outlined in Planning Code Section 154.

20. **Bicycle Parking (Section 155.1).** One Class 1 parking space is required for the first 100 dwelling units and an additional Class 1 parking space for every four dwelling units over 100, and one Class 2



bicycle parking space for every 20 dwelling units. Additionally, one Class 1 parking space is required for every 7,500 square feet and one Class 2 space is required for every 2,500 square feet of retail space. As the Project proposes 330 dwelling units and 8,000 square feet of retail space, total of 156 Class 1 and 20 Class 2 bicycle parking spaces are required for the project as proposed.

21. **Transportation Management Programs (Section 163).** For projects where the gross square feet of new construction or added floor area for any residential and non-residential use equals at least 100,000 square feet or 100 dwelling units, the project sponsor shall be required to provide on-site transportation brokerage services for the actual lifetime of the project, as provided in this Subsection. Prior to the issuance of a temporary permit of occupancy (for this purpose Section 149(d) shall apply), the project sponsor shall execute an agreement with the Planning Department for the provision of onsite transportation brokerage services and preparation of a transportation management program to be approved by the Director of Planning and implemented by the provider of transportation brokerage services. The transportation management program and transportation brokerage services shall be designed as stated in Section 163.
22. **Car Share (Section 166).** Two car share parking spaces are required for any residential project providing more than 201 residential units, plus one for every 200 dwelling units over 200. As the project proposes 330 dwelling units, two car share parking spaces are required.
23. **Unbundled Parking (Section 167).** Be advised that all off-street parking spaces accessory to residential uses in new structures of 10 dwelling units or more, shall be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units, such that potential renters or buyers have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space.
24. **Diaper-Changing Accommodations (Section 168).** Be advised that one diaper-changing accommodation at for any new retail use that is 5,000 square feet or more in size. Since the project proposes an 8,000 square foot retail use, diaper-changing accommodations are required.
25. **Bulk (Section 270).** In I Districts, plan length and diagonal dimensions cannot exceed 170 feet and 200 feet, respectively, above 150 feet in height. As proposed, it is unclear if bulk requirements are met. If bulk limitations are exceeded, bulk exceptions, pursuant to Planning Code Section 272 and 309 may be required, requiring a Section 309 Exception for bulk. However, a Code compliant building is encouraged.
26. **Entertainment Commission Outreach (Section 314).** The Project appears to be located within 300' of Places of Entertainment, and are therefore subject to an Entertainment Commission outreach process. The Planning Department cannot complete the processing of a project until the following has occurred:
  - a. The Entertainment Commission has provided written notification to the Planning Department either indicating that the Entertainment Commission did not wish to hold a hearing, or that it held a hearing and the Project sponsor attended the hearing; and

- b. The Entertainment Commission has provided written comments and recommendations, if any; and
- c. A Project Sponsor with a residential project subject to the new Entertainment Commission outreach process has shown compliance with that process by including 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 those comments were provided. This shall be done as an additional sheet in any plan set submitted to the Planning Department and as an attachment in an entitlement application.

The Planning Department and Commission will consider the compatibility of uses when approving Residential Uses adjacent to or near existing permitted Places of Entertainment and shall take all reasonably available means through the City's design review and approval processes to ensure that the design of such new residential development project takes into account the needs and interests of both the Places of Entertainment and the future residents of the new development. Considerations may include:

- a. The proposed project's consistency with applicable design guidelines;
- b. Any proceedings held by the Entertainment Commission relating to the proposed Project; and
- c. Any comments and recommendations provided to the Planning Department by the Entertainment Commission regarding noise issues related to the project.

When a project that is subject to the Entertainment Commission outreach process is approved, an NSR must be recorded with the Assessor-Recorder that states all of the restrictions of Administrative Code Section 116.8 and any other conditions that the Planning Commission or Department places on the property.

A link to the ordinance can be found here:

<https://sfgov.legistar.com/View.ashx?M=F&ID=3760025&GUID=5BCAC01C-7344-4F51-B406-E7D8B987FAE8>.

For more information, please review the "Guidelines for Entertainment Commission Review of Residential Development Proposals" found here:

<http://www.sfgov2.org/modules/showdocument.aspx?documentid=2712>

24. **Shadow Analysis (Section 295).** Section 295 requires shadow analysis must 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. A preliminary shadow study was conducted by Staff in conjunction with this PPA Application, and it indicated that the project may cast a shadow Oscar Park, the Gardens at the Yerba Buena Center for the Arts, public plazas, and other Recreation and Park Commission property or other open space resource. Therefore, a detailed shadow analysis would need to be prepared to determine if the project would create new shadow that results in an adverse impact to the aforementioned open spaces pursuant to Section 295. If this detailed shadow analysis finds that the project would cast shadow on the aforementioned parks and/or existing Privately Owned Public Open Spaces, the sponsor should explore sculpting of portions of the project to avoid casting new shadows on the open space.

25. **Inclusionary Affordable Housing (Section 415)** Inclusionary Affordable Housing is required for a project proposing ten or more dwelling units. The Project Sponsor must submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to the Planning Department identifying the method of compliance, on-site, off-site, or affordable housing fee. Any on-site affordable dwelling-units proposed as part of the project must be designated as owner-occupied units, not rental units; unless a Costa Hawkins agreement is possible. Affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the project. The minimum Affordable Housing Percentages are 20% affordable housing fee, 12% on-site, or 20% off-site. Therefore, as proposed, the project would have a minimum requirement of 40 units if provided on-site, and 66 units if provided off-site.

For your information, if a project proposes rental units, it may be eligible for an On-site Alternative to the Affordable Housing Fee if it has demonstrated to the Planning Department that the affordable units are either: 1) ownership only or 2) not subject to the Costa Hawkins Rental Housing Act (a Costa Hawkins exception). Affordable units are not subject to the Costa Hawkins Rental Housing Act under the exception provided in Civil Code Sections 1954.50 through one of the following methods:

- a. Direct financial construction from a public entity
- b. Development bonus or other form of public assistance

A Costa Hawkins exception agreement is drafted by the City Attorney. You must state in your submittal how the project qualifies for a Costa Hawkins exception. The request should be addressed to the Director of Current Planning. If the project is deemed eligible, we may start working with the City Attorney on the agreement.

26. **Public Art (429)**. All projects that involve construction of a new building in excess of 25,000 square feet in a C-3 Districts must fulfill public art requirements pursuant to Section 429 by either providing public art on-site or paying into the Public Artwork Trust Fund. Since the project triggers public art requirements, the project must comply with Section 429.
27. **First Source Hiring Agreement**. A First Source Hiring Agreement is required for any project proposing to construct 25,000 gross square feet or more. For more information, please contact:

Ken Nim, Workforce Compliance Officer  
CityBuild, Office of Economic and Workforce Development  
City and County of San Francisco  
50 Van Ness Avenue, San Francisco, CA 94102  
(415) 581-2303

28. **Anti-Discriminatory Housing Affidavit**. Pursuant to Administrative Code Section 1.61, residential projects proposing ten dwelling units or more must complete an Anti-Discriminatory Housing Policy form as part of any entitlement found here: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentID=9334>

29. **Stormwater.** If the project results in a ground surface disturbance of 5,000 sf or greater, it is subject to San Francisco's stormwater management requirements as outlined in the Stormwater Management Ordinance and the corresponding SFPUC Stormwater Design Guidelines (Guidelines). Projects that trigger the stormwater management requirements must prepare a Stormwater Control Plan demonstrating project adherence to the performance measures outlined in the Guidelines including: (a) reduction in *total volume* and *peak flow rate* of stormwater for areas in combined sewer systems OR (b) *stormwater treatment* for areas in separate sewer systems. The SFPUC Wastewater Enterprise, Urban Watershed Management Program is responsible for review and approval of the Stormwater Control Plan. Without SFPUC approval of a Stormwater Control Plan, no site or building permits can be issued. The Guidelines also require a signed maintenance agreement to ensure proper care of the necessary stormwater controls. To view the Stormwater Management Ordinance, the Stormwater Design Guidelines, or download instructions for the Stormwater Control Plan, go to <http://sfwater.org/sdg>. Applicants may contact [stormwaterreview@sfwater.org](mailto:stormwaterreview@sfwater.org) for assistance.
30. **Recycled Water.** Projects located in San Francisco's designated recycled water use areas are required to install recycled water systems for irrigation, cooling, and/or toilet and urinal flushing in accordance with the Recycled (or Reclaimed) Water Use Ordinance, adopted as 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. To determine if the proposed project is in a designated recycled water use area, and for more information about the recycled water requirements, please visit [sfwater.org/index.aspx?page=687](http://sfwater.org/index.aspx?page=687).
31. **Non-potable Water Reuse.** Beginning November 1, 2015, all new buildings of 250,000 square feet or more of gross floor area, located within the boundaries of San Francisco's designated recycled water use area, must install non-potable water reuse systems to treat and reuse available alternate water sources for toilet and urinal flushing and irrigation. This requirement expands to the entire city the following year, on November 1, 2016. Your project will need approvals from the San Francisco Public Utilities Commission and permits from both the Department of Public Health and DBI to verify compliance with the requirements and local health and safety codes. To view more information about the requirements, please visit <http://www.sfwater.org/np>. Project teams may contact [nonpotable@sfwater.org](mailto:nonpotable@sfwater.org) for assistance.
32. **Impact Fees.** This project will be subject to various impact fees. 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.

Based on an initial review of the proposed project, the following impact fees, which are assessed by the Planning Department, will be required:

- a. Transit Sustainability Fee (411A)
- b. Child-Care (414)
- c. Affordable Housing Fee (415) – if in-lieu option is chosen
- d. Market & Octavia Affordable Housing Fee(416)
- e. Transit Center District Open Space Impact Fee (424.6)

- f. Transit Center District Transportation and Street Improvement Impact Fee (424.7)
- g. Transit Center District Mello Roos Community Facilities Impact Fee (424.8)
- h. Public Art (429)

#### PRELIMINARY DESIGN COMMENTS:

The following comments address preliminary design issues that may substantially affect the proposed project:

#### 1. Vehicle Circulation and Parking

The Planning Department recommends reducing the amount of parking proposed to the minimum amount required by Code as this project sits on a transit street. Convert the loading area, indicated on the site plan, fronting the street, to an active use and relocate the loading area behind.

#### 2. Architecture

The Planning Department requests the building design establish a clearly defined base to better define the street wall, per the intent of the Code. Recommended means to accomplish this include a 12' tower setback on Folsom above the base, a cornice projection, and design differentiation of the base from the tower.

At this point the architecture is assumed to be preliminary and diagrammatic. Please include dimensioned drawings that indicate details and materials for further design review on the subsequent submission.

#### 3. Streetscape and Pedestrian Improvements

The Planning Department appreciates a grand lobby but recommends it be minimized to allow for suitably sized active uses fronting Hawthorne Street.

#### Streetscape and public realm.

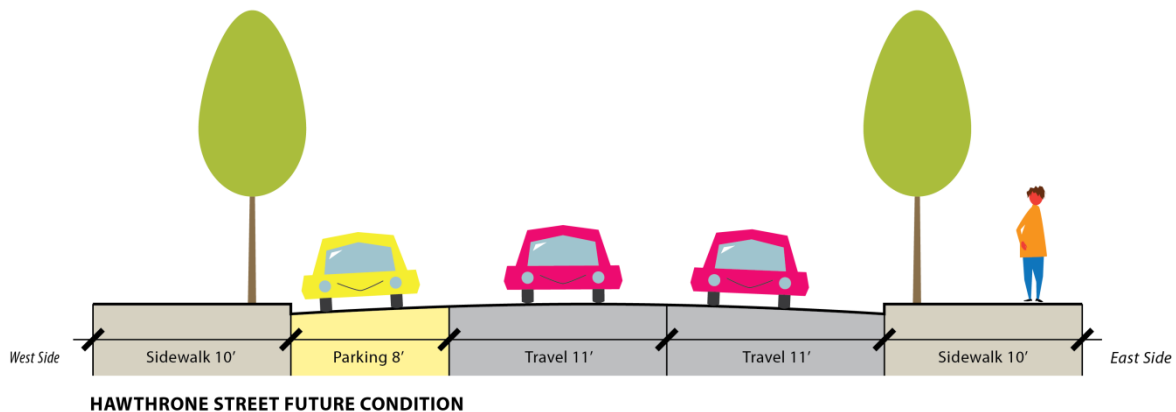
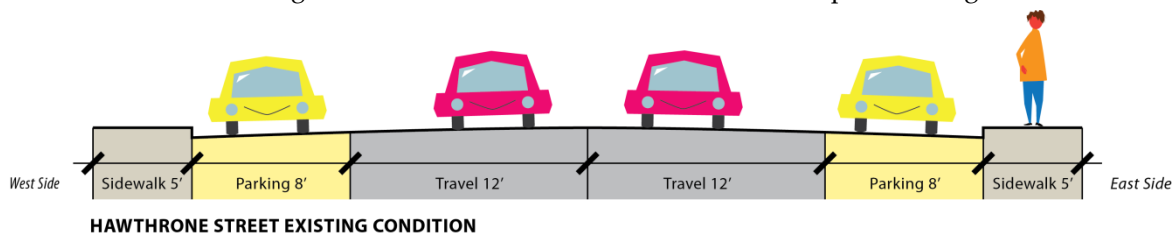
*The Street Design Advisory Team (SDAT) provides design review and guidance to private developments working within the City's public right-of-way. SDAT is composed of representatives from the San Francisco Planning Department (SF Planning) Department of Public Works (SF Public Works), and the San Francisco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

*The 95 Hawthorne Street project came to SDAT on February 29, 2016. Below are the SDAT comments from that meeting.*

1. **Sidewalk Widths.** The project site is located within the proposed Central SoMa Plan area. The Central SoMa Plan calls for increased sidewalk widths throughout the district.
2. **Folsom Street Sidewalk Changes.** The Central SoMa draft EIR recommends two potential alternatives for the 600 block of Folsom. The City will have likely chosen a preferred alternative by

the time 95 Hawthorne is seeking entitlement. SDAT recommends the project sponsor coordinate closely with SFMTA on planned changes for Folsom Street; potential changes are shown above in section. Be aware that depending on the timing of the construction of your project, the City may be asking you to build out the final approved version of these changes along the project’s Folsom Street frontage. Please coordinate with Paul Stanis ([paul.stanis@sfmta.com](mailto:paul.stanis@sfmta.com)) and Miriam Sorell ([miriam.sorell@sfmta.com](mailto:miriam.sorell@sfmta.com)) at the SFMTA.

- Hawthorne Street Sidewalk Widths.** The existing sidewalks on Hawthorne street are 5’ wide. The project shall widen the sidewalk by 5’ feet to create a 10’ sidewalk. This will necessitate the removal of parking lane along Hawthorne Street. Please refer to Department of Public Works mapping division for sidewalk legislation that will be needed to make these required changes.



- Landscaping, Street Trees and Site Furnishings.** All landscaping, street trees, site furniture, and special paving should be consistent with guidelines in the Better Streets Plan (BSP). Per SFMTA standards, trees shall not be placed within 25 feet of intersections, to enhance pedestrian visibility and safety.
- Loading.** On-street loading should be provided below grade; Please consolidate loading functions with the underground garage, to allow for more active use frontage for Hawthorne Street .
- Driveway.** In future plans, please show the curb cut as sidewalk, not street.
- Transformer Vault Location.** please show the location of the transformer room on the plans. Public Works typically does not permit new transformer vaults in the public right-of-way. The project sponsor may request an exception by submitting a Vault Permit from SF Public

Works Bureau of Street Use & Mapping (BSM) will be required, however at this time, SDAT does not support locating the transformers within the public right-of-way. Please relocate the proposed transformer vault location inside the property line. The transformer vault should neither be not be sited within the public right-of-way, nor along a prominent active facade.

8. **Street Improvements (construction within the public right-of-way).** Infrastructure improvements within the public right-of-way will require a Street Improvement Permit from SF Public Works Bureau of Street Use & Mapping (BSM) and Street Improvement Plans. Depending on the scope of work the Plans should include the following plan sheets: Civil (grading, layout, utility erosion control, etc.), Landscaping (planting, irrigation, etc.), Electrical (lighting, photometrics, conduit, etc.), Joint Trench (power, telephone, and communication approved by the respective utility companies). Additional permits may be required. Visit <http://www.sfdpw.org/permits-0> for additional information or call 415-554-5810.
9. **Encroachments into the Public Right-of-Way.** SF Public Works discourages any new encroachments into the public right-of-way. If new encroachments are proposed, show them on the plans. Examples of encroachments are: steps, warped driveways with diverters/planters, fire department connections (FDC), out swinging doors, bollards, etc. For new building construction, the Building Code does not allow building encroachments unless a variance to the Building Code is allowed by the DBI. If a variance is approved, a Minor Sidewalk Encroachment Permit (MSE) or other encroachment permit will be required from BSM. Some permits require public notification and an annual assessment fee may be applied.

#### PRELIMINARY PROJECT ASSESSMENT EXPIRATION:

This Preliminary Project Assessment is valid for a period of **18 months**. An application for Environmental Review, Downtown Project Authorization (Section 309 Review), Conditional Use Authorization, Variance, Building Permits, and Shadow Analysis, as listed above, must be submitted no later than **November 5, 2017**. 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
- Interdepartmental Project Review Application
- Flood Notification: Planning Bulletin
- SFPUC Recycled Water Information Sheet



cc: Robert Maulden, John Hancock Life Insurance Company  
Tina Chang, Current Planning  
Jenny Delumo, Environmental Planning  
Ilaria Salvadori, Citywide Planning and Analysis  
Jonas Ionin, Planning Commission Secretary  
Charles Rivasplata, SFMTA  
Jerry Sanguinetti, Public Works  
Pauline Perkins, SFPUC  
June Weintraub and Jonathan Piakis, DPH  
Planning Department Webmaster ([planning.webmaster@sfgov.org](mailto:planning.webmaster@sfgov.org))