



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: February 7, 2017
TO: Jim Abrams, J. Abrams Law, P.C.
FROM: Debra Dwyer, Planning Department
RE: PPA Case No. 2016-014802PPA for 98 Franklin Street

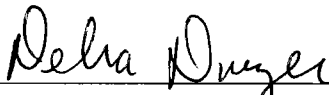
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Please find the attached Preliminary Project Assessment (PPA) for the address listed above. You may contact the staff contact, Jenny Delumo, at (415) 547-9146 or jenny.delumo@sfgov.org, to answer any questions you may have, or to schedule a follow-up meeting.



Debra Dwyer, Senior Planner



SAN FRANCISCO PLANNING DEPARTMENT

Preliminary Project Assessment

Date: February 7, 2017
Case No.: **2016-014802PPA**
Project Address: 98 Franklin Street
Block/Lot: 0836/008, 009, 013
Zoning: C-3-G (Downtown-General) District
Van Ness and Market Downtown Residential Special Use District
Market Street Special Sign District
85-X Height and Bulk District
Area Plan: Market and Octavia
Project Sponsor: Jim Abrams, J. Abrams Law, P.C.
(415) 999-4402
Staff Contact: Jenny Delumo – (415) 575-9146
Jenny.Delumo@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 November 9, 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 (DBI), San Francisco Public Works (Public Works), the San Francisco Municipal Transportation Agency (SFMTA), Department of Public Health (DPH), San Francisco Public Utilities Commission (SFPUC), 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 23,753-square-foot project site is located on the block bounded by Market Street to the south, Franklin Street to the west, Oak Street to the north, and Van Ness Avenue to the east in the Civic/Downtown

neighborhood, and within the C-3-G (Downtown-General) District and Van Ness and Market Downtown Residential Special Use District (Van Ness and Market Downtown Residential SUD). The project site is currently developed with a surface parking lot, which provides 135 vehicle parking spaces and fronts on Franklin, Market, and Oak streets. The proposed project would remove the parking lot and construct a 320-foot-tall, mixed-use building approximately 409,420 square feet in size. The proposed project would include 70,000 square feet of institutional space for the French American International School (on levels 1-5 including 30-40 classrooms), 301 dwelling units (on levels 6-31), 5,900 square feet of commercial/retail space (within two ground-level storefronts), and 29,117 square feet of vehicle parking (within two basement levels). The proposed development would be part of the existing French American International School (FAIS) campus, which is currently located at 150 Oak Street, about one block northwest of the project site.

The proposed project would include approximately 152 vehicle parking spaces, 186 Class 1 bicycle parking spaces, and 17 Class 2 bicycle parking spaces. Additional vehicle and bicycle parking would be provided for the proposed institutional use in compliance with the Planning Code. However, the specific number of spaces dedicated to the proposed institutional use is unknown at this time. Two off-street loading spaces would be provided on the ground level. The parking garage and off-street loading would be accessed via a new curb cut on Oak Street. The school lobby would front on Franklin Street, the residential lobby and one of the retail storefronts would front on Oak Street, and the other retail storefront would front on Market Street.

BACKGROUND:

The project site is located within the Market and Octavia Area Plan, which was evaluated in the *Market and Octavia Area Plan Programmatic Final Environmental Impact Report (Market and Octavia PEIR)*. On April 5, 2007, the Planning Commission certified the *Market and Octavia PEIR* for the Market and Octavia Area Plan by Motion 17406.^{1,2} The certification of the PEIR was upheld on appeal to the Board of Supervisors at a public hearing on June 19, 2007. Subsequent to the certification of the PEIR, on May 30, 2008, the Board of Supervisors approved, and the Mayor signed into law, amendments to the Planning Code, Zoning Maps, and General Plan.

PRELIMINARY PROJECT COMMENTS:

The following comments address general issues that may affect the proposed project.

- 1. Market and Octavia Area Plan.** The subject property falls within the area evaluated in the *Market and Octavia PEIR*. As proposed, the project is generally consistent with the overarching objectives of the Plan, with the exception of the proposed height and the institutional use on the fifth floor. The project and design comments below discuss any items where more information is needed to assess conformity with either specific policies or Planning Code standards or where the project would

¹ San Francisco Planning Department. Market and Octavia Neighborhood Plan Final Environmental Impact Report (FEIR), Planning Department Case No. 2003.0347E, certified April 5, 2007. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed January 17, 2017.

² San Francisco Planning Department. San Francisco Planning Commission Motion 17406, April 5, 2007. Available online at: http://sf-planning.org/sites/default/files/FileCenter/Documents/568-2003.347EMTUZ_MOTION_NO_%2017406.pdf, accessed January 17, 2017.

require minor modification to achieve consistency. The project sponsor is encouraged to read the full plan, which can be viewed at <http://generalplan.sfplanning.org/index.htm>.

2. **Ongoing Planning, Rezoning Efforts or Pending Legislation: The Market Street Hub Project.** The City is currently in the latter stages of a community planning process for the Market Street Hub Project (the Hub Area Plan), within which the project site falls. The Hub Area Plan would result in recommendations for changes to zoning, heights and the public realm, as well a proposal for public benefits within the Hub Plan area. Proposed changes that are specifically relevant to this project include:

- Potential height changes from 85-X to 120/320-X or 320-R-2.
- Potential zoning modifications to the Van Ness and Market Downtown Residential Special Use District, including allowing non-residential uses above the fourth floor.
- Redesign of Oak Street to create a high quality civic street including: widening sidewalks, installing pedestrian lighting and other streetscape amenities to enhance the pedestrian experience, and accommodating on-street commercial loading, passenger drop off and fire trucks traveling from the Fire Station located at 109 Oak Street to Van Ness Avenue.

For more information about the Hub, visit the project website <http://sf-planning.org/market-street-hub-project>.

3. **Dwelling Unit Removal.** The PPA application states that no dwelling units would be demolished as part of this proposal.
4. **PDR Removal.** The PPA application states that no PDR space would be demolished as part of this proposal.
5. **Site Design, Open Space and Massing.** Oak Street will receive significant public improvements as part of the Hub Area Plan. Therefore, the open stairs facing Oak Street should also provide some similar public use or benefit. The Planning Department (the Department) recommends augmenting the dramatic gesture of the grand stairs with equally significant public purpose and amenity. As currently proposed, the design seems limited to function solely as a stair to the school, and thus limits the active ground floor use at the corner of Franklin and Oak streets. The stair should be sized and designed to incorporate public amenities at least at the lower flight of stairs along the street--providing an invitational place to linger and not simply to use as a pass-through. Active uses along the Franklin Street frontage should be maximized. The proposed bookstore / café should be easily visible and accessible from the street.

The Department encourages distinct articulation of the podium massing with a setback (10 feet minimum) on Franklin Street that reinforces a street wall height between 85 feet and 120 feet. Designing such a setback should be done with an eye toward ameliorating hazardous wind conditions, and possibly, differentiating the building program. The Planning Department recommends coordinating with the public realm plan and proposed for The Hub.

ENVIRONMENTAL REVIEW:

As discussed above, the proposed project is located within the Market and Octavia Plan Area, which was evaluated in the *Market and Octavia PEIR*. The project site also lies within the proposed Market Street Hub Project area, a community planning process initiated in 2016. The Hub Area Plan would include a public realm design, land use and policy recommendations, urban form recommendations, a transportation capacity study, and a public benefits strategy. The Hub Area Plan will be evaluated in an Environmental Impact Report (EIR), which is currently underway. The Hub Area Plan and its associated EIR are anticipated to be before decision-makers for approval in 2018.

The project site is within the C-3-G District and the Van Ness and Market Downtown Residential SUD. The project proposes institutional use above the fourth floor, which is allowed in the C-3-G district but is not currently permitted in the Van Ness and Market Downtown Residential SUD. The other uses proposed for this project, residential and commercial/retail, are allowed in both districts. While the existing height and bulk designation for the project site is 85-X, the proposed project would include construction of a 320-foot-tall building. As noted above under "Preliminary Project Comments," the Hub Area Plan would potentially change the height limit in some 85-X height and bulk districts to 120/320-X or 320-R-2, and allow non-residential uses above the fourth floor in the Van Ness and Market Downtown Residential SUD. However, at this point, it is unknown whether the height limits and zoning modifications under consideration would ultimately be approved by the Planning Commission and Board of Supervisors.

Due to the project's location within the geographic area evaluated in *Market and Octavia PEIR*, any development on the project site would potentially be subject to the mitigation measures identified in that document. However, mitigation measures from the *Market and Octavia PEIR* that are applicable to the proposed project area could be refined, augmented, or superseded under the future Hub Area Plan EIR, which would become applicable to the proposed project if the Hub Area Plan is approved.

If the Hub Area Plan EIR is certified, and the proposed project is consistent with the development density analyzed in the Hub Area Plan and adopted by the Planning Commission and Board of Supervisors, it would be eligible for a Community Plan Evaluation (CPE). 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 California Environmental Quality Act (CEQA) determination.

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 Hub Area Plan EIR, 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 Hub Area Plan EIR would be applied to the proposed project, and an Initial Study and certificate is prepared. With this outcome, the applicable fees are: (a) the CPE determination fee (currently \$14,427) and (b) the CPE certificate fee (currently \$8,005).

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 Hub Area Plan EIR, 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 Initial Study is prepared to address all other impacts encompassed by the Hub Area Plan EIR, with all pertinent mitigation measures and CEQA findings from the Hub Area Plan EIR also applied to the proposed project. With this outcome, the applicable fees are: (a) the CPE determination fee (currently \$14,427) 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 an Initial Study is prepared to address all other impacts encompassed by the forthcoming Hub Area Plan EIR, with all pertinent mitigation measures and CEQA findings from the Hub Area Plan EIR also applied to the proposed project. With this outcome, the applicable fees are: (a) the CPE determination fee (currently \$14,427); (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). 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 development density identified for the project site in the adopted Hub Area Plan, the proposed project would be precluded from qualifying for a CPE under the Hub Area Plan EIR. The proposed project would be analyzed in a separate environmental document that would not rely on the environmental analysis undertaken for the Hub Area Plan EIR. The proposed project would require environmental review individually, with either a project-specific Initial Study/Mitigated Negative Declaration or 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.

If it is determined that the project could result in a significant impact, an initial study would be prepared. The initial study may be prepared either by an environmental consultant from the Planning Department's environmental consultant pool or by Planning Department staff. Should you choose to have the initial study prepared by an environmental consultant, contact Jessica Range at (415) 575-9018 or Jessica.range@sfgov.org for a list of three eligible consultants. If the initial study finds that the project would have a significant impact that could be reduced to a less-than-significant level by mitigation measures agreed to by the project sponsor, then the Planning Department would issue a preliminary mitigated negative declaration (PMND). The PMND would be circulated for public review, during which time concerned parties may comment on and/or appeal the determination. If no appeal is filed, the Planning Department would issue a final mitigated negative declaration (FMND). Additional information regarding the environmental review process can be found at: <http://www.sfplanning.org/modules/showdocument.aspx?documentid=8631>.

If the initial study indicates that the project would result in a significant impact that cannot be mitigated to below a significant level, an EIR will be required. 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). The Planning Department will provide more detail to the project sponsor regarding the EIR process should this level of environmental review be 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 Planner.** 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 under the "Publications" tab. See "Environmental Applications" on page 2 of the current Fee Schedule for a calculation of environmental application fees.³

A detailed and accurate description of the proposed project is essential for adequate environmental review. Please update the EEA project description as necessary to reflect feedback provided in this PPA letter, and include any additional documents requested herein. Furthermore, please include the following information, to the best of your knowledge, regarding the proposed project: the number of new classrooms, faculty and students, and the dwelling unit mix. If you have already filed your EEA, you may provide the requested information and documents as supplements to your application.

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. The following discussion is also based on the proposed project's location within the Market and Octavia Area Plan. Should the Hub Area Plan EIR be certified and the Hub Area Plan be adopted prior to the conclusion of the environmental review and project approval process for this project, the proposed project would be analyzed under those documents.

- 1. Historic Resources.** The subject property is a surface parking lot. The property is located within the Market and Octavia Area Plan Historic Resource Survey area and is not located within a historic district. Therefore, the property is not subject to review by the Department's Historic Preservation staff, and no additional analysis of historic architectural resources is required.
- 2. Archeological Resources.** Project implementation would entail soil-disturbing activities associated with building construction, including excavation that would reach a depth of approximately 30 feet below grade. The *Market and Octavia PEIR* anticipated that development at the project site would have the potential to disturb archeological deposits and *Market and Octavia PEIR Mitigation Measure C2 General Soil Distributing Activities* was determined to be applicable for any project involving any soils disturbing activities beyond a depth of four feet and located within an area in the Market and Octavia Plan Area for which no archeological assessment report has been prepared. This mitigation measure requires that a Preliminary Archeological Review (PAR) be conducted by Planning

³ San Francisco Planning Department. *Schedule for Application Fees*. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=513>.

Department staff to determine the appropriate action necessary to mitigate potential effects to less than significant.

3. **Tribal Cultural Resources.** Tribal cultural resources (TCRs) are a class of resource established under the California Environmental Quality Act (CEQA) in 1950. 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,⁴ the project would require additional transportation analysis to determine whether the project may result in a significant impact. Therefore, the Planning Department requires that a consultant listed in the Planning Department's Transportation Consultant Pool prepare a Transportation Impact Study. 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 so that he can provide you with a list of three consultants from the pre-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.

Planning staff have reviewed the proposed site plans and offer the following recommendations and comments, some of which address the safety of persons walking and bicycling to and from the project site and vicinity:

- The project site is located on a high-injury corridor as mapped by Vision Zero.⁵ Please review the safety tab on the SF Transportation Information Map (www.sftransportationmap.org), and consider safety improvements as part of the streetscape plan.
- A Streetscape Plan is required. See "Preliminary Planning Code and Procedural Comments" below for more information.
- Include dimensions of existing and proposed sidewalks and curb cuts on project plans.
- Indicate on the project plans where loading will occur (move-ins/outs, freight loading, passenger loading etc.).

⁴ This document is available at: <http://www.sf-planning.org/index.aspx?page=1886>.

⁵ This document is available at: <http://www.sfmta.com/sites/default/files/projects/2015/vision-zero-san-francisco.pdf>.

- Submit a School Drop-Off/ Pick-Up Management Plan Form.
(http://sf-planning.org/sites/default/files/FileCenter/Documents/9363-School_%20Management_Form.pdf)
 - The project requires coordination with SFMTA. The assigned Transportation Planner will coordinate with SFMTA during the transportation analysis process.
5. **Noise.** The *Market and Octavia PEIR* did not identify any significant impacts related to noise. However, construction noise generated by implementation of the proposed project 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 provide a construction schedule and indicate whether pile driving or other particularly noisy construction methods are required.

Operation of the proposed project's school uses and mechanical equipment may generate noise that could result in a permanent increase in ambient noise levels. Therefore, the proposed project would require a noise study that includes at a minimum: measurements of the existing noise environment, discussion of applicable noise regulations, an analysis of noise effects from the project's construction and operations, and site-specific noise attenuation measures, if required. The noise study shall be conducted by a qualified acoustical consultant who shall prepare a noise study scope of work for approval by the assigned environmental coordinator prior to conducting the study.

6. **Air Quality.** The proposed project's 301 dwelling units exceed the Bay Area Air Quality Management District's (BAAQMD) construction screening levels for criteria air pollutants.⁶ In addition, the proposed 23,000 cubic yards of soil excavation would exceed the screening criterion for materials transport. Therefore, an analysis of the project's criteria air pollutant emissions is likely to be required. Please provide detailed information related to construction equipment, phasing and duration of each phase, and volume of excavation as part of the EEA.

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 proposed project is also required to prepare a Construction Dust Control Plan for review and approval by DPH.

The project site is 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 modeling 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 and institutional), 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 DPH prior to the issuance of any environmental determination. Please provide a copy of the Article 38

⁶ BAAQMD, *CEQA Air Quality Guidelines*, May 2011, Chapter 3.

application with the EEA.⁷ In addition, equipment exhaust measures during construction, such as those listed in *Market and Octavia PEIR Mitigation Measure E2 Construction Mitigation Measure for Short-Term Exhaust Emissions* will likely be required.

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 building's height of 320 feet, the proposed project would likely require a backup diesel generator and additional measures will likely be necessary to reduce its emissions. Please provide detailed information related to any proposed stationary sources 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.⁸ 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. **Wind.** As discussed below under "Preliminary Planning Code and Procedural Comments," the project site is in the C-3-G zoning district, and is subject to Planning Code Section 148, which limits ground-level wind speeds. A wind tunnel analysis may be required in order to determine project compliance with these Planning Code provisions. Additionally, the *Market and Octavia PEIR* noted that individual development in the Plan Area would have the potential for new wind impacts, and identified *Market and Octavia PEIR Mitigation Measure B1 Buildings in Excess of 85 feet in Height* and *Market and Octavia PEIR Mitigation Measure B2 All New Construction* to address these potential effects. As the proposed project would include new construction of an approximately 320-foot-tall building, these mitigation measures would apply to the project. Given that the project is required to conduct a wind assessment under Planning Code Section 148, the wind assessment will also serve to fulfill the requirements of these mitigation measures. The consultant will be required to prepare a proposed scope of work for review and approval by the Environmental Planner and Current Planner prior to preparing the analysis.
9. **Shadow.** Planning Code Section 295 restricts new shadowing on public spaces under the jurisdiction of the Recreation and Parks Department by any structure exceeding 40 feet in height. For more information on Planning Code Section 295, see "Preliminary Planning Code and Procedural

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

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

Comments” below. The proposed project would result in construction of a building greater than 40 feet in height. A preliminary shadow fan analysis prepared by Planning Department staff indicates that the proposed project could cast shadows on Patricia’s Green and the Page and Laguna Mini Park, which are under the jurisdiction of the Recreation and Parks Commission. The shadow fan analysis also indicated that the project could shade Octavia Boulevard, a City-owned public open space not under the jurisdiction of the Recreation and Parks Department. Therefore, the project is subject to *Market and Octavia PEIR Mitigation Measure A2 Parks and Open Spaces not Subject to Section 295*, which requires good design to reduce substantial shadow impacts on public plazas and other publically accessible spaces.

The project sponsor is therefore required to hire a qualified consultant to prepare a detailed shadow study. The consultant must submit a Shadow Study Application, which can be found on the Planning Department’s website (<http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=539>). A separate fee is required. The consultant must also prepare a proposed scope of work for review and approval by Environmental Planning staff prior to preparing the analysis.

10. **Geology.** The project site is located within a Seismic Hazard Zone (Liquefaction Hazard Zone likely underlain by artificial fill). Any new construction on the site is therefore subject to a mandatory Interdepartmental Project Review,⁹ and 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 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 would include excavation of more than 50 cubic yards of soil in an area commonly known as the “Maher Zone.” Therefore, the project is subject to Article 22A of the Health Code, also known as the Maher Ordinance. The Maher Ordinance, which is administered and overseen by DPH, requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6. The Phase I ESA would determine the potential for site contamination and level of exposure risk associated with the project. Based on that information, soil and/or groundwater sampling and analysis, as well as remediation of any site contamination, may be required. These steps are required to be completed prior to the issuance of any building permit.

DPH requires that projects subject to the Maher Ordinance complete a Maher Application, available at: <http://www.sfdph.org/dph/EH/HazWaste/hazWasteSiteMitigation.asp>. Fees for DPH review and oversight of projects subject to the ordinance would apply. Please refer to DPH’s fee schedule,

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

available at: <http://www.sfdph.org/dph/EH/Fees.asp#haz>. Please provide a copy of the submitted Maher Application and Phase I ESA with the EEA.

- 12. Disclosure Report for Developers of Major 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 Evaluation (CPE); certification of an EIR; adoption of a Final Mitigated Negative Declaration; or a project approval by the Planning Commission that adopts CEQA Findings. 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>.

PRELIMINARY PLANNING CODE AND PROCEDURAL COMMENTS:

The following comments address preliminary Planning Code issues that may substantially affect the design and massing of the proposed project. Please note that the project site is located in the Market Street Hub Project where rezoning that may affect the project is proposed:

- 1. Request for Additional Information.** The FAIS is considered a School Use (Institutional Educational Use) by the Planning Code, and unlike Post-Secondary Educational Institutions, FAIS is not required to submit an Institutional Master (Planning Code Section 304.5). Nevertheless, given that: 1) FAIS owns several properties within the Market & Octavia Plan Area; and 2) the Institution has several, concurrent developments under Planning Department review. The Department therefore requests additional information describing the existing and anticipated future development of the Institution. Please provide textual and graphic descriptions of:
- (1) The FAIS’s existing campus plan, including the location and bulk of existing buildings, land uses on adjacent properties, traffic circulation patterns, and parking in and around the institution; and
 - (2) The student body growth projections and proposed development plans for the institution for a future period of not less than 10 years; this should include any physical changes needed for the institution to achieve these plans, which are not already contained in PPA materials already submitted to the Planning Department. Any plans for proposed physical

development during the first five years shall include the proposed site area, ground coverage, building bulk, approximate floor area by function, off-street parking, circulation patterns, areas for land acquisition, and timing for the proposed construction. Upon receipt and review of the requested information, the Department may request additional information.

2. **Setbacks and Streetwall Articulation.** Per Planning Code Section 132.1, setbacks of the upper parts of a building abutting a public sidewalk in any C-3 District may be required, in accordance with the provisions of Section 309, as deemed necessary to preserve the openness of the street to the sky 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, or to maintain the continuity of a predominant street wall along the street. The setback shall fall within the dimensions as appropriate, but not exceed the dimensions as indicated in Section 132.1.

As design for the building develops, be advised that an upper level setback may be required along the Oak Street or Franklin Street frontages, to better respond to the building's surrounding context.

3. **Open Space – Residential.** Planning Code Section 135 requires 36 square feet of private open space or 48 square feet of open space, if common, for each dwelling unit. Additionally, any such open spaces must meet the dimensional requirements of subsections (f) and (g) of Planning Code Section 135. Please provide diagrams with dimensions to demonstrate compliance with the aforementioned subsections as appropriate.
4. **Dwelling Unit Exposure.** Planning Code 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 (ROW), code-complying rear yard, or an appropriately sized courtyard. It does not appear that the terrace proposed at level 6 results in a project that meet minimum exposure requirements for south-facing units adjacent to the existing building at 1580 Market Street; therefore, a Variance from Section 140 is required. The Planning Department generally encourages projects to minimize the number of units needing an exposure variance.
5. **Shadow Analysis.** Planning Code Section 295 restricts new shadowing on public spaces under the jurisdiction of the Recreation and Park Commission by any structure exceeding 40 feet in height. For CEQA purposes, the analysis also determines whether a project has the potential to cast shadows on other parks and public open spaces. A preliminary shadow fan analysis prepared by Planning Department staff indicates that the proposed project could cast shadows on Patricia's Green and Page and Laguna Mini Park, which are existing city-owned public open spaces under the jurisdiction of the Recreation and Park Commission. The *Market and Octavia PEIR* stated that the aforementioned public parks would be subject to Planning Code Section 295. See the "Environmental Review" section above for information on how to initiate the shadow analysis process.
6. **Shadow Analysis.** 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 fan analysis was conducted by Planning Department staff in conjunction with this PPA Application which indicated that the project could cast shadows on Octavia Boulevard, an existing city-owned public open space that is not under the jurisdiction of the Recreation and Park Commission. Thus, a detailed shadow analysis is required for the project. Should the shadow analysis show that the project would shade a City-owned public open space not under the jurisdiction of the Recreation and Park Commission, the project would be subject to *Market and Octavia PEIR Mitigation Measure A2 Parks and Open Spaces not Subject to Section 295*, which requires good design to reduce substantial shadow impacts on public plazas and other publically accessible spaces. See the “Environmental Review” section above for information on how to initiate the shadow analysis process.

7. **Ground Floor Wind Currents.** Section 148 states that 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.

Therefore, a wind study is required for the proposed project. It should demonstrate that both criteria (1) and (2) mentioned above have been met to justify any exceptions to Section 148. This may require the testing of variations of the project that include wind baffling measures, including design modifications, even after wind testing and modeling have demonstrated that wind speeds do not reach or exceed hazard levels.

8. **Van Ness and Market Downtown Residential Special Use District.** Pursuant to Planning Code Section 249.33, non-residential uses are not permitted above the fourth floor. The project proposes institutional uses up to the fifth floor, which is not currently permitted. However, the Hub Area Plan is studying non-residential use restrictions above the fourth floor, and may permit institutional uses above the fourth floor. While the project intends to await the completion of the Hub Area Plan efforts, a legislative amendment would be required should the Hub Area Plan veer away from current

thoughts around land use and/or the project sponsor decides to proceed with the project in advance of the Hub Area Plan.

Furthermore, projects located in the Van Ness and Market Downtown Residential SUD are permitted to reach a floor area ratio (FAR) of 9:1. Project sponsors shall pay into the Van Ness and Market Neighborhood Infrastructure and Citywide Affordable Housing Fund for every square foot that exceeds the FAR limit. It appears that the project would exceed the 9:1 FAR limit, thus requiring payment into the Citywide Affordable Housing Fund.

Although the project site is currently within a 85-X Height and Bulk District, it is anticipated that the parcels would be rezoned to 120/320-X or 320-R-2 under the Hub Area Plan. Should the proposed height and bulk for parcels within the Hub Area Plan change, a Zoning Map Amendment may be required in order for the project to reach the proposed height of 320 feet.

Bulk controls within the R-2 District would require a minimum of 115 feet between all structures above 120 feet in height at all levels above 120 feet in height. Spacing shall be measured horizontally from the outside surface of the exterior wall of the subject building to the nearest point on the closest structure above 120 feet in height. No bulk exceptions are permitted in this District; the procedures for granting special exceptions to bulk limits described in Section 272 do not apply to buildings in the Van Ness and Market Downtown Residential Special Use District.

Please provide plans demonstrating compliance with bulk controls per Section 249.33 in subsequent plan submissions.

9. **Height.** The Planning Code exempts up to 16 feet above the roof line for mechanical equipment and appurtenances, and mechanical screens up to 20 feet. Additionally, in C-3 Districts, vertical extensions to buildings, such as spires, which enhance the visual appearance of the structure and are not used for human occupancy may be allowed, pursuant to the provisions of Section 309, up to 75 feet above the height otherwise allowed, provided that the extension is less than 100 square feet in cross section and 18 feet in diagonal dimension. A further height exemption for an elevator penthouse may be sought provided that such an exemption is required to meet state or federal laws or regulations. If the elevator overrun is expected to exceed 20 feet in height, a height exemption will need to be included as part of a Variance application.
10. **Transportation Demand Management Program.** On August 4, 2016, the Planning Commission adopted a resolution to recommend approval of Planning Code amendments that would require development projects to comply with a proposed Transportation Demand Management (TDM) Program (within a new Planning Code Section 169). The Board of Supervisors approved the legislation on January 31, 2017 under BOS File No. 160925. Implementation of the legislation will include a phase-in of the requirements of the TDM Program. The intent of the proposed TDM Program is to reduce vehicle miles traveled (VMT) and to make it easier for people to get around by sustainable travel modes such as transit, walking, and biking.

Under the proposed TDM Program, land uses are grouped into four categories, A through D. For each land use category that is subject to the TDM Program, the City would set a target based on the

number of accessory vehicle parking spaces proposed. To meet each target, the project sponsor must select TDM measures from a menu of options. In general, the number of TDM measures that the project sponsor must implement would increase in proportion to the number of accessory vehicle parking spaces proposed. Some of the TDM measures included in the menu are already required by the Planning Code. Points earned from implementing these measures would be applied towards achieving a project's target(s). Project sponsors would be required to implement and maintain TDM measures for the life of the project.

The proposed project includes 301 dwelling units and approximately 70,000 square feet of institutional use, and thus would be subject to the proposed TDM Program. Based on the proposed 150 parking spaces associated with the residential use, the project would be required to meet or exceed a target of 25 points for land use Category C. Without any additional accessory parking spaces for the institutional use, the project would be required to meet or exceed the base target of 13 points for land use Category B. The point target would increase depending on the number of additional parking spaces proposed.

The Planning Code would currently require the project, as described in the PPA, to provide the following TDM measures

- Bicycle Parking (Planning Code Section 155.2; TDM Menu ACTIVE-2 – option a)
- Shower facilities and lockers (Planning Code Section 155.4; TDM Menu ACTIVE-3)
- Transportation demand management programs (Planning Code Section 163; TDM Menu INFO-3)
- Car Share Parking Spaces (Planning Code Section 166; TDM Menu CSHARE-1 – option a)
- Parking unbundling (Planning Code Section 167; TDM Menu PKG-1)

The project may be required to select and incorporate additional TDM measures to meet the targets listed above. A full list of the TDM measures included in the menu of options is available at: <http://sf-planning.org/shift-encourage-sustainable-travel>. Once an entitlement application is filed, the assigned Current Planner will provide additional guidance regarding the proposed TDM Program and next steps.

- 11. Streetscape Plan.** The new construction project is on a site comprised of three lots, which are collectively greater than one-half acre in total area, and would contain more than 250 feet of total lot frontage on one or more publically-accessible rights-of-way. As such, the proposed project 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 Planning 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 see the Department's Better Streets Plan

(http://208.121.200.84/ftp/BetterStreets/proposals.htm#Final_Plan) and Planning Code Section 138.1(c)(2)(ii) for the additional elements that may be required as part of the project's streetscape plan. Please also ensure that the proposed streetscape plan is consistent with improvements proposed for Oak Street pursuant to the Hub Area Plan.

12. **Street Frontages.** Pursuant to Planning Code Section 145(c)(2), 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. As proposed, compliance with the subject Code section is unclear. Please provide clearly dimensioned plan and elevations to demonstrate compliance. If the project does not meet these provisions, a variance from Planning Code Section 145(c)(2) would be required.
13. **Off-Street Parking.** Planning Code Section 151 permits one parking space for every four dwelling units in the Van Ness and Market Downtown Residential Special Use District and up to one space for every two dwelling units with a Conditional Use Authorization. Be advised that one parking space accessible to persons with disabilities must be provided for every 25 parking spaces and that all proposed off-street parking spaces must comply with dimensions outlined in Planning Code Section 154. The project proposes parking that exceeds principally permitted amounts; therefore, a Conditional Use Authorization is required. The Planning Department recommends reducing parking to the principally permitted amount.
14. **Off-Street Freight Loading.** Pursuant to Planning Code 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 409,420 gross square feet, two off-street freight loading spaces are required. Currently two off-street loading spaces are proposed; therefore, the project complies with the subject Planning Code section. Be advised that all proposed off-street parking spaces must comply with dimensions outlined in Planning Code Section 154; it is not currently evident that the proposed off-street loading complies with the dimension and location requirements of Section 154.
15. **Bicycle Parking (Class I).** Pursuant to Planning Code Section 155, bicycle parking requirements vary per use. Dwelling units generate a requirement of one Class 1 parking space for the first 100 dwelling units and one for every four dwelling units over 100, while schools generate a requirement of four Class 1 spaces for every classroom. As the project proposes 301 dwelling units and 30-40 classrooms, a minimum of 150 Class 1 bicycle spaces are required for the residential use and 120-160 Class 1 bicycle spaces are required for the institutional use, for a total of **270-310 Class 1** bicycle parking spaces. It is not evident that space for these bicycle parking spaces has been included in the site planning of the garage.
16. **Bicycle Parking (Class II).** Pursuant to Planning Code Section 155, one Class 2 bicycle parking space is required for every 20 dwelling units, and one Class 2 parking spaces is required for every classroom. Additionally, one Class 2 parking space is also required for every 2,500 square feet of retail space and every 750 square feet of personal service space. As the project proposes 301 dwelling units, 5,900 square feet of retail and between 30-40 classrooms, a total of at least **47-57 Class 2 bicycle parking spaces** (15 for the residential use, 30-40 for the institutional use, two for the retail use) are

required for the project as proposed. Please note that SFMTA has final authority on the type, placement and number of Class II bicycle racks within the public right-of-way. Prior to issuance of first architectural addenda, you will be required contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code. The SFMTA bicycle parking guidelines can be found at: <https://www.sfmta.com/services/streets-sidewalks/installation-requests/bicycle-racks-corral>.

17. **Showers.** Pursuant to Section 155.4, at least four showers and 24 clothes lockers are required since the project proposes more than 50,000 square feet of occupied floor area for institutional uses. Please demonstrate where the showers and lockers will be located on subsequent plan submissions.
18. **Transportation Management Programs.** Pursuant to Planning Code Section 163, the project sponsor shall be required to provide on-site transportation brokerage services for the actual lifetime of the project 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 proposed project meets these thresholds. Thus, 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 on-site 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:
 - (1) To promote and coordinate effective and efficient use of transit by tenants and their employees, including the provision of transit information and sale of transit passes on-site.
 - (2) To promote and coordinate ridesharing activities for all tenants and their employees within the structure or use.
 - (3) To reduce parking demand and assure the proper and most efficient use of on-site or off-site parking, where applicable, such that all provided parking conforms with the requirements of Article 1.5 of this Code and project approval requirements.
 - (4) To promote and encourage the provision and proliferation of car-sharing services convenient to tenants and employees of the subject buildings in addition to those required by Section 166, and to promote and encourage those tenants and their employees to prioritize the use of car-share services for activities that necessitate automobile travel, including the promotion and sale of individual and business memberships in certified car-sharing organizations, as defined by Section 166(b)(2).
 - (5) To promote and encourage project occupants to adopt a coordinated flex-time or staggered work hours program designed to more evenly distribute the arrival and departure times of employees within normal peak commute periods.
 - (6) To participate with other project sponsors in a network of transportation brokerage services for the respective downtown, South of Market area, or other area of employment concentration in Mixed Use Districts.

- (7) To carry out other activities determined by the Planning Department to be appropriate to meeting the purpose of this requirement.
- 19. Car Share.** Pursuant to Planning Code Section 166, two car share parking spaces are required for any residential project proposing 201 or more residential units, plus 1 for every 200 dwelling units over 200. The project sponsor has not determined if off-street parking spaces would be provide for the proposed institutional or retail uses. With the proposed 301 dwelling units, at least **two car share parking spaces** are required for the residential use. Additional car share spaces may be required depending upon the number of parking spaces proposed for non-residential uses.
- 20. Unbundled Parking.** Pursuant to Planning Code 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.
- 21. Rooftop Screening.** Pursuant to Planning Code Section 141, 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. Please ensure that the project complies with the subject Code section.
- 22. Noise Regulations Relating to Residential Uses Near Places of Entertainment (POE).** New residential development within 300 feet of a Place of Entertainment must go through an Entertainment Commission outreach process ([Ordinance Number 070-015](#)). In addition, new residential development will also be required to record a Notice of Special Restrictions (NSR) on the site. The subject site is located within 300 feet of an existing POE, see enclosed map. Please note that the Planning Department will not consider an entitlement application complete until the following are completed:
- (A) The Entertainment Commission has provided written notification to the Planning Department indicating that it either did not wish to hold a hearing, or that it held a hearing and the Project Sponsor attended; and
 - (B) The Project Sponsor has included a copy of any comments and/or recommendations provided by the Entertainment Commission regarding the proposed Project as well as the date(s) when the comments were provided. 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.
- You may contact Entertainment Commission staff at (415) 554-6678 or visit their webpage at <http://www.sfgov2.org/index.aspx?page=338> for additional information regarding the outreach process.
- 23. 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

- 24. Stormwater.** If the project results in a ground surface disturbance of 5,000 sf or greater (creating and/or replacing 5,000 square feet or more of impervious surface), 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. Compliance may occur through a mix of rooftop, sidewalk, and open space treatments and technologies, and is encouraged to be designed as a comprehensive system that maximizes co-benefits for greening, habitat creation, urban heat island reduction, building energy savings, and beautification. Systems within the public realm should consider adjacencies and opportunities for flow-through systems to neighborhood detention areas. 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 for assistance.
- 25. 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 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.
- 26. Non-Potable Water Reuse.** Beginning November 1, 2016, all new buildings of 250,000 square feet or more of gross floor area, must install non-potable water reuse systems to treat and reuse available alternate water sources for toilet and urinal flushing and irrigation. The proposed project meets these thresholds and will therefore need approvals from the SFPUC and permits from both DPH and DBI to verify compliance with the requirements and local health and safety codes. For more information about the requirements, please visit <http://www.sfwater.org/np> and/or contact nonpotable@sfwater.org for assistance. Non-potable water systems may be designed to optimize co-benefits for stormwater management, living roofs, and streetscape greening. Regardless of size, project sponsors are encouraged to consider a district-scale system that serves an entire larger project

and/or connects smaller projects with adjacent development through shared systems to maximize efficiency and effectiveness.

27. **Better Roofs Ordinance.** In 2016, San Francisco became the first major city in the U.S. to require the installation of renewable energy facilities or living roofs on new buildings. The Better Roofs Ordinance will require between 15 percent and 30 percent of roof space to incorporate solar (photo voltaic and/or solar thermal systems), living (green) roofs, or a combination of both. The legislation went into effect January 1, 2017. The Ordinance provides guidance for developers, designers, and/or owners might best utilize rooftop space; ideally, projects should pursue holistic design and amenity enhancements for 100 percent of usable roof space that include open space, habitat, stormwater management, urban agriculture, and other beneficial uses. Please see the Planning Department's Living Roof Manual to learn more: <http://sf-planning.org/san-francisco-living-roofs>.
28. **Sustainability and Green Building.** San Francisco has a suite of existing sustainability related regulations, including recycling and composting, solar, and more details outlined in the San Francisco Green Building Code (GBC). Per the GBC, this project must meet the standards of LEED Silver or the equivalent GreenPoint rating system. It is recommended that the project sponsor work with the San Francisco Planning, Building, and Environment departments to determine the most beneficial mix of green building strategies that meet or exceed all current requirements, and best fit the local context. This especially includes the provision of renewable energy on site (photo voltaic and solar thermal), living roofs and walls, non-potable water reuse, healthy environments (non-toxic building materials), and other innovative approaches to enhancing performance of the City's environment. The City also encourages projects to maximize energy and water efficiencies, consider zero carbon strategies such as all-electric buildings, and commit to green power purchases for 100% GHG-free electricity. As with non-potable water systems, projects are recommended to consider district-scale energy opportunities on site and in coordination with neighbors.
29. **Refuse Collection and Loading.** San Francisco is a national leader in diverting waste from landfills, has a Mandatory Recycling and Composting Ordinance, and has a goal to achieve zero waste by 2020. In this, the City requires all buildings to be designed with spaces for collecting and loading recycling and composting in common and private areas, and make these options as or more convenient than waste disposal. More information on the complete suite of the City's Zero Waste legislation may be found here: <http://sfenvironment.org/zero-waste/overview/legislation>. Please also see the Guidance on Recycling Design (page 3) resources for designing appropriate areas: http://sfenvironment.org/sites/default/files/fliers/files/sfe_zw_ab088.pdf. Free design and implementation assistance is available from the San Francisco Department of the Environment's Zero Waste Team by calling 415-355-3700.
30. **Street Trees.** Public Works Code Section 8.02-8.11 requires a minimum of one street tree for each 20 feet of frontage along a street or alley. Any such trees must be shown on the site plans with the size of the trunk diameter, tree height, and accurate canopy drip line. Please note that the final layout is subject to San Francisco Public Works approval.

PRELIMINARY DESIGN COMMENTS:

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

1. Architecture and Building Massing

- **Site Design, Open Space, and Massing.** Please see the “Preliminary Project Comments” section on page 2 for comments regarding site design, open space, and massing.
- **Architecture.** At this point the architecture is assumed to be preliminary and staff will provide further detailed design review on the subsequent submission. The Department recommends that the project express significant façade depth, provide high-quality materials, and meet the architectural detailing and character of the neighborhood. Consult the Market Octavia Design Guidelines for guidance when further designing this project.

2. 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 Planning Department, Public Works, SFMTA, and SFPUC.

The Street 98 Franklin Street project came to SDAT on December 5, 2016. Below are the SDAT comments from that meeting:

- **Market Street Hub Project.** Currently ongoing, the Hub Area Plan seeks to capitalize on current opportunities and analyze the potential for zoning and policy refinements that will better ensure that the area’s growth supports the City’s goals for housing, transportation, the public realm, and the arts. The project is advancing public realm design concepts from the Market and Octavia Area Plan, including conceptual designs for key public spaces and streets and the consideration of long-term maintenance and activation of these spaces. Implementation strategies and priorities will also be considered within the existing implementation strategy of the Market and Octavia Plan Area. More information about the proposed Hub Public Realm Plan can be found at: <http://sf-planning.org/market-street-hub-project>

As part of the Market Street Hub Project, the City is proposing public realm designs for streets fronting the proposed project. In particular, the Hub Area Plan would significantly redesign Oak Street to maximize pedestrian space, especially at Van Ness Avenue and Oak Street, but also at Franklin and Oak streets. A large corner bulb-out at the corner of Oak and Franklin streets fronting the project site, which could be used for school gathering, is envisioned. Please note that this bulb-out will likely project into both the Oak Street and Franklin Street right-of-ways. The proposed project will be expected to build their “end” of Oak Street per the Hub’s final design across the full Oak Street right-of-way width.

- **Consider Removing Excess Parking.** Per the Planning Code Section 151.1 no off-street parking is required in this zoning district. A maximum of one parking space per every four dwelling units is permitted. Given the project's central, transit-rich location and narrow parcel shape, as well as the significant long-term capital improvements planned for Van Ness Avenue (bus rapid transit or BRT) and Market Street, SDAT recommends this project consider reducing or removing all off-street parking from the project scope.
 - **Driveway Location.** SDAT supports the project's proposed driveway location on Oak Street. SDAT requests that the project sponsor confirm if the turning movement into the internal truck loading is possible.
 - **School Loading.** SDAT requests that the project sponsor submit a school drop-off and pick-up management plan, to be able to fully evaluate the project's loading impacts on the neighborhood and streets. SDAT supports school loading on Franklin Street fronting the property. Per the proposed Hub Public Realm Plan, Oak Street between Franklin Street and Van Ness Avenue is being redesigned to minimize vehicle traffic and support active pedestrian uses to the extent possible. Under the proposed Hub Area Plan redesign for Oak Street, school loading would not be appropriate for Oak Street. Per comments on the Hub Public Realm Plan above, the Franklin Street loading area will likely need to be designed to accommodate a future corner bulbout projecting into Franklin Street at Oak Street.
 - **Electrical Transformer Room.** Please confirm that the transformer room shown in the plans is sufficient to support the building's required electrical load. The transformer room must be shown on the future plans for review by SDAT and Public Works during the planning phase of the project prior to applying for a Building Permit and Public Works Permits. Public Works typically does not permit new transformer vaults in the public right-of-way.
 - **Plan Specifications.** Please include the following dimensions in future plan submittals: Existing and proposed sidewalk widths, proposed street tree species, adjacent ROW widths, curb radii, bulb-out dimensions, etc.
3. **Vision Zero.** In 2014, the City adopted the Vision Zero Policy (<http://walkfirst.sfplanning.org/>) 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 people walking and people on bikes.

This project is located on a pedestrian, high-injury corridor, and is encouraged to incorporate safety measures into the project. As the project is required to submit a streetscape plan per Planning Code Section 138.1, SDAT may require additional pedestrian safety streetscape measures. Please see "Streetscape and Public Realm" above for SDAT preliminary comments.

DEVELOPMENT 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 (<http://sfdbi.org/development-impact-fee-collection-process-procedure>) for more information about current rates. Please note that this list only reflects fees and requirements referenced in the Planning Code. For projects in ongoing plan areas (e.g. Central SoMa, the Hub, etc.) the below list may not accurately reflect all fees that may become applicable to this project.

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

1. **Transportation Sustainability Fee (TSF) (§411A)**
2. **Residential Child Care Impact Fee (§414A)**
3. **Market & Octavia Affordable Housing Fee (§416)**
4. **Market & Octavia Community Improvement Fund (§421)**
5. **Market & Octavia/Van Ness & Market Affordable Housing Fee (§424.3)**
6. **Public Art (§429)**

AFFORDABLE HOUSING:

7. **Inclusionary Affordable Housing (§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. The following Inclusionary Affordable Housing requirements are those in effect at the time as of issuance of this letter. In the event that the requirements change, the Project Sponsor shall comply with requirements in place at the time of the issuance of first construction document. 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 exception agreement is secured by the project sponsor. Affordable units designated as on-site units shall be affordable units for the life of the project. The applicable percentage is dependent on the number of units in the project, the zoning of the property, and the date that the project submitted a complete Environmental Evaluation Application. A complete Environmental Evaluation Application has not been submitted; therefore, pursuant to Planning Code Section 415.3 and 415.6 the Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative is to provide 25% of the proposed dwelling units as affordable with a minimum of 15% of the units affordable to low-income households and the remaining 10% of the units affordable to low- or moderate/middle-income households, as defined by the Planning Code and Procedures Manual.

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:

- direct financial construction from a public entity
- 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.

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. Environmental Application.

2. **Legislative Amendments.** While the proposed project is consistent with land use and zoning changes envisioned within the Hub Area Plan, the Hub is still under study and not yet finalized. Should the currently envisioned land use and zoning amendments change, legislative amendments may be required for the project to proceed as proposed.

3. **Permit Review in C-3 Districts** from the Planning Commission is required per Planning Code Section 309 for the new construction of a building greater than 75 feet in height and greater than 50,000 gross square feet, and for seeking exceptions from specific provision 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 purpose of this Code.

4. **Conditional Use Authorization.** The number of proposed off-street parking spaces for the residential use exceeds principally permitted amounts. A Conditional Use Authorization is required for projects in the Van Ness & Market Downtown Residential Special Use District proposing greater than a 0.25 parking to dwelling unit ratio. The Planning Department would recommend that you reduce and/or eliminate the parking altogether, thereby foregoing the need for this Conditional Use Authorization.

5. A **variance** is required for dwelling unit exposure. As proposed, it appears that proposed units facing the existing building at 1580 Market Street may not meet exposure requirements as set forth in Section 140 of the Planning Code. Buildings of this size typically require a height exemption for elevator overruns that exceed 20 feet in height. Please include the request for a height exemption in your variance application if necessary.

6. A **Building Permit Application** is required for the proposed new construction on the subject property.
7. **Interdepartmental Project Review.** This review is required for all proposed new construction in seismic hazard zones, in which the subject property falls. An application is enclosed.

All 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. Building Permit Applications are available at the Department of Building Inspection at 1660 Mission Street.

NEIGHBORHOOD NOTIFICATIONS AND 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.

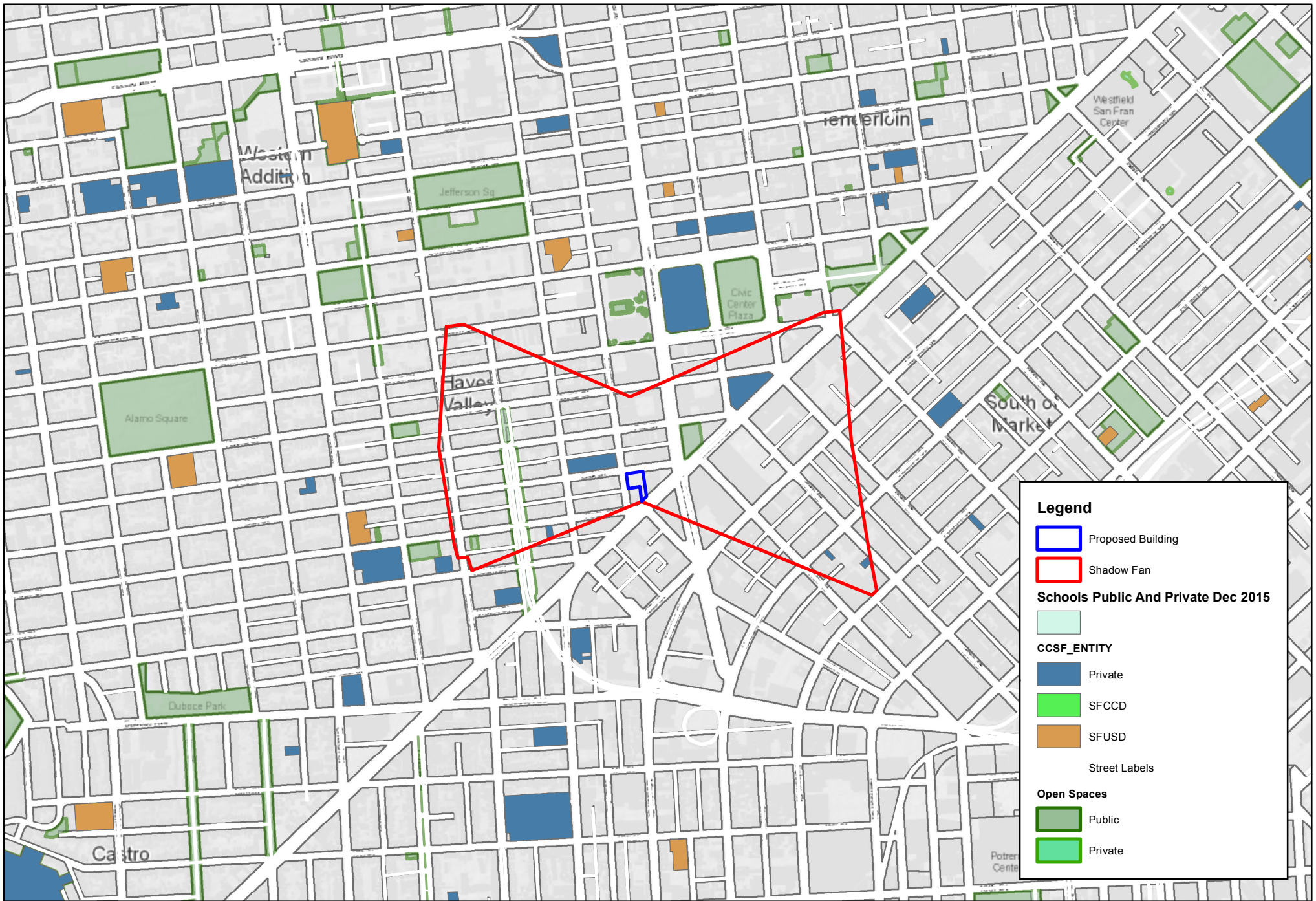
1. **Pre-Application Meeting.** This project is required to conduct a Pre-Application Meeting with surrounding neighbors and registered neighborhood groups before a development application may be filed with the Planning Department. The Pre-Application packet, which includes instructions and template forms, is available at www.sfplanning.org under the “Permits & Zoning” tab. All registered neighborhood group mailing lists are available online at www.sfplanning.org under the “Resource Center” tab.
2. **Neighborhood Outreach.** This project is required to undertake additional public outreach in advance of the Planning Commission hearing on the Downtown Project Authorization, Conditional Use Authorization and Variance. The developer is required to conduct an additional outreach meeting, notifying owners and tenants who live within 300 feet of the project as well as all registered neighborhood organizations for the Downtown / Civic Center neighborhood, after initial design comments have been provided from the Planning Department and prior to the scheduling of the aforementioned Planning Commission hearing. The purpose of this meeting is to keep the community abreast of the project’s evolution, presenting the latest design of the project – including the Department’s requested changes – to the community in advance of the Commission taking action on the hearing.
3. **Notification of a Project Receiving Environmental Review.** This project is required to send notice 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 preliminary project assessment expiration:

This Preliminary Project Assessment is valid for a period of **18 months**. An Environmental Evaluation, Downtown Project Authorization, Conditional Use Authorization, Variance or Building Permit Application, as listed above, must be submitted no later than **August 7, 2018**. 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.

Enclosures: Preliminary Shadow Fan
 Street Design Advisory Team Letter
 Places of Entertainment Map

cc: 98 Franklin Street LLC, Property Owner
 Tina Chang, Current Planning
 Lily Langlois, Citywide Planning and Analysis
 David Winslow, Design Review
 Jonas Ionin, Planning Commission Secretary
 Charles Rivasplata, SFMTA
 Jerry Sanguinetti, Public Works
 Pauline Perkins, SFPUC
 June Weintraub and Jonathan Piakis, DPH
 Planning Department Webmaster (webmaster.planning@sfgov.org)



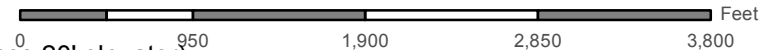
Title: 98 Franklin St- Preliminary Shadow Fan Analysis

Comments: Proposed Building Height: 340' feet (to top of parapet, including mechanical features - assumes 20' elevator)

Printed: 28 December, 2016



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SAN FRANCISCO PLANNING DEPARTMENT

DATE: 12/27/16

TO: **Jenny Delumo (Environmental Planning), Lily Langlois (Citywide Planning), Tina Chang (Current Planning)**

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

SFMTA: Jennifer Molina; Ricardo Olea; Charles Rivasplata; Mike Sallaberry; James Shahamiri; Adam Smith; Dustin White;

SF Planning: Ben Caldwell; Tina Chang; Paul Chasan; Seung Yen Hong; Neil Hrushowy; Jessica Look; Manoj Madhavan; Matthew Priest; Maia Small; Lana Russell; David Winslow;

SFPUC – Water: Jessica Arm; Josh Bardet; Joan Ryan; Sam Young;

FROM: **The Street Design Advisory Team (SDAT)**

RE: **SDAT Review**
Case NO. 2016-014802PPA
Address: 98 Franklin Street
Neighborhood: Hub/Civic Center
Zoning: C-3 (Downtown-General)
Area Plan: Hub, Market-Octavia
Block/Lot: 0836/013

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

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

The 98 Franklin Street project came to SDAT on December 5, 2016. Below are the SDAT comments from that meeting.

CONTEXT

Project Description

The project entails the construction of a new 31-story, 320-foot tall mixed-use project on three parcels within the Hub Public Realm Plan and Market-Octavia Plan areas that currently are used as a surface parking lot. It would also serve as a secondary school for the French-American International School.

Better Streets Plan

The Better Streets Plan (BSP) adopted by the city in December 2010, provides a comprehensive set of guidelines for the design of San Francisco's pedestrian realm. The Plan seeks to balance the needs of

all street users, with a particular focus on the pedestrian environment and how streets can be used as public space. The BSP policies can be found at: www.sfbetterstreets.org.

- Under the BSP, Franklin and Oak Streets are classified as Downtown Commercial Streets, with a recommended sidewalk width per the Downtown Streetscape Plan.
- Under the BSP, Market Street is classified as a Ceremonial Street with a varying street-specific sidewalk width.

Vision Zero

In 2014, the SFMTA Board joined the San Francisco Board of Supervisors, SF Planning, SFDPH 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. See: <http://visionzerosf.org/about/support-for-vision-zero>, links to all agency resolutions are at the bottom of the page.

- Market Street has been designated a Vision Zero Corridor and falls on the Vision Zero High Injury Network for all users. All plans should prioritize improving safety for all users along this corridor.

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.

- Market Street is identified as a bike route under the San Francisco Bicycle Plan and is the primary east/west route through downtown.

The Hub Public Realm Plan

Currently ongoing, the Hub Public Realm Plan (PRP) seeks to capitalize on current opportunities and analyze the potential for zoning and policy refinements that will better ensure that the area's growth supports the City's goals for housing, transportation, the public realm, and the arts. The project is advancing public realm design concepts from the Market and Octavia Area Plan, including conceptual designs for key public spaces and streets and the consideration of long-term maintenance and activation of these spaces. Implementation strategies and priorities will also be considered within the existing implementation strategy of the Market Octavia Plan.

Concept public realm designs have been proposed for Oak Street and for Market Street fronting the proposed project.

More information about the Hub Public Realm Plan can be found at: <http://sf-planning.org/market-street-hub-project>

SDAT DESIGN COMMENTS

Hub Public Realm Plan Coordination

- The City's Hub Public Realm Plan is proposing public realm designs for streets fronting the proposed project. In particular, the Hub proposes to significantly redesign Oak Street to maximize pedestrian space, especially at the Van Ness end, but also at the Franklin Street end. A large corner bulb-out at Oak and Franklin fronting the project, which could be used for school gathering, is envisioned, but Oak Street's final design is being finalized. Please note that this bulbout will likely project into both the Oak Street and Franklin Street ROWs. The proposed project will be expected to build their "end" of Oak Street per the Hub's final design across the full Oak Street right-of-way width.

Consider Removing Excess Parking

- Per the San Francisco Planning Code section 151.1 no off-street parking is required in this zoning district. A maximum of one parking space per every four dwelling units is permitted.
- Given the project's central, transit-rich location and narrow parcel shape, as well as the significant long-term capital improvements planned for Van Ness Avenue (BRT) and Market Street, SDAT recommends this project consider reducing or removing all off-street parking from the project scope.

Driveway Location

- SDAT supports the project's proposed driveway location on Oak Street. SDAT requests that the project sponsor please confirm how the turning movement into the internal truck loading is possible.

School Loading

- SDAT requests a school drop-off and pick-up plan, to be able to fully evaluate the project's loading impacts on the neighborhood and streets. SDAT supports school loading on Franklin Street fronting the property. Per the Hub Public Realm Plan, Oak Street between Franklin and Van Ness is being redesigned to minimize vehicle traffic and support active pedestrian uses to the extent possible, so all school loading should be assumed to be not appropriate for Oak Street. Per comments on the Hub Public Realm Plan above, the Franklin Street loading area will likely need to be designed to factor a future corner bulbout projecting into Franklin Street at Oak and Franklin.

Electrical Transformer Room

- Please confirm that the transformer room shown in the plans is sufficient to support the building's required electrical load. The transformer room must be shown on the future plans for review by SDAT and Public Works during the planning phase of the project prior to applying for a Building Permit and Public Works Permits. Public Works typically does not permit new transformer vaults in the public right-of-way.

STANDARD SDAT COMMENTS**Landscaping, Street Trees and Site Furnishings in the Public Sidewalk**

- All landscaping, street trees, site furniture, and special paving should be consistent with guidelines in the Better Streets Plan (BSP). See www.sfbetterstreets.org.
- Per SFMTA standards, trees shall not be placed within 25 feet of intersections, to enhance pedestrian visibility and safety.
- Per SFPUC standards, new trees shall not be placed within 5 feet of water facilities, including water mains and water service laterals.
- Any proposed new, removed, or relocated street trees and/or landscaping within the public sidewalk may require a permit from SF Public Works Bureau of Urban Forestry (BUF). For additional information visit <http://www.sfpbpublicworks.org/trees> or call 415-554-6700.

Plan Specifications

- Please include the following dimensions in future plan submittals: Existing and proposed sidewalk widths, proposed street tree species, adjacent ROW widths, curb radii, bulb-out dimensions, etc.

Electrical Transformer Room

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

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.sfpbpublicworks.org/services/permits> for additional information or call 415-554-5810.

Encroachments into the Public Right-of-Way

- SF Public Works discourages any new encroachments into the public right-of-way. If new encroachments are proposed, show them on the plans. Examples of encroachments are: steps, warped driveways with diverters/planters, level landings, fire department connections (FDC), out swinging doors, bollards, etc. For new building construction, the Building Code does not allow building encroachments unless a variance to the Building Code is allowed by the DBI. If a variance is approved, a Minor Sidewalk Encroachment Permit (MSE) or other encroachment permit will be required from BSM. Most encroachment permits require public notification and, depending on the encroachment an annual assessment fee may be applied.

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

- Per guidelines established in the San Francisco Better Streets Plan the tangent of the curb return on a corner bulbout should start a minimum of 5' beyond the property line.
- To ensure that bulbouts are sweepable with standard City street sweeper equipment, bulbout curb returns shall conform to SF Public Works' Standard Plan for Curb Bulbs. See: http://www.sfbetterstreets.org/find-project-types/pedestrian-safety-and-traffic-calming/traffic-calming-overview/curb-extensions/#codes_docs
- Modification of the curb line will require Sidewalk Legislation, contact BSM Mapping/Subdivision Section. It is strongly encouraged that a sidewalk legislation package is submitted at the time a Street Improvement Permit application is submitted since the permit will not be approved until the Sidewalk Legislation is approved, which can take a minimum of 6-12 months for approval.

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

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

For SF Public Works permit information visit www.sfpublishworks.org or call 415-554-5810.

SFPUC- Water

- A hydraulic analysis will be required to confirm the adequacy of the water distribution system for proposed new potable, non-potable and fire water services. If the current distribution system pressures and flows are inadequate, the Project Sponsor will be responsible for any

capital improvements required to meet the proposed project's water demands. To initiate this process, please contact the SFPUC Customer Service Bureau at 415-551-2900.

- The project sponsor will be required to design all applicable water facilities, including potable, fire-suppression, and non-potable water systems, to conform to the current SFPUC City Distribution Division (CDD) and San Francisco Fire Department (SFFD) standards and practices. These include, but are not limited to, the following:
 - SFPUC- CDD Protection of Existing Water and AWSS Facilities;
 - SFPUC Standards for the Protection of Water and Wastewater Assets;
 - Rules and Regulations Governing Water Service to Customers;
 - SFPUC- CDD Design Criteria for Potable Water Systems;
 - Application for Water Supply and Responsibility of Applicants;
 - San Francisco Fire Code and Reliability;
 - California Waterworks Standards; California Code of Regulations Titles 17 and 22
 - Auxiliary Water Supply System (AWSS) Distribution Piping.

For questions please contact cddengineering@sfwater.org.

REFERENCES

Please refer to the following design guidelines when revising the project's design.

BSP Street Furnishings Guidelines:

<http://www.sfbetterstreets.org/find-project-types/streetscape-elements/street-furniture-overview/>

BSP Guidelines for Special Paving in the Furniture Zone:

http://www.sfbetterstreets.org/find-project-types/streetscape-elements/sidewalk_paving/

BSP Sidewalk Landscaping Guidelines:

<http://www.sfbetterstreets.org/find-project-types/greening-and-stormwater-management/greening-overview/sidewalk-landscaping/>

San Francisco's Water Sewer, and Stormwater Requirements

<http://sfwater.org/modules/showdocument.aspx?documentid=4748/>

Places Entertainment Map



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