



## PRELIMINARY PROJECT ASSESSMENT

**Project Address:** 620 Folsom Street  
**Case Number:** 2021-008617PPA  
**Issued Date:** November 2, 2021  
**Corrected Date:** November 10, 2021  
**To:** Chris Foley, CPF-SMW Holdings LLC  
**From:** Claudine Asbagh, Planning Department  
Nicholas Foster, Planning Department

This Preliminary Project Assessment (PPA) provides feedback from the Planning Department regarding the proposed project at the property listed above, based on the information provided in the PPA application, the Planning Code, General Plan, Planning Department policies, and local, state, and federal regulations as of the date of this document, all of which are subject to change.

Please be advised that the PPA application does not constitute an application for development with the Planning Department. This PPA does not represent a complete review of the proposed project, does not grant a project approval of any kind, and does not supersede any required Planning Department approvals.

A Project Application may be submitted with the Planning Department within 18 months following the issuance of this PPA. After that time, this PPA is considered expired and a new PPA application will be required. The Project Application should include any supplemental applications for entitlement or required information for environmental review, as indicated in this PPA. The Project Application, and all supplemental applications, may be found here: <https://sfplanning.org/applications>

The Planning Department may provide additional comments once a Project Application has been submitted. While some approvals are granted by the Planning Department, some are at the discretion of other bodies, such as the Planning Commission or Historic Preservation Commission. Additionally, the project will likely require approvals from other City agencies. For more, see the Appendix C: Additional Policies and Requirements. You may contact Nicholas Foster at 628.652.7330 or [nicholas.foster@sfgov.org](mailto:nicholas.foster@sfgov.org), to answer any questions you may have about this PPA, or to schedule a follow-up meeting with Planning staff.

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## TABLE OF CONTENTS

### **I. Executive Summary**

#### **Appendix A: Planning Code Review Checklist**

#### **Appendix B: Preliminary Environmental Review Checklist**

#### **Appendix C: Additional Policies and Requirements**

#### **Appendix D: Preliminary Design Comments**

#### **Appendix E: Preliminary Street Design Comments**

# I. EXECUTIVE SUMMARY

## Site Details

<b>Block/Lot(s):</b>	3735/010
<b>Parcel Area:</b>	17,550 sq. ft.
<b>Zoning District(s):</b>	C-3-O(SD) Downtown Office (Special Development) Zoning District
<b>Height/Bulk District(s):</b>	320-I Height and Bulk District
<b>Plan Area:</b>	Transit Center District Plan, Downtown Plan Areas

## Project Description

The proposed project (“Project”) would demolish the existing 3-story building containing non-residential uses and construct a 58-story-over-basement residential building reaching a finished roof height of 575 feet (up to 600 feet with rooftop appurtenances). The new structure would contain a residential lobby at the ground floor, and 623 dwelling units located on the floors above. The proposed dwelling unit mix includes 123 studio units, 246 one-bedroom units, 153 two-bedroom units, and 101 three-bedroom units, with 102 dwelling units provided as affordable, or below market rate units. The Project includes 175 off-street accessory parking spaces, 2 car share spaces, 1 off-street freight loading space, and 280 Class 1 bicycle parking spaces. The Project would utilize State Density Bonus Law to maximize residential density. The PPA requests waivers from development standards from setbacks and streetwall articulation in C-3 Districts (Section 132.1), rear yard (Section 134), dwelling unit exposure (Section 140), and height (Section 260).

## Key Project Considerations

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

1. **Maximize Residential Density and Affordability.** The Project would utilize State Density Bonus Law to maximize residential density on the subject property. The PPA requests waivers from development standards to develop a Project that includes a total of 623 dwelling units. The Project Sponsor is advised to pay special attention to the following project attributes:
  - a. **Height.** With a proposed roof height of 575 feet, the Project greatly exceeds the established height limit of the underlying height and bulk district (320-I) by 255 feet. While the Project Sponsor may invoke State Density Bonus Law to request a waiver or concession/incentive to exceed the height limit, the Department recommends the Project Sponsor reevaluate the overall land use program and site plan to evaluate options for reducing the overall height while still maximizing residential density. As currently designed, the Project proposes additional height on the tower instead of massing within a podium up to the height and bulk limits. The project is not eligible for waiver from height controls, as the project could still accommodate the project with the density bonus at lower floors. If the Project Sponsor pursues the current design, then a concession/incentive—as opposed to a waiver—is required to exceed the height limit, and additional documentation may be required to verify that the requested concession/incentive results in cost reductions for the bonus density project.
  - b. **Open Space.** The land use table (PPA plan submittal, page 10) states that 500 of the 623 dwelling units contain private balconies (private useable open space, or PUOS), with the balance of the useable open space requirement satisfied through the common useable open space (CUOS) provision per Section 135(g). The land use table (PPA plan submittal, page 10) lists an outdoor terrace 5,550 sf terrace on level 2 and 6,293 sf on the roof, totaling 11,843 sf. However, the plans (PPA plan submittal, page 17) only show a terrace on Level 2 totaling 2,698 sf, along with the rooftop open space, totaling 8,991 sf of CUOS. On future plan submittals, please resolve any discrepancies in the quantities of open space (PUOS or CUOS) listed in the land use tables and the plans for both the base and bonus density projects. Also, on future plan submittals, please include all dimensions for all private useable open space locations, including open areas adjacent to the balconies, to demonstrate strict compliance with the dimensional and locational requirements of Section 135(f).

It appears that the dwelling units fronting the eastern interior lot line do not meet the strict locational requirements of the Code as the building appears to be developed with no setback from the eastern property line. Per Code Section 135(f)(2)(B), the area credited on a deck, balcony, porch or roof must either face a street, face or be within a rear yard, or face or be within some other space which at the level of the private usable open space meets the minimum dimension and area requirements for common usable open space as specified in Paragraph 135(g)(1).

Broadly, the Project Sponsor may invoke State Density Bonus Law and request a waiver or concession/incentive as Code relief. However, the Department recommends the Project Sponsor maximize the amount of private or common useable open space that meets the strict compliance with the dimensional and locational requirements of the Planning Code to ensure especially given the Project's high residential density.

- c. **Active Uses and Ground Floor Plan.** The Project includes a ground floor lobby, serving the residential uses, that exceeds 40 feet (or 25 percent of the building frontage). While the Project Sponsor may invoke State Density Bonus Law and request a waiver or concession/incentive as a means of Code relief, the Department recommends the Project Sponsor consider reprogramming the ground floor to maximize active uses. The Project Sponsor is encouraged to consider introducing active uses (e.g. retail sales and service uses) nearest the street frontage, while strictly limiting the amount of linear frontage devoted to building lobbies and non-active uses.

2. **Code-conforming (Base Density) Project.** In reviewing the PPA plan submittal, Department staff has identified a discrepancy in the calculation of the residential density for the proposed base project. Based upon the stated gross floor area of 667,586 sf achieved in the bonus project (with 623 dwelling units), staff calculates a base density of 423 dwelling units versus the 440 dwelling units stated in the PPA plan submittal. Establishing the accurate density for the base project is critical to calculating the number of required on-site affordable units.

The Project Sponsor is advised to review [Planning Director Bulletin No. 6](#) for more information on how to calculate the base density (dwelling units) in projects utilizing Department's Individually Requested State Density Bonus Program. More broadly, the Project Sponsor should work with Planning staff to understand all applicable requirements and standards of the established density bonus programs.

Additionally, it is unclear if the base density project strictly conforms to the setback and streetwall articulation requirements of Code Sections 132.1(c)(1-3). As the Site is located within the C-3-O(SD) Zoning District, new buildings taller than 150 feet shall establish a distinctive streetwall, even where no distinct cornice line or streetwall exists, at a height between 50 and 110 feet for not less than 40 percent of the linear frontage of all street frontages of such development lot in order to establish an appropriate street wall in relation to the width of the street and to adjacent structures and to avoid the perception of overwhelming mass that would be created by a number of tall buildings built close together with unrelieved vertical rise. Such streetwall shall be established, by an upper story setback or by a combination of upper story setback and horizontal projection (either occupied or decorative, as allowed in Section 136), creating horizontal relief totaling at least 10 feet, however the upper story setback shall not be less than 5 feet. On future plan submittals, please demonstrate how the base density project strictly conforms to the setback and streetwall articulation requirements of Code Sections 132.1(c)(1-3).

## Planning Code Review

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

1. Downtown Project Authorization
2. Variance
3. Transportation Demand Management Program
4. Shadow Analysis.

A Preliminary Housing Development Project application pursuant to the Housing Crisis Act (SB 330) was submitted for this project on September 1, 2021. Planning Code requirements pertaining to the project shall generally remain applicable as in effect on this date, with limited exceptions, provided that a **complete [Project Application must be submitted within 180 days of the Preliminary Housing Development application, or by February 28, 2022](#)** For more information, refer to [Planning Director's Bulletin No. 7](#) available at [www.sfplanning.org](http://www.sfplanning.org).

For more information, including conformity of the proposed project with Planning Code requirements, and applicable Development Impact Fees, see **Appendix A: Planning Code Review Checklist**.

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

## Environmental Review

The proposed project would require environmental review in accordance with the California Environmental Quality Act (CEQA). Based on preliminary review of the proposed project, the following would be likely to apply:

Likely Environmental Document: **Community Plan Evaluation (CPE)**

The project may be eligible for a community plan evaluation (CPE) if the project is found to be consistent with the development density and uses analyzed in the Transit Center District Plan Area Plan EIR (programmatic EIR or PEIR). However, if the project would result in significant environmental impacts peculiar to the project site or that were not identified in the PEIR, then an Initial Study would be required to determine the appropriate level of environmental review. If impacts can be mitigated, an MND would be issued. However, if there are significant impacts identified that were not identified in the programmatic EIR and which cannot be mitigated to less than significant, then a focused EIR including alternatives would be required.

The Project Application must include the following information to be deemed accepted:

- **Environmental Review Fees.** The sponsor will be notified of the fee amount after the department receives and processes the Project Application and updated drawings.

- Historic Resource Evaluation, Part 1 Draft
- Noise Study Scope of Work
- Copy of Application for Article 38 Compliance Assessment submitted to the Department of Public Health
- Greenhouse Gas Analysis Compliance Checklist
- Wind Study with Wind Tunnel Testing Scope of Work
- Consultant-Prepared Shadow Scope of Work
- Biological Resources - describe location and show on plans the number of trees on, over, or adjacent to the project site, including those significant, landmark, and street trees.
- Geotechnical Study with foundation recommendations
- Phase I Environmental Site Assessment
- Additional information noted in items 2.1(c) Changes to public facilities or infrastructure, excluding roadways, 2.3(a) Roadway changes – construction, 2.3(b) Roadway changes – operation, 2.3 (e) and (f) provide information regarding commercial and passenger loading facilities and transportation-related construction impacts 2.3(i) SFMTA Transportation fee for development review, 2.5 (a) Stationary sources, 2.5 (c) Criteria Pollutants - describe estimated hours and number of days per week of construction, including by phase, 2.13 (a) Plans meeting plan submittal guidelines with detail as described above.

For more information on what is required to be submitted as part of the Project Application, see **Appendix B: Preliminary Environmental Review Checklist**.

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

**LAND USE:**

Permitted Use	Conditional Use	Planning Code Section & Comment	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<a href="#">210.2</a>	C-3-G Residential Uses
<i>Comments:</i> Residential uses area principally permitted at the Site, which is located within the C-3-O(SD) Downtown Office (Special Development) Zoning District. Please see executive summary for comments on application of State Density Bonus Law.			

**OTHER REQUIRED APPROVALS:**

Required	Planning Code Section	
<input checked="" type="checkbox"/>	<a href="#">127</a> , <a href="#">128</a>	Transfer of Development Rights (TDR)
<input checked="" type="checkbox"/>	<a href="#">206</a>	Affordable Housing Bonus Programs
<input checked="" type="checkbox"/>	<a href="#">272</a>	Bulk Exceptions in C-3
<input checked="" type="checkbox"/>	<a href="#">295</a>	Shadow Impacts on Property under the Jurisdiction of the Recreation & Parks Commission
<input checked="" type="checkbox"/>	<a href="#">305</a>	Variance
<input checked="" type="checkbox"/>	<a href="#">309</a>	Permit Review in C-3 [aka. Downtown Project Authorization]
<i>Comments:</i> As the Project results in the net addition of more than 50,000 square feet of gross floor area of space, Downtown Project Authorization is required. Please refer to Planning Code Section for the additional finding required under Planning Code Sections 309. A Variance is required to establish a new curb cut along Folsom Street, pursuant to Section 155(r)(2)(NN).		

**ADDITIONAL PLANNING CODE REQUIREMENTS:**

Complies	Does Not Comply	Needs Info	Planning Code Section		Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">102</a>	Gross Floor Area	The land use table (page 10) lists 667,586 sf of GFA for the bonus project whereas staff calculated 656,586 sf of GFA (a difference of 11,356 sf). On future plan submittals please ensure consistency between land use tables and plans and note an GFA exemptions.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">121</a>	Lot Area/Width	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">123</a>	Maximum Floor Area Ratio	The gross floor area of a structure on a lot in the C-3-O(SD) District shall not otherwise be limited. However, in order to exceed the basic floor area ratio limit of 6.0:1 up to a ratio of 9.0:1, TDR must be transferred to the development lot as described in Section 128. The use of TDR to exceed a floor area ratio of 9.0:1 shall not be allowed in the C-3-O(SD) district. In order to exceed a floor area ratio of 9.0:1, all projects must participate in the Transit Center District Mello-Roos Community Facilities District as described in Section 424.8.



Complies	Does Not Comply	Needs Info	Planning Code Section		Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">124</a>	Floor Area Ratio	The Project exceeds the basic floor area ratio limit is 6.0:1. However, the gross floor area of a structure on a lot in the C-3-O(SD) District shall not otherwise be limited. See comments under Maximum Floor Area Ratio (above).
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<a href="#">132.1</a>	Setback & Streetwall in C-3	Based on the PPA plan submittal, it is not clear if the base project conforms to the setback and streetwall articulation requirements of Code Sections 132.1(c)(1-3). On future plan submittals, please demonstrate how the base project strictly conforms to the setback and streetwall articulation requirements of Code Sections 132.1(c)(1-3). The bonus project clearly does not conform to the setback and streetwall articulation requirements of Code Sections 132.1(c)(1-3) and therefore requires Code relief. The Project may invoke State Density Bonus Law and request a waiver or concession/incentive as Code relief.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<a href="#">134</a>	Rear Yard	The Project does not provide a Code-complaint rear yard (25% of lot dept, or 33'-9") and therefore requires Code relief. The Project may invoke State Density Bonus Law and request a waiver or concession/incentive as Code relief.

Complies	Does Not Comply	Needs Info	Planning Code Section		Comments
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">135</a>	Open Space (Residential)	For the bonus project, the land use table (PPA plan submittal page 10) states that 500 of the 623 dwelling units contain private balconies (private useable open space, or PUOS), with the balance of the useable open space requirement satisfied through the common useable open space (CUOS) provision per Section 135(g). The land use table (page 10) lists an outdoor terrace 5,550 sf terrace on level 2 and 6,293 sf on the roof, totaling 11,843 sf. However, the plans (page 17) only show a terrace on Level 2 totaling 2,698 sf, along with the rooftop open space, totaling 8,991 sf of CUOS. On future plan submittals, please include all dimensions for all private useable open space locations, including open areas adjacent to the balconies, to demonstrate strict compliance with the dimensional and locational requirements of Section 135(f). It appears that the dwelling units fronting the eastern interior lot line do not meet the strict locational requirements of the Code as the building appears to be developed with no setback from the eastern property line. Per Code Section 135(f)(2)(B), the area credited on a deck, balcony, porch or roof must either face a street, face or be within a rear yard, or face or be within some other space which at the level of the private usable open space meets the minimum dimension and area requirements for common usable open space as specified in Paragraph 135(g)(1). Also, for both the base and bonus projects, please resolve any discrepancies in the quantities of open space (PUOS or CUOS) listed in the land use tables and the plans. Broadly, the Project may invoke State Density Bonus Law and request a waiver or concession/incentive as Code relief.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">136</a>	Permitted Obstructions	The submitted plans do not indicate any Section 136 permitted obstructions.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">136.1</a>	Awnings, Canopies & Marquees	The submitted plans do not indicate any Section 136 permitted obstructions.

Complies	Does Not Comply	Needs Info	Planning Code Section		Comments
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">138.1</a>	Streetscape Plan	The Project is subject to compliance with the Better Streets Plan. Other governing guidelines include the Downtown Streetscape Plan and Transit Center District Plan. Per the Downtown Streetscape Plan, Folsom Street is a Base Case Street, with a 10' minimum sidewalk width (although 12'-14' is preferable). The Transit Center District Plan recommends a minimum sidewalk width of 21'. See Appendix E (Preliminary Street Design Comments) for additional comments.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">139</a>	Bird Safety	Feature-related standards apply; please demonstrate compliance on future submittals.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<a href="#">140</a>	Dwelling Unit Exposure	The Project fronts a street (Folsom Street) that is at least 20 feet wide and includes a side yard along the western property line measuring 25 feet in depth. Therefore, all of the dwelling units that face onto either a qualify street or open area. The dwelling units that face the rear of the property and the eastern property line do not face onto a qualifying rear yard or open area and therefore requires Code relief. The Project may invoke State Density Bonus Law and request a waiver or concession/incentive as Code relief.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">141</a>	Rooftop Screening	The Code requires rooftop mechanical equipment and appurtenances to be arranged so as not to be visible from any point at or below the roof level of the subject building. Please demonstrate compliance on future submittals.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">142</a>	Parking Screening & Greening	Every off-street parking space within a building, where not enclosed by solid building walls, shall be screened from view from all Streets and Alleys through use of garage doors or by some other means. Please demonstrate compliance on future submittals.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">145.1(c)(1)</a>	Above-Grade Parking Setback	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">145.1(c)(2)</a>	Parking & Loading Entrances	Section 155(s)(4) is the applicable Code Section for projects located within the C-3 Zoning District.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<a href="#">145.1(c)(3)</a>	Required Active Use	The Project includes a ground floor lobby, serving the residential uses, that exceeds 40 feet (or 25 percent of the building frontage). Please demonstrate compliance on future submittals. Alternatively, the Project may invoke State Density Bonus Law and request a waiver or concession/incentive as Code relief.

Complies	Does Not Comply	Needs Info	Planning Code Section		Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">145.1(c)(4)</a>	Ground Floor Ceiling Height	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">145.1(c)(5)</a>	Street-Facing Ground-Level Spaces	See Executive Summary for comments about ground floor programming.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">145.1(c)(6)</a>	Transparency & Fenestration	Please demonstrate compliance on future submittals.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">145.1(c)(7)</a>	Gates, Railings and Grillwork	Please demonstrate compliance on future submittals.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">146</a>	Sunlight Access to Public Sidewalks	The Project is subject to the controls of Section 146(c) as Folsom Street is not named street under subsection (a). Please demonstrate compliance on future submittals.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">147</a>	Reduction of Shadow on Certain Public Open Space	The Project is subject to the controls of Section 147. Please demonstrate compliance on future submittals.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">148</a>	Reduction of Wind Currents	The Project is subject to the controls of Section 148. Please demonstrate compliance on future submittals.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">151.1</a>	Off-Street Parking	The Project includes 175 accessory off-street parking spaces for the 623 dwelling units, representing a parking ratio of 0.28/spaces per unit, below the limit of 0.5 spaces/unit.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<a href="#">152.1</a>	Required Off-Street Loading	The Project includes over 500,000 sf of occupied floor area (residential uses) and therefore requires 3 off-street freight loading spaces. The plans indicate only 1 off-street freight loading space. Please demonstrate compliance on future submittals. Alternatively, the Project may invoke State Density Bonus Law and request a waiver or concession/incentive as Code relief
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">154</a>	Parking Dimensions	Please demonstrate compliance on future submittals.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">155(d)</a>	Enclosure of Off-Street Loading	Please demonstrate compliance on future submittals.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<a href="#">155(r)</a>	Protected Street Frontages (Curb Cuts)	Pursuant to Section 155(r)(2)(NN), Folsom Street is a named street where new curb cuts are prohibited. A Variance is therefore required.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">155(s)</a>	Off-Street Parking & Loading in C-3	The width of the shared parking and loading garage opening at 23'-5" is below the maximum permitted width of 27 feet.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">155.2</a>	Bicycle Parking	The Project includes 623 dwelling units, resulting in a requirement of 231 Class 1 and 31 Class 2 bicycle parking spaces. Please demonstrate compliance on future submittals.

Complies	Does Not Comply	Needs Info	Planning Code Section		Comments
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">166</a>	Car-Share	The Project includes 623 dwelling units, resulting in a requirement of 3 carshare spaces. Please demonstrate compliance on future submittals.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">167</a>	Unbundled Parking	Please demonstrate compliance on future submittals.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">169</a>	Transportation Demand Management	The Project generates a TDM target of 29 points. Based on the submitted draft TDM plan, the Project would achieve at least 29 points. A few ideas to consider: 1) the 29 target points are primarily derived from the amount of accessory parking (175 spaces); a reduction in the amount of accessory parking would reduce the target (points); 2) The Project appears to be eligible for 6 additional points with unbundled parking (PKG 1 – Unbundled Parking); and 3) The Project appears to be eligible for additional points based on the level of on-site affordable housing provided (LU-2a or LU-2b).
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">207.7</a>	Required Dwelling Unit Mix	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">260(a)</a>	Height Measurement	The Project, with a proposed roof height of 575 feet, exceeds the height limit of 320 feet by 255 feet. The Department will review the requested waivers and concessions/incentives to determine which means of Code relief under State Density Bonus Law is most appropriate. See Executive Summary for addition feedback.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">260(b)</a>	Exemptions from Height	The Project, with a proposed roof height of 575 feet, exceeds the height limit of 320 feet by 255 feet. The Department will review the requested waivers and concessions/incentives to determine which means of Code relief under State Density Bonus Law is most appropriate. See Executive Summary for addition feedback.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">270</a>	Bulk	

**DEVELOPMENT IMPACT FEES:**

Required	Planning Code Section	
<input checked="" type="checkbox"/>	<a href="#">411A</a>	Transportation Sustainability Fee (TSF)
<input checked="" type="checkbox"/>	<a href="#">414A</a>	Child-Care for Residential Projects
<input checked="" type="checkbox"/>	<a href="#">415</a>	Inclusionary Affordable Housing Program
<input checked="" type="checkbox"/>	<a href="#">424.6</a>	Transit Center District Open Space Impact Fee
<input checked="" type="checkbox"/>	<a href="#">424.7</a>	Transit Center District Transportation & Street Improvement Fee
<input checked="" type="checkbox"/>	<a href="#">424.8</a>	Transit Center District Mello Roos Community Facilities District Program [C-3-O(SD Only)]
<input checked="" type="checkbox"/>	<a href="#">429</a>	Public Art Fee Requirement

Please refer to the [Planning Director's Bulletin No. 1](#) for an overview of Development Impact Fees, and to the Department of Building Inspection's [Development Impact Fee webpage](#) for more information about current rates.

**T ABLE 1. POTENTIAL ENVIRONMENTAL DOCUMENT**

No. <sup>1,4</sup>	Document Type	Applicable to Proposed Project	Notes / Links	(For Dept. use upon submittal of Project Application) Accepted
1.1(a)	Considered a 'project' subject to CEQA review per sections 15378 and 15060(c)(2)	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<p>The proposal is considered a project under CEQA. The project site is located in the SoMa Neighborhood on the block bounded by Folsom Street to the south, 2<sup>nd</sup> Street to the east, Hawthorne Street to the west, and Howard Street to the north. The project site zoning is C-3-O(SD) - Downtown- Office (Special Development) and is in the Transit Center District Plan Area. The project would demolish the existing 48,200 square foot office building constructed in 1922. The existing building is approximately 43 feet tall, 3 stories high and does not include any parking or loading spaces on site.</p> <p>The project would use state density bonus law to seek a 50 percent bonus. The density bonus scheme would construct an approximately 600-foot tall, 58-story tower including 25-foot elevator overrun. It would include 623 housing units and have approximately 668,000 gross residential floor area. The project would also include 175 parking spaces in a five-level underground parking garage. The parking garage would also include 280 residential bicycle parking spaces on the ground floor, as well as one loading space and two car share spaces. The garage would be accessed from a new 18-foot-wide curb cut on Folsom Street. Residential access would also be from the lobby entrance on Folsom Street. The project would include approximately 11,900 square feet of open space. The area of excavation would be approximately 17, 600 square feet and 39,000 cubic yards of soil removal would be required.</p> <p>The proposed project would request waivers for height, rear yard, dwelling unit exposure, and street wall setback.</p>	<input type="checkbox"/> YES <input type="checkbox"/> NO

<sup>1</sup> Note: Numbers appear nonconsecutively because certain topics do not apply to the proposed project. These rows have been deleted for clarity.

**T ABLE 1. POTENTIAL ENVIRONMENTAL DOCUMENT**

No. <sup>1,4</sup>	Document Type	Applicable to Proposed Project	Notes / Links	(For Dept. use upon submittal of Project Application) Accepted
1.1(d)	In Transit Center District Area Plan and likely eligible for Community Plan Evaluation	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> TBD	<p>The project may be eligible for a community plan evaluation (CPE) if it is found to be consistent with the development density and uses analyzed in the Transit Center District Plan Area Plan EIR (programmatic EIR or PEIR). Supplemental information regarding CPEs is here: <a href="https://sfplanning.org/environmental-review-documents">https://sfplanning.org/environmental-review-documents</a>.</p> <p>Pay applicable fees.</p> <p>Likely required mitigation measures from programmatic EIR include: Archeological Testing, Construction Noise, Mechanical Equipment, Pre-construction Bat Survey, Construction Management Plan. Applicable mitigation measures from the programmatic EIR will be confirmed as part of the environmental review process.</p> <p>However, if the project is not consistent with the development density and uses analyzed in the PEIR, or if project-specific significant impacts that are peculiar to the site or project are identified, then the project would not qualify for a CPE.</p>	<input type="checkbox"/> YES <input type="checkbox"/> NO
1.1(e)	Requires an initial study to determine environmental document	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> TBD	If the project would result in significant environmental impacts that are peculiar to the site or not analyzed in the Programmatic EIR, an Initial Study would be required to determine the appropriate level of environmental review.	



**TABLE 2. REQUIREMENTS FOR AN ACCEPTED APPLICATION**

Environmental review fees are required for a complete application.

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No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Accepted Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
2.1(a) 4	Initial Study document preparation	Optional use of general environmental consultant	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<p>If the project would result in impacts above those analyzed in the Programmatic EIR, or impacts that are particular to the project site, the project application could utilize a general environmental consultant to conduct the review under the department's supervision.</p> <p>Contact <a href="mailto:CPC.EnvironmentalReview@sfgov.org">CPC.EnvironmentalReview@sfgov.org</a> for list of eligible consultants, if needed. As part of a complete application, the consultant must submit a draft general environmental scope of work to the department.</p>	<input type="checkbox"/> YES <input type="checkbox"/> NO
2.1(c)	General	Changes to public facilities or infrastructure, excluding roadways	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must describe location and provide plans of any changes to public facilities, excluding roadways (e.g., sewer lines, water lines, parks and recreation facilities, pump stations, etc.).	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

**TABLE 2. REQUIREMENTS FOR AN ACCEPTED APPLICATION**

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No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Accepted Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
2.2(a)	Historic Preservation	Requires consultant-prepared Historic Resource Evaluation, Part 1	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<p>The project site contains a building or structure within the Transit Center District Historic Resource Survey area considered to be a potential historic resource (constructed 45 or more years ago), that has not been fully evaluated for historic significance; therefore, the proposed project is subject to review by the Department's Historic Preservation staff. A Historic Resource Evaluation (HRE) Part 1 is required.</p> <p>Contact <a href="mailto:CPCHRE@sfgov.org">CPCHRE@sfgov.org</a> for a list of eligible consultants. The selected consultant must send a draft scope to <a href="mailto:CPC-HRE@sfgov.org">CPC-HRE@sfgov.org</a> for department approval. The consultant must submit the first draft of HRE directly to the department (<a href="mailto:CPC-HRE@sfgov.org">CPC-HRE@sfgov.org</a>).</p>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.2(b)	Historic Preservation	Requires consultant-prepared Historic Resource Evaluation, Part 2	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> TBD	To be determined based on the HRE Part 1 as well as an understanding of the project's construction activities with respect to on and offsite historic resources.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.3(a)	Transportation	Roadway changes – construction	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must describe the location of any anticipated temporary changes to roadways during construction, including the duration and location of temporary construction closure or relocation of travel lanes, sidewalks, bus stops, etc.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

**TABLE 2. REQUIREMENTS FOR AN ACCEPTED APPLICATION**

Environmental review fees are required for a complete application.

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No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Accepted Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
2.3(b)	Transportation	Roadway changes – operation	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project is subject to Planning Code section 138.1 and would be required to provide a streetscape plan as part of the project for environmental review. The project sponsor must describe the location and provide plans of typical roadway dimensions (e.g., lane dimensions/stripping drawings, on-street parking; loading; and bike, transit, and travel lane), including identifying any non-typical roadway dimension (e.g., turn pockets, bulb outs).	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.3(e)	Transportation	Requires department transportation planner coordination	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> TBD	There is potential for secondary impacts due to unmet loading demand and transportation-related construction impacts. Transportation planner coordination is required.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.3(f)	Transportation	Requires consultant-prepared Site Circulation Study Scope of Work	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> TBD	A circulation study is likely required as there is potential for secondary impacts due to unmet loading demand and transportation-related construction impacts. See item 2.3(e). If transportation planner coordination is required, then a site circulation memorandum would also be required. The transportation study determination will be made upon receipt of information regarding proposed passenger and commercial loading configuration (curbside and off-street) and information about the anticipated construction duration and magnitude.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.3(g)	Transportation	Requires consultant-prepared Complex Transportation Study Scope of Work	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> TBD	Not required for this project.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

**TABLE 2. REQUIREMENTS FOR AN ACCEPTED APPLICATION**

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No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Accepted Application Requirements	(For Dept. use upon submittal of Project Application) <b>Accepted</b>
2.3(h)	Transportation	Scope of Work Checklist	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> TBD	Please see attached.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

2.3(i)	Transportation	Planning and SFMTA Fees for Transportation	<p><b>Planning fees</b>  <input type="checkbox"/> Transportation Review Fee: \$28,376  <input type="checkbox"/> Site Circulation Review Fee: \$10,563</p> <p>Note: The fee will be assessed at the time of application submittal based on the current fee schedule, which updates in August or September each year.</p> <p><b>SFMTA fees (Fiscal Year 21-22)</b>  <input type="checkbox"/> Transportation Review Fee: \$31,500 (Increase to \$32,760 in FY 22-23)  <input checked="" type="checkbox"/> Site-Circulation Review Fee: \$5,500 (Increase to \$5,720 in FY 22-23)  <input checked="" type="checkbox"/> Development Project Review Fee: \$1,225 (Increase to \$1,300 in FY 22-23)</p> <p>The following are to be determined:  <b>Planning and SFMTA fees</b>  <input checked="" type="checkbox"/> Planning Site Circulation Review Fee: \$10,303  <input checked="" type="checkbox"/> SFMTA Site Circulation Review Fee: \$5,500  Note: The fees will be assessed at the time of</p>	<p>The project requires transportation analysis.</p> <p>Planning fees (SF <a href="#">Planning Department Fee Schedule</a>) directly to:  Environmental Planning Division  Attn: Virnaliza Byrd  49 South Van Ness Avenue, Suite 1400  San Francisco, CA 94103.  Make check out to: Planning Department - 620 Folsom Street 2021-008617PPA.</p> <p>SFMTA fees directly to:  SFMTA Revenue Section  One South Van Ness, 8<sup>th</sup> Floor  San Francisco, CA 94103  Attn: David Kim/Alex Que  Make check(s) out to: SFMTA – 620 Folsom Street 2021-008617PPA.</p> <p>If there are multiple SFMTA fees, write out separate checks for each fee and note the fee name on the check memo.</p> <p>Accompanying the check(s), please provide a letter that indicates the Planning Department PPA case number, project address, and the number of checks enclosed and for the specific type of review (site circulation review or transportation the study; development project review).</p>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
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**TABLE 2. REQUIREMENTS FOR AN ACCEPTED APPLICATION**

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No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Accepted Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
			transportation study determination based on the current fee schedule.		
2.4(a)	Noise	Requires consultant-prepared Noise Study Scope of Work	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> TBD	The project would construct a structure up to 600 feet tall including the elevator overrun in proximity to noise sensitive uses (residential). As such, a noise study scope of work would be required. At the time of the Project Application, the consultant (not subject to a pre-qualified department consultant list) must submit a draft <a href="#">Scope of Work</a> for this study to the department.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.4(b)	Noise	Mechanical equipment or other noise sources	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must describe the location and provide plans with the number and size (horsepower) of stationary sources or mechanical equipment (e.g., fans, HVAC, backup diesel generators, fire pumps) or other noise sources.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.5(a)	Air Quality	Stationary sources	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must describe the location and provide plans with the number, size (horsepower), and engine tier level of stationary sources (e.g., backup diesel generators, fire pumps). The sponsor may be required to provide the specifications for the back-up diesel generator.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

**TABLE 2. REQUIREMENTS FOR AN ACCEPTED APPLICATION**

Environmental review fees are required for a complete application.

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No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Accepted Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
2.5(b)	Air Quality	Subject to San Francisco Health Code article 38	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project site is within the air pollutant exposure zone and proposes residential uses. The project sponsor must submit a copy of an Application for Article 38 Compliance Assessment with proof of receipt from the department of public health.  More information is found here: <a href="http://www.sfdph.org/dph/eh/Air/default.asp">http://www.sfdph.org/dph/eh/Air/default.asp</a> .	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.5(c)	Air Quality	Criteria Pollutants	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The proposed project is not below the Bay Area Air Quality Management District (BAAQMD) screening threshold for criteria pollutants. Therefore, criteria pollutant analysis is required.  The project sponsor must describe estimated hours and number of days per week of construction, including by phase as defined in the <a href="#">CalEEMod Manual</a> (i.e., demolition, site preparation, grading, building construction, architectural coatings, paving). The project sponsor must describe estimated number, size (horsepower), and use (daily and annual) of construction equipment by type, including trucks and any impact equipment, by phase. The project sponsor must describe the estimated number of daily diesel vehicle trucks during operation.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.5(e)	Air Quality	Toxic air contaminants during construction	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project site is within the air pollutant exposure zone. The project would be required to use low emission construction equipment to construct the project.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

**TABLE 2. REQUIREMENTS FOR AN ACCEPTED APPLICATION**

Environmental review fees are required for a complete application.

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No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Accepted Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
2.5(e)	Air Quality	Requires consultant-prepared Air Quality Study for Criteria Air Pollutants AND Health Risk Scope of Work	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> TBD	The project is above the BAAQMD screening thresholds for both operational and construction thresholds. The assigned environmental planner will determine if a project specific Air Quality study is required based on construction and operation information provided with the project application.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.6	Greenhouse Gas Emissions	Requires Greenhouse Gas Analysis Compliance Checklist	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must submit a Greenhouse Gas Compliance Checklist For Private Development Projects, found here: <a href="https://sfplanning.org/permit/environmental-consultant-pools-and-sponsor-resources">https://sfplanning.org/permit/environmental-consultant-pools-and-sponsor-resources</a> under Document Templates and Checklists - Applications.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.7(a)	Wind	Requires consultant-prepared qualitative Wind Memorandum Scope of Work	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Not required for this project. Please see item 2.7 (b).	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.7(b)	Wind	Requires consultant-prepared quantitative Wind Study with Tunnel Testing Scope of Work	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> TBD	The project proposes a 600-foot tower located in C-3-O (SD) Zoning District; the planning code establishes wind comfort and wind hazard criteria within the C-3 District. A quantitative Wind Study with Tunnel Testing is required to ensure that the project would not exceed the established criteria. The qualified consultant (not subject to department list) must submit a <a href="#">scope of work for a wind tunnel test</a> to the department.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A



**TABLE 2. REQUIREMENTS FOR AN ACCEPTED APPLICATION**

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No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Accepted Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
2.8	Wind/Shadow	Building setbacks	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must provide labeled and dimensioned plans of building setbacks and coverage at each above-grade level, including height of the roof, parapet, ridge, towers, and penthouses.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.9	Shadow	Shadow Analysis	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The department prepared the attached Shadow Fan which shows potential net new shadow on publicly accessible open space(s), including Union Square, Jessie Square, and Yerba Buena Gardens among others. A consultant-prepared shadow fan must be submitted with the Project Application. The consultant is not subject to a department list. The consultant-prepared shadow fan will be reviewed by staff to provide guidance on the scope of work for the required shadow study.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.10 (a)	Biological Resources	Trees	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must describe location and show on plans the number of trees on, over, or adjacent to the project site, including those significant, landmark, and street trees (see <a href="#">Public Works article 16</a> for definitions) and those removed and added by the project.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.10 (b)	Biological Resources	Requires consultant-prepared Biological Resources Study Scope of Work	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> TBD	Not required for this project.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.11 (a)	Geology and Soils	Project site slope	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The project sponsor must describe the average slope of the project site (in percentage).	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

**TABLE 2. REQUIREMENTS FOR AN ACCEPTED APPLICATION**

Environmental review fees are required for a complete application.

Please submit both a word and pdf version of any required draft technical studies and scopes of work.

No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Accepted Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
2.11 (b)	Geology and Soils	Requires Geotechnical Study with foundation recommendations and that addresses seismic hazard zones, if applicable to the site.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Due to the scale of the proposed building and that the site is within a liquefaction hazard zone, the project sponsor must submit Geotechnical Study prepared by a qualified civil or geotechnical engineer with foundation recommendations and that addresses seismic hazard zones. The sponsor is also encouraged to review the building department's administrative bulletin 111 (San Francisco Building Code), Guidelines for Preparation of Geotechnical and Earthquake Ground Motion Reports for Foundation Design and Construction of Tall Buildings. Tall buildings are defined as buildings that are greater than 240 feet in height.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.12 (a)	Hazardous Materials	Subject to Health Code article 22 (Maher Ordinance)	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> TBD	Although the project is not located in an area covered by the Maher ordinance, it is adjacent to Maher properties.  More information is found here: <a href="http://www.sfdph.org/dph/EH/HazWaste/hazWasteSiteMitigation.asp">http://www.sfdph.org/dph/EH/HazWaste/hazWasteSiteMitigation.asp</a> .	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.12 (b)	Hazardous Materials	Cortese List [CA Government Code 65962.5(a)]	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The project site is not on a state designated list of places known to have past or current hazardous materials [CA Government Code 65962.5(a)].	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

**TABLE 2. REQUIREMENTS FOR AN ACCEPTED APPLICATION**

Environmental review fees are required for a complete application.

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No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Accepted Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
2.12 (c)	Hazardous Materials	Requires consultant-prepared Phase I Environmental Site Assessment	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> TBD	Given the amount of excavation proposed, please provide a Phase 1 environmental site assessment for this site. Although the project is not located in an area covered by the Maher ordinance, it is adjacent to Maher properties, as such a Phase I report is needed. Based on the information in the Phase 1 assessment, the project may be required to comply with Maher regulations.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.13 (a)	Additional Information	Project Plans	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Provide project plans that meet the project application plan submittal guidelines, including elevations.	
2.13 (b)	Additional Information	Construction duration and magnitude as well as commercial and passenger loading facilities.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Information regarding construction duration and magnitude as well as commercial and passenger loading is required. Show loading facilities on plans.	

Abbreviations:

SFMTA: San Francisco Municipal Transportation Agency

**TABLE 3. POST-ACCEPTED APPLICATION REQUIREMENTS <sup>2</sup>**

No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
3.1(b)	General	Other agency approvals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must submit a list of anticipated permits and approvals needed for the project from other agencies (e.g., SFMTA, SFPUC, Public Works, etc.).	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.2	Archeology	Preliminary archeological review	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Department will conduct a preliminary archeological review. Project sponsor must provide detailed information, including sections, on proposed soils-disturbing activities, such as grading, excavation, installation of foundations, soils improvement, and site remediation. Project sponsor must submit any available geotechnical/soils or phase II environmental site assessment. The preliminary review could result in the requirement of a technical study.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.3(a)	Transportation	Sidewalk dimensions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must provide existing and proposed sidewalk dimensions, taking into account presence and general location of physical structures.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.3(b)	Transportation	Intersection improvements	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must describe the location and type of existing and proposed intersection curb ramps, intersection crossing treatments (e.g., crosswalks), or traffic control devices (e.g., stops signs, gates, signals).	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.3(d)	Transportation	Programmatic features – external to buildings	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must describe valet, crossing guard, or control officer operations and locations.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

<sup>2</sup> Project sponsor must submit these materials after the department deems the project application accepted.

**TABLE 3. POST-ACCEPTED APPLICATION REQUIREMENTS <sup>2</sup>**

No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
3.3(e)	Transportation	Programmatic features – internal to buildings	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must describe operations of vehicle stackers, elevators, turning tables, loading facilities, etc.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.3(f)	Transportation	Turning templates	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must provide plans of vehicle turning templates, indicating the vehicle types.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.4(b)	Transportation / Noise / Air Quality	Construction – equipment	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must describe estimated number, size (horsepower), and use (daily and total) of construction equipment by type, including trucks and any impact equipment, by phase. See the attached template for providing this information. The project sponsor must indicate whether nighttime construction could occur.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.4(d)	Transportation / Noise / Air Quality	Operation – waste facilities	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must describe and provide plans of the location and dimensions of rooms for compost, recycling, and waste.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.5(a)	Utilities and Service Systems	Water supply	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project meets the definition of a water demand project per CEQA Guidelines <a href="#">section 15155</a> . The project sponsor must submit water demand estimates.	<input type="checkbox"/> YES <input type="checkbox"/> NO
3.5(b)	Utilities and Service Systems	Wastewater demand	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must provide wastewater demand calculations, consistent with the <a href="#">San Francisco Subdivision Regulations</a> .	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

**TABLE 3. POST-ACCEPTED APPLICATION REQUIREMENTS <sup>2</sup>**

No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
3.6(b)	Hydrology and Water Quality	Stormwater and sewer management	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must describe stormwater retention, detention, infiltration, and treatment features proposed to meet requirements of <a href="#">Stormwater Management Ordinance</a> .	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.8	Geology and Soils: Paleontology	Preliminary Paleontological Evaluation	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Department will conduct a Preliminary Paleontological Evaluation. Project sponsor must provide detailed information, including sections, on proposed soils-disturbing activities, including the depth in feet and amount of excavation in cubic yards. Project sponsor must submit available geotechnical investigation. The preliminary review could result in a determination that the project requires mitigation measures.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

**Abbreviations:**

CEQA: California Environmental Quality Act

EIR: Environmental Impact Report

**TABLE 4. ADDITIONAL INFORMATION**

No.	Environmental Topic	General Description	Applicable to Proposed Project	Notes / Links
4.1	General	Resources	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Please see the following links for additional resources that may inform the environmental analysis: <a href="https://sfplanninggis.org/pim/">https://sfplanninggis.org/pim/</a> <a href="http://sfplanninggis.org/TIM/">http://sfplanninggis.org/TIM/</a> <a href="http://sfplanninggis.org/Pipeline/">http://sfplanninggis.org/Pipeline/</a>
4.2	Tribal Cultural Resources	Consultation	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> TBD	The department will determine if notifying California Native American tribes regarding tribal cultural resources is required. Consultation with California Native American tribes regarding tribal cultural resources may be required at the request of the tribes. No additional information is needed from the project sponsor at this time.

Attachments:

- Transportation Study Determination Form
- Preliminary Shadow Fan
- Construction Equipment List

San Francisco's residents, employees, and visitors benefit the most from project designs that are innovative, thoughtful and well-coordinated early in the development process. As sponsors refine their projects based on comments in this PPA letter, they should also consider how to implement the policies and regulations below. Project sponsors are advised to work with the relevant City agencies listed below to confirm details and potential updates.

1. **Transit Center District Area Plan.** The subject property falls within the area covered by the Transit Center District Area Plan ("Area Plan"). As proposed, the project is generally consistent with the overarching objectives of the Area Plan. However it is not fully consistent with key policies and Plan recommendations below. Sponsors are encouraged to read the plan at [https://generalplan.sfplanning.org/Transit\\_Center\\_District\\_Sub\\_Area\\_Plan.pdf](https://generalplan.sfplanning.org/Transit_Center_District_Sub_Area_Plan.pdf)

*Objective 1.4.* Ensure the district maintains areas that contain concentrations of ground-level public-serving retail and convenience uses for workers and visitors. The ground floor of the proposed project includes minimal activation in terms of design and planned uses.

2. **Downtown Area Plan.** The subject property falls within the area covered by the Downtown Area Plan ("Area Plan"). As proposed, the project is generally consistent with the overarching objectives of the Area Plan. However it is not fully consistent with key policies and Plan recommendations below. Sponsors are encouraged to read the plan at <https://generalplan.sfplanning.org/Downtown.html>

*Policy 5.1.* Provide space for support commercial activities within the downtown and in adjacent areas. The proposed project does not include any active commercial uses that could contribute to a vibrant street front.

## ENVIRONMENTAL SUSTAINABILITY

1. **Green Building, Climate, and Energy.** San Francisco has committed to achieving net-zero greenhouse gas emissions (GHGs) by 2050, aligning with other global cities in support of the Paris Climate Accords. Today, almost half of local GHGs come from buildings. The San Francisco [Green Building Code](#) (GBC) establishes LEED certification and other green building requirements. Projects are encouraged to work with Planning, SF Environment (SFE) and the Department of Building Inspection (DBI) to determine how to meet and surpass local sustainability and decarbonization requirements. Visit DBI [Administrative Bulletin 93](#) for a detailed summary of local requirements.
2. **All Electric New Construction.** San Francisco Building Code Section 106A.1.7.1 requires all applications to construct new buildings submitted on or after June 1, 2021 to be all-electric. For details and administrative procedures, see Department of Building Inspection [Administrative Bulletin AB-112](#). For projects that submit an initial application for permit prior to December 31, 2021, gas infrastructure may be installed exclusively to serve cooking equipment in an area of the building designated for commercial food service. For initial applications January 1, 2022 or after, gas infrastructure is limited to cooking equipment in an area designated for a specific food service establishment (such as a specific restaurant). Projects that install gas infrastructure are by definition "mixed-fuel" and subject to supplemental energy efficiency requirements, described in Department of Building Inspection [Administrative Bulletin 93](#).)
3. **Better Roofs.** The Better Roofs Ordinance requires projects to install solar power (photo voltaic and/or solar thermal systems) on at least 15% of cumulative roof area, living (green) roofs on 30%, or a combination of both. The Better Roofs program provides guidance to meet or exceed these requirements, which can also support a



variety of other sustainability goals. Please see <http://sf-planning.org/san-francisco-better-roofs> for more information, including the Planning Department's Living Roof Manual.

4. **Clean Energy.** San Francisco City Administrative Code Article 99 requires the San Francisco Public Utilities Commission (SFPUC) to consider providing 100% greenhouse gas-free electric service (Hetch Hetchy power) for all eligible new development, including large infill buildings and redevelopment projects typically over 50,000 square feet or with substantial electrical loads. Smaller private projects can take advantage of other SFPUC clean power programs, including CleanPowerSF and GoSolarSF. To apply for GHG-free electricity or for more information, contact [HHPower@sfwater.org](mailto:HHPower@sfwater.org) or visit <https://sfwater.org/index.aspx?page=1209>.
5. **100% Renewable Energy.** The [San Francisco Environment Code Chapter 30](#) requires that larger commercial buildings are required to fulfill all on-site electricity demands through any combination of on-site generation of 100% renewable electricity or subscription to a 100% renewable electric service, such as CleanPowerSF SuperGreen. Buildings 500,000 square feet in gross floor area must comply by December 31, 2022. Buildings 250,000 square feet in gross floor area must comply by December 31, 2024. Buildings 50,000 square feet in gross floor area must comply by December 31, 2030.
6. **Recycled Water Use.** Certain projects located in San Francisco's Recycled Water Use areas are required to install recycled water systems ("purple pipe") for irrigation, cooling, and/or toilet and urinal flushing, per Article 22 of the San Francisco Public Works Code. New construction or major alterations with a total cumulative area of 40,000 square feet or more; any new, modified, or existing irrigated areas of 10,000 square feet or more; and all subdivisions are required to comply. For more information, visit: [sfwater.org/index.aspx?page=687](http://sfwater.org/index.aspx?page=687).
7. **Non-Potable Water.** All new development of 250,000 square feet of gross floor area or more must use non-potable water for 100% of flushing and irrigation demands (and ideally HVAC cooling). Subject projects must install non-potable water reuse systems or partner with adjacent developments to treat and reuse available alternate water sources. Example sources include graywater (from laundry and showers), rain water, foundation drainage, and more. Applicable projects need approvals from the SFPUC and permits from the Department of Public Health (DPH) and DBI. Projects greater than 40,000 square feet are required to complete and submit a water balance study. For more information, visit <http://www.sfwater.org/np>.
8. **Stormwater.** Any project disturbing 5,000 square feet or more of ground surface is subject to the Stormwater Management Ordinance. Applicable projects must prepare a Stormwater Control Plan and a signed maintenance agreement, which must be approved by the SFPUC before site or building permits may be issued. Projects are encouraged to focus on green infrastructure (e.g. open space, rooftop, sidewalk treatments) that maximizes co-benefits for other sustainability requirements. For more information, contact [stormwaterreview@sfwater.org](mailto:stormwaterreview@sfwater.org) or visit <http://sfwater.org/sdg>.
9. **Flood Notification.** Applicants for building permits for new construction, change of use or occupancy, or major alterations or enlargements must initiate contact with the SFPUC to determine whether the project would result in ground-level flooding during storms. Project sponsors may be required to include measures to ensure positive sewage flow, raise entryway elevation, and/or special sidewalk construction and deep gutters. Side sewer connection permits need to be reviewed and approved by the SFPUC at the beginning of the review process for all permit applications submitted to SF Planning or DBI. For more information visit: <https://sfwater.org/index.aspx?page=1316>.

- 10. Water.** A hydraulic analysis will be required to confirm the adequacy of the water distribution system for proposed new potable, non-potable, and fire water services. If the current distribution system pressures and flows are inadequate, the project sponsor will be responsible for any capital improvements required to meet the proposed project's water demands. To initiate this process, please contact the SFPUC Customer Service Bureau at 415-551-2900 or contact [cddengineering@sfwater.org](mailto:cddengineering@sfwater.org). The project sponsor will be required to design all applicable water facilities, including potable, fire-suppression, and non-potable water systems, to conform to the current SFPUC City Distribution Division (CDD) and San Francisco Fire Department (SFFD) standards and practices. For more information, visit: <https://sfwater.org/index.aspx?page=574>.
- 11. Residential Water Submetering.** New multi-family residential buildings are required to comply with residential water submetering requirements set forth in the California Water Code (Division 1, Chapter 8, Article 5, Section 537-537.5) by Senate Bill 7 and enforced in San Francisco by the SFPUC. As a condition of the site permit issuance and water service, applicable site plans must indicate that each dwelling unit will be submetered. The SFPUC will review plans for compliance only for projects that apply for a site permit from DBI and for new water service from SFPUC after January 1, 2018. For more information on this requirement, visit <https://sfwater.org/reqs/submetering>.
- 12. Refuse Collection and Loading.** All buildings must include spaces for collecting and loading recycling and composting in common and private areas. Composting and recycling must be as or more convenient than waste disposal. Bulletin [AB-088 Collection and Storage of Trash, Recycling, and Compostable Materials](#) provides specific requirements. Design and implementation assistance is available from the San Francisco Department of the Environment's Zero Waste Team by calling 415-355-3700 or visiting <https://sfenvironment.org/recycling-composting-faqs>.
- 13. Biodiversity.** The San Francisco Biodiversity Resolution establishes biodiversity as a citywide priority to elevate the conservation and stewardship of local native species and habitats. Projects are encouraged to support the City's vision of climate-resilient ecosystems by amplifying greening throughout all public spaces, yards, rooftops, and facade walls. Please see the City's Plant Finder tool to identify native species most appropriate for your project: [www.sfplantfinder.org](http://www.sfplantfinder.org).
- 14. Green Connections.** Green Connections are the City's comprehensive network of streets identified as key opportunities to be greener and healthier streets for walking, biking, and active transportation, especially connecting parks and open spaces. This projects is along a Green Connection and should incorporate designs from the Green Connections Design Toolkit at <https://sfplanning.org/project/green-connections>.

## TRANSPORTATION

- 15. Electric Vehicles** [GBC Sec 4.106.4.1–2]. To support the transition to zero-emission vehicles, projects are required to support electric vehicle infrastructure in off-street parking facilities. Please refer to the City standards on the number, location, and size of EV charging spaces, as well as the requirement to service 100 percent of off-street parking spaces with adequate electrical capacity and infrastructure to support future EV charging stations. For more, visit [sfenvironment.org/clean-vehicles/overview/clean-fuels-and-vehicles](https://sfenvironment.org/clean-vehicles/overview/clean-fuels-and-vehicles).
- 16. Bike Share.** The region is expanding its Bike Share Program, including many new Bike Share Stations throughout San Francisco and the introduction of electric options. Projects should consider any existing or planned bikeshare

stations nearby and receive TDM points for subsidizing bike share memberships. For more, visit <https://www.lyft.com/bikes/bay-wheels/expansion>.

**ADDITIONAL CONSIDERATIONS**

1. **First Source Hiring Agreement.** A First Source Hiring Agreement is required for any project proposing to construct 25,000 gross square feet or more. For more, visit <https://oewd.org/first-source>
2. **Noise Regulations Relating to Residential Uses Near Places of Entertainment (POE).** New residential developments within 300 feet of a POE must complete the Entertainment Commission outreach process and record a Notice of Special Restrictions (NSR). For these projects, the Planning Department will not consider an application complete until (A) the Entertainment Commission has provided written notification to the Planning Department indicating that it either did not wish to hold a hearing, or that it held a hearing and the Project Sponsor attended; and (B) The Project Sponsor has included a copy and the date(s) of any comments and/or recommendations provided by the Entertainment Commission. For more information, visit: <https://sfgov.org/entertainment/developers-and-project-sponsors>.

## NEIGHBORHOOD CONTEXT

The project is in a mid-block parcel on Folsom Street near Rincon Hill. The parcel is in the C-3-O (SD) Downtown Office (Special Development) Zoning District and the 320-I Height and Bulk District. The area is characterized by commercial and mixed-use residential buildings, ranging from 2-to-20 stories height. The common materials found in the area include cement / concrete panels, masonry, plaster, and metal panel. The high-density built environment requires careful planning of tower placement so that new buildings can fit within the built context without creating privacy issues and continue to support light exposure and ventilation of all buildings.

## COMPLIANCE WITH DESIGN GUIDELINES

Due to its type or location, the project is required to comply with the following design guidelines:

Urban Design Guidelines	
GUIDELINES NOT CURRENTLY MET	RECOMMENDATIONS FOR COMPLIANCE
S1. Recognize and Respond to Urban Patterns	The proposed project is much larger than any of the surrounding buildings or proposed projects. The proposed mass needs to address the context, provide relief to neighbor buildings, and provide mass articulation that creates a base to respond to street wall / pedestrian street scale and mass reduction at upper levels.
S2. Harmonize Relationships between Buildings, Streets, and Open Spaces	It is recommended that the project takes clues from neighbor buildings and proposals; as an example, the neighbor building at 95 Hawthorne has sculpted its tower massing to minimize impacts on neighbor buildings. The project needs to analyze the context and propose a building mass that responds to the context and provide mass relief at locations where it could be desired. Planning suggests matching some of the side setbacks that the 95 Hawthorne project is proposing at the shared property line.
S4. Create, Protect, and Support View Corridors	Step back upper massing and shape street walls to help organize or frame long-range views along Folsom Street. Planning recommends to create a well-defined building 'podium base' (consider 5-to-7 stories range at the property line) with the tower massing setting back.
S5. Create a Defined and Active Streetwall	Design public building frontage to allow active and direct engagement with the street to support pedestrian-oriented activity.
S6. Organize Uses to Complement the Public Environment	Please see comment above; avoid leasing office and other non-active uses at the main street frontage.

GUIDELINES NOT CURRENTLY MET	RECOMMENDATIONS FOR COMPLIANCE
A1. Express a Clear Organizing Architectural Idea	Make architectural concepts clear, compelling, compatible with the site's context, and consistent to its own rules and logic.
A2. Modulate Buildings Vertically and Horizontally	Provide architectural modulation - vertically and horizontally - that responds to the site conditions and surrounding context buildings.
A3. Harmonize Building Designs with Neighboring Scale and Materials	Provide a building fenestration pattern that is compatible with the type, proportions, scales, and frequency of the building fenestration of neighbor buildings. Provide building materials that are compatible or complement neighbor building materials.
A4. Design Buildings from Multiple Vantage Points	Due to the high visibility of all facades, design all facades with similar effort and consideration as primary facades.
A5. Shape the Roofs of Buildings	Provide a building termination (and/or architectural expression of change of massing) at the top of the podium and at the top of the tower.
A6. Render Building Facades with Texture and Depth	Consider differentiating facade articulation between lower floors and upper floors, as well as provide facade design that expresses the differences of the interior space programmatic needs. Avoid large expanses of undifferentiated blank surfaces / single plane facades.
A7. Coordinate Building Elements	Incorporate signage, lighting, and glazing integrated with building design while avoiding negative impacts on neighbor buildings or causing light glare. SDAT requires that the transformers are incorporated in the building (within the parcel property).
A8. Design Active Building Fronts	Please see comment S5. Avoid or minimize expansive blank and blind walls at the ground floor – maximize transparency at ground floor. Highlight building entrances and minimize garage and vehicle access. Minimize frontages devoted to utilities, storage, services, and parking access, and integrate with the overall articulation and fenestration of the facade. Also please see comment P5 below.
A9. Employ Sustainable Principles and Practices in Building Design	Exceed energy performance requirements for the building envelope by employing supportive passive design strategies and high-performance building components. Employ passive solar design in facade configurations, treatments, and materials. Design wall and roof fenestration to enhance natural lighting without negatively impacting interior comfort.

GUIDELINES NOT CURRENTLY MET	RECOMMENDATIONS FOR COMPLIANCE
P2. Locate and Design Open Spaces to Maximize Physical Comfort and Visual Access	Orient and design publicly accessible open space to maximize physical comfort. Consider solar orientation, exposure, shading, shadowing, noise, and wind.
P4. Support Public Transportation and Bicycling	Provide easy and direct access to bike parking from the street.
P5. Design Sidewalks to Enhance the Pedestrian Experience	Planning recommends that the ground floor is recessed 3' from property line to allow accommodation for the high volume of pedestrians in this area, as well as tree planting and other street furniture on the sidewalk. Please refer to the SDAT letter for complete set of streetscape comments.

Transit Center District Plan	
GUIDELINES NOT CURRENTLY MET	RECOMMENDATIONS FOR COMPLIANCE
Objective 2.2 – Create an elegant downtown skyline, building on existing policy to craft a distinct downtown “hill” form, with its apex at the transit center, and tapering in all directions.	Additional distant / long view analysis, 3d modeling, and sightlines need to be provided to evaluate proposal impacts on the skyline.
Objective 2.4 – Provide distinct transitions to adjacent neighborhoods and to topographic and man-made features of the cityscape to ensure that the skyline enhances, and not detract from, important public views throughout the city and region.	Additional distant / long view analysis, 3d modeling, and sightlines need to be provided to evaluate proposal impacts on the skyline.
Objective 2.5 – Balance consideration of shadow impacts on key public open spaces with other major goals and objectives of the plan, and if possible, avoid shading key public spaces during prime usage times.	Additional analysis is necessary to understand potential impacts of proposal on public open spaces.
Policy 2.4 – Transition heights downward from Mission Street to Folsom Street and maintain a lower “saddle” to clearly distinguish the downtown form from the Rincon Hill form and to maintain views between the city’s central hills and the Bay Bridge.	Additional distant / long view analysis, 3d modeling, and sightlines need to be provided to evaluate proposal impacts on the skyline.

GUIDELINES NOT CURRENTLY MET	RECOMMENDATIONS FOR COMPLIANCE
Policy 2.5 - Transition heights down to adjacent areas, with particularly attention on the transitions to the southwest and west in the lower scale South of Market areas and to the waterfront to the east.	Additional distant / long view analysis, 3d modeling, and sightlines need to be provided to evaluate proposal impacts on the skyline.
Objective 2.6 – Provide flexibility and sufficient allowance for the structural core of tall buildings (taller than 600 ft), while ensuring that the buildings maintain elegant and slender proportions and profile	Provide massing articulation to reduce overall bulk at upper levels.
Objective 2.7 – Ensure articulation and reduction to the mass of the upper portions and tops of towers in order to create visual interest in the skyline and help maintain views.	Provide massing articulation to reduce overall bulk at upper levels.
Objective 2.8 – Maintain separation between tall buildings to permit air and light to reach the street, as well as to help reduce ‘urban canyon’ effects.	Consider a combination of separation and building mass articulation so that the proposed building responds to neighbor building proposed at 95 Hawthorne Street.
Policy 2.8 – Require a minimum 25 percent reduction in the average floorplate and average diagonal dimension for the upper tower as related to the lower tower.	Provide massing articulation to reduce overall bulk at upper levels.
Policy 2.9 - Maintain current tower separation rules for buildings up to 550 feet in height, extend these requirements for buildings taller than 550 feet, and define limited exceptions to these requirements to account for unique circumstances.	Consider a combination of separation and building mass articulation so that the proposed building responds to neighbor building proposed at 95 Hawthorne Street.
Objective 2.9 – Provide building articulation above a building base to maintain or create a distinctive streetwall compatible with the street’s width and character.	Please refer to comments S1 and S4.
Policy 2.10 - Ensure that buildings taller than 150 feet in height establish a distinct base element to define the street realm at a comfortable height of not more than 1.25 times the width of the street.	Please refer to comments S1 and S4.
Objective 2.12 – Ensure that development is pedestrian oriented, fostering avital and active street life.	Please refer to comments S5, S6, A8, and P5.



GUIDELINES NOT CURRENTLY MET	RECOMMENDATIONS FOR COMPLIANCE
Objective 2.13 – Enact urban design controls to ensure that the ground level interface of the building is active and engaging for pedestrians, in addition to providing adequate supporting retail and public services for the district.	Please refer to comments S5, S6, A8, and P5.
Objective 2.15 – Encourage articulation of the building façade to help define the pedestrian realm.	Please refer to comments S5, S6, A8, and P5.
Objective 2.16 – Minimize and prohibit blank walls and access to off-street parking and loading at the ground floor on primary streets to help preserve a safe and active pedestrian environment.	Please refer to comment A8.
Policy 2.16 - Establish a pedestrian zone below a building height of 20 to 25 feet through the use of façade treatments, such as building projections, changes in materials, setbacks, or other such architectural articulation.	Please refer to comments A8 and P5.
Policy 2.17 - Require major entrances, corners of buildings, and street corners to be clearly articulated within the building's streetwall.	Please refer to comment A8.
Policy 2.19 - Limit the street frontage of lobbies to 40 feet in width or 25 percent of the street frontage of the building, whichever is larger, and require the remaining frontage to be occupied with public-oriented uses, including commercial uses and public open space.	Please refer to comment A8.
Policy 2.21 - Require transparency of ground-level facades (containing non-residential uses) that face public spaces.	Provide elevations to demonstrate transparency at ground floor.
Objective 2.17 – Promote a high level of quality of design and execution, and enhance the design and material quality of the neighboring architecture.	Please refer to comments A2, A3, and A6.
Objective 3.3 – Graciously accommodate increases in pedestrian volumes in the district.	Please refer to comment P5.
Policy 3.2 - Widen sidewalks to improve the pedestrian environment by providing space for necessary infrastructure, amenities and streetscape improvements.	Please refer to comment P5.

GUIDELINES NOT CURRENTLY MET	RECOMMENDATIONS FOR COMPLIANCE
Policy 3.3 - Facilitate pedestrian circulation by providing sidewalk widths that meet the needs of projected pedestrian volumes and provide a comfortable and safe walking environment.	Please refer to comment P5.
Objective 4.22 - Graciously accommodate increases in pedestrian volumes in the district.	Please refer to comment P5.
Policy 4.21 - Facilitate pedestrian circulation by providing sidewalk widths that meet the needs of projected pedestrian volumes and provide a comfortable and safe walking environment.	Please refer to comment P5.
Policy 4.23 - Widen sidewalks to improve the pedestrian environment by providing space for necessary infrastructure, amenities and streetscape improvements.	Please refer to comment P5.
Policy 4.24 - Facilitate pedestrian circulation by providing sidewalk widths that meet the needs of projected pedestrian volumes and provide a comfortable and safe walking environment.	Please refer to comment P5.

For a full list of guidelines that may apply to this site, refer to the “Design Guidelines” link under the zoning tab when researching the property on the Planning Department’s Property Information Map.

## STREET DESIGN REVIEW

The Street Design Advisory Team (SDAT) is an inter-agency review body that provides street design guidance for projects subject to the streetscape and pedestrian improvement requirements established in the Better Streets Plan, or any project proposing work in the public right-of-way. SDAT includes representatives from The Planning Department, Department of Public Works, Municipal Transportation Agency (SFMTA), San Francisco Fire Department (SFFD), and the San Francisco Public Utilities Commission (SFPUC). SDAT reviewed the proposed project on September 27, 2021 and provides the following comments:

### Site Conditions

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

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Vision Zero Network High Injury | <input type="checkbox"/> Transit Preferential Street               |
| <input checked="" type="checkbox"/> Bicycle Network                 | <input checked="" type="checkbox"/> Key Walking Street             |
| <input checked="" type="checkbox"/> Green Connections Network       | <input checked="" type="checkbox"/> Curb Cut Restriction           |
| <input checked="" type="checkbox"/> Muni Corridor                   | <input checked="" type="checkbox"/> SFMTA or Public Works Projects |

### Conditions Requiring Street Design Review

- ☒ Planning Code 138.1 (required streetscape improvements per the Better Streets Plan)
- ☒ Vision Zero

Based on the information provided in the PPA Application:

- ☐ Development Application will not require SDAT review.
- ☒ Development Application will require SDAT review. The proposed project will require SDAT review upon submittal of the first Development Application. Any Development Application for a project requiring SDAT review shall include the required elements for a Streetscape Plan outlined in the Plan Submittal Guidelines here: [http://forms.sfplanning.org/Plan\\_Submittal\\_Guidelines.pdf](http://forms.sfplanning.org/Plan_Submittal_Guidelines.pdf)

## REQUIRED STREETScape FEATURES

Based on a preliminary interagency review, SDAT anticipates the project would be required to install the following streetscape features. Be aware that these recommendations are subject to change.

### 1. Curb Cuts

- Please note that per Planning Code Section 155(r)(3)(C) regulates new curb cuts on protected street frontages in C-3-O(SD) districts.
- SDAT does not support the proposed loading dock design and the widths of the proposed curb cuts. Please reduce the proposed curb cut width to the extent possible, as justified by turn templates. (also see Comment #2, Off-Street Freight Loading, below)
- The sponsor shall submit the following turn templates to justify the proposed widths of the curb cuts.
  - AASHTO 2011 SU-30
  - Other service vehicles that will access the garage

### 2. Off-Street Freight Loading and Garage Access

- Per code, the project is required to provide 3 off-street freight loading spaces. The submitted plans show only one loading space.
- Please submit a loading operations plan describing the anticipated volume of delivery trucks, time of day deliveries that are likely to occur and size of vehicles that will serve the project.
- For your next SDAT review, please include a drawing showing a scaled freight vehicle(s) parked within the off-street loading area(s).
- SDAT has concerns about the entry/exit geometry in relation to the off-street loading area located in the garage. It does not appear to adequately accommodate the anticipated design vehicle or required maneuvering space.
  - Turn Templates: Please submit turn templates to demonstrate that this loading area is adequately accommodating the anticipated design vehicle and required maneuvering space. With your next submission to SDAT, please submit the following turn templates for the internal garage freight loading area(s). Note that turn templates must be approved by SDAT prior to Planning entitlement.
    - AASHTO 2011 SU-30
    - Other anticipated design vehicles

Follow-up for curb cuts, off-street loading and driveways & garage access	Pre-entitlement/Next SDAT submittal <ul style="list-style-type: none"> <li>• Include revised plans showing a scaled freight vehicle parked within the off-street loading area</li> <li>• submit loading demand analysis and loading operations plan</li> <li>• submit turn templates</li> </ul>
Contacts	Coordinate with your assigned Planner

### 3. On-street Loading (Requested)

- SDAT requests a passenger loading zone of approximately 80' long (4-space white curb zone, including accessible passenger loading with a curb ramp) on Folsom Street
- SDAT requests replacing the existing commercial loading (yellow curb zone) with a passenger loading zone, as requested above.
- The sponsor shall set up a meeting with Paul Kniha ([paul.kniha@sfmta.com](mailto:paul.kniha@sfmta.com)), SFMTA Color Curb Program Manager, and Karina Laret ([karina.laret@sfdpw.org](mailto:karina.laret@sfdpw.org)), Associate Engineer with the Public Works Disability Access Coordinator, to discuss the project's loading needs and corresponding accessibility requirements.

Follow-up	<p><b>Pre-entitlement/Next SDAT</b></p> <ul style="list-style-type: none"> <li>• Sponsor to submit written statement to Planning expressing intention to follow-up on this item</li> <li>• Sponsor to schedule a meeting with both SFMTA Loading Team &amp; Public Works Accessibility Coordinator to coordinate design of loading zone(s).</li> </ul> <p><b>Post-entitlement (Post-Certificate of Occupancy)</b></p> <ul style="list-style-type: none"> <li>• Sponsor to apply for on-street loading zones from the SFMTA permits from SFMTA <a href="https://www.sfmta.com/online-color-curb-application">https://www.sfmta.com/online-color-curb-application</a></li> </ul>
Contacts	<p>Karina Laret (<a href="mailto:karina.laret@sfdpw.org">karina.laret@sfdpw.org</a>), Associate Engineer with the Public Works Disability Access Coordinator</p> <p>Paul Kniha (<a href="mailto:paul.kniha@sfmta.com">paul.kniha@sfmta.com</a>), SFMTA Color Curb Program Manager</p>

#### 4. Street Trees

- The project is required to install street trees along Folsom Street. Please coordinate with SF Public Works Bureau of Urban Forestry for guidance on spacing of tree basins
- All new tree wells should be located at back of curb to ensure a 6-foot path of travel between tree wells and building façade. Any new trees shall be planted with spacing in coordination with loading spaces so that trees do not block access to the sidewalk from key points along the loading zone. Existing trees that are structurally sound should remain wherever possible and loading space placement should take existing tree spacing into account. Please coordinate with SF Public Works Bureau of Urban Forestry (BUF) to determine if trees are structurally sound.
- The existing Ficus trees along Folsom Street shall remain unless determined otherwise by SF Public Works Bureau of Urban Forestry (BUF). Project should retain trees wherever possible and adjust infrastructure placement around existing trees. Any proposed new, removed, or relocated street trees and/or landscaping within the public sidewalk require a permit from SF Public Works Bureau of Urban Forestry (BUF)

Follow-up	<p>Pre-entitlement/Next SDAT</p> <ul style="list-style-type: none"> <li>Sponsor to submit written statement to Planning expressing intention to follow-up on this item</li> <li>submit plans that differentiate existing trees from new trees</li> <li>submit revised plans that address tree placement comments above</li> </ul> <p>Post-entitlement</p> <ul style="list-style-type: none"> <li>Sponsor to obtain any required permits from Public Works Bureau of Urban Forestry</li> </ul>
Contacts	Public Works Bureau of Urban Forestry, <a href="mailto:urbanforestry@sfdpw.org">urbanforestry@sfdpw.org</a> , (415) 554-6700

## 5. Street Lighting

- If existing lighting conditions fronting the project site do not meet City standards, the project will be required to upgrade street lighting and/or pedestrian lighting. To determine if lighting improvements are required, the sponsor will need to provide photometric studies for street lighting plans to the SFPUC.
- Please coordinate with SFPUC and SFMTA for recent photometric analysis and proposed streetlight locations for the Folsom Howard Streetscape project.

Follow-up	<p>Pre-entitlement/Next SDAT</p> <ul style="list-style-type: none"> <li>Sponsor to submit written statement to Planning expressing intention to follow-up on this item and confirm that Sponsor has reviewed the “Standard SDAT Comments” (see the end of this document)</li> <li>Coordinate with SFMTA Folsom Streetscape Project</li> </ul> <p>Post-entitlement</p> <ul style="list-style-type: none"> <li>Projects are required to submit proposed street lighting plans and photometric studies to the Public Works Bureau of Street Use and Mapping (BSM) prior to issuance of the Streetscape Permit</li> </ul>
Contacts	<p>SFPUC Streetlights Division, <a href="mailto:Streetlights@sfgwater.org">Streetlights@sfgwater.org</a></p> <p>SFMTA Folsom Howard Streetscape, <a href="mailto:FolsomHoward@sfmta.com">FolsomHoward@sfmta.com</a></p>

## 6. Transformer

- 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(s) on the plans for SDAT review
- SDAT does not support installing transformers within the public ROW at this location. The project shall locate all electrical transformers required to service the property on the private property within transformer rooms or in underground vaults. Confirm all location and access requirements with PG&E prior to submitting the final building designs to the Planning Department.

Follow-up	Pre-entitlement/Next SDAT <ul style="list-style-type: none"> <li>Sponsor to show proposed transformer locations on plans to be submitted and approved by SDAT</li> <li>Coordinate with SFPUC or PG&amp;E to ensure proposed transformer location meets relevant standards.</li> </ul>
Contacts	<ul style="list-style-type: none"> <li>Transformer Location Technical Feasibility: Coordinate with electrical power utility (SFPUC or PG&amp;E) and Public works BSM.</li> </ul>

## 7. Waste Collection (Requested)

- Please provide trash loading and removal strategy explaining how trash will be moved between the trash storage area and the street on pickup days.

Follow-up	Pre-entitlement/Next SDAT <ul style="list-style-type: none"> <li>Sponsor to submit trash loading and removal strategy to SDAT</li> </ul>
Contacts	Coordinate with Recology to ensure proposed trash strategy is feasible

## ADDITIONAL STREET DESIGN CONSIDERATIONS

### 8. Sidewalk Width

- Per San Francisco Better Streets Plan, the City can require sidewalk width up to 15'. Given the limited right of way, curb geometry cannot be changed to accommodate a wider sidewalk. To accommodate the high volume of pedestrians traversing this area, SDAT recommends widening the sidewalk by setting back the ground floor 3' from property line. See Appendix D for design review comments.

### 9. Bicycle Parking

- Please illustrate where code-required bike parking is being accommodated both on-site and within the sidewalk furnishing zone (public right-of-way).
- Please review the *Standard SDAT Comments* below regarding the SFMTA bike parking design guidelines and approval process.
- Work with your project planner to confirm bike parking requirements

Follow-up	Pre-entitlement/Next SDAT <ul style="list-style-type: none"> <li>Sponsor to submit proposed bike parking locations within project site and also within public right-of-way</li> <li>For entitlement application, coordinate with SFMTA on bike rack design and locations within the public right-of-way</li> </ul>
Contacts	Coordinate with project planner on any TDM plan requirements that will determine bike parking quantity and type Coordinate with <a href="mailto:bikeparking@sfmta.com">bikeparking@sfmta.com</a> to review bike rack design and locations within the public right-of-way

### 10. Coordination with Folsom Howard Streetscape Project

- The project is within the bounds of SFMTA's Folsom Howard Streetscape Project. The project includes pedestrian-safety and transit improvements, including, improved pedestrian lighting, bulbouts, new

transit boarding islands, traffic signal upgrades, two-way bikeways, and other public realm improvements. Prior to considering any public realm improvements such as, paving, tree planting, lighting, or loading, please coordinate with the Folsom Howard Streetscape Project

Follow-up	Pre-entitlement/Next SDAT <ul style="list-style-type: none"> <li>Coordinate with SFMTA Folsom Streetscape Project to confirm public realm elements</li> </ul>
Contacts	SFMTA Folsom Howard Streetscape, <a href="mailto:FolsomHoward@sfmta.com">FolsomHoward@sfmta.com</a> SFMTA Project Manager, <a href="mailto:Alan.Uy@sfmta.com">Alan.Uy@sfmta.com</a>

### ADDITIONAL INFORMATION REQUIRED FOR NEXT SDAT REVIEW

- ☒ Existing/proposed curb cuts and curb cuts to be removed
- ☒ Street names
- ☒ Dimensions of existing and proposed sidewalk and curb extensions on plans
- ☒ Dimensions of existing and proposed curb cuts on plans
- ☐ Dimensions of existing and proposed transit stops
- ☒ Site plan with streetscape features (e.g., trees, benches, bike racks)
- ☒ Proposed street tree locations
- ☐ Adjacent ROW widths
- ☒ Locations of existing utility poles and hydrants
- ☒ Turn templates for garage entry/exit and loading
- ☐ Curb-to-curb section, including dimensions of tree wells and path of travel
- ☒ Proposed transformer location(s)
- ☒ A written statement clarifying that Standard SDAT comments have been reviewed

### STANDARD SDAT COMMENTS

For your next SDAT submittal, please review the “Standard SDAT Comments” which can be found on the SDAT website (<https://sfplanning.org/project/street-design-advisory-team>), and include a written statement clarifying that this task has been completed and that all plans are consistent with guidelines/standards enumerated in the “Standard SDAT Comments”.





## TRANSPORTATION STUDY DETERMINATION REQUEST

**Date:** 10/07/2021  
**To:** Lauren Bihl, Jenny Delumo, Ryan Shum, and Transportation Staff  
**From:** Florentina Craciun  
**Project Name:** 620 Folsom St, 2021-008617PPA  
**Location:** [Financial District], [C-3-O(SD) – Downtown Office-Special Development], [Transit Center District]

The Transportation Study Determination Request form is used to help determine the level of transportation analysis needed for a particular project. A summary of the determination and applicable fees are presented below.

### Summary

**Determination:** Consultant-prepared site circulation study due to potential loading and construction-related impacts.

**Reason:** Low p.m. peak volume of vehicle trips compared to existing conditions.

**Fees:** Planning Department Site Circulation Review fee: \$10,563  
SFMTA Site Circulation Review fee: \$5,500  
SFMTA \$1,225 Development Project Review fee

**SDAT / UDAT:** ☐ No SDAT or UDAT    Bring project to ☐ SDAT ☐ UDAT ☒ Both

**Comments:** Please clarify the proposed passenger and commercial loading configuration and the estimated duration and magnitude of project construction.

### Project Information

	EXISTING	PROPOSED	NET CHANGE	NOTES
<b>PROJECT SITE CHARACTERISTICS</b>				
Residential Units (Total)	0	623	>623	Studio: 123   1-BR: 246 2-BR: 153   3-BR: 101
Office GSF	48,200	0	<48,200	
# Off-Street Vehicle Parking	0	173	>173	+2 carshare
# Off-Street Loading Spaces	0	1	>1	
<b>STREETScape CHANGES</b>				
# On-Street Parking Spaces	3	Unknown		
# On-Street Loading Spaces	Unknown	Unknown		

Curb Cut Changes	none	One	Plus one	A 18 feet curb is proposed
Other (Describe)				

**ADDITIONAL NOTES & DESCRIPTION**

The project is located at 620 Folsom Street, Block/Lot number 3735/010. The project site zoning is C-3-O(SD) - Downtown- Office (Special Development) and is located in the Transit Center District Area Plan. The project would demolish the existing 48,200 square feet office building. The existing building is approximately 43 feet tall, 3 stories high and does not include any parking or loading spaces on site.

The project is requesting a state density bonus. The project seeks a 50% bonus and would construct an approximately 600 feet tall, 58 stories, tower. It would include 623 housing units for an approximately 668,000 gross residential floors are. The project would also include 175 parking spaces in a five level underground parking garage. The parking garage would also include 280 residential parking spaces on the ground floor, as well as one loading space and two car share spaces. The project would also include approximately 11,900 square feet of open space. The area of excavation would be approximately 17,600 square feet and 39,000 cubic yards of soil removal would be required.

Yerba Buena Gardens, SF MOMA and Moscone Center are located less than a half mile away.

**General Screening Criteria**

- ☒ Would the project potentially add 50 or more dwelling units, or 5,000 square feet or more of non-residential uses, or 20 or more off-street vehicular parking spaces? (SF Travel Demand data output is required for a TS Determination Request)
- ☐ Would the project include a unique land use such as a recreational facility, concert venue, child care facility, school, homeless navigation center, or large land use such as Pier 70, seawall lot, etc.?
- ☐ Would the project ☐ expand upon or ☐ add a ☐ childcare facility or ☐ school? (If checked, ensure that information about the on-street and off-street loading is provided above)
- |                           |           |           |             |
|---------------------------|-----------|-----------|-------------|
| # of Students or Children | Existing: | Proposed: | Net change: |
| Square feet of facility   | Existing: | Proposed: | Net change: |
- ☐ Would project result in 300 project vehicle trips during the a.m. or p.m. peak hour?
- ☐ Would the project make alterations to Muni, or Other Regional Transit Agencies, or Public Works' public right-of-way, such as relocate, add, or remove a bus stop; propose a new color curb; remove an existing color curb; propose a use on public right-of-way such as reducing sidewalk width, remove or add a travel lane (including turn pockets), remove a parking lane, add a new street, add or remove a traffic signal, etc.?
- ☒ Would the project be located within 300 feet of a Caltrans right-of-way or be adjacent to a regional transit stop?

- ☒ Would the project include any frontage on a street designated on the high-injury network?  
If so, list high-injury network streets: 2<sup>nd</sup> Street, Folsom Street
- ☐ Would the project exceed the amount of off-street vehicular parking permitted:  
If so: ☐ By right? ☐ With a conditional use authorization per the Planning Code?
- ☐ Would the project exceed the Vehicle Miles Traveled (VMT) and vehicular parking map-based screening criteria?
- ☐ Additional screening criteria for VMT: Does the project contain the following features? *(Check this box if either of the boxes below are checked)*
- ☐ Does the project qualify as a “small project”? or
  - ☐ Is the project site in proximity to a transit station? (must meet all four sub-criteria)
    - Located within one-half mile of an existing major transit stop; and
    - Would have a floor area ratio greater than or equal to 0.75; and
    - Would result in an amount of vehicle parking that is less than or equal to that allowed by the Planning Code without a Conditional Use Authorization; and
    - Is consistent with the Sustainable Communities Strategy?
- ☐ Does the project contain transportation elements? *(Check this box if either of the boxes below are checked)*
- ☐ Does the project qualify as an “active transportation, rightsizing (also known as ‘Road Diet’) and Transit Project”? or
  - ☐ Does the proposed project qualify as an “other minor transportation project”?
- ☐ Would the project exceed the transportation-related construction screening criteria? *(Check this box if any boxes are checked in both Part 1 **and** Part 2)*
- ☐ Construction information is not yet available

**Part 1: Project Site Context**

- ☒ Amount of excavation would be more than two levels below ground surface; and/or
- ☒ Amount of demolition would result in more than 20,000 cu yards of material removed from the site.
- ☐ Presence of transportation facility used by a substantial number of people that would require closure or substantial relocation. For example, the project would close off a street used by public transit or emergency service operators.

**Part 2: Construction Duration and Magnitude**

- ☐ Construction is anticipated to be completed in 30 months or more.
- ☐ Construction of project would be multi-phased (e.g., construction and operation of multiple buildings planned over a long time period)

**Additional Notes:**

SDAT Screening Criteria

If any of the first four boxes in Part 1 are checked **and** any of the subsequent five boxes in Part 2 are checked, the Environmental Planner will coordinate with the Current Planner to review the project with the Street Design Advisory Team (SDAT) in accordance with the Better Streets Plan per Planning Code section 138.1.

**PART 1**

- ☒ On a lot greater than one-half acre
- ☒ Includes more than 50,000 gross square feet (per PC sec. [102](#)) of new construction
- ☒ Contains 150 feet (or more) of lot frontage on one or more public rights-of-way
- ☐ Frontage encompasses the entire block face between the nearest two intersections with any other publicly accessible right-of-way

**PART 2**

- ☒ New construction of 10 or more dwelling units
- ☐ New construction of 10,000 gross square feet or greater of non-residential space
- ☐ Addition of 20% or more of gross floor area to an existing building
- ☐ Change of use of 10,000 gross square feet or greater of a PDR use to non-PDR use
- ☐ Other:

**UDAT Screening Criteria**

If any of the boxes below are checked, the Urban Design Advisory Team (UDAT) Transportation Planner Liaison will review the project at a UDAT meeting. The Environmental Planner will coordinate with the Current Planner to ensure the project is scheduled.

- ☐ Development proposes new porte cochere or other type of off-street sidewalk level vehicular driveway, typically used for passenger loading/unloading, between the building and the public right-of-way
- ☐ Development is seeking an exception for off-street loading (freight, service, or tour bus) requirements
- ☐ Development is seeking a conditional use for additional vehicular parking
- ☐ Development is proposing vehicular parking for non-accessory uses (i.e., private or public parking garage/lot)
- ☒ Development is proposing greater than 50 vehicular parking spaces for residential, and office uses or greater than 10 vehicular parking spaces for retail uses
- ☐ Development is proposing to retain or alter an existing curb cut, but with increased vehicular activity (i.e., greater than 50 vehicular parking spaces for residential and office uses or greater than 10 vehicular parking spaces for retail uses)
- ☐ Development triggers large project requirements of Planning Code section 138.1 (Better Streets Plan)
- ☐ Development is proposing a new curb cut within 15 feet of another curb cut, greater than 15 feet in width for dual-lane vehicular parking garages, greater than 24 feet in width for dual-lane large truck

loading bays, a combined parking/loading curb cut greater than 27 feet, or a total of more than 30 feet of curb cuts (e.g., multiple driveways)

- ☐ Development is proposing a new curb cut along a street identified within Planning Code section 155(r)(1)(2)(3)(4)(5). Please review the “Ped & Bike” tab in the [SF Transportation Information Map](#).

**Transportation Study Determination**

Upon review of the proposed project, Planning Department Transportation staff have made the below determination regarding the level of transportation study required. Applicable fees are detailed on the following page.

**PPA Record (check all that are applicable):**

- ☐ Consultant-prepared Complex Transportation Study/Section, or Site Circulation Study, is not likely required
- ☐ Consultant-prepared Complex Transportation Study/Section is likely required (see Scope of Work Checklist)
- ☒ Consultant-prepared Site Circulation Study (e.g., School) is likely required (see Scope of Work Checklist)
- ☐ Transportation Planner Coordination is likely required (see Scope of Work Checklist)
- ☒ SFMTA Consultation

**Reason for TS determination:**

- ☐ Low p.m. peak volume of vehicle trips compared to existing conditions.
- ☒ Other: Potential for secondary impacts due to unmet loading demand and transportation-related construction impacts. Clarify proposed passenger and commercial loading configuration (curbside and off-street) and construction duration and magnitude.

**Determined By:***Jenny Delumo***Date:**

11/5/21

**Comments to Sponsor**

Comments to sponsor regarding the CEQA Transportation Review (*check all that are applicable*):

- ☐ The Department has determined that this is a complex project. Complex projects are multi-phased, require a large infrastructure investment, include both programmatic and project-level environmental review, or are of statewide, regional, or area-wide significance as defined in CEQA. A list of three consultants will be provided to the applicant.
- ☒ The Department has determined that this is a regular project or a project that requires site circulation. Site circulation or regular projects are projects that require analysis of one or more transportation topics within a geographic area that may include the project block or extend beyond the project block. Project sponsors may select any consultant from the pool for regular projects.
- ☐ Please submit the Transportation Study fee \$29,090 payable to the San Francisco Planning Department ("Transportation Review or Study" fee) and address the payment to VirnaLiza Byrd.
- ☒ Please submit the Site Circulation Review fee \$10,563 payable to the San Francisco Planning Department ("Transportation Review or Study" fee) and address the payment to VirnaLiza Byrd.
- ☐ Please submit the SFMTA \$31,500 Complex Transportation Review fee payable to the SFMTA.
- ☒ Please submit the SFMTA \$5,500 Site Circulation Review fee payable to the SFMTA.
- ☒ Please submit the SFMTA \$1,225 Development Project Review fee payable to the SFMTA.

**The contact person at SFMTA responsible to receive these fees is:**

SFMTA Revenue Section  
Attn: David Kim  
One South Van Ness Avenue, 8th Floor  
San Francisco, CA 94103  
Phone: (415) 646-2192 or [David.Kim@sfmta.com](mailto:David.Kim@sfmta.com)

**Additional Comments to Sponsor:**

- ☒ Please provide two separate checks for payment.
- ☐ Other:

Travel Demand Estimate





**Date:** November 5, 2021

**To:** Florentina Craciun  
**From:** Transportation Study Determination Team (Lauren Bihl, Jenny Delumo, & Ryan Shum)

**RE:** **Transportation Study Scope of Work Checklist**  
**Record No. 2021-008617PPA, 620 Folsom Street**

The following is a list of items that the Transportation Study Determination Team anticipates will be required for this transportation analysis. This may include describing how the proposed project meets the screening criteria in the 2019 Transportation Impact Analysis Guidelines for Environmental Review (2019 guidelines) or would be unlikely to result in significant impacts for the topics unchecked below. Some of these items may require further consultation with environmental planning staff during scoping of the transportation analysis.

## Travel Demand

- ☒ Estimate p.m. person and vehicle trips
- ☒ Trip Distribution of p.m. person trips and vehicle trips
- ☒ Estimate peak hour commercial (freight and delivery service) loading demand
- ☒ Estimate peak hour and one-minute of the 15-minute peak of the peak hour passenger loading demand
- ☐ Estimate (peak hour / other time peak hour / daily) vehicular parking demand
- ☐ Different travel demand (travel demand for near-term baseline and/or cumulative) conditions. Describe reasons why:

- 
- ☐ Other (e.g., private shuttle; trip credits for existing use)
- 

## Walking/Accessibility

- ☐ Qualitatively assess whether project would create potentially hazardous conditions for people walking.
- ☐ Qualitatively assess whether project would interfere with accessibility of people walking to and from the project site and adjoining areas.
- ☐ Qualitative Cumulative analysis.

## Bicycling

- ☐ Assess whether project would create potentially hazardous conditions for people bicycling.

- ☐ Qualitatively assess whether project would interfere with accessibility of people bicycling to and from the project site, and adjoining areas.
- ☐ Qualitative Cumulative analysis.

**Public Transit**

- ☐ (Qualitative / Quantitative) Assess whether project would substantially delay public transit.
- ☐ Qualitatively assess if project would create potentially hazardous conditions for public transit operations.
- ☐ Qualitative and/or Quantitative Cumulative analysis.

**Emergency Access**

- ☐ Qualitatively assess whether project would result in inadequate emergency access.
- ☐ Qualitative Cumulative analysis.

**Loading**

- ☒ Quantitatively assess whether project would result in a loading deficit. Describe elements of analysis briefly: See Travel Demand section above for details about required passenger and commercial loading demand calculations
- ☒ If there is a loading deficit, qualitatively assess whether the secondary effects of that deficit would substantially delay public transit or create potentially hazardous conditions for people walking, bicycling, or driving.
- ☒ Qualitative and Quantitative Cumulative analysis.

**Vehicle Miles Traveled (VMT) / Induced Automobile Travel**

- ☒ Senate Bill 743 Checklist will be completed to confirm no induced vehicle trips<sup>1</sup>
- ☒ Map-based VMT analysis to confirm no substantial additional VMT
- ☐ Detailed VMT analysis. Describe approach and reasons why:  
\_\_\_\_\_
- ☐ Describe other analysis approach and reasons why:  
\_\_\_\_\_
- ☐ Qualitatively and Quantitatively assess whether project would substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network.

<sup>1</sup> Planning Department transportation planner will provide the checklist to the consultant upon request.

**Driving Hazards**

- ☐ Qualitatively assess whether project would create potentially hazardous conditions for people driving.
- ☐ Qualitative Cumulative analysis.

**Construction**

- ☒ Describe whether project would require a substantially extended duration or intense activity. Describe elements of analysis briefly: If the project meets the construction screening criteria in the Transportation Impact Analysis Guidelines, then the analysis described below is not required.
- ☒ Qualitatively assess whether project would create potentially hazardous conditions for people walking, bicycling, driving, or riding public transit.
- ☒ Qualitatively assess whether project would interfere with emergency access or accessibility for people walking or bicycling; or substantially delay public transit.
- ☒ Qualitative Cumulative analysis.

**Vehicular Parking**

- ☐ Quantitatively assess whether project would create a substantial parking deficit.
- ☐ If there is a deficit, qualitatively assess whether the secondary effects of the deficit would create potentially hazardous conditions for people walking, bicycling, or driving (e.g., due to parking use or configuration).
- ☐ If there is a deficit, qualitatively assess whether the secondary effects of the deficit would interfere with accessibility for people walking or bicycling or inadequate access for emergency vehicles or substantially delay public transit (e.g., due to parking use or configuration).
- ☐ Qualitative and Quantitative Cumulative analysis.

**Other**

- ☐ Analyze project variant(s). Describe reasons briefly:  
\_\_\_\_\_
- ☐ Near-term Baseline analysis. Describe reasons briefly and list near-term Baseline projects:  
\_\_\_\_\_
- ☒ Determine applicability of mitigation measures from prior EIR (e.g., Area Plan). List Area Plan EIR: Assess applicability of mitigation measures from Transit Center District Plan, including Measures M-TR-5 Garage/Loading Dock Attendant and M-TR-7a: Loading Dock Management.
- ☐ Cumulative projects: Consult with the environmental planner on the cumulative projects list, but may include 95 Hawthorne Street.

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

- ☐ Streetscape changes to the publicly accessible right-of-way beyond those of Planning Code Section 138.1(c)(2). Including:
  - A new street;
  - Traffic control devices changes (e.g., stop signs, signals, etc.);
  - Roadway dimension changes or restriping (e.g., lane removal or addition, lane width reduction or expansion, addition of bicycle facilities, one-way to two-way, etc.);
  - Mid-block crossings for people walking
- ☐ Development is proposed along a street with a future (i.e., under construction or reasonably foreseeable) streetscape project that includes curb extensions, bicycle facilities, or transit service or facilities;
- ☐ Development proposes changes to the location of physical features of public transit stop;
- ☐ Development proposes changes to public transit service;
- ☐ Development proposes to operate private shuttle bus service;
- ☐ Development proposes changes to the length, location, and hour restrictions to color curb designations or metered vehicular parking;
- ☒ Development is proposing more than 150 vehicular parking spaces for accessory uses or more than 50 vehicle parking spaces for non-accessory uses (i.e., private or public parking garage/ lot);
- ☐ Development is proposing an event center or regional-serving entrainment venue;
- ☐ Other: \_\_\_\_\_



# SAN FRANCISCO PLANNING DEPARTMENT

**MEMO**

## ATTACHMENT A: Sample Construction AQ Information

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

Please request the following information for Construction from the project sponsor.

Project Address: \_\_\_\_ Project Case No.: \_\_\_\_\_

### Step 1: Obtain basic construction information:

- Overall construction schedule (number of months or weeks)
- Cubic yards of material transport, separated by import and export.

**Step 2:** If it is determined that modeling will be required for construction (i.e., for criteria air pollutants and/or health risk), obtain the following additional information:

- Phases using the following categories:

Construction Phase	Definition	Associated Schedule	Total Acres Disturbed	Material Imported/Exported
Demolition (Make sure you identify the square footage of buildings to be demolished.)	Involves tearing down of buildings or structures.			
Site Preparation	Involves clearing vegetation (grubbing and tree/stump removal) and stones prior to grading			
Grading	Involves the cut and fill of land to ensure the proper base and slope for the construction foundation			
Building Construction	Involves the construction of structures and buildings			
Architectural Coatings	Involves the application of coatings to both the interior and exterior of buildings or structures			
Paving	Involves the laying of concrete or asphalt such as in parking lots or roads			
Other: _____	Provide a general description if the phase does not fit within the above definitions			

## b. Equipment Type (if known – can use defaults in CalEEMod)

<b>Equipment Type</b>	<b>Associated Horsepower</b>	<b>No. of Equipment</b>	<b>Associated Construction Phase</b>	<b>Hours per Day</b>	<b>Total Number of Days in Construction Phase</b>
Aerial Lifts					
Air Compressors					
Bore/Drill Rigs					
Cement and Mortar Mixers					
Concrete/Industrial Saws					
Cranes					
Crawler Tractors					
Crushing/Proces. Equipment					
Dumpers/Tenders					
Excavators					
Forklifts					
Generator Sets					
Graders					
Off-Highway Tractors					
Off-Highway Trucks					
Other Construction Equipment					
Other General Industrial Equipment					
Other Material Handling Equipment					
Pavers					
Paving Equipment					
Plate Compactors					
Pressure Washers					
Pumps					
Rollers					
Rough Terrain Forklifts					
Rubber Tired Dozers					
Rubber Tired Loaders					
Scrapers					
Signal Boards					
Skid Steer Loaders					
Surfacing Equipment					

Sweepers/Scrubbers					
Tractors/Loaders/Backhoes					
Trenchers					
Welders					

