



# SAN FRANCISCO PLANNING DEPARTMENT

**MEMO**

**DATE:** March 31, 2017  
**TO:** Brian Liles, Jackson Liles Architecture  
**FROM:** Joy Navarrete, Planning Department  
**RE:** PPA Case No. 2015-012491PPA for 1749 Toland Street & 2000 McKinnon Avenue

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

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**415.558.6377**

Please find the attached Preliminary Project Assessment (PPA) for the address listed above. You may contact the staff contact, Chris Thomas, at (415) 575-9036 or [christopher.thomas@sfgov.org](mailto:christopher.thomas@sfgov.org), to answer any questions you may have, or to schedule a follow-up meeting.

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

Joy Navarrete, Senior Planner



# SAN FRANCISCO PLANNING DEPARTMENT

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## Preliminary Project Assessment

*Date:* March 31, 2017  
*Case No.:* **2015-012491PPA**  
*Project Address:* 749 Toland Street & 2000 McKinnon Ave  
*Block/Lot:* 5284A/008 & 5287/002  
*Zoning:* PDR-2 (Core Production Distribution & Repair) Zoning District  
Industrial Protection Zone Special Use District  
65-J Height & Bulk District  
*Area Plan:* Bayview Hunters Point Area Plan  
*Project Sponsor:* Brian Liles, AIA  
415-621-1799  
*Staff Contact:* Chris Thomas – 415-575-9036  
[christopher.thomas@sfgov.org](mailto:christopher.thomas@sfgov.org)

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### DISCLAIMERS:

This Preliminary Project Assessment (PPA) letter provides feedback to the project sponsor from the Planning Department regarding the proposed project described in the PPA application submitted on December 20, 2016, as summarized below. This PPA letter identifies Planning Department review requirements for the proposed project, including those related to environmental review, approvals, neighborhood notification and public outreach, the Planning Code, project design, and other general issues of concern for the project. Please be advised that the PPA application does not constitute an application for development with the Planning Department. The PPA letter also does not represent a complete review of the proposed project, does not grant a project approval of any kind, and does not in any way supersede any required Planning Department approvals listed below.

The Planning Department may provide additional comments regarding the proposed project once the required applications listed below are submitted. While some approvals are granted by the Planning Department, some are at the discretion of other bodies, such as the Planning Commission or Historic Preservation Commission. Additionally, it is likely that the project will require approvals from other City agencies such as the Department of Building Inspection, Public Works, the Municipal Transportation Agency, Department of Public Health, San Francisco Public Utilities Commission, and others. The information included herein is based on the PPA application and plans, the Planning Code, General Plan, Planning Department policies, and local/state/federal regulations as of the date of this document, all of which are subject to change.

### PROJECT DESCRIPTION:

The proposed "San Francisco Gateway" project involves the redevelopment of two blocks in the Bayview neighborhood, including demolition of approximately 448,000 gross square feet (gsf) of existing

warehouses and construction of an approximately 1,848,400 gsf multi-level, multi-building production distribution and repair (PDR) complex consisting of the following components:

- Four 4-story (115-feet-tall) buildings (Structures A, B, C and D) totaling approximately 1,160,000 square feet (sf), each containing a ground-floor level of PDR space accessed through a common loading area and three additional levels of PDR space with direct access to the central vehicle staging/truck court/parking structures; and
- Two 3-level central vehicle staging/truck court/parking structures (between the four 4-story buildings), totaling approximately 688,400 sf with 736 parking spaces, 384 loading spaces, and 89 Class 1 and four Class 2 bicycle parking spaces.

Specific future uses have not been identified but, as is consistent with the project site’s PDR-2 Zoning District, the proposed uses could include: light manufacturing “maker” uses, wholesale sales and storage, laboratory, parcel delivery service, internet service exchange and/or transportation-related use involving vehicle staging and maintenance, and personnel support and training spaces.

The project site is bound by Kirkwood Avenue to the north and Rankin Street to the east, McKinnon Avenue to the South and Toland Street to the west (the Project Site). The Highway 280 elevated viaduct bisects the project site, running in the north-south direction above the existing Selby Street right-of-way (ROW), such that the proposed Structures A and C would be to the west and Structures B and D would be to the east. The total combined area of the Project Site is approximately 743,733 sf. A portion of the ROWs within the surrounding streets and Selby Street are included within this total site area; removal of these ROW portions yields a modified site area of approximately 576,528 sf. Please note that portions of both lots include a Caltrans easement for Highway 280, which limits the use of the easement area for the Project.

Four one-story metal buildings currently occupy the project site. Existing uses are as follows:

- Automotive storage (single tenant) 141,000 sf
- General storage (for contractors, supply companies, etc.) 206,000 sf
- Food-related storage and wholesale (multiple tenants) 84,000 sf
- Vacant 17,000 sf

**PRELIMINARY PROJECT COMMENTS:**

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

1. **Bayview Hunters Point Area Plan.** The subject property falls within the area covered by the Bayview Hunters Point Area Plan in the General Plan. As proposed, the project is generally consistent with the overarching objectives of the Plan, though the project and design comments below discuss any items where more information is needed to assess conformity with either specific policies or Code standards or where the project requires minor modification to achieve consistency. The project sponsor is encouraged to read the full plan, which can be viewed at:

<http://generalplan.sfplanning.org/index.htm>.

2. **PDR.** The Planning Department supports the retention and expansion of Production, Distribution, and Repair uses. The proposed project is consistent with the San Francisco General Plan – Commerce and Industry Element; as well as the Bayview Hunters Point Area Plan. The PPA application states that 448,000 square feet of PDR space will be demolished and replaced on-site as part of this proposal. The provisions of Proposition X (November 2016) only apply to projects in the Mission and South of Market, and therefore have no bearing on this proposed project.

The San Francisco General Plan – Commerce and Industry Element Policy 1.3 states that commercial and industrial activities should be located according to a generalized commercial and industrial land use plan, and the location of this facility accords with that plan, which designates zoning areas for “General Industry.” Policy 1.3 goes on to state that “[t]he working areas of the city should be related to the trafficways and transit systems so as to minimize time and distance in the journey to work from each of the community areas of the city and from within the San Francisco Bay Region.”

The Bayview Hunters Point Area Plan Generalized Land Use map designates the area within which the proposed project parcels are located as Light Industrial.

3. **Site Design, Open Space and Massing.** The proposed project is consistent with the San Francisco General Plan – Urban Design Element. The Urban Design Guidelines for the Height of Buildings in the San Francisco General Plan – Urban Design Element indicates a range of 89 to 160 feet for the area within which the parcels are located. The Planning Department generally supports the intent of the project as it would provide needed space for PDR uses; however the project’s proposed 115 foot height is significantly above the current 65 foot height limit for the project parcels. Build-out to the full proposed 115 foot height would require rezoning, a process that entails approval by the Planning Commission and subsequent legislative action by the Board of Supervisors.
4. **Height Map Amendment.** Since the proposal includes construction of a 115-foot-tall building within a 65-J Height and Bulk District, the project will require a Legislative Amendment to Height District Map No. 10 (HT10). Currently, the proposal could not be constructed under the existing height and bulk limits.

## ENVIRONMENTAL REVIEW:

In compliance with the California Environmental Quality Act (CEQA), the environmental review process must be completed before any project approval may be granted. This review may be done in conjunction with the required approvals listed below. In order to begin formal environmental review, please submit an **Environmental Evaluation Application (EEA)** for the full scope of the project. EEAs are available in the Planning Department lobby at 1650 Mission Street, Suite 400, at the Planning Information Center at 1660 Mission Street, and online at [www.sfplanning.org](http://www.sfplanning.org) under the “Publications” tab. See “Environmental Applications” on page 2 of the current Fee Schedule for calculation of environmental application fees.<sup>1</sup>

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<sup>1</sup> San Francisco Planning Department. *Schedule for Application Fees*. Available online at:

<http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=513>

**Note that until an entitlement application is submitted to the Current Planning Division, only the proposed Project Description will be reviewed by the assigned Environmental Coordinator.**

The proposed project requires environmental review with a project-specific Initial Study/Mitigated Negative Declaration or Environmental Impact Report (EIR). The initial study may be prepared either by an environmental consultant from the Department's environmental consultant pool or by Department staff. Should you choose to have the initial study prepared by an environmental consultant, contact Devyani Jain at (415) 575-9051 for a list of three eligible consultants. If the initial study finds that the project would have a significant impact that could be reduced to a less-than-significant level by mitigation measures agreed to by the project sponsor, then the Department would issue a preliminary mitigated negative declaration (PMND). The PMND would be circulated for public review, during which time concerned parties may comment on and/or appeal the determination. If no appeal is filed, the Planning Department would issue a final mitigated negative declaration (FMND). Additional information regarding the environmental review process can be found at:

<http://www.sf-planning.org/modules/showdocument.aspx?documentid=8631>.

If the initial study indicates that the project would result in a significant impact that cannot be mitigated to below a significant level, an EIR will be required. An EIR must be prepared by an environmental consultant from the Planning Department's environmental consultant pool:

[http://www.sfplanning.org/ftp/files/MEA/Environmental\\_consultant\\_pool.pdf](http://www.sfplanning.org/ftp/files/MEA/Environmental_consultant_pool.pdf)

The Planning Department will provide more detail to the project sponsor regarding the EIR process should this level of environmental review be required.

Below is a list of topic areas to be addressed through the environmental review process. Some of these would require additional study based on the preliminary review of the project as it is proposed in the PPA application.

1. **Historic Resources.** The project site contains one or more buildings or structures considered to be a potential historic resource (constructed 45 or more years ago). This project site was included in the Bayview Hunters Point Redevelopment Area B Survey but was not evaluated. Therefore, the proposed project is subject to review by the Department's Historic Preservation staff. To assist in this review, the project sponsor must hire a qualified professional to prepare a Historic Resource Evaluation (HRE) report. The professional must be selected from the Planning Department's Historic Resource Consultant Pool. Please contact Tina Tam, Senior Preservation Planner, via email ([tina.tam@sfgov.org](mailto:tina.tam@sfgov.org)) for a list of three consultants from which to choose. Please contact the HRE scoping team at [HRE@sfgov.org](mailto:HRE@sfgov.org) to arrange the HRE scoping. Following an approved scope, the historic resource consultant should submit the draft HRE report for review to Environmental Planning after the project sponsor has filed the EE Application and updated it as necessary to reflect feedback received in the PPA letter. The HRE should be submitted directly to the Department and copied to the project sponsor. Project sponsors should not receive and/or review advance drafts of consultant reports per the Environmental Review Guidelines. Historic Preservation staff will not begin reviewing your project until a complete draft HRE is received.
2. **Archeological Resources.** The proposed project will require Preliminary Archeological Review (PAR) by a Planning Department archeologist. To aid this review the Department archeologist may request

a Preliminary Archeological Sensitivity Assessment (PASS) by a Department Qualified Archeological Consultant, subject to the review and approval by the Department archeologist. The Department archeologist will provide three names from the Qualified Archeological Consultant list if the PASS is required. The PAR will assess the archeological sensitivity of the project site based on in-house source material and will consider the potential for archeological impacts resulting from proposed soils disturbance. Please provide detailed information, including sections, proposed soils-disturbing activities, such as grading, excavation, installation of foundations, soils improvement, and site remediation in the EEA, and submit any available geotechnical/soils or phase II hazardous materials reports prepared for the project to assist in this review. If the Department archeologist determines that the project has a potential to adversely affect archeological resources, the PAR will identify additional measures needed to address the potential effect. These measures may include preparation of an archeological research design and treatment plan, implementation of one of the Planning Department's three standard archeological mitigation measures (archeological testing, monitoring, or accidental discovery), or other appropriate measures.

3. **Tribal Cultural Resources.** Tribal cultural resources (TCRs) are a class of resource established under the California Environmental Quality Act (CEQA) in 1970. TCRs are defined as a site, feature, place, cultural landscape, sacred place or object with cultural value to a California Native American tribe, that is either included on or eligible for inclusion in the California Register of Historical Resources or a local historic register, or is a resource that the lead agency, at its discretion and supported by substantial evidence, determines is a TCR. Planning Department staff will review the proposed project to determine if it may cause an adverse effect to a TCR; this will occur in tandem with preliminary archeological review. No additional information is needed from the project sponsor at this time. Consultation with California Native American tribes regarding TCRs may be required at the request of the tribes. If staff determines that the proposed project may have a potential significant adverse impact on a TCR, mitigation measures will be identified and required. Mitigation measures may include avoidance, protection, or preservation of the TCR and development of interpretation and public education and artistic programs.
4. **Transportation.** Based on the Planning Department's Transportation Impact Analysis Guidelines for Environmental Review,<sup>2</sup> the project would require additional transportation analysis to determine whether the project may result in a significant impact. Therefore, the Planning Department requires that a consultant listed in the Planning Department's Transportation Consultant Pool prepare a Transportation Impact Study (TIS). You are required to pay additional fees for the study; the Planning Department Transportation Review or Study fee is currently \$24,677 (payable to the San Francisco Planning Department). For questions regarding the Planning Department TIS fee and to make payment, please contact:

Virnaliza Byrd  
San Francisco Planning Department, Suite 400  
1650 Mission Street

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<sup>2</sup> This document is available at: <http://www.sf-planning.org/index.aspx?page=1886>.

San Francisco, CA 94103  
Tel: 415-575-9025  
vinaliza.byrd@sfgov.org

The San Francisco Municipal Transportation Agency (SFMTA) "review of TIS fee" is currently \$4,746, payable to the SFMTA. For questions regarding the SFMTA TIS fee and to make payment, please contact:

Ms. Eloida Leonardo  
Manager, Operating and Budget  
San Francisco Municipal Transportation Agency  
1 South Van Ness Avenue, Eighth Floor  
San Francisco, CA 94103  
Tel: 415-701-4624  
[elida.leonardo@sfmta.com](mailto:elida.leonardo@sfmta.com)

Once you pay the fees, please contact Manoj Madhavan at (415) 575-9095 or [manoj.madhavan@sfgov.org](mailto:manoj.madhavan@sfgov.org) so that he can provide you with a list of three consultants from the pre-qualified Transportation Consultant Pool. Upon selection of a transportation consultant, the Department will assign a transportation planner who will direct the scope of the consultant-prepared study.

In addition, the Planning Department requests that the dimensions of existing and proposed curb cuts be included on plans submitted with the EEA and recommends that the amount of parking proposed be reduced.

5. **Noise.** Construction noise is subject to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code), which includes restrictions on noise levels of construction equipment and hours of construction. If pile driving is to be used during construction, measures to reduce construction noise may be required as part of the proposed project. Construction noise and vibration are also evaluated according to guidelines from the Federal Transit Administration (FTA) contained in the 2006 *Transit Noise and Vibration Impact Assessment*, (available online at [http://www.fta.dot.gov/12347\\_2233.html](http://www.fta.dot.gov/12347_2233.html)). The EEA should provide a construction schedule and indicate whether pile driving or other particularly noisy construction methods are anticipated.

Operation of the proposed project's PDR activities may generate noise that could result in a substantial permanent increase in ambient noise levels. The proposed project would require a noise study that includes at a minimum: measurements of the existing ambient noise environment, discussion of applicable noise regulations, analysis of the project's potential noise effects and the ability of noise sources to meet applicable noise standards. The noise study shall be conducted by a qualified acoustical consultant who shall prepare a noise study scope of work for approval by the assigned environmental coordinator prior to conducting the study.

## 6. Air Quality.

### *Criteria Air Pollutants*

The proposed project's 1,848,400 gsf exceeds the Bay Area Air Quality Management District's (BAAQMD) general light industry and/or industrial park construction and operational screening levels for criteria air pollutants.<sup>3</sup> Therefore, an analysis of the project's criteria air pollutant emissions is likely to be required. Please provide detailed information related to construction equipment, phasing and duration of each phase, and volume of excavation as part of the EEA.

In addition, project-related demolition, excavation, grading and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. To reduce construction dust impacts, the proposed project will be required to adhere to the dust control requirements set forth in the Construction Dust Ordinance contained in San Francisco Health Code Article 22B and San Francisco Building Code Section 106.A.3.2.6. The proposed project is also required to prepare a Construction Dust Control Plan for review and approval by the Department of Public Health (DPH).

### *Local Health Risks and Hazards*

The project site is located within an Air Pollutant Exposure Zone, as mapped and defined by Article 38 of the Health Code. The Air Pollutant Exposure Zone identifies areas with poor air quality based on modeling of air pollution, exposures, and health vulnerability from mobile, stationary, and area source emissions within San Francisco. Because the proposed project is not a sensitive land use as defined by Article 38 of the Health Code, it would not be subject to enhanced ventilation measures and the project sponsor would not be required to submit an Article 38 application to DPH prior to the issuance of any environmental determination. However, equipment exhaust measures during construction will likely require that all diesel engines meet the Tier 2 plus Level 3 Verified Diesel Control Strategy (VDECS) emission standard.

If the project would generate new sources of toxic air contaminants including, but not limited to diesel generators or boilers, or any other stationary sources, the project would result in toxic air contaminants that may affect off-site sensitive receptors. Please provide detailed information related to any proposed stationary sources with the EEA.

- Greenhouse Gases.** *The City and County of San Francisco's Strategies to Address Greenhouse Gas Emissions* presents a comprehensive assessment of policies, programs, and ordinances that represents San Francisco's Qualified Greenhouse Gas (GHG) Reduction Strategy. Projects that are consistent with San Francisco's Qualified GHG Reduction Strategy would result in less-than-significant impacts from GHG emissions. In order to facilitate a determination of compliance with San Francisco's Qualified GHG Reduction Strategy, the Planning Department has prepared a Greenhouse Gas

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



Analysis Compliance Checklist.<sup>4</sup> The project sponsor is required to submit the completed table regarding project compliance with the identified regulations and provide project-level details in the discussion column. This information will be reviewed by the environmental planner during the environmental review process to determine if the project would comply with San Francisco's Greenhouse Gas Reduction Strategy. Projects that do not comply with an ordinance or regulation may be determined to be inconsistent with the Greenhouse Gas Reduction Strategy.

8. **Wind.** The proposed project would involve construction of a building over 80 feet in height. The project will therefore require a consultant-prepared wind analysis, which may include wind tunnel analysis if needed. The consultant will be required to prepare a proposed scope of work for review and approval by the Environmental Planning coordinator prior to proceeding with the analysis.
9. **Shadow.** The proposed project would result in construction of a building greater than 40 feet in height. A preliminary shadow fan analysis prepared by Planning Department staff indicates that the proposed project would not cast shadows on any Department of Recreation and Parks property or any other open space. Therefore, a detailed shadow study would not be required.
10. **Geology.** The project site is located within a Seismic Hazard Zone (Liquefaction Hazard Zone likely underlain by artificial fill). Any new construction on the site is therefore subject to a mandatory Interdepartmental Project Review.<sup>5</sup> A geotechnical study prepared by a qualified consultant must be submitted with the EEA. The study should address whether the site is subject to liquefaction, and should provide recommendations for any geotechnical concerns identified in the study. In general, compliance with the building codes would avoid the potential for significant impacts related to structural damage, ground subsidence, liquefaction, landslides, and surface settlement. The PPA application indicates that the depth of excavation would be approximately 10 feet below grade; however the area of excavation and amount of excavation are noted as "TBD." Please include the depth, area and amount of excavation in the EEA. To assist Planning Department staff in determining whether the project would result in environmental impacts related to geological hazards, it is recommended that you provide a copy of the geotechnical information with boring logs for the proposed project. This study will also help inform the Planning Department Archeologist of the project site's subsurface geological conditions.
11. **Hazardous Materials.** The proposed project would involve excavation in an area with potentially contaminated soils as indicated by the Department of Public Health's Maher Map.<sup>6</sup> Therefore, the project is subject to Article 22A of the Health Code, also known as the Maher Ordinance. The Maher Ordinance, which is administered and overseen by DPH, requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that

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<sup>4</sup> Refer to <http://sf-planning.org/index.aspx?page=1886> for latest "Greenhouse Gas Compliance Checklist for Private Development Projects."

<sup>5</sup> San Francisco Planning Department. *Interdepartmental Project Review*. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=522>.

<sup>6</sup> San Francisco Department of Public Health Maher Map. Available online at: [http://www.sf-planning.org/ftp/files/publications\\_reports/library\\_of\\_cartography/Maher%20Map.pdf](http://www.sf-planning.org/ftp/files/publications_reports/library_of_cartography/Maher%20Map.pdf).

meets the requirements of Health Code Section 22.A.6. The Phase I ESA would determine the potential for site contamination and level of exposure risk associated with the project. Based on that information, soil and/or groundwater sampling and analysis, as well as remediation of any site contamination, may be required. These steps are required to be completed prior to the issuance of any building permit.

DPH requires that projects subject to the Maher Ordinance complete a Maher Application, available at: <http://www.sfdph.org/dph/EH/HazWaste/hazWasteSiteMitigation.asp>. Fees for DPH review and oversight of projects subject to the ordinance would apply. Please refer to DPH's fee schedule, available at: <http://www.sfdph.org/dph/EH/Fees.asp#haz>. Please provide a copy of the submitted Maher Application and Phase I ESA with the EEA.

Please note that any equipment containing polychlorinated biphenyls (PCBs) or di(2-ethylhexyl) phthalate (DEPH), such as fluorescent light ballasts, and any fluorescent light tubes containing mercury be removed and properly disposed of in accordance with applicable federal, state, and local laws. In addition, any other hazardous materials identified, either before or during work, must be abated according to applicable federal, state, and local laws.

Because the existing building was constructed prior to 1980, asbestos-containing materials, such as floor and wall coverings, may be found in the building. The Bay Area Air Quality Management District (BAAQMD) is responsible for regulating airborne pollutants including asbestos. Please contact BAAQMD for the requirements related to demolition of buildings with asbestos-containing materials. In addition, because of its age (constructed prior to 1978), lead paint may be found in the existing building. Please contact the San Francisco Department of Building Inspection (DBI) for requirements related to the demolition of buildings that may contain lead paint.

12. **Tree Planting and Protection.** The Department of Public Works Code Section 8.02-8.11 requires disclosure and protection of landmark, significant, and street trees located on private and public property. Any such trees must be shown on the site plans with the size of the trunk diameter, tree height, and accurate canopy drip line. Please submit the *Tree Planting and Protection Checklist* with the EEA and ensure that trees are appropriately shown on site plans. Also see the comments below under "Street Trees."
13. **Disclosure Report for Developers of Major Projects.** The San Francisco Ethics Commission S.F. Camp. & Govt. Conduct Code § 3.520 et seq. requires developers to provide the public with information about donations that developers make to nonprofit organizations that may communicate with the City and County regarding major development projects. This report must be completed and filed by the developer of any "major project." A major project is a real estate development project located in the City and County of San Francisco with estimated construction costs exceeding \$1,000,000 where either: (1) The Planning Commission or any other local lead agency certifies an EIR for the project; or (2) The project relies on a program EIR and the Planning Department, Planning Commission, or any other local lead agency adopts any final environmental determination under CEQA. A final environmental determination includes: the issuance of a Community Plan Exemption (CPE); certification of a CPE/EIR; adoption of a CPE/Final Mitigated Negative Declaration; or a project approval by the Planning Commission that adopts CEQA Findings. (In instances where more

than one of the preceding determinations occurs, the filing requirement shall be triggered by the earliest such determination.) A major project does not include a residential development project with four or fewer dwelling units. The first (or initial) report must be filed within 30 days of the date the Planning Commission (or any other local lead agency) certifies the EIR for that project or, for a major project relying on a program EIR, within 30 days of the date that the Planning Department, Planning Commission, or any other local lead agency adopts a final environmental determination under CEQA. Please submit a Disclosure Report for Developers of Major City Projects to the San Francisco Ethics Commission. This form can be found at the Planning Department or online at <http://www.sfethics.org>

#### PRELIMINARY PLANNING CODE AND PROCEDURAL COMMENTS:

The following comments address preliminary Planning Code issues that may substantially affect the design and massing of the proposed project:

1. **Planned Unit Development-Conditional Use Authorization.** Since the project includes a large-scale development on a site larger than one-half acre, the project would require a **Planned Unit Development-Conditional Use Authorization (PUD)** from the Planning Commission, per Sections 303 and 304. Under the PUD, the project can seek certain exceptions from Planning Code requirements, such as required off-street parking.
2. **Floor Area Ratio (FAR).** Sections 124 and 210.3 allow a FAR of five square feet of development to one square foot of lot area in the existing 65-J Height and Bulk District, resulting in a total allowable gross floor area (gfa) of 1,848,400 for both lots. Should the Height and Bulk District change through legislation to be greater than 65 feet, the allowable ratio would be calculated based on the new Height District.
3. **Shadow Analysis (Section 295).** Section 295 requires that a shadow analysis must be performed to determine whether the project has the potential to cast shadow on properties under the jurisdiction of the San Francisco Recreation and Park Commission. Department staff has prepared a shadow fan that indicates the project will not cast new shadow on a property under the jurisdiction of the San Francisco Recreation and Park Commission. Therefore, a detailed shadow analysis would not be needed.
4. **Transportation Demand Management Program.** On August 4, 2016, the Planning Commission adopted a resolution to recommend approval of Planning Code amendments that would require development projects to comply with a proposed Transportation Demand Management (TDM) Program (within a new Planning Code Section 169). The Board of Supervisors is scheduled to hear the legislation in January 2017, which will likely include a phase-in of the requirements of the TDM Program (BOS File #160925). The intent of the proposed TDM Program is to reduce vehicle miles traveled (VMT) and to make it easier for people to get around by sustainable travel modes such as transit, walking, and biking.

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

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

The proposed project includes new construction of 10,000 occupied square feet or more of any use other than residential (or 1,848,000 gsf), and thus would be subject to the proposed TDM Program. Based on the proposed 736 parking spaces associated with the industrial use, the project would be required to meet or exceed a target of 3 points for land use category D.

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

- Bicycle Parking (Planning Code Section [155.2](#); TDM Menu ACTIVE-2 – option a)
- Shower Facilities and Lockers (Planning Code Section [155.4](#); TDM Menu ACTIVE-3)

The project may be required to select and incorporate additional TDM measures to meet the target(s) listed above. A full list of the TDM measures included in the menu of options is available on this [website](#).

Once an entitlement application is filed, the assigned Current Planner will provide additional guidance regarding the proposed TDM Program and next steps.

5. **Streetscape Plan – Better Streets Plan Compliance.** Pedestrian and streetscape improvements consistent with the Better Streets Plan are required if the proposed project meets the conditions delineated in Planning Code Section 138.1. Projects that trigger Section 138.1 will be reviewed by the Department's Streetscape Design Advisory Team (SDAT). SDAT is an interagency group that includes representatives from the Planning Department, Department of Public Works, the Municipal Transportation Agency, and the San Francisco Public Utilities Commission that provides design guidance on private developments that impact the public right-of-way.

Based on the submitted plans the project scope includes new construction of sidewalks around the project site which currently are legislated at eight feet wide on Toland, ten feet wide on McKinnon, and 15 feet wide on Kirkwood. Therefore, the project would require a streetscape plan pursuant to Planning Code Section 138.1. The streetscape plan shall be submitted to the Planning Department no later than 60 days prior to any Planning Commission action, and shall be considered for approval at the time of other project approval actions. The streetscape plan should show the location, design, and dimensions of all existing and proposed streetscape elements in the public right-of-way directly adjacent to the fronting property, including street trees, sidewalk landscaping, street lighting, site furnishings, utilities, driveways, curb radii, and curb lines, and the relation of such elements to proposed new construction and site work on the property. Please see the Department's Better Streets Plan and Section 138.1(c)(2)(ii) for the additional elements that may be required as part of the project's streetscape plan. Please also see SDAT comments in the Preliminary Design Comments section below for specific comments related to the design of the public right-of-way at this location.

6. **Screening and Greening of Parking and Vehicle Use Areas.** Section 142 requires that any vehicle use area that is greater than 25 linear feet along a public right of way shall be screened. Please refer to the Guidelines to the Green Landscaping Ordinance which can be found at the following link:  
[http://default.sfplanning.org/publications\\_reports/Guide\\_to\\_SF\\_Green\\_Landscaping\\_Ordinance.pdf](http://default.sfplanning.org/publications_reports/Guide_to_SF_Green_Landscaping_Ordinance.pdf)
7. **Ground Floor Standards in Industrial Districts.** Pursuant to Section 145.5, all new buildings shall have a minimum ground floor height of 17 feet.
8. **Better Roofs.** Per Section 149, San Francisco became the first major city in the U.S. to require the installation of renewable energy facilities or living roofs on new buildings. The Better Roofs Ordinance requires between 15 and 30 percent of total roof space to incorporate solar (photo voltaic and/or solar thermal systems), living (green) roofs, or a combination of both. The legislation became effective January 2017. The Ordinance provides guidance for developers, designers, and/or owners to best utilize rooftop space; ideally, projects should pursue holistic design and amenity enhancements for 100 percent of the usable roof space that includes open space, habitat, stormwater management, urban agriculture, and other beneficial uses. Please refer to Planning Code Section 149 and see the Planning Department's Living Roof Manual at the following link:  
<http://sf-planning.org/san-francisco-living-roofs>.
9. **Parking.** Section 151 requires automobile parking be provided at a minimum rate based on the type of use. Additional accessory parking spaces are allowed up to a maximum per Section 151(c). Currently, for an industrial use, the project is required to provide one off-street parking space for every 1,500 square feet of occupied floor area where the occupied floor area exceeds 7,500 square feet. Therefore, for the 1,848,000 square feet of industrial use, the project would be required to provide 1,232 off-street parking spaces. Since the project provides 736 off-street parking spaces, an exception from the required off-street parking amount would be required from the Planning Commission.
10. **Loading.** Section 152 requires off-street freight loading for new construction of industrial use within the PDR-2 Zoning District. Since the project includes more than 100,000 gross floor area of new industrial use, the project is required to provide three off-street freight loading parking spaces plus one for each additional 80,000 square feet. For the 1,848,000 gross square feet of industrial use, the project would be required to provide 25 off-street freight loading parking spaces. Currently, the project includes 384 loading spaces and would meet this requirement.
11. **Bicycle Parking (Class I).** Section 155 requires this project to provide at least 154 Class I bicycle parking spaces for 1,848,000 gross square feet of industrial use. The proposed project contains 89 Class I bicycle parking. Please revise the project to provide code-complying Class 1 bicycle parking spaces.
12. **Bicycle Parking (Class II).** Section 155 requires the project to provide at least four Class II bicycle parking spaces with on-street bicycle racks; however SFMTA has final authority on the type, placement and number of Class II bicycle racks within the public ROW. Prior to issuance of the first architectural addenda, you will be required contact the SFMTA Bike Parking Program at

bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code. The SFMTA bicycle parking guidelines can be found at:

<https://www.sfmta.com/services/streets-sidewalks/installation-requests/bicycle-racks-corrals>.

13. **Land Use.** Section 210.3 lists the uses that are principally or conditionally permitted in the PDR-2 Zoning District. Please review this Section to ensure that future uses proposed within the structure will be allowed. Please note that office uses other than accessory to a permitted primary use are not permitted in this zoning district and would be subject to enforcement proceedings.
14. **Height.** The height limit for this site is designated as 65 feet. The proposed project has a height of 115 feet. As mentioned earlier, a zoning map amendment for height and bulk would be required in order to complete the project as proposed.
15. **First Source Hiring Agreement.** A First Source Hiring Agreement is required for any project proposing to construct 25,000 gross square feet or more. For more information, please contact:

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

16. **Flood Notification.** The project site is in a block that has the potential to flood during storms. The SFPUC will review the permit application to comment on the proposed application and the potential for flooding during wet weather. Applicants for building permits for either new construction, change of use, or change of occupancy, or for major alterations or enlargements must contact the SFPUC at the beginning of the process to determine whether the project would result in ground-level flooding during storms. Requirements may include provision of measures to ensure positive sewage flow, raised elevation of entryways, and/or special sidewalk construction and the provision of deep gutters. The side sewer connection permits for such projects need to be reviewed and approved by the SFPUC at the beginning of the review process for all permit applications submitted to the Planning Department, DBI, or the Successor Agency to the San Francisco Redevelopment Agency. For information required for the review of projects in flood-prone areas, the permit applicant shall refer to Bulletin No. 4: [http://www.sf-planning.org/ftp/files/publications\\_reports/DB\\_04\\_Flood\\_Zones.pdf](http://www.sf-planning.org/ftp/files/publications_reports/DB_04_Flood_Zones.pdf).
17. **Stormwater.** If the project results in a ground surface disturbance of 5,000 sf or greater (creating and/or replacing 5,000 square feet or more of impervious surface), it is subject to San Francisco's stormwater management requirements as outlined in the Stormwater Management Ordinance and the corresponding SFPUC Stormwater Design Guidelines (Guidelines). Projects that trigger the stormwater management requirements must prepare a Stormwater Control Plan demonstrating project adherence to the performance measures outlined in the Guidelines including: (a) reduction in

total volume and peak flow rate of stormwater for areas in combined sewer systems OR (b) stormwater treatment for areas in separate sewer systems. The SFPUC Wastewater Enterprise, Urban Watershed Management Program is responsible for review and approval of the Stormwater Control Plan. Without SFPUC approval of a Stormwater Control Plan, no site or building permits can be issued. The Guidelines also require a signed maintenance agreement to ensure proper care of the necessary stormwater controls. Compliance may occur through a mix of rooftop, sidewalk, and open space treatments and technologies, and is encouraged to be designed as a comprehensive system that maximizes co-benefits for greening, habitat creation, urban heat island reduction, building energy savings, and beautification. Systems within the public realm should consider adjacencies and opportunities for flow-through systems to neighborhood detention areas. To view the Stormwater Management Ordinance, the Stormwater Design Guidelines, or download instructions for the Stormwater Control Plan, go to <http://sfwater.org/sdg>. Applicants may contact [stormwaterreview@sfwater.org](mailto:stormwaterreview@sfwater.org) for assistance.

18. **Recycled Water.** Projects located in San Francisco's designated recycled water use areas are required to install recycled water systems for irrigation, cooling, and/or toilet and urinal flushing in accordance with the Recycled (or Reclaimed) Water Use Ordinance, adopted as Article 22 of the San Francisco Public Works Code. New construction or major alterations with a total cumulative area of 40,000 square feet or more; any new, modified, or existing irrigated areas of 10,000 square feet or more; and all subdivisions are required to comply. To determine if the proposed project is in a designated recycled water use area, and for more information about the recycled water requirements, please visit [sfwater.org/index.aspx?page=687](http://sfwater.org/index.aspx?page=687).
19. **Non-Potable Water Reuse.** Beginning November 1, 2016, all new buildings of 250,000 square feet or more of gross floor area, must install non-potable water reuse systems to treat and reuse available alternate water sources for toilet and urinal flushing and irrigation. Your project meets these thresholds and will therefore need approvals from the San Francisco Public Utilities Commission and permits from both the Department of Public Health and DBI to verify compliance with the requirements and local health and safety codes. For more information about the requirements, please visit <http://www.sfwater.org/np> and/or contact [nonpotable@sfwater.org](mailto:nonpotable@sfwater.org) for assistance. Non-potable water systems may be designed to optimize co-benefits for stormwater management, living roofs, and streetscape greening. Regardless of size, project sponsors are encouraged to consider a district-scale system that serves an entire larger project and/or connects smaller projects with adjacent development through shared systems to maximize efficiency and effectiveness.
20. **Sustainability and Green Building.** San Francisco has a suite of existing sustainability related regulations, including recycling and composting, solar, and more details outlined in the San Francisco Green Building Code (GBC). Per the GBC, this project must meet the standards of LEED Silver or the equivalent GreenPoint rating system. It is recommended that the project sponsor work with the San Francisco Planning, Building, and Environment departments to determine the most beneficial mix of green building strategies that meet or exceed all current requirements, and best fit the local context. This especially includes the provision of renewable energy on site (PV and solar thermal), living roofs and walls, non-potable water reuse, healthy environments (non-toxic building materials), and other innovative approaches to enhancing performance of the City's environment.

The City also encourages projects to maximize energy and water efficiencies, consider zero carbon strategies such as all-electric buildings, and commit to green power purchases for 100 percent GHG-free electricity. As with non-potable water systems, projects are recommended to consider district-scale energy opportunities on site and in coordination with neighbors.

21. **Refuse Collection and Loading.** San Francisco is a national leader in diverting waste from landfills, has a Mandatory Recycling and Composting Ordinance, and has a goal to achieve zero waste by 2020. In this, the City requires all buildings to be designed with spaces for collecting and loading recycling and composting in common and private areas, and make these options as or more convenient than waste disposal. More information on the complete suite of the City's Zero Waste legislation may be found here: <http://sfenvironment.org/zero-waste/overview/legislation>. Please also see the Guidance on Recycling Design (page 3) resources for designing appropriate areas: [http://sfenvironment.org/sites/default/files/fliers/files/sfe\\_zw\\_ab088.pdf](http://sfenvironment.org/sites/default/files/fliers/files/sfe_zw_ab088.pdf). Free design and implementation assistance is available from the San Francisco Department of the Environment's Zero Waste Team by calling 415-355-3700.

#### PRELIMINARY DESIGN COMMENTS:

This project should conform to the Department's Industrial Design Guidelines. Since the proposal is diagrammatic/schematic, staff does not have any design comments, but will provide further design comments upon subsequent submissions.

#### DEVELOPMENT FEES:

This project will be subject to various impact fees. Please refer to the [Planning Director's Bulletin No. 1](#) for an overview of Development Impact Fees, and to the Department of Building Inspection's [Development Impact Fee webpage](#) for more information about current rates. Please note that this list only reflects fees and requirements referenced in the Planning Code. For projects in ongoing plan areas (e.g. Central SoMa, the Hub, etc.) the below list may not accurately reflect all fees that may become applicable to this project.

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

1. **Transportation Sustainability Fee (TSF) (§411A)**
2. **Jobs-Housing Linkage Fee (§413)**

#### PLANNING DEPARTMENT APPROVALS:

The project requires the following Planning Department approvals. These approvals may be reviewed in conjunction with the required environmental review, but may not be granted until after the required environmental review is completed.



1. **Environmental Evaluation Application** is required to conduct environmental review of the project per the California Environmental Quality Act (CEQA).
2. A **Legislative Amendment Application** would be needed to reclassify the Height and Bulk District.
3. A **Planned Unit Development-Conditional Use Authorization** would be required because the project is a large development on a site greater than one-half acre.
4. A **Building Permit Application** is required for the demolition of the existing building on the subject property.
5. A **Building Permit Application** is required for new construction on the subject property.
6. **Interdepartmental Project Review**. This review is required for all proposed new construction in seismic hazard zones, in which the subject property falls. An application is enclosed.

All applications are available in the Planning Department lobby at 1650 Mission Street, Suite 400, at the Planning Information Center at 1660 Mission Street, and online at [www.sfplanning.org](http://www.sfplanning.org). Building Permit Applications are available at the Department of Building Inspection at 1660 Mission Street.

#### NEIGHBORHOOD NOTIFICATIONS AND OUTREACH:

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

1. **Pre-Application Meeting**. This project is required to conduct a Pre-Application Meeting with surrounding neighbors and registered neighborhood groups before a development application may be filed with the Planning Department. The Pre-Application packet, which includes instructions and template forms, is available at [www.sfplanning.org](http://www.sfplanning.org) under the "Permits & Zoning" tab. All registered neighborhood group mailing lists are available online at [www.sfplanning.org](http://www.sfplanning.org) under the "Resource Center" tab.
2. **Bayview Citizens Advisory Committee (CAC)**. The subject property is located in the area under the review of the Bayview CAC. Outreach with the Bayview CAC will be required.
3. **Neighborhood Outreach**. This project is required to undertake additional public outreach in advance of the Planning Commission hearing on the legislative map amendment for height and bulk reclassification. The developer is required to conduct an additional outreach meeting, notifying owners and tenants who live within 300 feet of the project as well as all registered neighborhood organizations for the Bayview neighborhood, after initial design comments have been provided from the Planning Department and prior to the scheduling of the aforementioned Planning Commission hearing. The purpose of this meeting is to keep the community abreast of the project's evolution, presenting the latest design of the project – including the Department's requested changes – to the community in advance of the Commission taking action on the hearing.

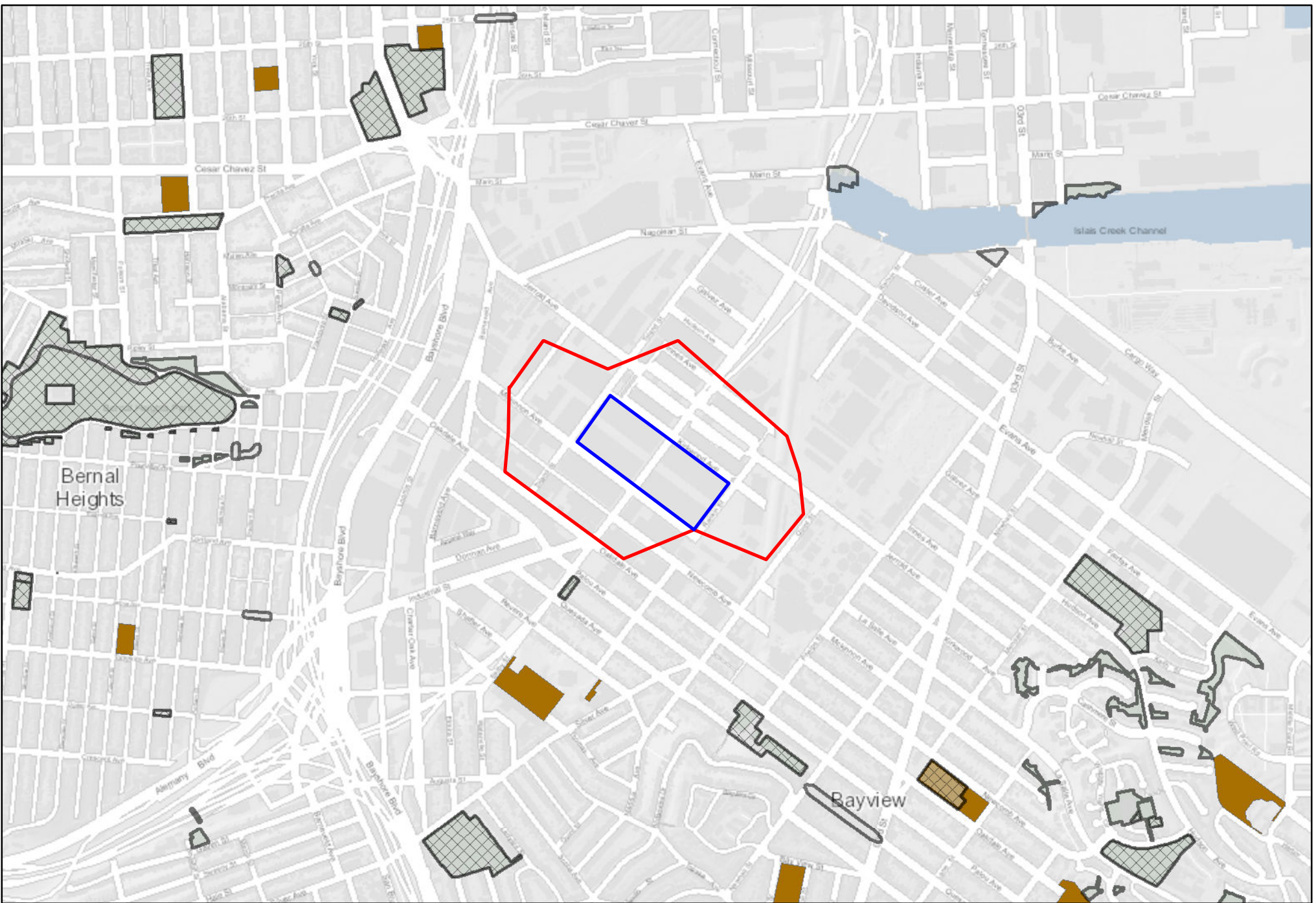
4. **Notification of a Project Receiving Environmental Review.** Notice may be required to be sent to occupants of the project site and properties adjacent to the project site, as well as to owners and, to the extent feasible, occupants of properties within 300 feet of the project site at the initiation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

**PRELIMINARY PROJECT ASSESSMENT EXPIRATION:**

This Preliminary Project Assessment is valid for a period of **18 months**. An Environmental Evaluation, Planned Unit Development-Conditional Use Authorization, or Building Permit Application, as listed above, must be submitted no later than **October 1, 2018**. Otherwise, this determination is considered expired and a new Preliminary Project Assessment is required. Such applications and plans must be generally consistent with those found in this Preliminary Project Assessment.

Enclosure: Shadow Fan  
Street Design Advisory Team (SDAT) Review

cc: Prologis, Property Owner  
Brian Liles, Applicant  
Kimberly Durandet, Current Planning  
Chris Thomas, Environmental Planning  
Robin A. Ocubillo, Citywide Planning and Analysis  
Jonas Ionin, Planning Commission Secretary  
Charles Rivasplata, SFMTA  
Jerry Sanguinetti, Public Works  
Pauline Perkins, SFPUC  
June Weintraub and Jonathan Piakis, DPH  
Planning Department Webmaster (webmaster.planning@sfgov.org)



Title: 749 Toland/2000 McKinnon Shadow Fan

Comments: Based on single 115-foot-tall building  
Case No. 2015-012491PPA

Printed: 30 March, 2017



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# SAN FRANCISCO PLANNING DEPARTMENT

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**DATE:** 2/22/2017

**TO:** Chris Thomas (Environmental Planning); Kimberly Durant (Current Planning); Robin Abad (Citywide Planning)

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

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

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

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

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

**RE:** SDAT Review  
Case NO. 2015-012491PPA  
Address: 749 Toland & 2000 McKinnon  
Neighborhood: Marina  
Zoning: NC-3 (Neighborhood Commercial, Moderate Scale)  
Area Plan: None  
Block/Lot: 0936/014

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

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

*The 749 Toland & 2000 McKinnon project came to SDAT on January 30, 2017. Below are the SDAT comments from that meeting.*

## CONTEXT

### Project Description

The proposed project is the redevelopment of two City blocks in one of the core industrial areas of the City and County of San Francisco. The Project Sponsor proposes to demolish the four (4) existing buildings on site and create a new multi-level, multi-building Production Distribution and Repair (PDR) facility to serve as a new industrial center for the City. The project also proposes to vacate and close Selby Street beneath I-280.

<b>Type of Project:</b>	Industrial
<b># Units:</b>	0
<b>SF Office Space:</b>	0
<b>SF Commercial Space:</b>	0
<b>SF PDR Space:</b>	1,160,000
<b># Off-street parking Spaces allowed by code:</b>	109
<b># Off-street parking spaces proposed:</b>	736 (+ 384 loading spaces, 15 car share space, & 89 bicycle spaces)

### Better Streets Plan

The Better Streets Plan (BSP) adopted by the city in December 2010, provides a comprehensive set of guidelines for the design of San Francisco's pedestrian realm. The Plan seeks to balance the needs of all street users, with a particular focus on the pedestrian environment and how streets can be used as public space. The BSP polices can be found at: [www.sfbetterstreets.org](http://www.sfbetterstreets.org).

- Under the BSP, **Toland, McKinnon, Rankin, and Kirkwood Streets** are all classified as *Industrial Streets*, with a recommended sidewalk width of 10'.

## SDAT DESIGN COMMENTS

### Detailed Site Plan Required

- Please submit a more detailed site plan showing locations and full dimensions of all facilities and elements proposed to be constructed in the public right-of-way. The plan should include:
  - Existing and proposed sidewalk widths
  - Proposed street tree species and location of street trees
  - Adjacent ROW widths
  - Curb radii, bulbout dimensions
  - Curb cut location and dimensions
  - Proposed on-street parking configuration including any proposed on-street loading zones
  - Proposed building transformer location (if required by PG&E) either within the project site or within the public ROW. Please note that the City does not typically allow transformers to be sited within the public ROW for projects with over 150' of street frontage.

### Sidewalks Required

- The proposed project shall build required sidewalks along its Toland, Kirkwood, Rankin, and McKinnon frontages. The sidewalk on Toland Street shall be built to the minimum Better Streets Plan standard of 10 feet. The sidewalks on Kirkwood and Rankin streets shall be built

to their 15 foot legislated widths. As noted above, please full details and dimensions for proposed sidewalks on the more detailed site plan we have requested.

### Selby Vacation/Closure

- SF Public Works is coordinating with Caltrans to investigate the legal status of the Selby Street ROW, however the City believes that the State of California and Caltrans are the owner and managing entity, respectively, for the Selby Street right-of-way. Therefore, Selby Street likely falls under Caltrans jurisdiction. Any proposed vacation and closure of Selby Street at the project site should be taken up with Caltrans, not the City of San Francisco. If the project sponsor elects to continue the street vacation process with Caltrans, the City requests to be informed of the final outcome of the vacation request.

## STANDARD SDAT COMMENTS

### Please coordinate on-street bike rack locations with the SFMTA.

- Planning Code Sections 155.1, 155.4, and 155.5, dictate the number of required Class 1 (in-building) and Class 2 (on-street or sidewalk) bike racks required by the project. SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW, and the SFMTA Bike Program coordinates the installation of on-street bicycle racks and ensures that proposed bicycle racks meet the SFMTA's bicycle parking guidelines. If Class 2 racks are required, the project sponsor should contact the SFMTA Bike Program ([bikeparking@sfmta.com](mailto:bikeparking@sfmta.com)) prior to issuance of first architectural addenda and submit a site plan showing proposed Class 2 bike rack design and locations. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class 2 bike racks required by the Planning Code. Before contacting the SFMTA, please review the [Bike Rack Specifications](#) and [Sidewalk Bicycle Rack Placement Guidelines](#), which can be found on the SFMTA's website at: [www.sfmta.com/services/streets-sidewalks/installation-requests/bicycle-racks-corrals](http://www.sfmta.com/services/streets-sidewalks/installation-requests/bicycle-racks-corrals).

### Landscaping, Street Trees and Site Furnishings in the Public Sidewalk

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

**Street trees and landscaping in the public sidewalk**

- Any proposed new, removed, or relocated street trees and/or landscaping within the public sidewalk may require a permit from SF Public Works Bureau of Urban Forestry (BUF). For additional information visit <http://www.sfpublicworks.org/trees> or call 415-554-6700.

**Electrical Transformer Room**

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

**Street Improvements (construction within the public right-of-way)**

- Infrastructure improvements within the public right-of-way will require a Street Improvement Permit from SF Public Works Bureau of Street Use & Mapping (BSM) and Street Improvement Plans. Depending on the scope of work the Plans should include the following plan sheets: Civil (grading, layout, utility erosion control, etc.), Landscaping (planting, irrigation, etc.), Electrical (lighting, photometrics, conduit, etc.), Joint Trench (power, telephone, and communication approved by the respective utility companies). Additional permits may be required. Visit <http://www.sfpublicworks.org/services/permits> for additional information or call 415-554-5810.

**Encroachments into the Public Right-of-Way**

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

**For SF Public Works permit information visit [www.sfpublicworks.org](http://www.sfpublicworks.org) or call 415-554-5810.**

**SFPUC – Water**

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

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

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

For questions please contact [cddengineering@sfgwater.org](mailto:cddengineering@sfgwater.org).

## REFERENCES

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

BSP Street Furnishings Guidelines:

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

BSP Guidelines for Special Paving in the Furniture Zone:

[http://www.sfbetterstreets.org/find-project-types/streetscape-elements/sidewalk\\_paving/](http://www.sfbetterstreets.org/find-project-types/streetscape-elements/sidewalk_paving/)

BSP Sidewalk Landscaping Guidelines:

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

San Francisco's Water Sewer, and Stormwater Requirements

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