



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: January 29, 2018
TO: Andrew Junius
FROM: Richard Sucre, Planning Department
RE: PPA Case No. 2017-013659PPA for 140 14th Street

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Please find the attached Preliminary Project Assessment (PPA) for the address listed above. You may contact the staff contact, Michael Christensen, at (415) 575-8742 or michael.christensen@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 "Richard Sucre", written over a horizontal line.

Richard Sucre, Principal Planner



SAN FRANCISCO PLANNING DEPARTMENT

Preliminary Project Assessment

Date: January 29, 2018
Case No.: **2017-013659PPA**
Project Address: 140 14th Street
Block/Lot: 3530/011, 013, 032, 042, 043
Zoning: PDR-1-G (Production, Distribution & Repair – 1 – General) Zoning District
58-X Height & Bulk District
Area Plan: Mission – Eastern Neighborhoods
Project Sponsor: Andrew Junius, Reuben, Junius & Rose, LLP
(415) 567-9000
Staff Contact: Michael Christensen – (415) 575-8742
michael.christensen@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 October 18, 2017, 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, and federal regulations as of the date of this document, all of which are subject to change.

PROJECT DESCRIPTION:

The proposal is to demolish the existing industrial structures on the project site and construct a new four-story, approximately 203,000 square foot automotive repair, service, storage, and towing facility for Mercedes Benz of San Francisco. As proposed, the ground and second levels consist of 61 service bays, 15 loaner car parking spaces, and 3 towing stations, as well as a customer lobby, offices for service managers, storage areas, and loading docks. The mezzanine level consists of an employee lounge, locker

rooms, training room, and storage. The basement and third floors will consist of vehicle storage for up to 583 vehicles.

BACKGROUND:

The project site is within the Eastern Neighborhoods Area Plans. The Eastern Neighborhoods Area Plans cover the Mission, East South of Market (SoMa), Showplace Square/Potrero Hill, and Central Waterfront neighborhoods. The proposed project site is in the Mission plan area of the Eastern Neighborhoods. On August 7, 2008, the Planning Commission certified the *Eastern Neighborhoods Programmatic Final Environmental Impact Report (Eastern Neighborhoods PEIR)*.^{1,2} The Eastern Neighborhoods Area Plans and its associated rezoning became effective December 19, 2008. The proposed project appears to be consistent with the development density of the Eastern Neighborhoods Area Plans. A final determination of consistency with the development density in the Eastern Neighborhoods Area Plans would be made during the environmental review process.

PRELIMINARY PROJECT COMMENTS:

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

1. **Mission Area Plan.** The subject property falls within the area covered by the Mission Area Plan in the General Plan. As proposed, the project is generally consistent with the overarching objectives of the Plan and retains the Mission's role as an important location for PDR activities. The project sponsor is encouraged to read the full plan, which can be viewed at:

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

2. **Mission Action Plan 2020.** The subject property is located within the project area for the Mission Action Plan (MAP) 2020. Additional information on the plan and its intent is located at:

<http://sf-planning.org/MISSION-ACTION-PLAN-2020>

In general, the MAP 2020 is supportive of new PDR uses.

ENVIRONMENTAL REVIEW:

The proposed project requires environmental review in accordance with the California Environmental Quality Act (CEQA). This section identifies the likely environmental review process and additional information and studies necessary to complete environmental review. Formal environmental review begins with Planning Department review of the **Environmental Evaluation Application (EEA)** filed by the project sponsor. The EEA can be submitted at the same time as the PPA application or subsequent to issuance of the PPA letter.

The environmental review may be done in conjunction with the required approvals listed below, but must be completed before any project approval may be granted. **Note that until an entitlement**

¹ San Francisco Planning Department. Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (FEIR), Planning Department Case No. 2004.0160E, certified August 7, 2008. Available online at: <http://sf-planning.org/area-plan-eirs>, accessed August 17, 2012.

² San Francisco Planning Department. San Francisco Planning Commission Motion 17659, August 7, 2008. Available online at: http://commissions.sfplanning.org/cpcmotions/17659_1268-EN_BOS_Vol4_CEQA_Part7_Web.pdf, accessed August 17, 2012.

application is submitted to the Current Planning Division, only the proposed project description will be reviewed by the assigned environmental coordinator. EEAs are available in the Planning Department lobby at 1650 Mission Street, Suite 400, at the Planning Information Center at 1660 Mission Street, and online at <http://sf-planning.org/permit-forms-applications-and-fees>. See “Environmental Applications” on page 2 of the current Fee Schedule for a calculation of environmental application fees.³ In addition, please see page 4 of the Fee Schedule for monitoring fees applicable to projects that require active monitoring of mitigation measures.

A detailed and accurate description of the proposed project is essential for adequate environmental review. Please update the EEA project description as necessary to reflect feedback provided in this PPA letter and include the additional information and/or documents requested herein and listed again below.

- Detailed information, including sections, about proposed soils-disturbing activities, such as grading, depth and amount of excavation (in square feet and cubic yards), installation of foundations, soils improvement, and site remediation;
- Any available geotechnical/soils reports (with boring logs) or Phase II hazardous materials reports prepared for the project;
- Dimensions of existing and proposed sidewalks;
- Dimensions of existing and proposed curb cuts;
- Identify curb cuts to be removed;
- Detailed information about how the proposed automotive, service, repair and storage facility would function (e.g., number of service cars, freight vehicles, or other vehicles that would access the site each day); and
- Detailed information related to construction equipment and construction phasing and duration, including whether pile driving or other particularly noisy construction methods are required.

If you have already filed your EEA, please provide the requested information and documents as supplements to your application. Please note that the EEA may be placed on hold pending receipt of information articulated in this letter as required for environmental review, including a stable project description

Environmental Review Document- Community Plan Evaluation

Section 15183 of the California Environmental Quality Act (CEQA) Guidelines states that projects that are consistent with the development density established by a community plan for which an environmental impact report (EIR) was certified do not require additional environmental review, except as necessary to determine the presence of project-specific significant effects not identified in the programmatic plan area EIR.

As discussed above, the proposed project is located within the Eastern Neighborhoods Area Plan, which was evaluated in the *Eastern Neighborhoods PEIR*. If the proposed project is consistent with the development density identified in the area plan, it would be eligible for a community plan evaluation

3 San Francisco Planning Department. Fee Schedule for Application Fees. Available online at: <http://sf-planning.org/permit-forms-applications-and-fees>.

(CPE). Please note that a CPE is a type of streamlined environmental review, and cannot be modified to reflect changes to a project after approval. Proposed increases in project size or intensity after project approval beyond the CPE project description will require reconsideration of environmental impacts and issuance of a new CEQA determination.

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

1. **CPE.** All potentially significant project-specific and cumulatively considerable environmental impacts are fully consistent with significant impacts identified in the *Eastern Neighborhoods PEIR*, and there would be no new significant impacts peculiar to the proposed project or its site. In these situations, all pertinent mitigation measures and CEQA findings from the *Eastern Neighborhoods PEIR* are applied to the proposed project, and a CPE checklist and certificate is prepared. With this outcome, the applicable fees are: (a) the CPE determination fee (currently \$14,910) and (b) the CPE certificate fee (currently \$8,266).
2. **Mitigated Negative Declaration.** If new site- or project-specific significant impacts are identified for the proposed project that were not identified in the *Eastern Neighborhoods PEIR*, and if these new significant impacts can be mitigated to a less-than-significant level, then a focused mitigated negative declaration is prepared to address these impacts, and a supporting CPE checklist is prepared to address all other impacts that were encompassed by the *Eastern Neighborhoods PEIR*, with all pertinent mitigation measures and CEQA findings from the *Eastern Neighborhoods PEIR* also applied to the proposed project. With this outcome, the applicable fees are: (a) the CPE determination fee (currently \$14,910) and (b) the standard environmental evaluation fee (which is based on construction value).
3. **Focused EIR.** If any new site- or project-specific significant impacts cannot be mitigated to a less-than-significant level, then a focused EIR is prepared to address these impacts, and a supporting CPE checklist is prepared to address all other impacts that were encompassed by the *Eastern Neighborhoods PEIR*, with all pertinent mitigation measures and CEQA findings from the *Eastern Neighborhoods PEIR* also applied to the proposed project. With this outcome, the applicable fees are: (a) the CPE determination fee (currently \$14,910); (b) the standard environmental evaluation fee (which is based on construction value); and (c) one-half of the standard EIR fee (which is also based on construction value). An EIR must be prepared by an environmental consultant from the Planning Department's environmental consultant pool (<http://sf-planning.org/consultant-sponsor-resources>). 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 addressed through the environmental review process. Based on a preliminary review of the project as it is proposed in the PPA application, some of these topics would require additional study.

1. **Historic Resources.** The existing building on the project site was previously evaluated in the Showplace Square/Northeast Mission Historic Resource Survey and was found ineligible for listing in national, state, or local historical registers. Thus, the proposed project is not subject to additional review by the Planning Department's Historic Preservation staff; no additional analysis of historic architectural resources is required.

2. **Archeological Resources.** The project site lies within the area identified in *Archeological Mitigation Zone J-2: Properties with No Previous Studies of the Eastern Neighborhoods PEIR* and would include excavation to accommodate the proposed basement level. 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, depth and amount of excavation, installation of foundations, soils improvement, and site remediation in the EEA, and submit any available geotechnical/soils or Phase II hazardous materials reports prepared for the project to assist in this review. If the Department archeologist determines that the project has a potential to adversely affect archeological resources, the PAR will identify additional measures needed to address the potential effect. These measures may include preparation of an archeological research design and treatment plan, implementation of project mitigation measures (such as archeological testing, monitoring, or accidental discovery), or other appropriate measures.
3. **Transportation.** Based on the Planning Department's Transportation Impact Analysis Guidelines for Environmental Review,⁴ the project would require additional transportation analysis to determine whether the project may result in a significant transportation impact. Therefore, the Planning Department requires that a consultant listed in the Planning Department's Transportation Consultant Pool prepare a Transportation Impact Study. You are required to pay additional fees for the study; please contact Virnaliza Byrd at (415) 575-9025 to arrange payment. Once the fees are paid, please contact Lana Russell-Hurd [lane.russell@sfgov.org] for a list of three consultants from the pre-qualified Transportation Consultant Pool. Once you have selected your transportation consultant, a transportation planner will be assigned and will direct the scope of the consultant-prepared study.

- Planning Department Transportation Impact Study fee: \$24,677
- San Francisco Municipal Transportation Review fee: \$4,746

A Streetscape Plan is required pursuant to Planning Code Section 138.1 and should be submitted prior to the initiation of the transportation analysis so that it may be incorporated into that analysis.

The following information is required to be included in proposed project plans submitted with the EEA for both existing and project conditions, if applicable:

- Dimensions of existing and proposed sidewalks
- Dimensions of existing and proposed curb cuts
- Identify curb cuts to be removed

⁴ This document is available at: <http://sf-planning.org/consultant-sponsor-resources>

- Detailed information about how the proposed automotive, service, repair and storage facility would function (e.g., number of service cars, freight vehicles, or other vehicles that would access the site each day)
4. **Noise.** The proposed project would be subject to Eastern Neighborhoods PEIR Mitigation Measures F-2 and F-5, and may be subject to Mitigation Measure F-1. *Eastern Neighborhoods PEIR Noise Mitigation Measure F-1: Construction Noise* addresses requirements related to the use of pile-driving. The project sponsor has not provided information on the foundation system and construction equipment proposed. If pile driving is to be used during construction, Noise Mitigation Measure F-1 would apply to the proposed project. This mitigation measure requires that contractors use equipment with state-of-the-art noise shielding and muffling devices. To reduce noise and vibration impacts, sonic or vibratory sheetpile drivers, rather than impact drivers, shall be used wherever sheetpiles are needed. Project sponsors shall also require that contractors schedule pile-driving activity for times of the day that would minimize disturbance to neighbors. The EEA application should provide information about proposed construction equipment and whether pile driving or other particularly noisy construction methods are proposed.

Eastern Neighborhoods PEIR Noise Mitigation Measure F-2: Construction Noise requires that the project sponsor develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant when the environmental review of a development project determines that construction noise controls are necessary due to the nature of planned construction practices and sensitivity of proximate uses. This mitigation measure requires that a plan for such measures be submitted to DBI prior to commencing construction to ensure that maximum feasible noise attenuation will be achieved.

Eastern Neighborhoods PEIR Noise Mitigation Measure F-5: Siting of Noise-Generating Uses may apply to the proposed project because the project includes commercial uses that may generate noise levels in excess of ambient noise, either short-term, at nighttime, or as a 24-hour average, in the project site vicinity. This mitigation measure requires an acoustical analysis to demonstrate with reasonable certainty that the project would not adversely affect noise-sensitive uses and that there are no particular circumstances about the project site that appear to warrant heightened concern about noise levels that would be generated by the project. 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.

5. **Air Quality.** The proposed 203,000-square-foot automotive repair, service, and storage facility would not exceed the Bay Area Air Quality Management District's (BAAQMD) construction screening levels for criteria air pollutants.⁵ Therefore, an analysis of the project's criteria air pollutant emissions is not likely to be required.

⁵ BAAQMD, *CEQA Air Quality Guidelines*, May 2011, Chapter 3. For the purposes of determining whether the automotive repair, service, and storage facility would exceed the BAAQMD screening levels, the Industrial Park land use type was used as it best reflects the proposed use.

Project-related demolition, excavation, grading and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. To reduce construction dust impacts, the proposed project will be required to adhere to the dust control requirements set forth in the Construction Dust Ordinance contained in San Francisco Health Code Article 22B and San Francisco Building Code Section 106.A.3.2.6.

The project site is also located within an Air Pollutant Exposure Zone, as mapped and defined by Health Code Article 38. The Air Pollutant Exposure Zone identifies areas with poor air quality based on modeling of air pollution, exposures, and health vulnerability from mobile, stationary, and area source emissions within San Francisco. In addition, equipment exhaust measures during construction, such as those listed in *Eastern Neighborhoods PEIR Air Quality Mitigation Measure G-1: Construction Air Quality* will likely be required. Please provide detailed information related to construction equipment, phasing and duration of each phase, and the volume of excavation as part of the EEA.

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. Given the proposed project's height of 60 feet, the project is not likely to require a backup diesel generator; however, the project sponsor should confirm this and provide detailed information related to any other proposed stationary sources with the EEA.

6. **Greenhouse Gases.** *The City and County of San Francisco's Strategies to Address Greenhouse Gas Emissions* presents a comprehensive assessment of policies, programs, and ordinances that represents San Francisco's Qualified Greenhouse Gas (GHG) Reduction Strategy. Projects that are consistent with San Francisco's Qualified GHG Reduction Strategy would result in less-than-significant impacts from GHG emissions. In order to facilitate a determination of compliance with San Francisco's Qualified GHG Reduction Strategy, the Planning Department has prepared a Greenhouse Gas Analysis Compliance Checklist.⁶ The project sponsor may be 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.
7. **Wind.** The proposed project would not involve construction of a building over 80 feet in height. Therefore, a consultant-prepared wind analysis is not anticipated to be required.
8. **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 a Recreation and Park Department property subject to

⁶ Refer to <http://sf-planning.org/consultant-sponsor-resources> for latest "Greenhouse Gas Compliance Checklist for Private Development Projects."

Section 295, or other publicly accessible properties not subject to Section 295, including schoolyards. Therefore, a detailed shadow analysis is not required.

9. **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.⁷ A geotechnical study prepared by a qualified consultant must be submitted with the EEA. The study should address whether the site is subject to liquefaction, and should provide recommendations for any geotechnical concerns identified in the study. In general, compliance with the building codes would avoid the potential for significant impacts related to structural damage, ground subsidence, liquefaction, landslides, and surface settlement. To assist Planning Department staff in determining whether the project would result in environmental impacts related to geological hazards, it is recommended that you provide a copy of the geotechnical information with boring logs for the proposed project. This study will also help inform the Planning Department Archeologist of the project site's subsurface geological conditions.
10. **Hazardous Materials.** The proposed project would include excavation to install a basement level within an area commonly known as the "Maher Area," which indicates the potential presence of soil and/or groundwater contamination. 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 the Department of Public Health (DPH), requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6. The Phase I ESA would determine the potential for site contamination and level of exposure risk associated with the project. Based on that information, soil and/or groundwater sampling and analysis, as well as remediation of any site contamination, may be required. These steps are required to be completed prior to the issuance of any building permit.

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

The project site would include demolition of a building constructed circa 1942. Therefore, *Eastern Neighborhoods EIR Hazardous Materials Mitigation Measure L-1: Hazardous Building Materials* would be applicable to the proposed project. The mitigation measure requires that the project sponsor ensure 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.

⁷ San Francisco Planning Department. *Interdepartmental Project Review*. Available online at: <http://sf-planning.org/permit-forms-applications-and-fees>

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.

11. **Disclosure Report for Developers of Major Projects.** San Francisco Campaign and Governmental Conduct Code Section 3.520 et seq. requires the developer of any project with estimated construction costs exceeding \$1,000,000 to submit a *Disclosure Report for Developers of Major City Projects* if the project requires the issuance of a Community Plan Evaluation (CPE), certification of an Environmental Impact Report (EIR), adoption of a Final Mitigated Negative Declaration, or a project approval by the Planning Commission that adopts CEQA Findings (EIR certification). A residential development project with four or fewer dwelling units is not required to file this report. The first (or initial) report must be filed within 30 days of the date of EIR certification or final environmental determination under CEQA. Please submit a *Disclosure Report for Developers of Major City Projects* directly 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. **Use.** Section 210.3 principally permits automotive repair and automotive uses within the PDR-1-G Zoning District. However, the Project will also establish a private parking lot for the automotive uses; therefore, a Conditional Use Authorization from the Planning Commission is required.
2. **Floor Area Ratio.** Section 210.3 sets a maximum floor area ratio of 4.0 to 1 in a 58-X Height and Bulk District. The total gross floor area is detailed as 203,000 square feet, and the total size of the development lot is 52,285 square feet. Thus, the floor area ratio, as proposed, is 3.88 to 1, which is consistent with the limit. Please provide a detailed calculation on the plan set and ensure that all areas defined as gross floor area in Section 102 are included in the calculation.
3. **Height Limit.** The property is within a 58-X Height and Bulk District. Plans show the total height, including rooftop mechanical lifts, to be 60 feet, which is above the height limit. Please ensure that the structure and any rooftop appurtenances will be within the 58 foot height limit. Additionally, please ensure that the height is measured from curb level and as prescribed in Planning Code Section 260.
4. **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 does not show potential shadow impacts to any properties under the jurisdiction of the San Francisco Recreation and Park Commission.

5. **Transportation Demand Management (TDM) Program.** The TDM Program was adopted by the Board of Supervisors in February 2017, and it took effect on March 19, 2017. The proposed project includes more than 10,000 square feet of non-residential space and thus is subject to the TDM Program.

The Draft TDM Plan submitted appears to be in general compliance with the current requirements of the TDM Program. However, please be aware that additional review of the selected TDM Plan may be needed, and that revisions to the project may result in the need to revise the project's TDM Plan as well.

6. **Bicycle Parking (Class I).** Planning Code Section 155.2 requires this project to provide one Class One bicycle parking space for every 12,000 square feet of occupied floor area for automotive uses (not including vehicle storage garages or lots). Please provide a calculation of floor area used for automotive uses and provide the requisite number of Class One bicycle parking spaces in a configuration which meets the criteria of [Zoning Administrator Bulletin #9](#).
7. **Bicycle Parking (Class II).** Planning Code Section 155.2 requires the project to provide at least 2 Class Two bicycle parking spaces for the proposed automotive uses on the site. Additionally, one Class Two bicycle parking space is required for every 20 car spaces in the proposed vehicle storage use on the site. These spaces shall be provided through 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 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>

8. **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

9. **Stormwater.** If the project results in a ground surface disturbance of 5,000 sf or greater (creating and/or replacing 5,000 square feet or more of impervious surface), it is subject to San Francisco's stormwater management requirements as outlined in the Stormwater Management Ordinance and the corresponding SFPUC Stormwater Design Guidelines (Guidelines). Projects that trigger the stormwater management requirements must prepare a Stormwater Control Plan demonstrating project adherence to the performance measures outlined in the Guidelines including: (a) reduction in

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

10. **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.
11. **Better Roofs Ordinance.** In 2016, San Francisco became the first major city in the U.S. to require the installation of renewable energy facilities or living roofs on new buildings. The Better Roofs Ordinance will require between 15% and 30% of roof space to incorporate solar (photo voltaic and/or solar thermal systems), living (green) roofs, or a combination of both. The Ordinance provides guidance for developers, designers, and/or owners might best utilize rooftop space; ideally, projects should pursue holistic design and amenity enhancements for 100% of usable roof space that include open space, habitat, stormwater management, urban agriculture, and other beneficial uses. Please see the Planning Department's Living Roof Manual to learn more: <http://sf-planning.org/departments-publications>.
12. **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% 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.

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

PRELIMINARY DESIGN COMMENTS:

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

1. **Street Frontage.** Though this is a PDR Zoning District, the Department lauds locating active uses to the extent possible along 14th Street. As such, Department staff recommend articulating the storefront with a series pilasters and windows that serve to moderate the scale in a rhythm compatible with other ground floor commercial storefronts.
2. **Architecture.** Department staff recommend setting back the roof parking stackers a minimum of 20-ft from the street frontages and screening them from public view. Please note that no general advertising is allowed per Article 6 of the Planning Code.
3. **Street Design Advisory Team Review (SDAT).** SDAT reviewed the project and provided the following comments on the proposal:
 - Consider reducing the curb cut on 14th Street.
 - The City is exploring one-way operations on Erie Street. Please contact james.shahamirir@sfmta.gov.
 - The project sponsor will be expected to propose a lighting plan and provide photometric studies for Erie Street. Pedestrian-scaled lighting is recommended.
 - Should a transformer vault be required, SDAT does not support siting it within the public right-of-way at this location. Transformers should be placed within the project site off Erie Street.
 - Provide more information regarding project operations, including services provided at the site and where trash pick-up will occur.

Please refer to the full SDAT response letter, which is attached.

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, will be required:

1. **Transportation Sustainability Fee (TSF) (\$411A)**

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.**
2. A **Conditional Use Authorization** from the Planning Commission is required to establish the private parking garage use on the site.
3. A **Building Permit Application** is required for the demolition of the existing buildings on the subject property.
4. A **Building Permit Application** is required for the proposed new construction on the subject property.
5. **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.

In order for Planning Department staff to accurately review projects in a timely manner, plan sets must be complete and thorough. All plans submitted as part of an entitlement or building permit application must meet the Department's [Plan Submittal Guidelines](#).

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

NEIGHBORHOOD NOTIFICATIONS AND OUTREACH:

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

1. **Pre-Application Meeting.** This project is required to conduct a Pre-Application Meeting with surrounding neighbors and registered neighborhood groups before a development application may be filed with the Planning Department. The Pre-Application packet, which includes instructions and template forms, is available at <http://sf-planning.org/permit-forms-applications-and-fees> listed under “N” for Neighborhood Notification Pre-Application Meeting. The registered neighborhood group and organizations mailing list is available online at <http://sf-planning.org/departments-publications> listed under “N”.
2. **Neighborhood Outreach.** This project is required to undertake additional public outreach in advance of the Planning Commission hearing on the Conditional Use Authorization. The developer is required to conduct an additional outreach meeting, notifying owners and tenants who live within 300’ of the project as well as all registered neighborhood organizations for the Mission neighborhood, after initial design comments have been provided from the Planning Department and prior to the scheduling of the aforementioned Planning Commission hearing. The purpose of this meeting is to keep the community abreast of the project’s evolution, presenting the latest design of the project – including the Department’s requested changes – to the community in advance of the Commission taking action on the hearing.
3. **Notification of a Project Receiving Environmental Review.** 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, Conditional Use Authorization, or Building Permit Application, as listed above, must be submitted no later than **July 29, 2019**. 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: Preliminary Shadow Fan
SDAT Response

cc: Bartfield Family 2011 Trust, Property Owner
Michael Christensen, Current Planning
Jenny Delumo, Environmental Planning
Patrick Race, Citywide Planning and Analysis
Jonas Ionin, Planning Commission Secretary
Charles Rivasplata, SFMTA
Jerry Sanguinetti, Public Works
Pauline Perkins, SFPUC
Planning Department Webmaster (planning.webmaster@sfgov.org)

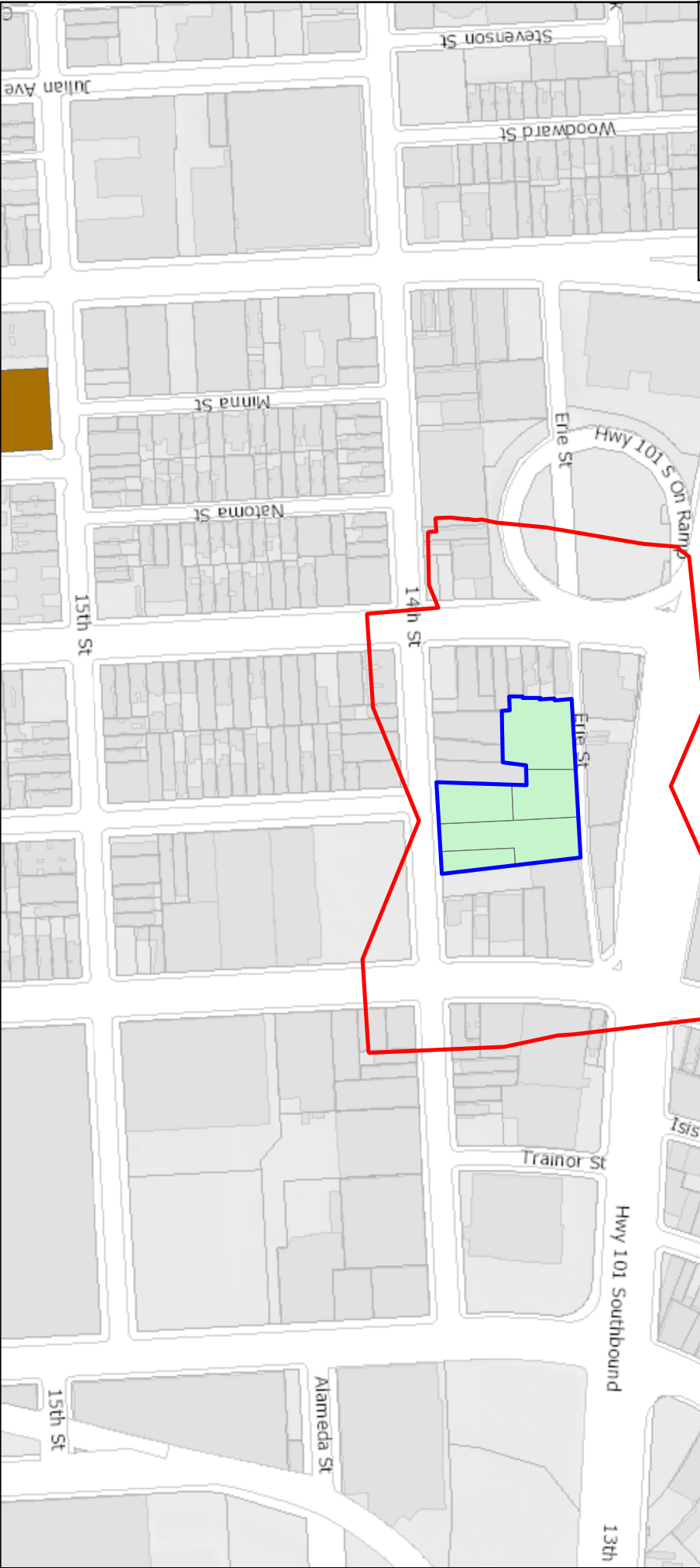
Legend

- Proposed Building
- Shadow Fan
- CityLots selection
- RPD Properties
- Open Spaces
- Public
- Private

Schools Public - Dec 2015

CCSF_ENTITY

- SFCCD
- SFUSD





SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: 12/1/2017

TO: **Project Sponsor:** Andrew Junius, Reuben Junius & Rose, LLP
Planning Staff: Jenny Delumo, Patrick Race, Michael Christensen

CC: **SF Public Works:** Simon Bertrang, Chris Buck, Brent Cohen, Berhane Gaime, Lynn Fong, Kevin Jensen, Kathy Liu, Tara Singh, Rahul Shah
SFMTA: Jennifer Molina, Paul Kniha, Sam Lam, Ricardo Olea, Charles Rivasplata, Mike Sallaberry, James Shahamiri, Adam Smith, Felipe Robles, Erin Miller Blankinship
SF Planning: Paul Chasan, Seung Yen Hong, Neil Hrushowy, Esmeralda Jardines, Jessica Look, Manoj Madhavan, Maia Small, Lana Russell, David Winslow, Dan Wu
SFPUC: Josh Bardet, Mira Chokshi, Josselyn Ivanov, Joan Ryan, Sam Young, Hieu Doan, April Yan

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

RE: **SDAT Review**
Case No. 2017-013659PPA, 140 14th Street
Neighborhood: Mission
Zoning: PDR-1-G (Production, Distribution & Repair-1- General)
Area Plan: Eastern Neighborhoods (Mission)

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).

SDAT reviewed the proposal at 140 14th Street on November 13, 2017. Below are the SDAT comments from that meeting.

Project Description & Transportation-Related Notes:

Mercedes-Benz of San Francisco (MB) is currently investigating the potential of developing a four level, vehicular storage and service facility located at 140 14th Street.

BSP Determination Section 138.1:

The project is not required to comply with the Better Streets Plan based on the following trigger(s):

Triggers:

BSP Required (Planning Code 138.1);☐ Yes ☒ No

- On a lot greater than ½ acre; or
Contains 250 feet of frontage on public ROW; or
Encompasses full block;
AND
- New Construction;
Addition of 20% or more of GFA to

☐ Yes ☒ No☐ Yes ☒ No☐ Yes ☒ No☒ Yes ☐ No☐ Yes ☒ No**POPOS or Park-like Space Through an In-Kind**☐ Yes ☒ No**Other (Please Describe):**☒ Yes ☐ No

This project was taken to SDAT due to the proposed scale and vehicular uses proposed on this site.

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

Vision Zero Network High Injury Corridor?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Bicycle High Injury Corridor?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Pedestrian High Injury Corridor?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Bicycle Network?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Green Connections Network?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
MUNI Corridor?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Other Public Realm Issue? (Plazas, parklets, etc.)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Transit Preferential Street	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

STREET IMPROVEMENTS

Please refer to item 4.) under “Interagency Coordination and Additional Guidance,” below.

Drive Access

- Consider reducing the curb cut on 14th Street.
- The City is exploring one-way operations on Erie Street. Please contact james.shahamirir@sfmta.gov

Notes:

FURNISHINGS**Landscaping + Lighting**

- The project sponsor will be expected to propose a lighting plan and provide photometric studies for Erie Street. Pedestrian-scaled lighting is recommended.

Notes:

Please refer to items 7.) and 13.) under “Interagency Coordination and Additional Guidance,” below

Transformer/ Trash

- *Should a transformer vault be required, SDAT does not support siting it within the public right-of-way at this location. Transformers should be placed within the project site off Erie Street.*

Notes:

Please refer to item three under “Interagency Coordination and Additional Guidance,” below

Operations

- *Provide more information regarding project operations, including services provided at the site and where trash pick-up will occur.*

INTERAGENCY COORDINATION AND ADDITIONAL GUIDANCE

SFMTA**1. On-Street Bike Rack Coordination**

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

2. Loading

- The establishment of colored curbs for passenger and commercial loading on street requires coordination with SFMTA. Please contact paul.kniha@sfmta.gov

Public Works**3. Electrical Transformer Room**

- If a new electrical power transformer is required by the electric utility 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.

4. 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.

5. 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.

6. Street trees

- Planting of street trees require a permit. Tree species should be selected from the "Recommended Plants List". For more Information, please visit: <http://sfpublicworks.org/trees> or call (415) 554-6700. To apply for a permit: <http://sfpublicworks.org/services/permits/street-trees-planting>.

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

SFPUC

7. Clean Energy

8. This project is eligible to use Hetch Hetchy Power: the SFPUC provides 100% greenhouse gas-free electric service at energy rates about 10% lower than other power providers. San Francisco Administrative Code Section 99 requires the SFPUC to consider providing power for certain types of private development projects, including infill and large new buildings. The SFPUC has been providing clean power to some of San Francisco's most critical facilities for 100 years. For more information, please contact HHPower@sfwater.org.

9. Water

10. 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.
11. 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:
 - a. SFPUC- CDD Protection of Existing Water and AWSS Facilities;
 - b. SFPUC Standards for the Protection of Water and Wastewater Assets;
 - c. Rules and Regulations Governing Water Service to Customers;
 - d. SFPUC- CDD Design Criteria for Potable Water Systems;
 - e. Application for Water Supply and Responsibility of Applicants;
 - f. San Francisco Fire Code and Reliability;
 - g. California Waterworks Standards; California Code of Regulations Titles 17 and 22
 - h. Auxiliary Water Supply System (AWSS) Distribution Piping.

For questions please contact cddengineering@sfwater.org.

12. Power, Street Lighting

- Illumination levels for roadways, sidewalks and intersections must comply per Illuminating Engineering Society (IES) RP-8. The project sponsor will be expected to propose a street lighting plan and provide photometric studies for the proposed lighting design. Reference SFPUC's streetlight catalogue for approved streetlight fixtures and poles. Fixtures and poles selected outside of the SFPUC catalogue will be maintained by the property owner(s).
- Both surface and subsurface streetlight facilities are required to remain in compliance with DPW's standard plans after grade adjustments.
- Separation requirements between streetlights and street furniture must comply per City streetscape ordinances, such DPW ordinances regarding streetlights and trees.
- For questions regarding street lighting or modifications to streetlight infrastructure (both City and PG&E-owned), please contact Streetlights@sfwater.org.