



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: April 16, 2018
TO: William Mollard
FROM: Joshua Switzky, Planning Department
RE: PPA Case No. 2018-000949PPA for 1401-1443, 1499 Illinois
Street

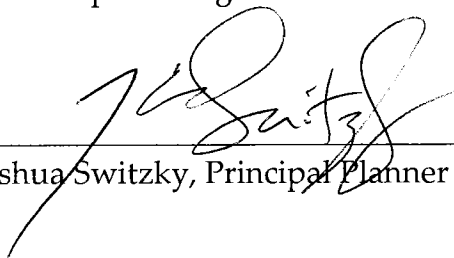
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Please find the attached Preliminary Project Assessment (PPA) for the address listed above. You may contact the staff contact, Amnon Ben-Pazi, at (415) 575-9077 or Amnon.Ben-Pazi@sfgov.org, to answer any questions you may have, or to schedule a follow-up meeting.



Joshua Switzky, Principal Planner



SAN FRANCISCO PLANNING DEPARTMENT

Preliminary Project Assessment

Date: April 17, 2018
Case No.: **2018-000949PPA**
Project Address: 1401-1443, 1499 Illinois Street
Block/Lot: 4244/002, 4244/003, 4244/004
Zoning: PDR-1-G (Production, Distribution & Repair-General) Zoning District
40-X Height & Bulk District
Area Plan: Central Waterfront
Project Sponsor: William Mollard, Workshop1
(415) 523-0304 x2
Staff Contact: Amnon Ben-Pazi – (415) 575-9077
Amnon.Ben-Pazi@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 January 17, 2018, 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 would demolish the existing industrial buildings (measuring approximately 28,951 square feet) and construct a three-story, 40-foot-tall, mixed-use building, with 228,869 square-foot (sf) of production, distribution and repair (PDR) use, 2,500 sf of retail use. The project would involve excavation of approximately 672 cubic yards of soil and between four to eight feet below ground surface for building foundations and elevator pits. The project would also include 208 vehicle parking spaces within a rooftop

parking lot, accessed by a multi-level interior ramp and a new 28-foot-wide curb-cut on Michigan Street. No bicycle parking spaces are proposed.

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 Central waterfront 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. **Central Waterfront Area Plan.** The subject property falls within the area covered by the Central Waterfront 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. **Port of San Francisco jurisdiction.** The subject property fronts on the following Port of San Francisco jurisdiction streets: Illinois Street, Michigan Street, 24th Street, and 25th Street. All proposed alterations to streets under Port of San Francisco jurisdiction, including but not limited to curb cuts, sidewalk widening, corner bulb-outs, and street trees or other landscaping, are subject to review and approval by the Port of San Francisco, in addition to other City agencies. A permit from the Port of San Francisco, including but not limited to an Encroachment Permit, may be required for street improvements as part of the entitlement process for the proposed project. More information about Port of San Francisco permits can be found at <http://sfport.com/permit-services>.

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

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-plans-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.

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 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.

If you have already filed your EEA, you may provide the requested information and documents as supplements to your application.

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 (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 \$14,427) and (b) the CPE certificate fee (currently \$8,005).

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

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 \$14,427) and (b) the standard environmental evaluation fee (which is based on construction value).
3. **Focused EIR.** If any new site- or project-specific significant impacts cannot be mitigated to a less-than-significant level, then a focused EIR is prepared to address these impacts, and 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 \$14,427); (b) the standard environmental evaluation fee (which is based on construction value); and (c) one-half of the standard EIR fee (which is also based on construction value). An EIR must be prepared by an environmental consultant from the Planning Department's environmental consultant pool (<http://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 seven existing buildings on the project site were previously evaluated in the Central Waterfront historical resources survey and found ineligible for national, state, or local listing. Thus, the proposed project is not subject to review by the Department's Historic Preservation staff; no additional analysis of historic architectural resources is required.
2. **Archeological Resources.** The project site lies within the *Archeological Mitigation Zone J-2: Properties with No Previous Studies of the Eastern Neighborhoods PEIR*. The proposed project will require Preliminary Archeological Review (PAR) by a Planning Department archeologist. To aid this review the Department archeologist may request a Preliminary Archeological Sensitivity Assessment (PASS) by a Department Qualified Archeological Consultant, subject to the review and approval by the Department archeologist. The Department archeologist will provide three names from the Qualified Archeological Consultant list if the PASS is required. The PAR will assess the archeological sensitivity of the project site based on in-house source material and will consider the potential for archeological impacts resulting from proposed soils disturbance. Please provide detailed information, including sections, proposed soils-disturbing activities, such as grading, excavation, installation of foundations, soils improvement, and site remediation in the EEA, and submit any available geotechnical/soils or phase II hazardous materials reports prepared for the project to assist in this review. If the Department archeologist determines that the project has a potential to adversely affect archeological resources, the PAR will identify additional measures needed to address the potential effect. These measures may include preparation of an archeological research design and treatment plan,

implementation of project mitigation measures (such as archeological testing, monitoring, or accidental discovery), or other appropriate measures.

3. **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 related to:
 - transit, people walking, and hazards
 - curb cut location could potentially result in hazards due to proximity to American with Disability Act ramps and the Muni Metro East Maintenance Facility resulting in effects to transit operations

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 Memorandum; please contact Vimaliza 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.

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.

Planning staff have reviewed the proposed site plans and offer the following recommendation:

- clarify the type of PDR use and any proposed on-site loading
4. **Noise.** The proposed project would be subject to Eastern Neighborhoods PEIR Mitigation Measure F-5. *Eastern Neighborhoods PEIR Noise Mitigation Measure F-5: Siting of Noise-Generating Uses* would apply to the proposed project because the project includes commercial and PDR uses that would be expected to 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 project at approximately 200,000 square feet of PDR use, and 2,500 square feet of retail use, is below the Bay Area Air Quality Management District's (BAAQMD) construction and operational screening levels for criteria air pollutants.⁵ Therefore, an analysis of the project's criteria air pollutant emissions is not likely to be required. Please provide detailed information

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

⁵ BAAQMD, CEQA Air Quality Guidelines, May 2011, Chapter 3.

related to construction equipment, phasing and duration of each phase, and the 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 San Francisco Department of Public Health (DPH).

If the project would generate new sources of toxic air contaminants including, but not limited to, emissions from diesel generators or boilers, or any other stationary sources, the project would result in toxic air contaminants that may affect both on-site and off-site sensitive receptors and additional measures will likely be required to reduce stationary source emissions. Based on the information in the PPA application, the proposed project likely would not require a backup diesel generator due to the proposed height, but this will be confirmed at the time of the EEA submittal.

The project site is not 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. However, if the project would include new sources of toxic air contaminants including, but not limited to, emissions from diesel generators or boilers, or any other stationary sources or a substantial number of diesel trucks, the project would result in toxic air contaminants that may affect both on-site and off-site sensitive receptors. Please provide detailed information related to any proposed stationary sources or estimated number of diesel trucks during operation 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.

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

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 not result in construction of a building greater than 40 feet in height. Therefore, preparation of a consultant-prepared shadow study 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 the demolition of existing buildings on site with previous industrial uses. 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.

Additionally, *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.** The proposed project description identifies the proposed use as "PDR." Please further refine what type of PDR use is intended for the proposed project. Planning Code Section 210.3 outlines the types of PDR use permitted within the PDR-1-G Zoning District, such as automotive use, agricultural and beverage processing, light manufacturing, etc. Please provide additional detail upon submittal of future applications to the Planning Department.
2. **PDR Building Replacement.** Planning Code Section 202.7 requires replacement of Industrial Buildings in PDR Districts at certain ratios depending on the existing Floor Area Ratio of the site. As the existing buildings on the site provide PDR space at a Floor Area Ratio of 0.36 to 1, the replacement building is required to provide at least two square feet of Industrial Use for each square foot of Industrial Use in the buildings proposed for demolition. The existing buildings contain approximately 28,951 square feet of floor area and thus a minimum of 57,902 square feet of floor area is required in the replacement structure. The project complies with this requirement by providing 225,259 square feet of PDR use in the replacement structure.
3. **Floor Area Ratio.** Planning Code Section 210.3 sets a maximum Floor Area Ratio for the property at 3.0 to 1. The proposed structure is roughly full lot coverage with three occupied floor levels. The Floor Area Ratio appears to be 2.85 to 1 and thus is consistent with this requirement. Please include a formal calculation of Floor Area Ratio on any permit application.

4. **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 225,259 square feet of newly constructed non-residential use and thus is subject to the TDM Program. Based on the proposed 208 parking spaces associated with the PDR use, the project will be required to meet or exceed a target score of 3 points for land use category D.
5. **Streetscape Plan – Better Streets Plan Compliance.** Pedestrian and streetscape improvements consistent with the Better Streets Plan are required if your 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 and the Municipal Transportation Agency that provides design guidance on private developments that impact the public right-of-way.

Based on the submitted plans, the project triggers the requirements of a Streetscape Plan project. This Streetscape Plan shall be submitted to the Planning Department no later than 60 days prior to any Planning Commission action, and shall be considered for approval at the time of other project approval actions. However, as specified under Transportation in the Environmental Review section of this letter, the proposed project requires transportation impact analysis. The Streetscape Plan should be submitted prior to the initiation of the transportation impact analysis so that it may be incorporated into that analysis. 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.

6. **Off-Street Automobile Parking.** Planning Code Section 151.1 limits the number of car parking spaces permitted to one car for each 1,500 square feet of occupied floor area for Industrial Uses and one car for each 500 square feet of Retail Sales and Service uses on site. As the site is within a PDR-1-G Zoning District, Section 151.1 allows the resulting number of permitted automobile spaces to be increased by 50%. As the project proposes 225,259 square feet of Industrial Uses, a total of up to 225 automobile parking spaces are permitted. The project proposes 208 automobile parking spaces and thus is consistent with this requirement.
7. **Bicycle Parking (Class I).** For Industrial Uses and Non-Retail Sales and Service Uses, Planning Code Section 155.1 requires a minimum of one Class 1 bicycle parking space for each 12,000 square feet of occupied floor area, except not less than two Class 1 bicycle parking spaces for any use larger than 5,000 square feet. For Retail Sales and Service Uses, Planning Code Section 155.1 requires one Class 1 bicycle parking space for every 7,500 square feet of occupied floor area. The current plans do not contain any Class 1 bicycle parking spaces where 19 are required. Please refer to Zoning Administrator Bulletin #9 for location and access requirements for Class 1 spaces.

8. **Bicycle Parking (Class II).** For Industrial Uses and Non-Retail Sales and Service Uses, Planning Code Section 155.1 requires a minimum of two Class 2 bicycle parking spaces and four Class 2 bicycle parking spaces for any use larger than 50,000 occupied square feet. For Retail Sales and Service Uses, Planning Code Section 155.1 requires two Class 2 bicycle parking spaces or one space for every 2,500 square feet of occupied floor area, whichever is greater. The current plans do not contain any Class 2 bicycle parking spaces where 6 are required. Please refer to Zoning Administrator Bulletin #9 for location and access requirements for Class 2 spaces. SFMTA has final authority on the type, placement and number of Class II bicycle racks within the public ROW. Please 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 require the project sponsor to 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>.
9. **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
10. **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.

11. **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.
12. **Non-Potable Water Reuse.** All new buildings of that are between 40,000 and 250,000 square feet in size are required to compete and submit a water balance study. For more information about the requirements, please visit <http://www.sfwater.org/np> and/or contact nonpotable@sfwater.org for assistance. 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.
13. **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 legislation goes into effect January 2017. The Ordinance provides guidance for developers, designers, and/or owners might best utilize rooftop space; ideally, projects should pursue holistic design and amenity enhancements for 100% 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/department-publications>.
14. **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.
15. **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:

As reviewed by the Streetscape Design Advisory Team (SDAT) and the Urban Design Advisory Team (UDAT), the following comments address preliminary design issues that may substantially affect the proposed project:

Dogpatch Public Realm Plan

The Planning Department and Public Works have recently released the final draft of the Central Waterfront//Dogpatch Public Real Plan. This plan helps the city identify and prioritize park and streetscape improvements in the Dogpatch area. Please coordinate with Planning staff Robin Abad robin.abad@sfgov.org regarding streetscape improvements along the project frontages.

The Dogpatch Public Realm Plan outlines recommended improvements along Illinois, Michigan, 24th and 25th Streets. Note that only parallel parking is permitted. Please provide further detail regarding provisions for screening of parking from view in future submittals.

Site Design, Open Space, and Massing

Per the Dogpatch Public Realm Plan, Illinois Street is designated as a Green Connection linking Mission Bay through the Dogpatch to Bayview. Likewise, 24th Street serves as a Green Connection between the 3rd Street MUNI Corridor and Warm Water Cove Park. The corner of Illinois and 24th Streets is a designated Gateway, and these are primary building frontages. Please provide additional detail regarding treatment of the Gateway corner and the 24th Street and Illinois Street frontages in future submittals. Please provide further detail regarding provisions for required off-street loading and for bike parking in future submittals.

Architecture

The level of architectural detail provided in the submission is preliminary. Further design review will be provided on subsequent submissions; however, in general façades should be consistent and compatible with the surrounding neighborhood, express depth and feature high-quality materials. Please provide additional detail on the proposed Façade Systems and Materials, as well as provisions for meeting San Francisco Better Roof Requirements in future submittals. Please refer to the Living Roof Manual for best practices, guidelines, techniques and recommendations for designing and implementing living roofs that are climate-and needs-specific to San Francisco.

STREET IMPROVEMENTS

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 1401-1443, 1499 Illinois Street on January 29, 2017. Below are the SDAT comments from that meeting.

Loading

- SDAT requests information about how on-street and off-street loading will be accommodated with this development. Please submit a loading and operations plan articulating:
 - Where off-street loading will take place (including location of loading docks)
 - Anticipated delivery truck sizes
 - Anticipated frequency of deliveries
 - The location and dimension of the any proposed onsite loading spaces.
- All on-street loading should take place on Michigan Street to avoid conflicts with bikes on Illinois, pedestrians accessing Warm Water Cove Park Muni Vehicles exiting the Muni Yard.
- Should off-street loading bays be required, SDAT recommends they also be sited on the project's Michigan Street frontage.
- The establishment of colored curbs for passenger and commercial loading on street requires coordination with the Port of San Francisco. Please contact Demetri Amoro at [Demetri.amoro@sfport.com](mailto:Demetri.amaro@sfport.com).

Sidewalk Width

- SDAT noted that the project site's Michigan Street sidewalk is legislated to be 15 feet wide. The project plan does not indicate the proposed sidewalk width along the project frontages; however, SDAT does not support narrowing sidewalks along any of the project frontages.

Remove proposed Bulbouts, Perpendicular Parking and Angled Parking

- SDAT does not support the reduction of any existing sidewalk widths on any of the project's frontages. All existing legislated sidewalk widths shall remain unchanged.
- SDAT does not support the project's proposed angled parking configuration along 25th Street nor the does it support proposed perpendicular parking configuration on 24th, and Michigan Streets. All parking along the building's frontage shall be parallel parking
- To accommodate freight movements, SDAT does not support corner bulbouts at this location on any of the project's four corners

Relocate Michigan Street Curb Cut and Parking Access

- SDAT does not support the project's Michigan Street proposed parking ramp curb cut on the corner of 25th Street. To reduce potential conflicts with pedestrians, SDAT recommends the Michigan Street curb cut be relocated at least 50 feet back from the pedestrian crossing bar at the 25th Street intersection.

Street Lighting

- The project sponsor will be expected to propose a lighting plan and provide photometric studies for 24th, 25th, Michigan, and Illinois Streets. For questions regarding street lighting or