



# SAN FRANCISCO PLANNING DEPARTMENT

**MEMO**

DATE: May 22, 2018  
TO: Shelby Campbell, SFPUC  
FROM: Tania Sheyner, Planning Department  
RE: Case No. 2018-002921PPA  
1550 Evans Avenue

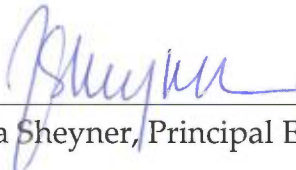
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Please find the attached Preliminary Project Assessment (PPA) for the address listed above. You may contact the staff contact, Julie Moore, at (415) 575-8733 or [Julie.Moore@sfgov.org](mailto:Julie.Moore@sfgov.org), to answer any questions you may have, or to schedule a follow-up meeting.

  
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Tania Sheyner, Principal Environmental Planner



# SAN FRANCISCO PLANNING DEPARTMENT

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## Preliminary Project Assessment

*Date:* May 22, 2018  
*Case No.:* **2018-002921PPA**  
*Project Address:* 1550 Evans Avenue  
*Block/Lot:* 5203/035  
*Zoning:* Core Production, Distribution, and Repair (PDR-2) District  
65-J Height and Bulk District  
India Basin Industrial Park Special Use District  
*Project Sponsor:* San Francisco Public Utilities Commission  
Shelby Campbell – 415-554-3431  
*Staff Contact:* Julie Moore – 415-575-8733  
[Julie.Moore@sfgov.org](mailto:Julie.Moore@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 February 22, 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 project site is located on an approximately five acre (203,775-square-foot) parcel at the northeast corner of Evans Avenue and Third Street in the Bayview neighborhood. The proposed project would demolish the existing features on the site including: a 32,609- square-foot(sf) office building and a 19,057-sf office/warehouse building, both built in 1978; a 102,000-sf surface parking area; and 86 trees and

landscaping. Two driveways on Newhall Street and one on Evans Avenue provide access to the loading docks and parking areas.

The project sponsor would construct the following components on the project site: (1) a three-story, approximately 46-foot-tall, 40,000-gross-square-foot (gsf) community center containing a childcare center, café, multi-purpose rooms, and offices; (2) a one-story, 31-foot-tall, 5,000-gsf community room pavilion; (3) a three-story, 45,000-gsf education building with classrooms and administrative offices; (4) a 35,000-sf surface parking areas with approximately 100 parking spaces and 40 bicycle parking spaces and a 30-gsf guard shelter at the entrance to the parking lot on Third Street; (5) an approximately 2,100-sf outdoor amphitheater with seating capacity for approximately 100 people; (6) approximately 60,000-sf of new landscaped garden and plaza areas with seating, pathways and play areas; (7) approximately 9,000-sf playground for the childcare center; and (8) an eight-foot-tall perimeter fence and tree planting.

The proposed buildings would total 90,000 gsf on the site. The project would include a new 26-foot-wide curb cut on Third Street for one-way driveway access to the parking lot and a new exit driveway (width not specified) on Newhall Street. Additionally, the project would include the removal of two existing driveway curb cuts on Newhall Street and one on Evans Avenue. Proposed streetscape improvements include a new 6-foot-wide sidewalk adjacent to the southern edge of the parking lot, and widening of the existing sidewalk along the Evans Avenue frontage from 8 feet to 15 feet, with no change in curb line. A new 30-foot-wide pedestrian entry would be constructed at the corner of Third Street and Evans Avenue, which would require modifying the existing 5-foot berm and likely require relocation of a pedestrian signal and traffic signal box as well as new curb ramps at the corner.

Project construction would require excavation or ground disturbance over the entire site, with the removal of approximately 7,500 cubic yards of soil, and driven H-piles to depths from 25 feet to 75 feet for building structures.

## PRELIMINARY PROJECT COMMENTS:

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

- 1. Bayview Hunters Point Area Plan.** The subject property falls within the area covered by the Bayview Hunters Point Area Plan in the General Plan. As proposed, the project is not consistent with the Plan, which designates this parcel as “Light Industrial” (see “Figure 3. Generalized Land Use”), part of the neighborhood’s core of industrial properties in the “Northern Gateway” area (see “Figure 2. Bayview Hunters Point Redevelopment Activity Nodes”). The comments below provide further information on areas of inconsistency with the Plan. The project sponsor is encouraged to read the full Plan at: [http://generalplan.sfplanning.org/Bayview\\_Hunters\\_Point.htm](http://generalplan.sfplanning.org/Bayview_Hunters_Point.htm).

In spite of these inconsistencies, the Department nonetheless generally supports the proposal given the multi-year public process that SFPUC undertook with community stakeholders resulting in the proposed project. The Department has not been part of that process, and in the future would appreciate the opportunity to work collaboratively on this project, or on other SFPUC site planning efforts, earlier in the process, to advise on how such projects may best interact with the City’s land use controls and neighborhood planning efforts.

Should the SFPUC consider modifications to the project in the future, the Department encourages the sponsor to: capitalize on the site's access to public transit through more intensive use of the site; ensure that the design and activation of the site are suitable for this industrial context; and mitigate potential impacts of locating sensitive community uses in close proximity to industrial uses. To this end, the Department recommends that the sponsor explore modifications to the project design to achieve the following goals.

**Area Plan Policies:**

- **LAND USE – Policies BHP.LUS.1.3 & BHP.LUS.1.5:** The project, which includes community rooms, childcare, and educational facilities, does not maintain the industrial character of the current Core Production, Distribution & Repair (PDR-2) zoning, which is meant to encourage the introduction, intensification, and protection of a wide range of light and contemporary industrial activities, free from inherent economic and operational competition from other land uses. Further, the introduction of these sensitive land uses in close proximity to other industrial properties does not create a buffer zone between industrial and other non-complimentary land uses, which may result in potential land use conflicts (e.g. pedestrian safety, air quality, noise, etc.)
- **COMMERCE – Policies BHP.COM.7.2 & BHP.COM.7.3:** The PDR-2 zoning does allow for certain non-industrial, non-residential uses, including small-scale retail and office, entertainment, certain institutions, and similar uses that would not create conflicts with the primary industrial uses and that are compatible with the operational characteristics of businesses in the area. Given the project site's location on Third Street, a major commercial thoroughfare served by high-capacity public transit, such complementary uses may be appropriate on this site. The sponsor is encouraged to consider intensification of appropriate uses at the site to capitalize on transit access. The sponsor is also encouraged to physically orient the massing of the site towards Third Street, to strengthen the urban design elements along this important corridor and support the area's economic development.

See Preliminary Design Comments below for more information.

**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 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.<sup>1</sup> 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:

- Geotechnical investigation;
- Transportation study consultant request;
- Construction schedule, construction equipment list, and information regarding pile driving or other particularly noisy construction equipment;
- Copy of Article 38 application to DPH and information regarding any proposed stationary sources such as emergency backup generators;
- Completed Greenhouse Gas Compliance Checklist for Municipal Projects; and
- Completed Maher Ordinance Application, copies of Phase I Environmental Site Assessment, and other soil/groundwater investigations, as applicable.

### ***Environmental Review Document***

The proposed project is not consistent with the area zoning and would not qualify for a categorical exemption. It appears that the project could result in a significant impact, therefore an initial study must be prepared. The initial study may be prepared by an environmental consultant from the Department’s environmental consultant pool. For projects sponsored by other public agencies, these agencies may choose to use any consulting firm in the planning department’s consultant pool for environmental review of their projects, but are not required to do so. Should you choose to have the initial study prepared by an environmental consultant, contact Chelsea Fordham at [CPC.EnvironmentalReview@sfgov.org](mailto:CPC.EnvironmentalReview@sfgov.org) for a list of three eligible consultants. If the initial study finds that the project would have a significant impact that could be reduced to a less-than-significant level by mitigation measures agreed to by the project sponsor, then the Department would issue a preliminary mitigated negative declaration (PMND). The PMND would be circulated for public review, during which time concerned parties may comment on and/or appeal the determination. If no appeal is filed, the Planning Department would issue a final mitigated negative declaration (FMND). Additional information regarding the environmental review process can be found at: <http://sf-planning.org/environmental-review-process>.

If the initial study indicates that the project would result in a significant impact that cannot be mitigated to below a significant level, an EIR will be required. 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.

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<sup>1</sup> San Francisco Planning Department. Fee Schedule for Application Fees. Available online at: <http://sf-planning.org/permit-forms-applications-and-fees>.

1. **Historic Resources.** The existing buildings on the project site are less than 45 years of age and are ineligible for national, state, or local listing. Thus, the proposed project is not subject to review by the Department's Historic Preservation staff; thus, no additional analysis of historic architectural resources is required.
2. **Archeological Resources.** The proposed project will require Preliminary Archeological Review (PAR) by a Planning Department archeologist. To aid this review, the Department archeologist may request a Preliminary Archeological Sensitivity Assessment (PASS) by a Department Qualified Archeological Consultant, subject to the review and approval by the Department archeologist. The Department archeologist will provide three names from the Qualified Archeological Consultant list if the PASS is required. The PAR will assess the archeological sensitivity of the project site based on in-house source materials 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. **Tribal Cultural Resources.** Tribal cultural resources (TCRs) are a class of resource established under the California Environmental Quality Act (CEQA) in 2015. TCRs are defined as a site, feature, place, cultural landscape, sacred place or object with cultural value to a California Native American tribe, that is either included on or eligible for inclusion in the California Register of Historical Resources or a local historic register, or is a resource that the lead agency, at its discretion and supported by substantial evidence, determines is a TCR. Planning Department staff will review the proposed project to determine if it may cause an adverse effect to a TCR; this will occur in tandem with preliminary archeological review. No additional information is needed from the project sponsor at this time. Consultation with California Native American tribes regarding TCRs may be required at the request of the tribes. If staff determines that the proposed project may have a potential significant adverse impact on a TCR, mitigation measures will be identified and required. Mitigation measures may include avoidance, protection, or preservation of the TCR and development of interpretation and public education and artistic programs.
4. **Transportation.** Based on the Planning Department's Transportation Impact Analysis Guidelines for Environmental Review,<sup>2</sup> the project would require additional transportation analysis to determine whether the project may result in a significant transportation impact. We understand that CHS Consulting has been selected to prepare a transportation study and a Department transportation planner will be assigned to direct the scope of the consultant-prepared study. The Planning Department fees for review will be based on staff time and materials.

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<sup>2</sup> This document is available at: <http://sf-planning.org/consultant-sponsor-resources>

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.

5. **Noise.** Construction noise is subject to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code), which includes restrictions on noise levels of construction equipment and hours of construction. If pile driving is to be used during construction, measures to reduce construction noise may be required as part of the proposed project. The EEA should provide a construction schedule and indicate whether pile driving or other particularly noisy construction methods are required.

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

6. **Air Quality.** The proposed project, with approximately 100,000 gsf of community center buildings and approximately 7,500 cubic yards of soil excavation, is below the Bay Area Air Quality Management District's (BAAQMD) construction and operation screening levels for criteria air pollutants.<sup>3</sup> Therefore, an analysis of the project's criteria air pollutant emissions is not likely to be required. However, please provide detailed information related to construction equipment, phasing and duration of each phase, and volume of excavation as part of the EEA. In addition, project-related demolition, excavation, grading and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. To reduce construction dust impacts, the proposed project will be required to adhere to the dust control requirements set forth in the Construction Dust Ordinance contained in San Francisco Health Code Article 22B and San Francisco Building Code Section 106.A.3.2.6. Section 1247 of Article 22B requires that all City agencies authorizing construction or other changes on City property adopt rules and regulations to ensure that the dust control requirements of Article 22B are followed.

The project site is located within an Air Pollutant Exposure Zone, as mapped and defined by Health Code Article 38. The Air Pollutant Exposure Zone identifies areas with poor air quality based on modeling of air pollution, exposures, and health vulnerability from mobile, stationary, and area source emissions within San Francisco. The project proposes to construct new sensitive land uses (i.e., childcare), which are subject to enhanced ventilation measures pursuant to Health Code Article 38. The project sponsor will be required to submit an Article 38 application to DPH prior to the issuance of any environmental determination. Please provide a copy of the Article 38 application with the EEA.<sup>4</sup>

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3 BAAQMD, CEQA Air Quality Guidelines, May 2017, Chapter 3.

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



The Clean Construction Ordinance requires a Construction Emissions Minimization Plan and monitoring for public works projects within the Air Pollutant Exposure Zone. As noted above, please provide detailed information related to construction equipment (including engine emissions standards), phasing and duration of each phase, and the volume of excavation as part of the EEA.

Also, 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, 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 with the EEA.

7. **Greenhouse Gases.** *The City and County of San Francisco's Strategies to Address Greenhouse Gas Emissions* presents a comprehensive assessment of policies, programs, and ordinances that represents San Francisco's Qualified Greenhouse Gas (GHG) Reduction Strategy. Projects that are consistent with San Francisco's Qualified GHG Reduction Strategy would result in less-than-significant impacts from GHG emissions. In order to facilitate a determination of compliance with San Francisco's Qualified GHG Reduction Strategy, the Planning Department has prepared a Greenhouse Gas Analysis Compliance Checklist.<sup>5</sup> 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.
8. **Wind.** The proposed project would not involve construction of a building over 80 feet in height (the tallest building proposed would be 60 feet tall). Therefore, a consultant-prepared wind analysis is not anticipated to be required.
9. **Shadow.** The proposed project would result in construction of a building greater than 40 feet in height. A preliminary shadow fan analysis prepared by Planning Department staff indicates that the proposed project would not cast shadows on any existing public recreational facilities or open spaces. Therefore, a consultant-prepared shadow analysis is not anticipated to be required.
10. **Geology.** The project site is located within a seismic hazard zone (liquefaction hazard zone likely underlain by artificial fill) and on a slope greater than 20 percent. Any new construction on the site is therefore subject to a mandatory Interdepartmental Project Review.<sup>6</sup> A geotechnical study prepared by a qualified consultant must be submitted with the EEA. The study should address whether the site is subject to liquefaction, and should provide recommendations for any geotechnical concerns identified in the study. In general, compliance with the building codes would avoid the potential for significant impacts related to structural damage, ground subsidence, liquefaction, landslides, and surface settlement. To assist Planning Department staff in determining whether the project would result in environmental impacts related to geological hazards, it is

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<sup>5</sup> Refer to <http://sf-planning.org/consultant-sponsor-resources> for latest "Greenhouse Gas Compliance Checklist for Municipal Projects."

<sup>6</sup> San Francisco Planning Department. *Interdepartmental Project Review*. Available online at: <http://sf-planning.org/permit-forms-applications-and-fees>



recommended that you provide a copy of the geotechnical information with boring logs for the proposed project. This study will also help inform the Planning Department Archeologist of the project site's subsurface geological conditions.

11. **Hazardous Materials.** The proposed project would provide childcare uses on an industrial site within the India Basin Industrial Park. 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.

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

12. **Findings of Fiscal Responsibility and Feasibility.** San Francisco Administrative Code Chapter 29 applies to any project proposed by a City and County of San Francisco office, board, department, commission or other unit (project sponsor) that exceeds \$25 million and would have predevelopment, planning, or construction costs in excess of \$1 million, excluding the costs of City personnel working on such project, that will be paid from public monies. Prior to submittal of an environmental evaluation application, the project sponsor is required to procure a Board of Supervisors determination that the plan for undertaking and implementing the project is fiscally feasible and responsible as set forth in Chapter 29.

## 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. **Uses.** Per Planning Code Section 210.3, a childcare facility, post-secondary educational institution, and a school are not permitted uses within the PDR-2 Zoning District. A public facility is allowed

with conditional use authorization within the PDR-2 Zoning District. However, since the project site falls within the India Basin Industrial Park SUD, a childcare facility is a principally permitted use. Please specify what type of office use is being proposed and whether that would be accessory to the other proposed land uses or otherwise. Additional information is required to further assess whether the office is a permitted use.

2. **Zoning Map Amendment.** A Legislative Amendment or Zoning Map Amendment is required to move forward with the proposed project. Additional information on the future zoning is required. Currently, the application does not identify the proposed zoning district. Please work with the Planning Department to determine the appropriate zoning district for the project site.

The following analysis examines the project under the existing PDR-2 Zoning District.

3. **Planned Unit Development (PUD).** Per Planning Code Section 304, a Planned Unit Development (PUD) is intended for projects located on sites larger than one half acre. A PUD is intended for projects on sites of considerable size, developed as integrated units and designed to produce an environment of stable and desirable character which will benefit the occupants, the neighborhood and the City as a whole.
4. **India Basin Industrial Park.** Per Planning Code Section 249.42, the project site falls within the India Basin Industrial Park Special Use District (SUD). For the proposed scope at 1550 Evans Avenue, per the aforementioned SUD in Planning Code Section 249.42(a)(1), office uses are not subject to the use size limits for office uses otherwise found in the PDR-2 Zoning District; however, a new office use is not permitted if the total amount of office use would exceed 50,000 gross square feet. Further, per Planning Code Section 249.42(a)(2), retail sales and service uses as defined in Section 102 are also not subject to use size limits for retail uses in the PDR-2 Zoning District; however, any individual new retail use that contains a gross floor area greater than 5,999 square feet requires a Conditional Use Authorization. Per Planning Code Section 249.42 (a)(3), childcare facilities as defined in Section 102 are principally permitted. Per Planning Code Section 249.42(a)(4), the minimum off-street parking requirements set forth in Section 151 of the Planning Code shall not apply; the maximums are set forth in Section 151.

Per Planning Code Section 249.42(b), all parcels within this SUD shall provide landscaped front setbacks at depths and along frontages identified therein. The intent is to maintain and reinforce existing landscaped front setbacks, including the landscaped berms, India Basin Industrial Park signs, and tree hedges. Such setbacks shall be completely and appropriately landscaped and shall remain unpaved and devoted to plant material, excepting reasonable space necessary for ingress and egress to properties. Except as specified below for corner properties, only those permitted obstructions identified in Planning Code Section 132(f) shall be permitted within such front setback.

Corner properties with frontage along more than one street identified below shall provide the required setback along all applicable frontages with two exceptions:

(1) the required setback along each frontage may be reduced to the depth of the front setback of an existing building on an adjacent lot along the same frontage, provided that the adjacent building occupies at least half of the width of the adjacent lot, and

(2) building elements may extend into portions of the required setback, resulting in an irregular setback, provided that the total area of the resulting setback along each frontage is at least equal to the total area of the setback that would otherwise be required.

The required front setbacks are as follows:

1. Third Street, east side, south of Burke Avenue, 15 feet.
2. Evans Avenue, north side, 15 feet.
3. Evans Avenue, south side between Third Street and Mendell Street, 15 feet.

Please demonstrate compliance with the requirements therein or seek and justify an exception through the PUD.

5. **Floor Area Ratio.** Per Planning Code Section 124, the maximum floor area ratio within a 65-foot Height District is 5.0 to 1 within the PDR-2 Zoning District. With a lot size of 203,775 square feet, the maximum floor area for a non-residential use is 1,018,875 square feet. With a proposed 90,000 gross square feet of non-residential use, the project complies with the FAR limits.
6. **Streetscape Plan – Better Streets Plan Compliance.** Per Planning Code Section 138.1, pedestrian and streetscape improvements consistent with the Better Streets Plan are required. 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.

The project triggers the requirements of a Streetscape Plan project because it would be implemented on a lot greater than one-half acre in total area, contains greater than 250 feet of total frontage on one or more publicly-accessible right-of-ways, and is proposing new construction. Upon submittal of the application, this streetscape plan shall be submitted to the Planning Department no later than 60 days prior to any Planning Commission action, and shall be considered for approval at the time of other project approval actions.

The streetscape plan should show the location, design, and dimensions of all existing and proposed streetscape elements in the public right-of-way directly adjacent to the fronting property, including street trees, sidewalk landscaping, street lighting, site furnishings, utilities, driveways, 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 Planning Code Section 138.1(c) (2) (ii) for the additional elements that may be required as part of the project's streetscape plan.

SDAT reviewed the 1550 Evans Avenue proposal on April 23, 2018 and its preliminary design review comments are provided below. The SDAT comments are also presented as an attachment.

7. **Screening and Greening of Parking and Vehicle Use Areas.** Pursuant to Planning Code Section 142, off-street parking spaces in parking lots shall meet the requirements of Section 156 and other applicable provisions of Article 1.5 of this Code. Such parking areas shall be screened from view as provided in Section 156(d) of this Code. Please demonstrate compliance with the screening of parking and vehicle use areas less than 25 linear feet adjacent to a public right-of-way and with vehicle use areas that are greater than 25 linear feet along the public right-of-way (Third Street and Newhall Avenue). All lots containing vehicular use areas where such area has more than 25 linear feet along any public right-of-way shall provide screening in accordance with the requirements of this Section and the Ornamental Fencing definition as provided in Section 102.
8. **Ground Floor Standards in Industrial Districts.** Per Planning Code Section 145.5, all new buildings constructed in Industrial Districts, as defined in Section 201, shall provide ground floor spaces with a minimum floor-to-floor height of 17 feet, as measured from grade. In existing buildings, a minimum clear ceiling height of 15 feet shall be retained where currently existing. Upon submittal, please demonstrate compliance with ground floor standards per Planning Code requirements within the PDR-2 Zoning District. The renderings submitted thus far do not indicate if this requirement is met. Please clearly demonstrate a 17-foot ceiling height clearance or seek and justify an exception through the PUD.
9. **Off-Street Parking.** Planning Code Section 151 does not require off-street parking for institutional uses, but requires one space for each 25 children accommodated at any one time, where the number of such children exceeds 24 for a childcare facility, one for each two classrooms for a post-secondary educational institution, and one for each six classrooms for a school. Per Section 151(c)(2), the maximum parking permitted as accessory where no parking is required for a use shall be one space per 2,000 square feet of occupied floor area of use. For a 45,000 square-foot community facility inclusive of the community room pavilion, a maximum of 23 off-street parking spaces would be considered accessory. For a 45,000-square foot educational building with 20 classrooms, either 10 off-street parking spaces would be required for a post-secondary institution or three off-street parking spaces would be required for a school. However, per the India Basin Industrial Park SUD, no minimum off-street parking is required; maximums are set forth in Section 151. Per Section 151(c)(1), accessory parking principally permitted shall include 150% of the required number of spaces.

The proposed parking exceeds what is permitted as accessory off-street parking. Please demonstrate compliance or seek and justify an exception through the PUD.
10. **Off-Street Freight Loading.** Per Planning Code Section 152, all uses other than retail sales and services and industrial uses in newly constructed structures shall require one off-street freight loading space if the gross floor area is between 100,001 and 200,000 square feet. The proposed 90,000 square feet of public facility, childcare facility and educational use would not require a loading space.
11. **Protected Street Frontages.** Planning Code Section 155 limits vehicular access to off-street parking or loading to preserve the pedestrian character of certain downtown and neighborhood commercial districts and to minimize delays to transit service. Per Section 155(r), Third Street is a protected street frontage but only in the UMU districts for 100 feet north and south of Mariposa and 100 feet north

and south of 20th Streets, and 4th Street between Bryant and Townsend in the SLI and MUO District. Thus, the subject frontage along Third Street is not protected and the proposed access is permitted.

12. **Bicycle Parking (Class I).** Per Planning Code Section 155, for a childcare facility, one Class I space is required for every 20 children with a minimum of two spaces required; for a public facility, one space for every 5,000 square feet of occupied floor area is required; for a post-secondary educational institution, one space for every 20,000 square feet of occupied floor area is required; four Class I spaces are required for every classroom; one Class I space for every 5,000 square feet of office space is required. The proposed project contains 12 Class I bicycle parking spaces; however, it is unknown how many children are proposed for the childcare facility. Thus, whether sufficient Class I bicycle parking is provided cannot be assessed yet. As the project moves forward, please demonstrate compliance with bicycle parking Class I requirements.
13. **Bicycle Parking (Class II).** Per Planning Code Section 155, for a childcare facility, one Class II space is required for every 20 children; for a public facility, one space for every 2,500 square feet of occupied floor area is required, for a minimum of two spaces; for a post-secondary educational institution, one space for every 10,000 square feet of occupied floor area is required (minimum of two spaces); for a school, one Class II space is required for every classroom; two Class II spaces for any office use greater than 5,000 square feet. The proposed project contains 18 Class II bicycle parking spaces; however, it is unknown how many children are proposed for the childcare facility. Thus, whether sufficient Class II bicycle parking is provided cannot be assessed yet. As the project moves forward, please demonstrate compliance with bicycle parking Class II requirements.

SFMTA has final authority on the type, placement and number of Class II bicycle racks within the public right-of-way. Prior to issuance of first architectural addenda, you will be required to contact the SFMTA Bike Parking Program at [bikeparking@sfmta.com](mailto: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>.

14. **Car Sharing.** Planning Code Section 166 requires the proposed project to provide at least three car share spaces. The proposed project contains no car share spaces. Please demonstrate compliance or seek and justify an exception through the PUD.
15. **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 90,000 square feet of institutional, office, post-secondary or school, and childcare facility and thus is subject to the TDM Program. Based on the proposed 100 off-street parking spaces associated with the aforementioned uses, the project will be required to meet or exceed a target score of 21 points for land use category B, Office.

Please be aware that additional review of the selected TDM Plan will be required upon submittal, and that revisions to the project may result in the need to revise the project's TDM Plan as well.

16. **Demolition of Industrial Buildings.** In order to preserve the existing stock of buildings suitable for industrial activities and to create new viable space for Industrial Uses, in PDR Districts, an industrial building that is not unsound and is proposed for demolition must be replaced by a new building that complies with the criteria set forth below. Per Planning Code Section 202.7, if the building proposed for demolition represents 0.4 FAR or less, then the replacement building shall include at least two square feet of Industrial Use for each square foot of Industrial Use in the building proposed for demolition. The existing industrial building measuring 19,000 square feet is 0.09 FAR of the 203,775 square-foot parcel. Because the aforementioned is less than 0.4 FAR, at least 38,000 square feet are required for replacement. There is no proposed PDR replacement as part of the new construction. Please demonstrate compliance with PDR replacement requirements or seek and justify an exception through the PUD.
17. **Shadow Analysis (Section 295).** Section 295 requires that a shadow analysis must be performed to determine whether the project has the potential to cast shadow on properties under the jurisdiction of the San Francisco Recreation and Park Commission. Department staff has prepared a shadow fan that indicates that the project would not cast new shadow on property under the jurisdiction of the aforementioned. Therefore, a detailed shadow analysis would not be required pursuant to Section 295.
18. **Bayview Hunters Point Citizens Advisory Committee (CAC).** Since the proposed project includes construction of a new building or addition to an existing building of 10,000 square feet or more of non-residential space, is a project that requires Conditional Use Authorization from the Planning Commission, is a project that requires a zoning map amendment and is within Zone 2 (a specified boundary subject to the review of the BVHP CAC), the Planning Department shall notify the CAC of the project to obtain community input and guidance. Upon receipt of an application, the Planning Department shall issue a notice form to the BVHP CAC. Should the CAC request a presentation from the project sponsor, the CAC will follow up directly to coordinate those efforts and provide feedback to the Planning Department thereafter.
19. **First Source Hiring Agreement.** A First Source Hiring Agreement is required for any project proposing to construct 25,000 gross square feet or more. The proposed structures cumulatively measure 90,000 gross square feet. Therefore, the project requires a first source hiring agreement. 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
20. **Flood Notification.** The project site is in a block that has the potential to flood during storms. The SFPUC will review the permit application to comment on the proposed application and the potential for flooding during wet weather. Applicants for building permits for either new construction, change of use, or change of occupancy, or for major alterations or enlargements must contact the SFPUC at



the beginning of the process to determine whether the project would result in ground-level flooding during storms. Requirements may include provision of measures to ensure positive sewage flow, raised elevation of entryways, and/or special sidewalk construction and the provision of deep gutters. The side sewer connection permits for such projects need to be reviewed and approved by the SFPUC at the beginning of the review process for all permit applications submitted to the Planning Department, DBI, or the Successor Agency to the San Francisco Redevelopment Agency. For information required for the review of projects in flood-prone areas, the permit applicant shall refer to Planning Director Bulletin No. 4: <http://sf-planning.org/departments-publications>.

21. **Stormwater.** If the project results in a ground surface disturbance of 5,000 sf or greater (creating and/or replacing 5,000 square feet or more of impervious surface), it is subject to San Francisco's stormwater management requirements as outlined in the Stormwater Management Ordinance and the corresponding SFPUC Stormwater Design Guidelines (Guidelines). Projects that trigger the stormwater management requirements must prepare a Stormwater Control Plan demonstrating project adherence to the performance measures outlined in the Guidelines including: (a) reduction in total volume and peak flow rate of stormwater for areas in combined sewer systems OR (b) stormwater treatment for areas in separate sewer systems. The SFPUC Wastewater Enterprise, Urban Watershed Management Program is responsible for review and approval of the Stormwater Control Plan. Without SFPUC approval of a Stormwater Control Plan, no site or building permits can be issued. The Guidelines also require a signed maintenance agreement to ensure proper care of the necessary stormwater controls. Compliance may occur through a mix of rooftop, sidewalk, and open space treatments and technologies, and is encouraged to be designed as a comprehensive system that maximizes co-benefits for greening, habitat creation, urban heat island reduction, building energy savings, and beautification. Systems within the public realm should consider adjacencies and opportunities for flow-through systems to neighborhood detention areas. To view the Stormwater Management Ordinance, the Stormwater Design Guidelines, or download instructions for the Stormwater Control Plan, go to <http://sfwater.org/sdg>. Applicants may contact [stormwaterreview@sfwater.org](mailto:stormwaterreview@sfwater.org) for assistance.
22. **Recycled Water.** Projects located in San Francisco's designated recycled water use areas are required to install recycled water systems for irrigation, cooling, and/or toilet and urinal flushing in accordance with the Recycled (or Reclaimed) Water Use Ordinance, adopted as Article 22 of the San Francisco Public Works Code. New construction or major alterations with a total cumulative area of 40,000 square feet or more; any new, modified, or existing irrigated areas of 10,000 square feet or more; and all subdivisions are required to comply. To determine if the proposed project is in a designated recycled water use area, and for more information about the recycled water requirements, please visit [sfwater.org/index.aspx?page=687](http://sfwater.org/index.aspx?page=687).
23. **Non-Potable Water Reuse.** The proposed project is less than 250,000 SF, but greater than 40,000 SF; thus, it would be 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](mailto:nonpotable@sfwater.org) for assistance. Non-potable water systems may be designed to optimize co-benefits for stormwater management, living roofs, and streetscape greening. Regardless of size, project sponsors are encouraged to consider a district-scale system that serves an entire larger project and/or connects

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

24. **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 went 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/departments-publications>.
25. **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.
26. **Refuse Collection and Loading.** San Francisco is a national leader in diverting waste from landfills, has a Mandatory Recycling and Composting Ordinance, and has a goal to achieve zero waste by 2020. In this, the City requires all buildings to be designed with spaces for collecting and loading recycling and composting in common and private areas, and make these options as or more convenient than waste disposal. More information on the complete suite of the City's Zero Waste legislation may be found here: <http://sfenvironment.org/zero-waste/overview/legislation>. Please also see the Guidance on Recycling Design (page 3) resources for designing appropriate areas: [http://sfenvironment.org/sites/default/files/fliers/files/sfe\\_zw\\_ab088.pdf](http://sfenvironment.org/sites/default/files/fliers/files/sfe_zw_ab088.pdf). Free design and implementation assistance is available from the San Francisco Department of the Environment's Zero Waste Team by calling 415-355-3700.

## PRELIMINARY DESIGN COMMENTS:

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

### Site Design, Open Space, and Massing

1. The Urban Design Advisory Team (UDAT) understands that the project has a long history of community engagement that defined the proposed design. UDAT still recommends that the neighborhood character should be expressed in the open space designs. The public open space should be designed to encourage social activity, play, and rest. For further information, please refer to the Urban Design Guidelines: <http://sf-planning.org/urban-design-guidelines>.
2. The amount of surface parking is excessive, particularly considering that the site is located on the Third Street Muni light rail corridor.
3. UDAT noted that no space for PDR is provided on-site under the current proposal. Overall, the UDAT team believes that the proposed program is resulting in a project that is underutilizing the land for its site location, which has great access to major roads and public transportation.

### Streetscape and Public Realm

*The Street Design Advisory Team (SDAT) provides design review and guidance to private developments working within the City's public right-of-way. SDAT is composed of representatives from the 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).*

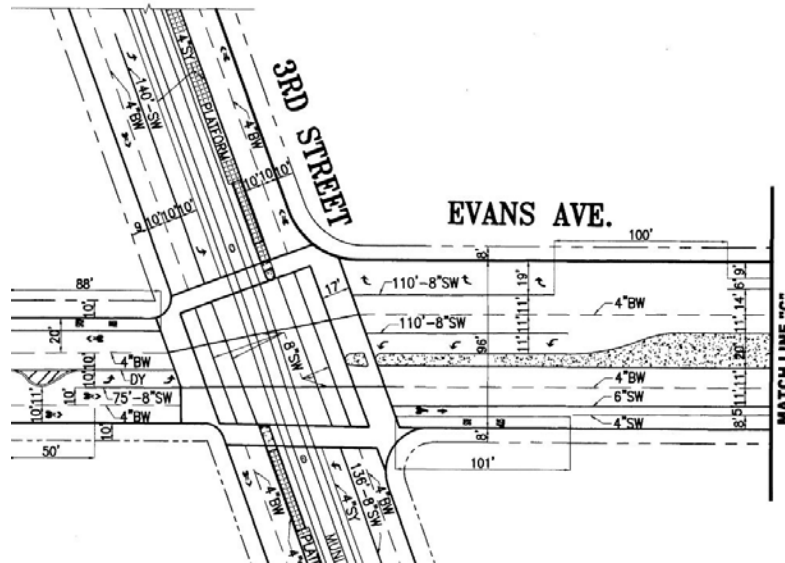
SDAT reviewed the proposed project information provided in the PPA application on April 23, 2018 and provides the following comments:

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

1. **Vision Zero.** In 2014, the City adopted the [Vision Zero Policy](#) which seeks to eliminate all traffic deaths in the City by 2024. The City subsequently established a network of Vision Zero Corridors which have higher rates of traffic-related injuries and fatalities compared to most San Francisco Streets. The City has determined that streets on the Vision Zero network should be prioritized for safety improvements especially those that improve the safety of vulnerable users like people walking and people on bikes.

This project is located on vehicular high-injury corridors, Third Street and Evans Avenue, and is encouraged to incorporate safety measures into the project. For further information on the Vision Zero Network see: The Transportation Information Map: <http://sftransportationmap.org> then click on "safety" tab.

2. **3rd & Evans Intersection Improvements.** SF Public Works plans to modify striping to add a right-turn pocket and to tighten its curb radii along the Evans Avenue frontage. The project should coordinate with Edmund Lee, from the Public Works Project Management Division. You may contact him by phone at (415) 554-8258 or [Edmund.Lee@sfdpw.org](mailto:Edmund.Lee@sfdpw.org).



3. **Street Lighting.** The project sponsor will be expected to propose a lighting plan and provide photometric studies for Evans Avenue and Newhall Street. For questions regarding street lighting or modifications to streetlight infrastructure (both City and PG&E-owned), please contact [Streetlights@sfwater.org](mailto:Streetlights@sfwater.org).
4. **Sidewalk Widening & Potential Relocation of Signal Poles**
  - SDAT supports widening the sidewalk and utilizing the setback area along the Evans Avenue frontage as the width of the existing public right-of-way is limited.
  - The existing pedestrian signal for the crosswalk spanning Evans Avenue at 3<sup>rd</sup> Street can be relocated to the existing traffic signal pole on 3<sup>rd</sup> Street, if necessary. Should the pedestrian signal be relocated, a short pole for a pedestrian pushbutton to activate a pedestrian signal shall be installed at the end of the crosswalk spanning Evans Avenue.
  - Relocation of the existing signal control box at the corner of Evans Avenue and 3<sup>rd</sup> Street is not advisable as it requires extensive, costly roadwork.
  - The existing signal for the eastbound traffic along Evans should be as close to the corner as possible.
5. **Off-street Loading and Parking Access.** SDAT recommends providing a passenger loading zone (white zone) in front of the new education center along Newhall Street. The establishment of colored curbs for passenger and commercial loading on street requires coordination with SFMTA. Please contact Paul Kniha at [paul.kniha@sfmta.com](mailto:paul.kniha@sfmta.com).

Please provide more information on the number of children proposed to use the child care use and the number and size of events proposed at the site.

6. **Transformer Vault.** If a new electrical power transformer is required by PG&E to provide power to the building, please show the location of the transformer room on the plans for SDAT review. Should the project intend to install an electrical transformer within the public right-of-way, be aware that sidewalk vaults are considered an exception by SF Public Works Bureau of Street Use & Mapping (BSM). The project sponsor will need to work with the Planning Department to generate a written request for this exception along with a Vault Encroachment Permit Application to BSM. SDAT does not support locating electrical transformers within the public ROW at this location.
7. **Parking Lot Access.** During the SDAT meeting, SDAT reviewed three circulation options proposed by the SFPUC team. SDAT's most preferable option is the first option that proposes a parking lot entrance along the 3rd Street frontage with an exit to Newhall Street. Even though this option requires a new curb cut along 3rd Street, a Transit Preferential Street, considering many circulation constraints associated with the project site, including unprotected left turns at Evans Avenue and Newhall Street, SDAT agrees that the first option proposes the most viable egress and ingress points to the site.

#### 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** is required to initiate environmental review.
2. A **Legislative Amendment** or **Zoning Map Amendment** is required to permit the proposed project. Currently, the PDR-2 Zoning District does not permit the proposed uses. In addition, the Planning Code prohibits certain aspects of the project, including the demolition of the existing industrial buildings.
3. A **Conditional Use Authorization** is required for the proposed public facility within a PDR-2 Zoning District.

4. A **Planned Unit Development Application** from the Planning Commission is required per Planning Code Section 304, since the project appears to require Variances from certain Planning Code requirements and the project is located on a site that is larger than one half acre.
5. A **Transportation Demand Management Plan** is required.
6. A **Building Permit Application** is required for the demolition of the existing buildings on the subject property.
7. A **Building Permit Application** is required for the proposed new construction on the subject property.
8. **Interdepartmental Project Review.** This review is required for all proposed new construction in seismic hazard zones, in which the subject property falls.

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 available at [http://forms.sfplanning.org/Plan\\_Submittal\\_Guidelines.pdf](http://forms.sfplanning.org/Plan_Submittal_Guidelines.pdf).

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

## NEIGHBORHOOD NOTIFICATIONS AND OUTREACH:

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

1. **Pre-Application Meeting.** This project is required to conduct a Pre-Application Meeting with surrounding neighbors and registered neighborhood groups before a development application may be filed with the Planning Department. The Pre-Application packet, which includes instructions and template forms, is available at <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, Planned Unit Development, and Legislative Amendment, etc. 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 Bayview Hunters Point 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.

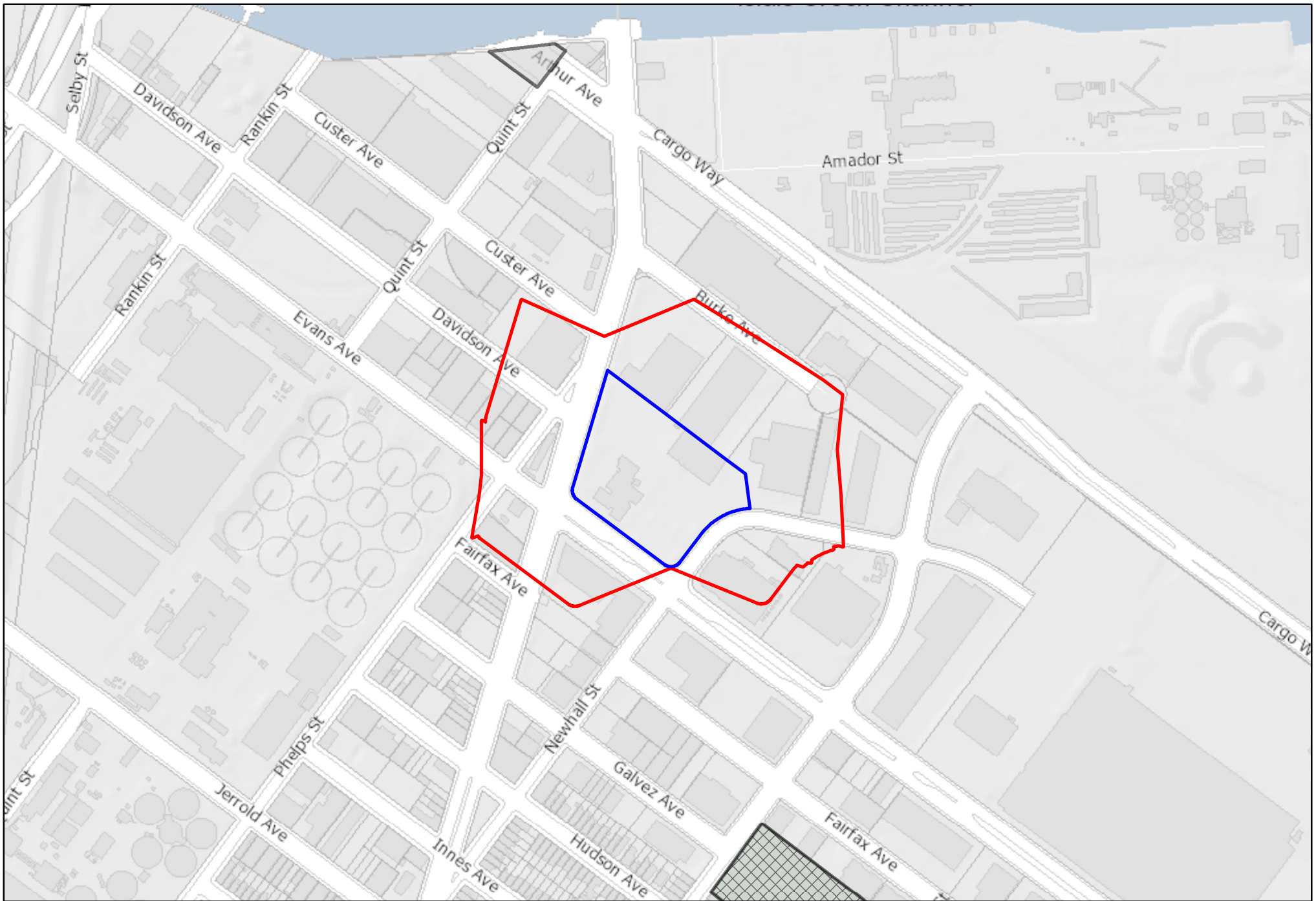
3. **Notification of a Project Receiving Environmental Review.** Notice may be required to be sent to occupants of the project site and properties adjacent to the project site, as well as to owners and, to the extent feasible, occupants of properties within 300 feet of the project site at the initiation of the environmental review process.

#### PRELIMINARY PROJECT ASSESSMENT EXPIRATION:

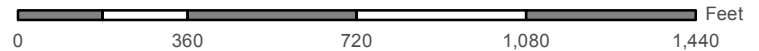
This Preliminary Project Assessment is valid for a period of **18 months**. An Environmental Evaluation, Conditional Use Authorization/Planned Unit Development or Building Permit Application, as listed above, must be submitted no later than **November 23, 2019**. Otherwise, this determination is considered 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.

Enclosures: SDAT Review, May 7, 2018  
Preliminary Shadow Fan

cc: San Francisco Public Utilities District, Property Owner  
Esmeralda Jardines, Current Planning  
Julie Moore, Environmental Planning  
Lisa Chen, Citywide Planning and Analysis  
Jonas Ionin, Planning Commission Secretary  
Charles Rivasplata, SFMTA  
Jerry Sanguinetti, Public Works  
Pauline Perkins, SFPUC  
June Weintraub and Jonathan Piakis, DPH  
Planning Department Webmaster



Title: 1550 Evans Preliminary Shadow Fan  
Comments: Modelled for building 58 feet tall  
(45.5 foot building plus 12 feet allowable exception)  
Printed: 16 April, 2018



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# SAN FRANCISCO PLANNING DEPARTMENT

**MEMO**

**DATE:** 05/07/2018

**TO:** Julie Moore, Timothy Johnston (Environmental Planning); Luiz Barata, Esmeralda Jardines (Current Planning); Lisa Chen (Citywide Planning)

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

**RE:** SDAT Review  
Case NO. 2018-002921PPA  
Address: 1550 Evans Avenue  
Neighborhood: Bayview  
Zoning: PDR-2  
Area Plan: Bayview Hunters Point

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 1550 Evans Avenue on April 23, 2018. Below are the SDAT comments from that meeting.*

## CONTEXT

### Project Description & Transportation-Related Notes

The San Francisco Public Utilities Commission's (SFPUC) new Southeast Community Facility (SECF) consists of a community center building, a smaller multi-purpose building (the Alex Pitcher Pavilion), an education partner building, and substantial site work. The site work includes meditation gardens, an outdoor event space, a central plaza, and playground for the neighborhood's use. The facility will replace the existing Southeast Community Facility located at 1800 Oakdale Avenue, at the Southeast corner of the SFPUC's Southeast Water Pollution Control Plant. The SECF is moving to the new building at 1550 Evans Avenue because the existing community facility is exceeding its useful life and the layout of the building is ineffectual.

The new Southeast Community Facility will be located at 1550 Evan Avenue. The lot is bounded by 3<sup>rd</sup> Street on the west side, warehouses along Burke Avenue on the north side, Newhall Street on the east side, and Evans Avenue on the south side. The project is within the India Basin Industrial Park HOA.

The existing property at 1550 Evans Avenue, owned by the SFPUC, contains a two story office building and a warehouse building, which were both constructed in 1978 and will be demolished as part of this project.

The new three-story, 45,000 gross square feet Community Center will provide the Bayview Hunters Point Neighborhood with amenities including a childcare center, offices for community-

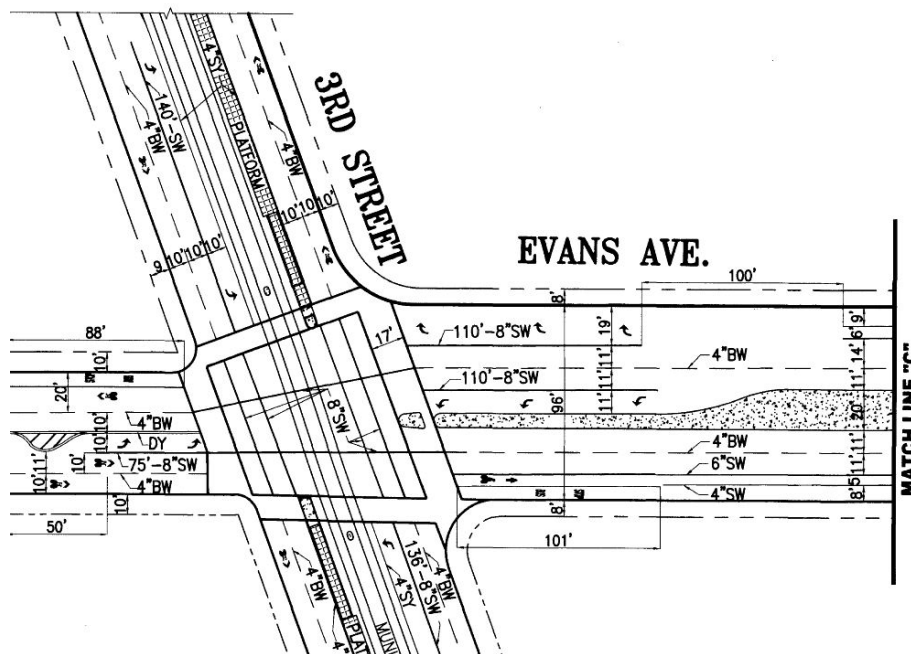
## Street Design Review Triggers

- ## Site Conditions

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

## RELATED CITY PROJECTS

- SF Public Works plans to modify striping to add a right-turn pocket and to tighten its curb radii along the Evans Avenue frontage.



- SAN FRANCISCO
- 
- PLANNING DEPARTMENT

## **STREET IMPROVEMENTS**

### **Parking Lot Access**

- During the SDAT meeting, SDAT reviewed three circulation options proposed by the SFPUC team. SDAT's most preferable option is the first option that proposes a parking lot entrance along the 3<sup>rd</sup> Street frontage with an exit to Newhall Street. Even though this option requires a new curb cut along 3<sup>rd</sup> Street, a Transit Preferential Street, considering many circulation constraints associated with the project site, including unprotected left turns at Evans Avenue and Newhall Street, SDAT agrees that the first option proposes the most viable egress and ingress points to the site.

### **Sidewalk Widening**

- SDAT supports widening the sidewalk and utilizing the setback area along the Evans Avenue frontage as the width of the existing public right-of-way is limited.
- See Item #5 under the "Interagency Coordination and Additional Guidance" section below

### **Relocation of Signal Poles**

- The existing pedestrian signal for the crosswalk spanning Evans Avenue at 3<sup>rd</sup> Street can be relocated to the existing traffic signal pole on 3<sup>rd</sup> Street, if necessary. Should the pedestrian signal be relocated, a short pole for a pedestrian pushbutton to activate a pedestrian signal shall be installed at the end of the crosswalk spanning Evans Avenue.
- Relocation of the existing signal control box at the corner of Evans Avenue and 3<sup>rd</sup> Street is not advisable as it requires extensive, costly roadwork.
- The existing signal for the eastbound traffic along Evans should be as close to the corner as possible.

### **Street Lighting**

- The project sponsor will be expected to propose a lighting plan and provide photometric studies for Evans Avenue and Newhall Street.
- See Item #11 under the "Interagency Coordination and Additional Guidance" section below

## **OPERATIONS**

### **Loading**

- SDAT recommends providing a passenger loading zone (white zone) in front of the new education center along Newhall Street.
- Please provide more information on the number of children proposed to use the child care use and the number and size of events proposed at the site.
- Please refer to Item #2 under "Interagency Coordination and Additional Guidance" section below.

### **Transformer/ Trash**

- Please indicate the location of the transformer vault on the plan set.
- SDAT does not support locating electrical transformers within the public ROW at this location.

- Please refer to Item #3 under “Interagency Coordination and Additional Guidance” section below.

**Additional Information Required for Next SDAT Review**

- ☒ Existing/proposed curb cuts and curb cuts to be removed
- ☐ Street names
- ☒ Dimensions of existing and proposed sidewalk and curb extensions on plans
- ☒ Dimensions of existing and proposed curb cuts on plans
- ☒ Site plan with streetscape features (e.g. bulbouts, trees, benches, bike racks)
- ☒ Proposed street tree locations
- ☒ Adjacent ROW widths
- ☒ Locations of existing utility poles and hydrants
- ☒ Turn templates for parking lot access
- ☐ Curb-to-curb section, including dimensions of tree wells and path of travel
- ☒ Proposed transformer vault location

**CC:**     **SF Public Works:** Paul Barradas; Simon Bertrang; Chris Buck; Brent Cohen; Kevin Jensen; Suzanne Levine; Kathy Liu; Kelli Rudnick; Rahul Shah; Berhane Gaime

**SFMTA:** Jennifer Molina; Paul Kniha; Sam Lam; Ricardo Olea; Charles Rivasplata; Mike Sallaberry; James Shahamiri; Adam Smith; Felipe Robles; Francesca Napolitan

**SF Planning:** Paul Chasan; Esmeralda Jardines; Seung Yen Hong; Neil Hrushowy; Jessica Look; Manoj Madhavan; Maia Small; Lana Wong; David Winslow; Dan Wu

**SFPUC:** Josh Bardet; Mira Chokshi; Josselyn Ivanov; Joan Ryan; Sam Young; Hieu Doan; April Yan



## 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](mailto:bikeparking@sfmta.com)) prior to issuance of first architectural addenda and submit a site plan showing proposed Class 2 bike rack design and locations. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class 2 bike racks required by the Planning Code. Before contacting the SFMTA, please review the [Bike Rack Specifications](#) and [Sidewalk Bicycle Rack Placement Guidelines](#), which can be found on the SFMTA's website at: <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 at [paul.kniha@sfmta.com](mailto:paul.kniha@sfmta.com)

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

- Per guidelines established in the San Francisco Better Streets Plan the tangent of the curb return on a corner bulbout should start a minimum of 5' beyond the property line.
- To ensure that bulbouts are sweepable with standard City street sweeper equipment, bulbout curb returns shall conform to SF Public Works' Standard Plan for Curb Bulbs. See: <http://sfpublicworks.org/sites/default/files/87%2C175.pdf>
- Modification of the curb line will require Sidewalk Legislation, contact BSM Mapping/Subdivision Section. It is strongly encouraged that a sidewalk legislation package is submitted at the time a Street Improvement Permit application is submitted since the permit will not be approved until the Sidewalk Legislation is approved, which can take a minimum of 6-12 months for approval.
- The design of corner bulbouts shall provide for the ability of trolley coaches to successfully make turns without the trolley poles becoming detached from overhead wires. For more information, please coordinate with SFMTA staff to review both revenue and non-revenue bus or light rail lines making turns at the intersection.

**6. 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.

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

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

**8. Street trees**

- All landscaping, street trees, site furniture, and special paving should be consistent with guidelines in the Better Streets Plan (BSP). See [www.sfbetterstreets.org](http://www.sfbetterstreets.org).
- Per SFMTA standards, trees are not allowed within 25 feet of the corner property line on approach, but trees can be placed closer to the intersection on exit, to enhance pedestrian visibility and safety.
- Per SFPUC standards, new trees shall not be placed within 5 feet of water facilities, including water mains and water service laterals.
- Any proposed new, removed, or relocated street trees and/or landscaping within the public sidewalk may require a permit from SF Public Works Bureau of Urban Forestry (BUF). 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>.

**SFPUC****9. Clean Energy**

- 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. There may be opportunities to share necessary electrical equipment between buildings, further reducing costs. 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@sfgwater.org](mailto:HHPower@sfgwater.org).

**10. Water**

- A hydraulic analysis will be required to confirm the adequacy of the water distribution system for proposed new potable, non-potable and fire water services. If the current distribution system pressures and flows are inadequate, the Project Sponsor will be responsible for any capital improvements required to meet the proposed project's water demands. To initiate this process, please contact the SFPUC Customer Service Bureau at 415-551-2900.
- 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@sfgwater.org](mailto:cddengineering@sfgwater.org).

## 11. Street Lighting

- City Charter Section 8B.121 and City Administrative Code Section 25.6, states that the PUC has exclusive charge of the construction, management, supervision, maintenance, extension, expansion, operation, use and control of all water, clean water and energy supplies and utilities of the City. This includes the authority to determine the intensity of illumination, number and spacing of lighting facilities and other details necessary to secure satisfactory street lighting.
- City Administrative Code, Section 25.1, states that the Director of Public works shall require underground street lighting facilities, including standards, all associated wires, cables, conduits, junction boxes, services, and all connections therewith satisfactory to the PUC, be included in all plans, maps, plats, and specifications, for the opening of new streets, tracts, districts or subdivisions, except when arrangements have been made by the PUC for installation of adequate overhead street lighting facilities on utility poles.
- City Administrative Code, Section 941, requires the cost of underground wired facilities for street lighting to be borne by the person, firm or corporation paying for the grading, paving, sidewalks and other street construction.
- 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).
- Mixing City and PG&E streetlight jurisdiction for a project is typically not permitted. For example, if the project sponsor proposes to install City-standard streetlights on one side of the property, the project sponsor will be responsible for utilizing City-standard streetlights to illuminate the entire property.
- Both surface and subsurface streetlight facilities are required to remain in compliance with Public Works' standard plans after grade adjustments.
- Separation requirements between streetlights and street furniture must comply per City streetscape ordinances, such as Public Works' ordinances regarding streetlights and trees.
- For questions regarding street lighting or modifications to streetlight infrastructure (both City and PG&E-owned), please contact [Streetlights@sfgwater.org](mailto:Streetlights@sfgwater.org).

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