



# SAN FRANCISCO PLANNING DEPARTMENT

**MEMO**

**DATE:** May 22, 2013  
**TO:** Daniel Frattin, Rueben, Junius and Rose, LLP  
**FROM:** Rick Cooper, Planning Department  
**RE:** Case No. 2006.1523E 50 First Street (aka "First and Mission")

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

Reception:  
**415.558.6378**

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Please find the attached Preliminary Project Assessment (PPA) for the address listed above. You may contact the staff contact, Jessica Range, at (415) 575-9018 or [Jessica.Range@sfgov.org](mailto:Jessica.Range@sfgov.org), to answer any questions you may have, or to schedule a follow-up meeting.

A handwritten signature in cursive script, appearing to read "Rick Cooper".

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Rick Cooper, Senior Planner



# SAN FRANCISCO PLANNING DEPARTMENT

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## Preliminary Project Assessment

*Date:* May 22, 2013  
*Case No.:* **2006.1523E**  
*Project Address:* 50 First Street (aka "First and Mission")  
*Block/Lot:* 3708/ 055, 006, 007, 009, 010, 011, 012  
*Zoning:* C-3-O and C-3-O (SD)  
Transit Center Commercial Special Use District  
850-S-2 and 550-S Height and Bulk Districts  
*Area Plan:* Transit Center District Plan Area  
*Project Sponsor:* Daniel Frattin, Rueben, Junius and Rose LLP  
(415) 567-9000  
*Staff Contact:* Jessica Range – (415) 575-9018  
[Jessica.Range@sfgov.org](mailto:Jessica.Range@sfgov.org)

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### DISCLAIMERS:

Please be advised that this determination does not constitute an application for development with the Planning Department. It also does not represent a complete review of the proposed project, a project approval of any kind, or in any way supersede any required Planning Department approvals listed below. The Planning Department may provide additional comments regarding the proposed project. 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, Department of Public Works, Department of Public Health, and others.

This Preliminary Project Assessment letter is being provided in response to a Preliminary Project Assessment application, signed March 22, 2013 and reflects the project description as provided in that application. It is acknowledged that the project description in the Preliminary Project Assessment application reflects project revisions from the previous project description for Planning Department Case File No. 2006.1523E. The information included herein is based on plans and information provided for this assessment and the Planning Code, General Plan, Planning Department policies, and local/state/federal regulations as of the date of this document, all of which are subject to change.

### PROJECT DESCRIPTION:

The project site consists of seven lots on the block bounded by Mission, Market, First, and Second streets. The project site also includes vacation of portions of the public right of ways along Jessie Street and Elim

Alley. The proposal is to demolish the following three existing office and office/retail buildings on the project site: 50 First Street (144,000 square feet (sf)), 62 First Street (70, 680 sf), and 76-78 First Street (16,200 sf). The proposal includes construction of two new towers, as described below:

Tower One: Tower One includes construction of a 59-story, 850 foot tall building containing approximately 1,220,060 sf of office use above 24,240 sf of ground-floor retail/lobby space. Tower One would be constructed on lots 006 and 007 with frontage primarily on First Street and secondary frontages on Stevenson and Jessie streets. Tower One would result in the vacation of Jessie Street and Elim Alley. Jessie Street would be re-routed along the western perimeter of the project site and would connect to Stevenson Street. The portion of Tower One that currently spans over Jessie Street would be converted into a three-story public galleria (Jessie Street Galleria). Elim Alley would also be converted to a two-story galleria with lobby and retail uses (Elim Alley Galleria). Tower One includes a two-level subterranean parking garage with access from Stevenson Street, providing up to 187 off-street parking spaces.

Tower Two: Tower Two includes construction of a 605-foot tall, 56-story residential building with 500 dwelling units above ground floor lobbies and retail space along Ecker Alley. Tower Two includes a five-level subterranean parking garage with access from Mission Street, providing up to 136 off-street parking spaces.

The project also includes rehabilitation of the existing building at 88 First Street (19,800 sf). Uses in this building would continue as office and retail.

The proposal includes five off-street loading spaces split among two new loading docks, one located off Jessie Street and one located off Stevenson Street. The Jessie Street loading dock includes two loading bays and would serve both Tower One and Tower Two. The Stevenson Street loading dock includes three loading bays and would serve Tower One.

The proposal also includes a new public plaza at the base of Tower Two, linking Mission Street to Elim Alley, Elim Galleria, and providing pedestrian access to Tower One.

## **ENVIRONMENTAL REVIEW:**

The project initially requires the following environmental review. This review may be done in conjunction with the required approvals listed below, but must be completed before any project approval may be granted:

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.

The proposed project is located within the Transit Center District Plan (Plan), area which was evaluated in the *Transit Center District Plan Final Environmental Impact Report* (TCDP FEIR), certified in 2012.<sup>1</sup> The height limit applicable to Tower One is 850 feet and the height limit applicable to Tower Two is 550 feet. The 550-S height and bulk district allows for tower extensions up to 10 percent of the height limit, effectively allowing for towers up to 605 feet. Towers One and Two would be within the allowed height and bulk limits.

Pursuant to CEQA, the proposed project is likely to qualify for a Community Plan Exemption (CPE) under the Transit Center District Plan provided the project is compliant with the development density (Planning Code zoning and density designations).

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

1. **CPE Only.** In this case, all potentially significant project-specific and cumulatively considerable environmental impacts are fully consistent with significant impacts identified in the underlying area plan Environmental Impact Report (EIR), meaning there would be no new “peculiar” significant impacts unique to the proposed project. In these situations, all pertinent mitigation measures and CEQA findings from the underlying area plan EIR are applied to the proposed project, and a CPE checklist and certificate is prepared. With this outcome, the applicable fees, based on the current fee schedule, in addition to the Environmental Document Determination of \$13,004 are: (a) the \$ 7,216 CPE certificate fee; and (b) a proportionate share fee for recovery of costs incurred by the Planning Department for preparation of the underlying plan EIR. Fees for the preparation of the TCDP FEIR have yet to be determined.
2. **CPE and Focused Initial Study/Mitigated Negative Declaration.** One or more new significant impacts of the proposed project specific to the site or the project proposal are identified that were not identified in the underlying plan area EIR. If any new significant impacts of the proposed project can be mitigated, then a focused Mitigated Negative Declaration to address these impacts is prepared together with a supporting CPE certificate to address all other impacts that were encompassed by the underlying plan area EIR, with all pertinent mitigation measures and CEQA findings from the underlying plan area EIR also applied to the proposed project. With this outcome, the applicable fees, based on the current fee schedule, in addition to the Environmental

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<sup>1</sup> Available for review on the Planning Department’s Area Plan EIRs web page: <http://www.sfplanning.org/index.aspx?page=1893>.

Document determination of \$13,004 are: (a) the standard environmental evaluation (EE) fee based on the cost of construction; and (b) a proportionate share fee for recovery for costs incurred by the Planning Department for preparation of the underlying plan EIR. Fees for the preparation of the TCDP FEIR have yet to be determined.

- 3. CPE and Focused Environmental Impact Report (EIR).** One or more new significant impacts of the proposed project specific to the site or the project proposal are identified that was not identified in the underlying plan area EIR. If any new significant impacts of the proposed project cannot be mitigated, then a focused EIR to address these impacts is prepared together with a supporting CPE certificate to address all other impacts that were encompassed by the underlying plan area EIR, with all pertinent mitigation measures and CEQA findings from the underlying area plan EIR also applied to the proposed project. With this outcome, the applicable fees, based on the current fee schedule, in addition to the Environmental Document Determination of \$13,004 are: (a) the standard environmental evaluation (EE) fee based on the cost of construction; (b) one-half of the standard EIR fee; and (c) a proportionate share fee for recovery of costs incurred by the Planning Department for preparation of the underlying plan EIR. Fees for the preparation of the TCDP FEIR have yet to be determined.

During the environmental review process, the Department would determine whether the project qualifies for a CPE. Under a CPE, all potentially significant project environmental impacts that were identified in the underlying area plan EIR and pertinent mitigation measures and CEQA findings from the TCDP FEIR are applied to the proposed project. The TCDP FEIR Mitigation and Monitoring Reporting Program (MMRP) is available for review on the Planning Department's Area Plan EIRs webpage at:

<http://www.sfplanning.org/index.aspx?page=1893>.

An amended **Environmental Evaluation Application** for the proposal is required for the full scope of the project (demolition and new construction). It is acknowledged that environmental review of the previous project proposal was substantially underway and therefore, many of the studies described below are in various stages of completion. Given the amendments to the project proposal, the scope of these studies will need to be revisited to reflect the current project proposal. At this point the architecture is assumed to be preliminary. The revised Environmental Evaluation Application should include more detailed architecture to facilitate the environmental analysis, specifically which relate to wind and shadow impacts, in order to confirm that the proposed designs would not result in additional impacts beyond those identified in the TCDP FEIR.

Based on the Department's preliminary review, the following topic areas require further study to fully evaluate the proposal reflected in the Preliminary Project Assessment application:

- a. **Aesthetics.** The TCDP FEIR identified a significant and unavoidable aesthetic impact of the Plan to long range viewpoints (FEIR Impact AE-3) and a cumulative aesthetic impact of the Plan in combination with reasonably foreseeable development within the Plan area on the visual character of the greater San Francisco Downtown area (FEIR Impact C-AE-1). The TCDP FEIR did not identify any feasible mitigation measures to reduce the aesthetic impacts of the Plan. The proposed project consists of demolition of three existing buildings and construction of two new towers reaching heights of 605 and 850 feet. The environmental analysis would include a determination as to whether the proposed project contributes considerably to aesthetic impacts identified in the TCDP FEIR and would also include a project-level analysis of aesthetic impacts to evaluate the project's effect on the neighborhood's visual quality and character, as well as effects on visual resources and scenic vistas within the area's broader context. Given the degree of visual change anticipated, the Department would require photomontages of the proposed project buildings from to-be-determined public viewpoints within its surroundings. At minimum, the Department requires "before" and "after" photos of the site from a number of near-, mid- and long-range vantage points to illustrate the project's effect on views, with a particular focus on the project's potential to alter views from public areas including street view corridors identified in the General Plan. Draft viewpoints were previously submitted to the Department and are based on a previous project proposal. The environmental review would determine the adequacy of these viewpoints, which may be revised based on the level of visual sensitivity, as well as to evaluate the project's potential effects on the skyline and urban form.
- b. **Historic Resources.** The proposed project would result in the demolition of four buildings, three of which are historic resources. The project site is also located within the First and Mission eligible historic district, as identified in the TCDP FEIR. The three buildings that would be demolished are located on the west side of First Street and include: (1) the Marwedel Building at 76 First Street, which is determined to be individually eligible for the National Register, (2) the Neustadter Bros. Building at 62 First Street, and (3) the Brandenstein building at 88 First Street. Both the Neustadter and Brandenstein buildings were determined to be individually eligible for listing in the California Register by the Transit Center District Survey.<sup>2</sup> The Transit Center EIR also identified these three buildings as contributors to the eligible First and Mission Historic District. The TCDP FEIR evaluated the impacts of the First and Mission Street project and determined that demolition of the historic buildings on the project site would result in a

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<sup>2</sup> Final Transit Center District Survey, July 22, 2008. Prepared by Kelly& VerPlank for the San Francisco Planning Department. The Transit Center District Survey is available on line at:

<http://www.sfplanning.org/Modules/ShowDocument.aspx?documentid=4039>. Accessed May 15, 2013.

significant impact to historic resources (FEIR Impact CP-3). The TCDP FEIR identified mitigation measures to reduce the severity of impacts to historic resources, but determined that the impact would remain significant and unavoidable. Applicable mitigation measures from the FEIR include: *Mitigation Measure M-CP-3a: HABS/HAER Documentation*, *Mitigation Measure M-CP-3b: Public Interpretive Displays*, *Mitigation Measure M-CP-3c: Relocation of Historic Resources* and *Mitigation Measure M-CP-3d: Salvage of Historical Resources*. The proposed project would be required to comply with the above mitigation measures.

The TCDP FEIR also determined that construction activity could generate vibration that may cause structural damage to nearby eligible historic resources. The TCDP FEIR included the following mitigation measures to protect nearby eligible historic resources during construction. *Mitigation Measure M-NO-2a: Noise Control Measures During Pile Driving*, *Mitigation Measure M-CP-5a: Construction Best Practices for Historical Resources* and *Mitigation Measure M-CP-5b: Construction Monitoring Program for Historical Resources*. The proposed project would be required to comply with the above mitigation measures, as applicable.

In addition to documenting compliance with the TCDP FEIR's mitigation measures, the Department requires preparation of an Historic Resource Evaluation (HRE). An evaluation and analysis for the previous project proposal was substantially underway and that scope of work should be revisited in light of the *Final Transit Center District Survey*, certification of the TCDP FEIR, and proposed project revisions. The HRE shall be prepared by a qualified firm listed on the Department's Historic Preservation Consultant Pool. The Department will provide the project sponsor with a list of three consultants from the Historic Preservation Consultant Pool. Please contact Tina Tam, Senior Preservation Planner, at (415) 558-6325 to coordinate the selection of a consultant. Prior to commencement of this report, the consultant shall schedule a scoping meeting with Department preservation staff to discuss the final scope of work for this report.

- c. **Archeological Resources.** The proposed project includes demolition, excavation, grading, and foundation work to a depth of up to 55 feet below grade. The TCDP FEIR evaluated the potential for the proposed project to impact archeological resources, determining that the project has a moderate potential to impact, or discover during construction, intact prehistoric archeological deposits and concluded that development within the plan area could result in a significant impact to archeological resources. The TCDP FEIR determined that any such resources affected by the project would most likely be preserved in Late Holocene dune deposits between 12 to 30 feet below grade or at the interface of the bay mud and Colma Formation, between 45 to 55 feet below grade. The TCDP FEIR identified *Mitigation Measure M-CP-1: Subsequent Archeological Testing Program*, which would reduce impacts to archeological resources to less-than-significant

levels. TCDP FEIR *Mitigation Measure M-CP-1* requires an archeological testing and monitoring program to be undertaken listed on the Department's Archeological Consultant Pool. The Department will provide the project sponsor with a list of three consultants from the Archeological Consultant Pool. Please contact Randall Dean, Environmental Planner, at (415) 575-9029 to coordinate the selection of a consultant. The Planning Department's list of approved archeological consultants is available at:

[http://www.sf-planning.org/ftp/files/MEA/Archeological\\_Review\\_consultant\\_pool.pdf](http://www.sf-planning.org/ftp/files/MEA/Archeological_Review_consultant_pool.pdf).

- d. **Transportation Study.** The proposed project requires a Transportation Impact Study (TIS). A final scope of work for the previous project proposal was approved in September 2010 and draft TIS reports have been submitted to the Planning Department for review. The environmental review process would include updating the approved scope of work to reflect the current proposal as well as the current understanding of the existing and future cumulative environment, including build out of the Transit Center District Plan. The TIS would evaluate the impacts of the proposed project on the transportation and circulation system to determine whether the project would result in any new significant transportation impacts not identified in the TCDP FEIR and would identify applicable mitigation measures from the FEIR that would be required of the proposed project. The TIS would need to be prepared by a qualified consultant working at the direction of the Department staff. The Planning Department's list of approved transportation consultants is available at: [http://www.sf-planning.org/ftp/files/MEA/Transportation\\_consultant\\_pool.pdf](http://www.sf-planning.org/ftp/files/MEA/Transportation_consultant_pool.pdf). Please see "Transportation Impact Analysis Guidelines for Environmental Review" on the Planning Department's website and "Miscellaneous Fees" in the Planning Department's current *Fee Schedule for Applications*. As noted on the *Fee Schedule*, there is a separate fee required for San Francisco Municipal Transportation Agency (SFMTA) review of the TIS.

Please also see comments on the proposed street vacation, circulation and loading facilities below under "Preliminary Design Comments."

- e. **Noise.** The TCDP FEIR identified significant and unavoidable noise impacts of the Plan as a result of subsequent development with the Plan area. Construction of the proposed project would result in construction-related noise and vibration, which was identified as a significant impact in the TCDP FEIR. The TCDP FEIR included *Mitigation Measure M-NO-2a: Noise Control Measures During Pile Driving*, *Mitigation Measure M-NO-2b: General Construction Noise Control Measures*, *Mitigation Measure M-CP-5a: Construction Best Practices for Historical Resources*, *Mitigation Measure M-CP-5b: Construction Monitoring Program for Historical Resources*, and *Mitigation Measure M-C-*



*NO: Cumulative Construction Noise Control Measures.* The proposed project would be required to comply with the above mitigation measures, as applicable.

The proposed project would include office, retail and residential uses. Residential uses are considered noise sensitive land uses. Proposed residential, office and retail buildings would include noise generating uses (including Heating, Ventilation and Air Conditioning (HVAC) and other rooftop equipment). The project site is located in an area where traffic-related noise exceeds 70 Ldn (a day-night averaged sound level) and sensitive noise receptors (including residential uses) are proposed as part of the project and exist in proximity to the project site. The TCDP FEIR identified the following mitigation measures to protect new noise sensitive land uses proposed within the Plan area: *Mitigation Measure M-NO-1a: Noise Survey and Measurements for Residential Uses* and *Mitigation Measure M-NO-1b: Noise Minimization for Residential Open Space*. The proposed project's residential uses would be required to comply with the above mitigation measures.

The TCDP FEIR also identified a significant noise impact from mechanical equipment and noise generated by non-residential uses. The TCDP FEIR included the following mitigation measures to address noise impacts: *Mitigation Measure M-NO-1c: Noise Minimization for Non-Residential Uses*, *Mitigation Measure M-NO-1d: Mechanical Equipment Noise Standard*, and *Mitigation Measure M-NO-1e: Interior Mechanical Equipment*.

A noise analysis should be prepared to demonstrate compliance with the above mitigation measures. The noise analysis shall be prepared by a qualified consultant who would be required to prepare a proposed scope of work for review and approval by the Environmental Planning case manager prior to preparing the analysis.

- f. **Air Quality Analysis.** The proposed project includes demolition four existing buildings and construction of two towers reaching heights of 605 and 850 feet in height. Project-related demolition, excavation, grading and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Additionally, construction activity would generate emissions of criteria air pollutants and toxic air contaminants (TACs) that could result in significant impacts with respect to the San Francisco Bay Area Air Basin's (SFBAAB) regional attainment status and could expose nearby sensitive receptors to substantial levels of pollutants. The TCDP FEIR identified construction-related emissions from subsequent development projects as a significant and unavoidable impact (FEIR Impacts AQ-4, AQ-5 and C-AQ). The proposed project is located in an area that experiences poor air quality (termed "air pollution hot spot") and project construction activities in combination with existing levels of air pollution could result in a significant impact to nearby sensitive receptors, as identified in the TCDP FEIR. The TCDP FEIR identified the following mitigation measures to reduce fugitive dust

and construction equipment exhaust: *Mitigation Measure M-AQ-4a: Construction Vehicle Emissions Minimization*, *Mitigation Measure M-AQ-4b: Dust Control Plan*, and *Mitigation Measure M-AQ-5: Construction Vehicle Emissions Evaluation and Minimization*. The proposed project would be required to comply with the above mitigation measures, as applicable. Given that the project is within an air pollution hot spot, additional construction health risk analysis pursuant to TCDP FEIR *Mitigation Measure M-AQ-5* is not required. However, the proposed project would be required to prepare a Construction Emissions Minimization Plan demonstrating compliance with the construction mitigation measures identified in TCDP FEIR *Mitigation Measure M-AQ-5*.

Additionally, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI). Pursuant to the Construction Dust Control Ordinance, the proposed project would be required to prepare a *Construction Dust Control Plan* for review and approval by DPH.

The TCDP FEIR determined that subsequent projects within the Plan area would not conflict with or obstruct implementation of the *2010 Clean Air Plan* (the applicable air quality plan for the SFBAAB) or result in a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment under an applicable federal or state ambient air quality standard. This determination was made through a comparison of population growth and growth in Plan area vehicle miles travelled, which is appropriate for the evaluation of plans, such as the Transit Center District Plan. Therefore, emissions generated by the proposed project resulting from increased vehicle trips (which were included in the TCDP FEIR analysis) have been adequately covered under the TCDP FEIR. The air quality analysis for the proposed project would include an evaluation of criteria air pollutant and ozone precursor emissions generated by the project from other sources including emissions generated by natural gas for heating, landscape maintenance, and painting activities. This analysis would be undertaken to determine whether the proposed project would result in any project-specific air quality impacts not identified in the TCDP FEIR. The air quality analysis shall be prepared by a qualified consultant who would be required to prepare a proposed scope of work for review and approval by the Environmental Planning case manager prior to preparing the analysis.

The proposed 605 foot tall residential building would be considered a new sensitive land use. As discussed above, the project site is located within an identified air pollution hot spot and would

therefore be subject to TCDP FEIR *Mitigation Measure M-AQ-2: Implementation of Risk and Hazard Overlay Zone and Identification of Health Risk Reduction Strategies*. This mitigation measure would require all residential units to be equipped with filtration systems that meet a Minimum Efficiency Reporting Value (MERV) rating of 13 or higher, as necessary to reduce the outdoor-to-indoor infiltration of air pollutants by 80 percent. Additionally, the proposed project is located within the Potential Roadway Exposure Zone, as identified in Health Code Article 38. The proposed project would be subject to the requirements of Health Code Article 38, which require an assessment of roadway-generated air pollutants to determine whether concentrations of fine particulate matter (PM<sub>2.5</sub>) exceed the regulatory action level of 0.2 micrograms per cubic meter (µg/m<sup>3</sup>). You may choose to have the air quality assessment prepared by a qualified firm and forwarded to the San Francisco Department of Public Health (DPH) for review, or you may request that DPH conduct the assessment. For more information of Health Code Article 38 see: <http://www.sfdph.org/dph/EH/Air/default.asp>.

The proposed 605 and 850 foot tall towers would require backup diesel generators and possibly other sources of TACs that may affect both on-site and off-site sensitive receptors. The TCDP FEIR identified a significant impact related to uses that emit Diesel Particulate Matter (DPM) and other TACs and included *Mitigation Measure M-AQ-3: Siting of Uses that Emit DPM and Other TACs*. Because the project site is located within an identified air pollution hot spot and sensitive receptors are proposed and present within the project vicinity, all new stationary sources of TACs would be required to install the best available control technology to reduce air pollutant emissions. For diesel engines, including back-up or emergency use engines, the best available control technology standard are engines that are Tier 4 or interim Tier 4 compliant, or Tier 2 engines that are equipped with a Level 3 Verified Diesel Emissions Control Strategy (VDECS).

- g. Greenhouse Gas Compliance Checklist for Private Development Projects.** Potential environmental effects related to greenhouse gas emissions from the proposed project need to be addressed in a project's environmental evaluation. An electronic version of the Greenhouse Gas Compliance Checklist Table 1 for Private Development Projects is available on the Planning Department's website at <http://www.sfplanning.org/index.aspx?page=1886>. The project sponsor would 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 San Francisco's Greenhouse Gas Reduction Strategy.

- h. Shadow Study.** Planning Code Section 295 generally prohibits new buildings above 40 feet that would cast new shadow on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. The proposed project would result in construction of a 605-foot tall building and an 850-foot tall building. The TCDP FEIR included an analysis of potential shadow impacts from development within the Plan area and determined that shadow resulting from subsequent projects in the Plan area could result in significant individual and cumulative shadow impacts. The TCDP FEIR did not identify feasible mitigation measures and determined shadow impacts to be significant and unavoidable. Potential shadow impacts from the subject property were modeled using a theoretical building envelope, based on the height and bulk limitations proposed in the Plan (not including allowable extensions above those limits). The analysis in the TCDP FEIR indicates that the Project could potentially cast shadow on Union Square, Saint Mary's Square, Portsmouth Square, and Justin Herman Plaza.

On October 11, 2012, the Planning Commission and the Recreation and Park Commission jointly adopted Planning Commission Resolution No. 18717 raising the absolute cumulative shadow limits (ACLs) for seven open spaces that could be shadowed by development sites in the Plan area, including the subject property. In revising these ACLs, the Commissions also adopted qualitative criteria for each park related to the characteristics of shading within these ACLs that would not be considered adverse, including the duration, time of day, time of year, and location of shadows on the particular parks. Under these amendments to the 1989 Shadow Memorandum, any consideration of allocation of "shadow" within these newly increased ACLs for projects must be consistent with these characteristics.

As discussed further below under "Preliminary Project Comments," the project is required to prepare a shadow analysis in compliance with Planning Code Section 295. The shadow analysis should demonstrate how the new shadow conforms with the qualitative criteria adopted in Planning Commission Resolution No. 18717 and should conclusively demonstrate that the shadow from the Project does not exceed the shadow anticipated by the modeling in the TCDP FEIR. The shadow analysis shall be prepared by a qualified consultant who would be required to prepare a proposed scope of work for review and approval by the Environmental Planning case manager prior to preparing the analysis.

- i. Wind Analysis.** The proposed project would involve construction of two buildings well over 80 feet in height. The TCDP FEIR identified a significant impact from the implementation of the Plan and construction of subsequent development projects on pedestrian wind speeds in publically

accessible open spaces. The TCDP FEIR included *Mitigation Measure M-WI-2*, which applies to specific projects in the Plan area, including the 50 First Street Project. TCDP FEIR *Mitigation Measure M-WI-2* would be applicable to the proposed project and requires wind tunnel testing to determine whether design features need to be included in the proposed project to reduce ground level wind speeds and wind levels on City Park atop the Transit Center. A final Pedestrian Level Wind Study was prepared by RWDI for the previous project proposal.<sup>3</sup> The environmental analysis for the current proposal would consider the adequacy of the existing report to determine whether subsequent analysis of the current project proposal is required. At a minimum, the Department requires confirmation from the original wind consultant that the findings in the existing report are valid for the revised proposal. Should it be determined that additional wind analysis is necessary, that analysis shall be prepared by a qualified consultant who would be required to prepare a proposed scope of work for review and approval by the Environmental Planning case manager prior to preparing the analysis.

- j. **Water Supply Assessment.** CEQA Guidelines Section 15155 and Section 10910 through 10915 of the California Water Code (often referred to as Senate Bill 610) require the preparation of a Water Supply Assessment (WSA) for certain large projects that meet the definition of a water-demand project to determine whether projected water supplies will be sufficient to satisfy the demands of the project in addition to existing and planned future uses. If the project is served by a public water system, the governing body of the public water system, in this case the San Francisco Public Utilities Commission (SFPUC), is required to: (1) determine if the projected water demand of the project was considered in the most recently adopted urban water management plan; and (2) prepare a project-specific WSA. The SFPUC is required to provide the WSA to decision-makers before consideration of project approval. The proposed project is considered a water demand project and therefore, a project-specific WSA is required. This requirement pertains to a project regardless of whether the project may qualify for a CPE. In order to prepare the WSA, specific information is required as to the project's water demand. The proposed project will require a Water Demand Memorandum to be submitted to the SFPUC. As part of this memorandum, the project sponsor shall provide a complete accounting for all proposed water uses, including but not limited to indoor uses (toilets, sinks, showers, etc.), cooling applications, outdoor uses (irrigation, fountains) and process water or industrial uses. The SFPUC will complete the WSA within approximately 90 days of receipt of the Water Demand Memorandum.

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<sup>3</sup> Rowan Williams Davies and Irwin, Inc. *Final Report Pedestrian Level Wind Study, First and Mission Street Development*. April 28, 2011. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2006.1536E.

Upon completion of the WSA, the SFPUC will submit the WSA to its commission for consideration. Commission meetings are held twice a month. If the requested memo is not provided by the project sponsor in a timely manner, the SFPUC may request a 30-day extension to complete preparation and adoption of the WSA.

- k. Stormwater Management.** Prior to issuance of a building permit, the project sponsor is required to prepare and submit a Stormwater Control Plan (SCP) to the SFPUC Wastewater Enterprise, Urban Watershed Management Program. The SCP shall demonstrate compliance with the City's Stormwater Design Guidelines. The project's environmental evaluation would generally evaluate how and where the implementation of required stormwater management and low-impact design approaches would reduce potential negative effects of stormwater runoff. This may include environmental factors such as the natural hydrologic system, City sewer collection system, and receiving body water quality. For more information on the SFPUC's stormwater management requirements see <http://stormwater.sfwater.org>
- l. Hazardous Materials.** A Phase I Environmental Site Assessment (ESA) was prepared for the project site in February of 2011.<sup>4</sup> The Phase I ESA identified the presence of Closed Underground Storage Tank (UST) cases associated with the following addresses: 62 First Street, 76-78 First Street, and 88 First Street. Although no petroleum hydrocarbons were present in the soils sampled, the site is underlain with fill most likely originating from the 1906 earthquake and fire. The Phase I ESA was reviewed by DPH, who requested a work plan to further investigate the presence of contaminated soils.<sup>5</sup> DPH also recommended that the project sponsor enroll in its Voluntary Remedial Action Program (VRAP). More information on DPH's Voluntary Remedial Action Program may be found at: <http://www.sfdph.org/dph/EH/HazWaste/hazWasteVoluntaryRemedial.asp>.

The TCDP FEIR determined that subsequent development projects in the Plan area could result in significant impacts related to the handling and disposal of hazardous materials and hazardous building materials. The following mitigation measures identified in the TCDP FEIR would be applicable to the proposed project: *Mitigation Measure M-HZ-2b: Site Assessment and Corrective Action for Projects Landward of the Historic High Tide Line*, *Mitigation Measure M-HZ-2c: Site*

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<sup>4</sup> Treadwell Rollo, *Phase I Environmental Site Assessment: 50 First Street Development*, February 4, 2011. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2006.1536E.

<sup>5</sup> Memorandum to Mr. Richard Johnson, Marcus Heights LLC from Rajiv Bhatia, Director of Occupational and Environmental Health, San Francisco Public Health Department, July 12, 2011. This memorandum is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2006.1536E.

*Assessment and Corrective Action for All Sites, and Mitigation Measure M-HZ-3: Hazardous Building Materials Abatement.*

The proposed project would be required to comply with the above mitigation measures. The environmental review would assess the degree to which the above mitigation measures have already been fulfilled and identify the additional mitigation measures required pursuant to the TCDP FEIR.

- m. Geotechnical.** As discussed above, the project site is underlain with fill most likely originating from the 1906 earthquake and fire. A geotechnical report prepared by Treadwell and Rollo in 2011 indicates that the previous project proposal could be constructed as planned from a geotechnical standpoint.<sup>6</sup> It is recommended that the geotechnical evaluation be updated to reflect the current project proposal. Specifically, the project sponsor may either submit a letter from the geotechnical consultant explicitly stating that the recommendations in the original geotechnical report would apply to the current project proposal and that there are no other geotechnical concerns with the current project proposal, or submit a revised geotechnical report for the current project proposal.
- n. Biological Resources.** The TCDP FEIR identified potentially significant impacts of subsequent development projects within the Plan area that would affect nesting birds or special-status bat species. The TCDP FEIR included *Mitigation Measure M-BI-1a: Pre-Construction Bird Surveys* and *Mitigation Measure M-BI-1b: Pre-Construction Bat Surveys*. The environmental review would determine whether the above mitigation measures would apply to the project site based on the presence of available habitat for nesting birds and special-status bat species. The TCDP FEIR also identified *Improvement Measure I-BI-2: Night Lighting Minimization* intended to encourage building owners and operators to implement bird-safe building operations that prevent and minimize the potential for bird strikes. The proposed project would be encouraged to comply with this improvement measure. Please also see item number 14, on page 23 regarding standards for bird safe buildings.
- o. Tree Planting and Protection Checklist.** The Department of Public Works Code Section 8.02-8.11 requires disclosure and protection of landmark, significant, and street trees located on private and public property. Any tree identified in the Tree Planting and Protection Checklist must be shown on the site plans with size of the trunk diameter, tree height, and accurate canopy drip

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<sup>6</sup> Treadwell and Rollo, *Preliminary Geotechnical Study, 50 First Street Development*. February 4, 2011. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2006.1536E.

line. The project sponsor is required to submit a completed Tree Planting and Protection Checklist with the Environmental Evaluation application.

- p. Notification of Project Receiving Environmental Review.** A Notice of Preparation of an Environmental Impact Report was prepared for the previous project proposal and published in September 29, 2010.<sup>7</sup> Should the project qualify for a CEP under the TCDP FEIR, a Notice of Project Receiving Environmental Review would be sent to occupants of properties adjacent to the project site and owners of properties within 300 feet of the project site. The Department would request the project sponsor provide mailing labels at the time this notice is sent.

As described above, the project is likely to qualify for a CPE under the TCDP FEIR. Given the complexity of the proposed project and the number of studies required, as listed above, it is recommended that the environmental document be prepared by a consultant on the Planning Department's environmental consultant pool. A list of three qualified consultants was provided to the Project Sponsor in a letter dated April 18, 2013. The project sponsor may choose from any of the three consultants identified in that letter. If any of the additional analyses described above determine that mitigation measures not identified in the TCDP FEIR are required to address peculiar impacts, the environmental document would be a community plan exemption plus a focused initial study/mitigated negative declaration. If the additional analyses identify impacts that cannot be mitigated, the environmental document would be a community plan exemption with a focused initial study/EIR.

Please see "Studies for Project inside of Adopted Plan Areas - Community Plan Fees" in the Planning Department's current *Fee Schedule for Applications*. Environmental evaluation applications are available at the Planning Information Center at 1660 Mission Street, and online at [www.sfplanning.org](http://www.sfplanning.org).

Environmental review for the proposed project may be done in conjunction with the required approvals listed below, but must be completed before any project approval may be granted.

#### **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.

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<sup>7</sup> Notice of Preparation of an Environmental Impact Report, 50 First Street Project, Planning Department Case File No. 2006.1523E, September 29, 2010. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2006.1536E.



- 1. Downtown Project Authorization.** In order for the project to proceed, the Planning Commission would need to determine that the project complies with Planning Code Section 309. This Section establishes a framework for review of projects within C-3 Districts to ensure conformity with the Planning Code and the General Plan, and modifications may be imposed on various aspects of the project to achieve this conformity. These aspects include overall building form, impacts to public views, shadows and wind levels on sidewalks and open spaces, traffic circulation, relationship of the project to the streetscape, design of open space features, improvements to adjacent sidewalks (including street trees, landscaping, paving material, and street furniture), quality of residential units, preservation of on-site and off-site historic resources, and minimizing significant adverse environmental effects. Through the Section 309 Review process, the project sponsor may also request exceptions from certain requirements of the Planning Code, as described below.

The application form for a "Downtown Project Authorization" is available from 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).

- 2. Office Allocation.** In order for the project to proceed, the Planning Commission would need to approve an allocation under the Annual Office Development Limitation Program. This program was established by Proposition M in 1986, and is intended to manage the square footage of office space that is created in the City each year and to establish criteria for review of newly proposed office developments. On October 17 of each year, 950,000 gross square feet of office space are made available for allocation. All unallocated office space in a given year is rolled over into the next year's allotment. There are currently 2,210,169 gross square feet of office space available for allocation.

The application form for an "Office Allocation" is available from 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).

- 3. Shadow Analysis/Findings.** In order for the project to proceed, the Planning Commission, upon the recommendation of the Recreation and Park Commission, would need to make findings regarding the shadow cast by the project on properties under the jurisdiction of the Recreation and Park Commission. Specifically, the Commission would need to: 1) Determine that the net new shadow does not exceed the shadow anticipated by the modeling in the TCDP FEIR, 2) Determine that the shadow would not adversely affect the use of affected park properties, and 3) Allocate allowable shadow to the project from the Absolute Cumulative Limits established in association with the adoption of the Plan. Future submittals should provide a detailed analysis of

potential shadow impacts to properties subject to Planning Code Section 295, as well as impacts to sidewalks subject to Section 146, and open spaces that are subject to Section 147 (other publicly-accessible open spaces that are not under the jurisdiction of the Recreation and Park Commission).

The application form for a "Shadow Analysis" is available from 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).

4. **Building Permit Applications.** Permit application and notification are required for the proposed demolition, new construction and the Downtown Project Authorization.
5. **General Plan Referral.** Proposed street vacations for Jessie Street and Elim Alley would require an application to the Department of Public Works (DPW) and a General Plan Referral from the Planning Department. Proposals would be evaluated for conformance with the General Plan in determining consistency and/or exceptional circumstances.

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 PUBLIC OUTREACH:

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

#### GENERAL PLAN AND TRANSIT CENTER DISTRICT PLAN POLICIES:

The Transit Center District Plan sets a vision for the Plan area by concentrating jobs and housing around the city's greatest concentration of public transit service in the Downtown. The Plan balances increased density with the principles of good place-making that are essential to maintaining and enhancing the distinctive qualities of Downtown San Francisco. The proposed project generally supports the goals and policies of the Plan in regards to land use, retail, open space and urban form. The Plan also includes design guidelines regarding massing and scale for large towers. Particular design recommendations are included in the "Preliminary Design Comments" section below. The following policies in the Transit Center District Plan would apply to the proposed project in addition to other comments in this letter.

1. **Publicly-Accessible View Amenities.** Transit Center District Plan Policy 3.24 encourages buildings taller than 600 feet to provide space open to the general public in the upper reaches of the building to afford the public the opportunity for views of the cityscape and the Bay, and not reserve these privileges only to building tenants. This project includes a proposal for one of the tallest towers in the City (i.e. Tower One at 850'), offering a rare opportunity to capture panoramic views with amenities such as observation decks, restaurants, bars, sky lobbies or other spaces accessible to the general public. The Department strongly encourages the project sponsor to incorporate such elements in the design and programming of Tower One.
2. **Sustainability: Eco-District and District Energy.** Sustainability goals are a major focus of the Transit Center District Plan. Currently, the City is working with developers and utility providers to explore the potential for an energy efficient district heating and power network in the Transbay area. Such a system would offer a unique opportunity to markedly increase the sustainability of new development and meet the City's greenhouse gas reduction goals. The Department is working with building developers to discuss ways new development could connect or host such as a system. Please contact Kate McGee, Sustainable Development Planner at (415) 558-6367 or [kate.mcgee@sfgov.org](mailto:kate.mcgee@sfgov.org).
3. **Proposed Street Vacations for Jessie Street and Elim Alley.** The Project proposes vacating portions of both Jessie Street and Elim Alley. The Department generally discourages street vacations to maintain the integrity of the street grid and promote pedestrian connectivity per the General Plan's Urban Design Element. The General Plan recognizes the permanence of losing public streets to private development. The Urban Design Element of the General Plan includes multiple policies strongly discouraging and prohibiting street vacations except under certain circumstances of exceptional public benefit. Please refer to General Plan Urban Design Element Policies 2.8 through 2.10. Further, Policy 3.11 of the Transit Center District Plan also reinforces this general prohibition of vacation of alleys, though it also states that it may be desirable to "shift or build over certain narrow alleys for development purposes" if the proposal "provides an equivalent or greater degree of public circulation." Therefore, proposed street vacations will be closely evaluated against all of these policies. Unique site circumstances and the inclusion of strong pedestrian and public space components in the site design will be considered in such a decision. Street vacations are formally applied for through the Department of Public Works (DPW) and require a General Plan Referral from the Planning Department and are subject to approval by the Board of Supervisors. Furthermore, should such vacations be considered acceptable after further evaluation, the project sponsor would be required to pay market rate as determined by the Department of Real Estate for any portions of vacated street based on the

potential development value gained according to the height limits (550 feet to 850 feet) and other factors.

#### PRELIMINARY PROJECT COMMENTS:

The following comments address specific Planning Code and other general issues that may substantially impact the proposed project:

- 1. Floor Area Ratio.** Planning Code Section 124 establishes basic floor area ratios (FAR) for all zoning districts. As set forth in Planning Code Section 124(a), the FAR for the C-3-O (SD) District is 6.0 to 1. Under Planning Code Sections 123 and 128, the FAR can be increased to 9.0 to 1 with the purchase of transferable development rights (TDR), and may exceed 9.0 to 1 without FAR limitations through participation in the Transit Center District Mello-Roos Community Facilities District, pursuant to Planning Code Section 424.8. Because the Project proposes an FAR of approximately 34.6 to 1, the purchase of TDR would be required to increase the base FAR up to 9.0 to 1. Participation in the Transit Center District Mello-Roos Community Facilities District would also be required.
- 2. Building Setbacks.** In order to provide sufficient area for pedestrian circulation, Planning Code Section 132.1(c)(3) specifies that the Planning Commission may require building facades on certain streets (including the Mission and First street frontages of the subject property) to be set back up to 10 feet from the property line. The Commission may impose this requirement if it is determined that the setback is necessary, desirable, and will not result in an undesirable sawtooth configuration of building frontages. Such an area should be designed and treated as a seamless extension of the public realm, and must be free and clear from sidewalk grade, up to a minimum height of 35 feet.
- 3. Streetwall Base.** In order to establish an appropriate streetwall in relation to the width of the street and to adjacent structures, and to avoid the perception of overwhelming mass that would be created by a number of tall buildings built close together with unrelieved vertical rise, Planning Code Section 132.1(c) specifies that new buildings taller than 150 feet within the C-3-O(SD) District must establish a streetwall height between 50 and 110 feet, through the use of a horizontal relief totaling at least 10 feet for a minimum of 40 percent of the linear frontage. If the Project does not strictly comply with this requirement, an exception may be requested through the Downtown Project Authorization process, provided that the criteria of Section 132(c)(1) are met.
- 4. Separation of Towers.** In order to preserve the openness of the street to the sky and to provide light and air between structures, Planning Code Section 132.1(d)(1) requires all structures in the

“S-2” Bulk District to provide a minimum setback of 15 feet from the centerlines of abutting public streets and alleys. This setback begins at a minimum height which is 1.25 times the width of the Principal Street on which the project faces, and the dimension increases along a sloping line for building heights above 300 feet, to a maximum setback of 70 feet for building heights above 550 feet. A 15-foot setback is also required from all interior property lines that do not abut public streets, and the dimension of the setback increases along a sloping line for building heights above 300 feet, to a maximum setback of 35 feet for building heights above 550 feet. Because there are two structures proposed for the project, the interior property line setback would be required between the two buildings, utilizing an assumed interior property line half-way between the closest exterior points of each building. Future submittals should include several diagrams that demonstrate how the project complies with these requirements, showing the multiple applicable street frontages and interior property line setbacks. If the project does not strictly comply with this requirement, an exception may be requested through the Downtown Project Authorization process, provided that the criteria of Planning Code Section 132(d)(2) are met.

5. **Height.** Tower One is subject to a 850-foot height limitation, and appears to comply with this limit, including exemptions for rooftop mechanical equipment permitted by Planning Code Section 260(b). Tower Two is subject to a 550-foot height limitation, however, the proposed 605-foot roof height exceeds this limit. Pursuant to Section 263.9, within “-S” Bulk Districts, additional height up to 10 percent of the zoned height may be allowed as an extension of the upper tower, provided that the volume of the upper tower is reduced by the percentage shown in Chart C of Planning Code Section 271. This additional height may be requested as an exception through the Downtown Project Authorization process, provided that the criteria of Planning Code Section 263.9 are met. Specifically, the sponsor should demonstrate that the upper tower volume is distributed in a way that will add significantly to the sense of slenderness of the building and to the visual interest to the termination of the building, and that the added height will improve the appearance of the skyline when viewed from a distance, will not adversely affect light and air to adjacent properties, and will not add significant shadows to public open spaces
6. **Bulk Limitations.** Planning Code Section 270 establishes bulk controls by district. In the “S-2” Bulk District, for buildings taller than 650 feet, the following bulk controls apply: There are no bulk controls for the lower tower, defined as the bottom two-thirds of the building. The upper tower is defined as the upper one-third of the building, including unoccupied rooftop sculptural elements intended to produce a distinct visual tapering of the building. The average floor size of the upper tower shall not exceed 75 percent of the average floor size of the lower tower, and the average diagonal dimension shall not exceed 87 percent of the average diagonal dimension of the lower tower. Based on initial calculations, it appears that the average floor size within the upper

tower portion of Tower One is 78 percent of the average floor size of the lower tower. In addition, the average floor size within the upper tower portion of Tower Two is 87 percent of the average floor size of the lower tower. Therefore, the project exceeds the average floor size limitations of the S-2 Bulk District. The plans do not include sufficient dimensions to evaluate compliance with the bulk limitations based on average diagonal dimension. The project should be revised to comply with the cited bulk controls, and should include sufficient information for staff to verify compliance with these controls. If the project does not strictly comply with this requirement, an exception may be requested through the Downtown Project Authorization process, provided that the criteria of Planning Code Section 272 are met.

7. **Exposure.** Planning Code Section 140 requires that each dwelling unit have at least one room that meets the 120-square-foot minimum superficial floor area requirement of Section 503 of the Housing Code, which requires that each dwelling unit face directly on a public street at least 25 feet in width, a code-complying rear yard, or an appropriately sized open area. The project proposes some units that face solely onto the interior open spaces or onto Elim Alley, which do not meet the dimensional requirements. The project should be reconfigured so that the dwelling units meet the exposure requirements. Alternatively, the project may seek a Variance from these requirements through the process identified in Planning Code Section 305.
8. **Historic Resources.** The historic resource analysis for the previous project proposal had been substantially underway and included an evaluation of a number of preservation options. The Department may recommend further analysis of preservation options for the project site. The scope and number of preservation options should be revisited in light of the current proposal. The analysis of preservation options must be prepared by a qualified firm listed on the Department's Historic Preservation Consultant Pool. Please see above comments under "Environmental Review" pertaining to Historic Resources for additional information on the administration of the Historic Preservation Consultant Pool. Prior to undertaking any analysis, it is strongly recommended that the preservation consultant prepare a scope of work for review and approval by an assigned Department preservation planner.
9. **Rear Yard.** Planning Code Section 134 requires the project to provide a rear yard of at least 25 percent of the lot depth at the lowest story containing a dwelling unit and at each story above. The Planning Code makes no provision for the proposed interior courtyard configuration as a method of complying with rear yard requirements. Therefore, an approved exception through the Downtown Project Authorization process is required. While such a configuration may be supported, a formal submittal should demonstrate how the project complies with the criteria of Planning Code Section 134(d).

- 10. Residential Open Space.** Planning Code Section 135 requires that a minimum amount of usable open space be provided for the residential portion of the project. Pursuant to Section 135, at least 36 square feet of private usable open space per dwelling unit, or 47.9 square feet of common usable open space per dwelling unit, must be provided. Both private and common open space must meet certain requirements for minimum dimensions, minimum area, usability, accessibility, and exposure to sunlight. Future submittals should identify and quantify all residential open spaces provided within the project.
- 11. Privately Owned Public Open Space Required For Non-Residential Open Space.** Privately-owned public open spaces (POPOS) are publicly accessible spaces in forms of plazas, terraces, atriums, and small parks that are provided and maintained by private developers. Section 138 of the Planning Code requires all new non-residential development projects in C-3 districts to provide publicly-accessible space to meet growing needs for open space. Planning Code Section 138 requires the provision of one square foot of publicly-accessible open space for each 50 square feet of commercial space. Alternatively, an in lieu-fee may be paid into the Transit Center District Open Space Fund (Planning Code Section 427(b)) to fulfill some, or all, of the open space requirement. However, given the scale of the project, the Department encourages providing a significant public space component on site. As per Planning Code Section 138(j)(2), any space of public accommodation above a height of 600 feet may be counted toward the open space requirement provided that they do not require a fee for access, though it may include commercial uses such as eating or drinking establishments that do not occupy more than 50 percent of the space. Future submittals should identify and quantify all non-residential open spaces provided within the project.
- 12. Required Streetscape and Pedestrian Improvements.** In any zoning district, streetscape and pedestrian elements in conformance with the Better Streets Plan shall be required per Planning Code Section 138.1(c)(2), if all of the following conditions are present: (1) the project is on a lot that (a) is greater than one-half acre in total area, (b) contains 250 feet of total lot frontage on one or more publicly-accessible rights-of-way, or (c) the frontage encompasses the entire block face between the nearest two intersections with any other publicly-accessible rights-of-way, and (2) the project includes (a) new construction, (b) addition of 20 percent or more of gross floor area to an existing building, or (c) alteration greater than 50 percent of the existing square footage of a building.

The project triggers the requirements identified in the Better Streets Plan and the project sponsor would be required to submit a streetscape plan to the Planning Department showing 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, and curb lines, and the relation of such elements to the proposed construction and site work on the subject property. The Department would require the project sponsor to widen and improve sidewalks on First and Mission streets and to make improvements to Jessie and Stevenson streets, as well as Ecker Alley. The Department may require streetscape improvements as part of conditions of approval.

13. **Street Trees.** Planning Code Section 138.1 requires one street tree for every 20 feet of frontage for new construction, as part of the overall streetscape plan described above.
14. **Standards for Bird Safe Buildings.** Planning Code Section 139 outlines bird-safe standards for new construction to reduce bird-strike mortality from circumstances that are known to pose a high risk to birds and are considered to be "bird hazards." Bird hazards include "feature-related hazards" such as free-standing glass walls, wind barriers, or balconies. Feature-related hazards must have broken glazed segments 24 square feet or smaller in size. In addition, portions of the project appear to be located within 300 feet of the future City Park on top of the Transbay Transit Center, which may qualify as an "Urban Bird Refuge." Therefore, glazing on these portions of the Project may be required to be appropriately treated to a height that is 60 feet above the surface elevation of City Park. Please review the standards and indicate the method of window treatments to comply with the requirements where applicable.
15. **Shadows on Public Sidewalks.** Planning Code Section 146(a) establishes design requirements for buildings on certain specifically-identified streets in order to maintain direct sunlight on public sidewalks in certain downtown areas during critical use periods. Planning Code Section 146(c) requires that other buildings, not located on the specific streets identified in Section 146(a), be shaped to reduce substantial shadow impacts on public sidewalks, if it can be done without unduly creating an unattractive design and without unduly restricting development potential. The project is not located on a street specifically identified by Section 146(a); however, the project will need to demonstrate how the buildings have been designed to reduce shadow on public sidewalks.
16. **Shadows on Public Open Spaces (non-Recreation and Park Commission Properties).** Planning Code Section 147 seeks to reduce substantial shadow impacts on public plazas and other publicly accessible open spaces other than those protected under Section 295 (see discussion below). Consistent with the dictates of good design and without unduly restricting development potential, buildings taller than 50 feet should be shaped to reduce substantial shadow impacts on open spaces subject to Planning Code Section 147. In determining whether a shadow is substantial, the following factors shall be taken into account: the area shaded, the shadow's



duration, and the importance of sunlight to the area in question. The project would be required to demonstrate how the buildings have been designed to reduce substantial shadow impacts on open spaces subject to Section 147.

- 17. Shadows on Recreation and Park Commission Properties.** Planning Code Section 295 generally prohibits new buildings that would cast new shadow on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in an adverse effect on the use of the open space.

As discussed above under “Environmental Review,” the TCDP FEIR included an analysis of potential shadow impacts from development within the Plan area. Potential shadow from the subject property was modeled using a theoretical building envelope, based on the height and bulk limitations proposed in the Plan (not including allowable extensions above those height limits). This analysis indicates that the project could potentially cast shadow on Union Square, Saint Mary’s Square, Portsmouth Square, and Justin Herman Plaza.

On October 11, 2012, the Planning Commission and the Recreation and Park Commission jointly adopted Planning Commission Resolution No. 18717 raising the absolute cumulative shadow limits (ACLs) for seven open spaces that could be shadowed by development sites in the Plan area, including the subject property. In revising these ACLs, the Commissions also adopted qualitative criteria for each park related to the characteristics of shading within these ACLs that would not be considered adverse, including the duration, time of day, time of year, and location of shadows on the particular parks. Under these amendments to the 1989 Shadow Memorandum, any consideration of allocation of “shadow” within these newly increased ACLs for projects must be consistent with these characteristics.

Future submittals should provide a detailed analysis of potential shadow impacts to properties subject to Planning Code Section 295. This analysis should demonstrate how the new shadow conforms with the qualitative criteria adopted in Planning Commission Resolution No. 18717, and should conclusively demonstrate that the shadow from the project does not exceed the shadow anticipated by the modeling in the TCDP FEIR. The analysis should specifically compare the shadow cast by the proposed project against the theoretical building envelope modeled in the TCDP FEIR.

- 18. Residential Off-Street Parking.** Planning Code Section 151.1 permits up to one car for each four dwelling units in C-3 Districts. For the proposed 500 dwelling units, a maximum of 125 spaces are allowed. Requests for parking in excess of .25 car for each dwelling unit must seek an

exception through the Downtown Project Authorization process and must demonstrate compliance with the criteria of Section 151.1(f).

19. **Curb Cut Prohibition.** Pursuant to Planning Code Section 155(r)(D), curb cuts accessing off-street parking and loading are prohibited on the subject frontage of Mission Street. The circulation would need to be reconfigured to delete this curb cut.
20. **Bicycle Parking.** Pursuant to Planning Code Section 155.4, for new commercial buildings whose primary use consists of offices exceeding 75,000 gross square feet, 20 Class 1 bicycle parking spaces are required, plus one Class 1 space for each 5,000 square feet in excess of 75,000 square feet. In addition, one Class 2 bicycle parking space is required for each 50,000 gross square feet. For residential projects, Planning Code Section 155.5 requires projects over 50 dwelling units to provide 25 Class 1 bicycle spaces plus one Class 1 space for every four dwelling units over 50. Please identify the number of bicycle spaces provided. Please note that currently the bicycle parking requirements in the Code are under review for substantial changes that would likely affect the requirements for this project. The Planning Commission approved these changes on May 16, 2013 and an adoption date at the Board of Supervisors is pending and is expected by late June 2013. For review of potential changes, please see: <http://commissions.sfplanning.org/cpcpackets/2011.0397M.pdf>. These proposals are currently under review and are subject to change.
21. **Car Share Parking.** Pursuant to Planning Code Section 166, three parking spaces dedicated to carshare vehicles would be required based on the number of residential parking spaces proposed. Additional carshare parking spaces would also need to be provided based on the number of non-residential parking spaces being proposed (one space, plus one space for each parking space over 50). The total number of required spaces should be calculated and clearly identified on the plans. Access to these vehicles must be provided to carshare service members at all times. Therefore, the early design of the project should consider access and security issues associated with providing these spaces.
22. **Inclusionary Housing.** Affordable housing is required for a project proposing ten or more dwelling units. The project sponsor must submit an "Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415," to the Planning Department identifying the method of compliance, on-site, off-site, or in-lieu fee. Any on-site affordable dwelling-units proposed as part of the project must be designated as owner-occupied units, not rental units. Affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the project.

For your information, if a project proposes rental units, it may be eligible for an On-site Alternative to the Affordable Housing Fee if it has demonstrated to the Department that the affordable units are either: 1) ownership only or 2) not subject to the Costa Hawkins Rental Housing Act (a Costa Hawkins exception). Affordable units are not subject to the Costa Hawkins Rental Housing Act under the exception provided in Civil Code Sections 1954.50 through one of the following methods: (a) direct financial construction from a public entity, or (b) development bonus or other form of public assistance.

A Costa Hawkins exception agreement is drafted by the San Francisco City Attorney. You must state in your submittal how the project qualifies for a Costa Hawkins exception. The request should be addressed to the Director of Current Planning. If the project is deemed eligible, the Department may start working with the City Attorney on the agreement.

**23. Public Art.** The Project is subject to the public art requirements of Planning Code Section 429. For the non-residential portion of the project, the requirement shall be satisfied by providing art works on-site valued at 1% of the construction cost of the project, up to a value of \$750,000. If the required valuation exceeds \$750,000, the sponsor may elect to provide the balance of the requirement through the provision of artwork on-site, payment of a fee into the Public Artwork Trust Fund, or through some combination of these options. For the residential portion of the project, the requirement may be satisfied through the provision of artwork on-site, payment of a fee into the Public Artwork Trust Fund, or through some combination of these options (with no minimum valuation of artwork that must be provided on-site).

**24. Fees.** This project is subject to several categories of impact fees, as specified in Article 4 of the Planning Code, including:

- a. Transit Impact Development Fee (Section 411)
- b. Downtown Park Fee (Section 412)
- c. Jobs-Housing Linkage Program (Section 413)
- d. Child Care Requirements for Office and Hotel Development Project (Section 414)
- e. Transit Center District Open Space Fee (Section 424.6)
- f. Transit Center District Transportation and Street Improvement Fee (Section 424.7)

The rate, applicability by land use, and calculation methodology varies by fee, and the fees would be calculated by the Department during review of entitlement applications and building permits. For certain fee categories, credits may be applied to existing uses on the site. As discussed above, the project exceeds an FAR of 9.0 to 1, and is therefore subject to participation in the Transit

Center District Mello-Roos Community Facilities District pursuant to Planning Code Section 424.8.

- 25. Interdepartmental Project Review.** Interdepartmental Project Reviews are mandatory for new construction projects that propose buildings eight stories or more and new construction on parcels identified by the State of California Department of Conservation, Division of Mines and Geology as Seismic Hazard Zones in the City and County of San Francisco. Project sponsors may elect to request an interdepartmental review for any project at any time; however, it is strongly recommended that the request is made prior to Planning Department approval of the first construction building permit. The Planning Department acts as the lead agency in collaboration with the Department of Building Inspection (DBI); the Department of Public Works (DPW); and the San Francisco Fire Department (SFFD). Department staff from each of these agencies would attend the Interdepartmental Project Review meeting.
- 26. First Source Hiring.** Chapter 83 of the San Francisco Administrative Code, passed in 1998, established the First Source Hiring Program to identify available entry-level jobs in San Francisco and match them with unemployed and underemployed job-seekers. The intent is to provide a resource for local employers seeking qualified, job ready applicants for vacant positions while helping economically disadvantaged residents who have successfully completed training programs and job-readiness classes.

The ordinance applies to: (1) any permit application for commercial development exceeding 25,000 square feet in floor area involving new construction, an addition or a substantial alteration which results in the addition of entry level positions for a commercial activity; or (2) any application which requires discretionary action by the Planning Commission relating to a commercial activity over 25,000 square feet, but not limited to conditional use; or (3) any permit application for a residential development of ten units or more involving new construction, an addition, a conversion or substantial rehabilitation.

The project proposes more than ten dwelling units and commercial development exceeding 25,000 square feet and is therefore subject to the requirement. For further information or to receive a sample First Source Hiring Agreement, please see the below contact information:

Ken Nim, Workforce Compliance Officer  
CityBuild, Office of Economic and Workforce Development  
City and County of San Francisco  
1 South Van Ness, San Francisco, CA 94102  
Direct: 415.701.4853, Email: ken.nim@sfgov.org  
Fax: 415.701.4897  
Website: <http://oewd.org/Workforce-Development.aspx>

27. **Recycled Water.** The City requires property owners to install dual-plumbing systems for recycled water use in accordance with Ordinances 390-91, 391-91, and 393-94, within the designated recycled water use areas for new construction projects larger than 40,000 square feet. Please see the attached SFPUC document for more information.

## PRELIMINARY DESIGN COMMENTS:

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

1. **Site Design, Open Space, and Massing.** The Planning Department appreciates the effort to create a publicly accessible network of pedestrian passages and plazas throughout the site. In order to feel more like the publicly accessible pedestrian streets of which they are a part, the Planning Department recommends that the mid-block gallerias be open, rather than enclosed with doors or window systems.

The Planning Department recommends that Jessie Street be designed as a shared street with pedestrian priority to extend the treatment of the mid-block galleria that aligns with Jessie Street, by using similar paving, or other means.

The center of the block, which is the intersection of several of the passages, is programmed with service loading docks. The Planning Department recommends the service loading docks be relocated and the space be treated as a central plaza that connects the network of passages. The more these spaces are lined with retail, or otherwise actively programmed, the better chance of their success.

2. **Vehicle Circulation, Access and Parking.** Per the Transit Center District Plan and Planning Code Section 155(r), curb cuts are prohibited on Mission Street. Curb cuts on First Street are allowed by Conditional Use. While the Planning Department understands the complexity of the onsite circulation and challenges from phasing of construction, the Department recommends the exploration of other options for off-street vehicular access to the proposed residential building. Such option may include: (1) combining access to the garages from a single point on Stevenson Street, (2) accessing the residential garage from Jessie Street through a below grade ramp, (3) accessing the residential garage from Jessie Street via an extension onto Mission Street, or (4) access to the residential building via First Street. Since this garage is residential, a single lane driveway (12 feet wide) should be sufficient. The Jessie Street “bypass” that connects Jessie to Stevenson Street should be designed as a street with sidewalks on both sides.

The Planning Department recommends relocating the loading docks shown along Stevenson Street to the underground garage, accessed by the same driveway as used for cars. The separate ramps should be consolidated in a single 20-foot wide driveway, which would facilitate truck maneuvering.

Bicycle parking is not shown and should be as close as possible to the lobbies or garage entrance to minimize the travel distance through the garage and potential conflicts with automobiles.

3. **Street Frontage.** The frontage should provide a consistently active relationship with the fronting streets. Lobbies should not occupy more than 40 percent of street frontage per the Transit Center District Plan.
4. **Architecture.** The base of the proposed buildings should reference the height of the existing historic resource at the corner. Both towers should feature prominent building bases that establish a streetwall height between 50 and 110 feet, consistent with the requirements of Section 132.1(c).

Because of its height, the proposed Tower One would stand out as a major landmark on the skyline. As such the design should exceed conventional standards and should be a stellar piece of contemporary architecture comparable to the best tall buildings worldwide. Consider design options that sculpt the building to create a unique feature on the skyline. The top of Tower One should feature a dynamic and interesting top that presents an interesting profile. To the extent that shadow considerations, based on further analysis, might prevent major additional decorative rooftop elements from rising above a height of 850 feet, the Department expects a reduction of sufficient occupied space at the top of the building below 850 feet to allow for a satisfying sculpted building top within the 850-foot height envelope. The Planning Department questions the single side stepped shape and massing in expressing the building's prominence. The upper third of the office tower should be tapered as per Planning Code requirements.

The project sponsor should consider public active uses at the roof or other upper floor, such as an observation deck, restaurant, bar, or other use.

The buildings should be designed with light, textured façades.

At this point the architecture is assumed to be preliminary and the Planning Department would provide further detailed design review on the subsequent submission of materials and details as the design is developed and clarified. It is expected that the architecture and quality of execution will be superior. High quality materials combined with exceptional articulation and detailing on all visible facades will be essential to the success and the approval of this project.

- 5. Required Streetscape and Pedestrian Improvements.** Per Planning Code Section 138.1, the project sponsor would be required to submit a Streetscape Plan illustrating the location and design of streetscape improvements appropriate to the street type, including site furnishings, landscaping, corner curb extensions, and sidewalk widening as appropriate. The Planning Department may require these elements as part of conditions of approval. See <http://www.sfbetterstreets.org/design-guidelines/street-types/> to identify relevant street treatments for the project frontages.

The Transit Center District Plan proposes to widen sidewalks on both First and Mission streets and remove on-street parking. Refer to the adopted Transit Center District Plan for a general discussion, but it is recommended that the project sponsor coordinate with the Department on details at the appropriate time, as the details are currently being refined by the SFMTA and Transbay Joint Powers Authority.

The Planning Department recommends that the project sponsor consider other public realm features, such as improvements to Stevenson Street. Department staff is available to review proposals or meet with the project sponsor to explore ideas.

The furnishing zone of the sidewalks should consider special paving, and enhanced planting and other site furnishing such as seating, bike racks, and pedestrian lighting. These improvements could enhance and build on the quality and use of the ground floor uses and the plaza.

For more information on process, guidelines, and requirements for street improvements, refer to [www.sfbetterstreets.org](http://www.sfbetterstreets.org). Required streetscape and pedestrian improvements are not eligible for in-kind fee credit.

#### PRELIMINARY PROJECT ASSESSMENT EXPIRATION:

This Preliminary Project Assessment is being provided at the request of the project sponsor for a project in which a current environmental evaluation application is on file. This Preliminary Project Assessment is valid for a period of **18 months**. A revised Environmental Evaluation, Downtown Project Authorization, or Building Permit Application, as listed above, must be submitted no later than **November 24, 2014**. Otherwise, this determination is considered expired. Such applications and plans must be generally consistent with those found in this Preliminary Project Assessment.

Enclosures: Neighborhood Group Mailing List  
Interdepartmental Project Review Application  
SFPUC Recycled Water Information Sheet

cc: Dara Friedman, MS Mission Holdings LLC  
Kevin Guy, Current Planning  
Rick Cooper, Environmental Planning  
John Swae, Citywide Planning and Analysis  
Josh Switzky, Citywide Planning and Analysis  
David Winslow, Current Planning  
Greg Riessen, Environmental Planning  
Jerry Robbins, MTA  
Jerry Sanguinetti, DPW



Bruce Bonacker  
Glen Park Neighbors  
1700 Van Buren Street  
San Francisco, CA 94131

David Chiu  
City Hall Room #244  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102

Lily Wang  
SEIU-USWW  
3411 E. 12th St, Ste. 200  
Oakland, CA 94601

Howard Wong  
Friends of Appleton-Wolfard Libraries  
126 Varennes  
San Francisco, CA 94133

Stephanie Greenburg  
SoTel Neighbors  
455 Vallejo Street, #112  
San Francisco, CA 94133



# SAN FRANCISCO PLANNING DEPARTMENT

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## INTERDEPARTMENTAL PROJECT REVIEW

*Effective: August 31, 2012*

Interdepartmental Project Reviews are **mandatory** for new construction projects that propose buildings eight stories or more and new construction on parcels identified by the State of California Department of Conservation, Division of Mines and Geology as Seismic Hazard Zones in the City and County of San Francisco. Project Sponsors may elect to request an interdepartmental review for any project at any time; however, it is strongly recommended that the request is made prior to Planning Department approval of the first construction building permit.

The Planning Department acts as the lead agency in collaboration with the Department of Building Inspection (DBI); the Department of Public Works (DPW); and the San Francisco Fire Department (SFFD). Staff from each of these disciplines will attend your meeting.

### **Interdepartmental Project Review fees:**

1. \$1,157 for five or fewer residential units and all affordable housing projects.
2. \$1,682 for all other projects.

*Please note that \$384 of these fees is non-refundable.* If your project falls under the first type of fee, and you cancel your meeting, \$773 will be refunded to you. If your project falls under the second type of fee, and you cancel your meeting, \$1,298 will be refunded to you.

To avoid delays in scheduling your meeting, provide all information requested on this form and submit your request with a check in the appropriate amount payable to the San Francisco Planning Department. Requests may be mailed or delivered to **San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103-2414**. Those wishing more specific or more detailed information may contact the Project Review Meeting Coordinator at **(415) 575-9091**.

*Please note: All returned checks are subject to a \$50.00 bank fee.*

*Interdepartmental Project Reviews are scheduled no sooner than two weeks from the receipt of the request form and check.*

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

**Submittal requirements:**

*Please submit four (4) copies/sets of all information for distribution to each department/agency.*

All projects subject to the **mandatory** Interdepartmental Project Review shall be required to submit the following minimum information in addition to their request form:

1. Site Survey with topography lines;
2. Floor Plans with occupancy and/or use labeled of existing and proposed;
3. Existing and proposed elevations;
4. Roof Plan; and
5. Pictures of the subject property and street frontages.

Planned unit developments or projects with an acre or more of land area shall be required to submit the following additional information:

1. Existing and proposed street names and widths;
2. Location of any existing train tracks; and
3. Location of any existing and proposed easements.

*In order for the Interdepartmental Project Review to be most effective and beneficial to you, it is strongly recommended that any issues, concerns and/or specific questions are submitted with this request directed to each discipline.*

## INTERDEPARTMENTAL PROJECT REVIEW APPLICATION FORM

APPLICATION DATE: \_\_\_\_\_

**PROJECT CONTACT:**

Name \_\_\_\_\_ Phone No. ( ) \_\_\_\_\_

Address \_\_\_\_\_ FAX No. ( ) \_\_\_\_\_

Owner \_\_\_\_\_

**PROJECT INFORMATION:**

Address \_\_\_\_\_

How many units does the subject property have? \_\_\_\_\_

Assessor's Block/Lot(s) \_\_\_\_\_ Zoning District \_\_\_\_\_

Height and Bulk Districts \_\_\_\_\_ Located within Geologic Hazard Zone? Y  N

**PROJECT DESCRIPTION / PURPOSE OF MEETING/SPECIFIC QUESTIONS:**

(Use attachments if necessary)

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Land Use Type	Existing	Proposed	Net Change
Number of Dwelling Units			
Commercial Square Footage:			
Retail			
Office			
Number of Hotel Rooms			
Industrial Square Footage			
Other Uses: _____			
Number of Parking Spaces			
Number of Stories			

Previously contacted staff \_\_\_\_\_

Will this project be publicly funded? (specify) \_\_\_\_\_

*(Please submit four (4) copies/sets of the Application Form, Floor Plans, Pictures, etc.)*



## San Francisco Public Utilities Commission Recycled Water Installation Procedures for Developers

The City and County of San Francisco (CCSF) requires property owners to install dual-plumbing systems for recycled water use in accordance with Ordinances 390-91, 391-91, and 393-94, within the designated recycled water use areas under the following circumstances:

- New or remodeled buildings and all subdivisions (except condominium conversions) with a total cumulative area of 40,000 square feet or more
- New and existing irrigated areas of 10,000 square feet or more

The following are procedures to guide developers and property owners with the installation of recycled water service lines. The diagram on the reverse, shows how and where the lines are to be installed, and the required backflow prevention.

### Number of Water Lines Coming onto a Property

Three to four lines:

- 1) Fire
- 2) Potable water domestic
- 3) Recycled water domestic
- 4) Recycled water irrigation (if property has landscaping)

### Number of Water Meters

One water meter required for each water line.

### Required Backflow Prevention

Fire line – reduced pressure principle backflow preventer

Potable water domestic – reduced pressure principle backflow preventer

Recycled water domestic – reduced pressure principle backflow preventer

Recycled water irrigation line – reduced pressure principle backflow preventer

All backflow preventers must be approved by the SFPUC's Water Quality Bureau.

The backflow preventer for domestic water plumbing inside the building, and the recycled water system must meet the CCSF's Plumbing Code and Health Code.

### Pipe Separation

California Department of Public Health regulations require new water mains and new supply lines to be installed at least 4-foot horizontally from, and one foot vertically above a parallel pipeline conveying recycled water.

### Pipe Type

- Transmission lines and mains – ductile iron
  - Distribution and service lines – purple PVC or equivalent
  - Irrigation lines – purple PVC or equivalent
  - Dual-plumbing – piping described in Chapter 3, Appendix J of the City and County of San Francisco Plumbing Codes
- \*\*SFPUC must sign off on pipe type prior to installation. Contact the City Distribution Division at (415) 550-4952.**

### Temporary Potable Water Use Until Recycled Water Becomes Available

The potable water line will be used to feed the recycled water lines(s) until such time that recycled water becomes available. When recycled water becomes available, the cross-connection will be broken by the SFPUC, and the potable and recycled water lines will be totally separated. Before recycled water is delivered to the property, cross-connection and backflow testing will take place to assure separation.

Under no circumstances are developers or property owners to "t-off" of the potable water line to the recycled water lines(s).

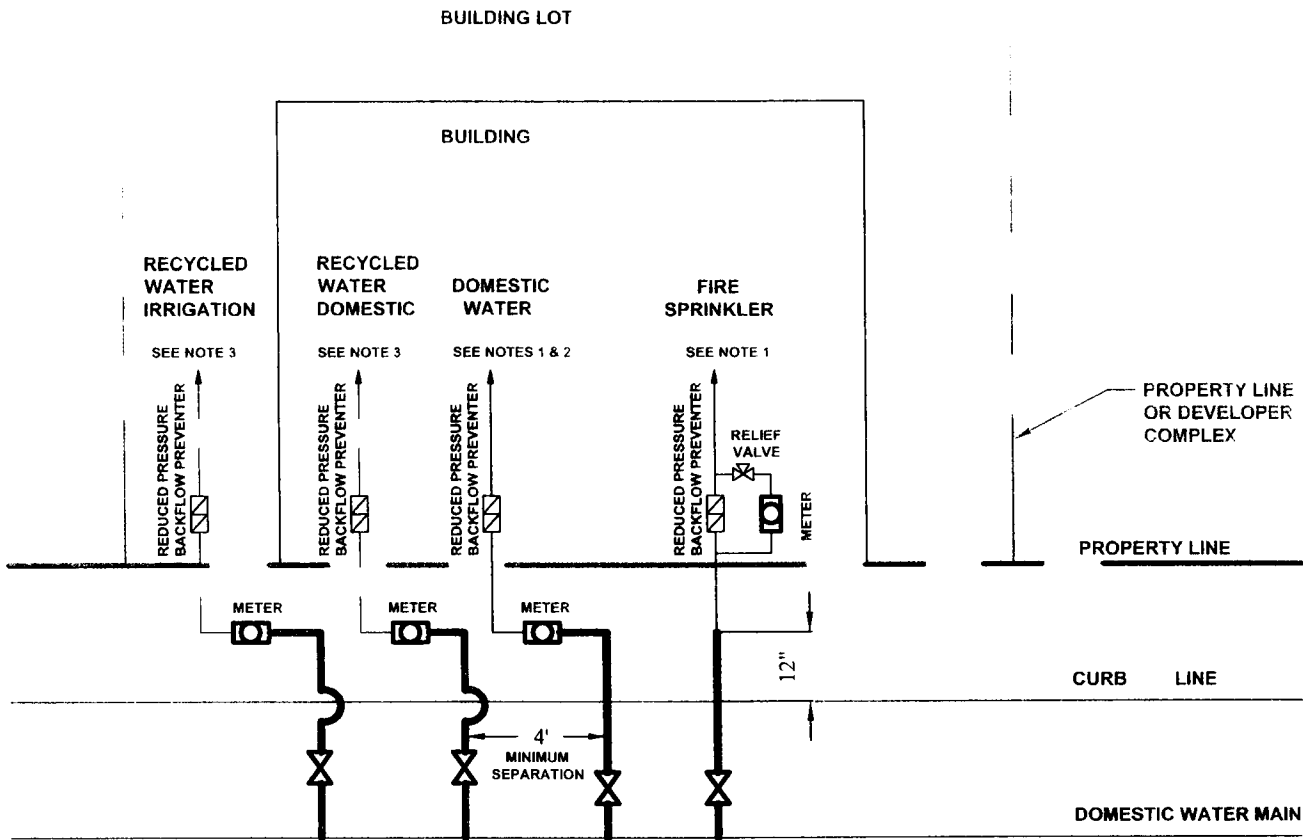
**If you have questions, or would like additional information:**

**Recycled Water Ordinances  
and Technical Assistance**  
San Francisco Public Utilities Commission  
Water Resources Planning  
(415) 554-3271

**Recycled Water Plumbing Codes**  
Department of Building Inspection  
Plumbing Inspection Services  
(415) 558-6054

**Backflow Prevention**  
San Francisco Public Utilities Commission  
Water Quality Bureau  
(650) 652-3100

**New Service Line Permits**  
San Francisco Public Utilities Commission  
Customer Service Bureau  
(415) 551-3000



**STREET - SIDE**

**NOTE:**

1. ALL BACKFLOW PREVENTERS MUST APPROVED BY SFPUC WATER QUALITY BUREAU.
2. BACKFLOW PREVENTION FOR DOMESTIC WATER PLUMBING INSIDE THE BUILDING MUST MEET CCSF PLUMBING CODE AND PUBLIC HEALTH CODE REQUIREMENTS.
3. BACKFLOW PREVENTER FOR RECYCLED WATER SYSTEM MUST MEET CCSF PLUMBING CODE AND PUBLIC HEALTH CODE REQUIREMENTS.

RESPONSIBILITY OF INSTALLATION OF

**HEAVY LINES:**

PROPERTY OWNER PAYS FOR NEW SERVICE INSTALLATION. SFPUC RETAINS OWNERSHIP OF NEW SERVICE UP TO THE END OF METER ASSEMBLY.

**LIGHT LINES:** & \_\_\_\_\_

PROPERTY OWNER PAYS FOR NEW SERVICE INSTALLATION. OWNERSHIP REMAINS WITH THE PROPERTY OWNER.

CITY AND COUNTY OF SAN FRANCISCO  
PUBLIC UTILITIES COMMISSION  
SAN FRANCISCO WATER DEPARTMENT

**INSTALLATION OF RECYCLED WATER SERVICE LINES**

APPROVED BY:	SCALE:	DESIGNED BY:	DRAWN:	DRAWING NO.
	NTS	Cheryl Munoz	W.Villasica	A-1290.2
		DATE: 05/28/08	CHECKED:	REV. NO. 2
			M.Gardiner	