SAN FRANCISCO
PLANNING DEPARTMENT

MEMO

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DATE: October 6, 2014

TO: David Fiore, Mill Creek Residential Trust, LLC

FROM: Julian J. Bañales, Planning Department

RE: PPA Case No. 2014.1041U for 390 1st Street

Please find the attached Preliminary Project Assessment (PPA) for the address listed above. You may reach the staff contact, Doug Vu, at (415) 575-9120 or Doug.Vu@sfgov.org to answer any questions you may have, or to schedule a follow-up meeting.

Julian J. Bañales, Senior Planner

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Preliminary Project Assessment

Date:	October 6, 2014
Case No.:	**2014.1041U**
Project Address:	390 1st Street
Block/Lot:	3749/058
Zoning:	RH-DTR (Rincon Hill Downtown Residential) 65/400-R & 45/65-R
Project Sponsor:	Mill Creek Residential Trust, LLC 1810 Gateway Drive, Suite 240 San Mateo, CA 94404 (650) 293-3574
Staff Contact:	Doug Vu – (415) 575-9120 Doug.Vu@sfgov.org

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 once the required applications listed below are submitted. While some approvals are granted by the Planning Department, some are at the discretion of other bodies, such as the Planning Commission or Historic Preservation Commission. Additionally, it is likely that the project will require approvals from other City agencies such as the Department of Building Inspection, Department of Public Works, Department of Public Health, and others. 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 proposal is to demolish the existing 1,590 square foot automobile service station and construct a 201,079 square foot, 13-story, 130-foot tall residential building that includes 164,957 square feet of habitable space and 36,122 square feet of parking, storage and utilities space. The existing automobile service station on the 18,748 square foot corner lot was constructed in 1969. The proposed building has multiple frontages and would range in height from 62 feet along Lansing Street, predominantly 110 feet along Harrison Street, to 130 feet along 1st Street and would include a total of 185 dwelling units and 89 underground parking spaces that would be accessed at an above ground garage on 1st Street.

ENVIRONMENTAL REVIEW:

Community Plan Exemption

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 Rincon Hill Plan Area, which was evaluated in the *Rincon Hill Plan Environmental Impact Report (*Rincon Hill Plan EIR*),* which was certified in 2005.[1] Because the proposed project is generally consistent with the development density identified in the area plan, it is eligible for a community plan exemption (CPE). Please note that a CPE is a type of exemption from environmental review, and cannot be modified to reflect changes to a project after approval. Proposed increases beyond the CPE project description in project size or intensity after project approval will require reconsideration of environmental impacts and issuance of a new CEQA determination. Within the CPE process, there can be three different outcomes as follows:

1. **CPE Only**. All potentially significant project-specific and cumulatively considerable environmental impacts are fully consistent with significant impacts identified in Rincon Hill Plan EIR, and 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 Rincon Hill Plan EIR are applied to the proposed project, and a CPE checklist and certificate is prepared. With this outcome, the applicable fees are: (a) the CPE determination fee (currently $13,659); (b) the CPE certificate fee (currently $7,580); and (c) a proportionate share fee for recovery for costs incurred by the Planning Department for preparation of the Rincon Hill Plan EIR.
2. **Mitigated Negative Declaration**. If new site- or project-specific significant impacts are identified for the proposed project that were not identified in the Rincon Hill Plan EIR, and if these new significant impacts can be mitigated to a less-than-significant level, then a focused mitigated negative declaration is prepared to address these impacts, and a supporting CPE checklist is prepared to address all other impacts that were encompassed by the Rincon Hill Plan EIR, with all pertinent mitigation measures and CEQA findings from the Rincon Hill Plan EIR also applied to the proposed project. With this outcome, the applicable fees are: (a) the CPE determination fee (currently $13,659); (b) the standard environmental evaluation fee (which is based on construction value); and (c) a proportionate share fee for recovery for costs incurred by the Planning Department for preparation of the Rincon Hill Plan EIR.
3. **Focused EIR**. If any new site- or project-specific significant impacts cannot be mitigated to a less-than-significant level, then a focused EIR is prepared to address these impacts, and a supporting CPE checklist is prepared to address all other impacts that were encompassed by the Rincon Hill Plan EIR, with all pertinent mitigation measures and CEQA findings from the Rincon Hill Plan EIR also applied to the proposed project. With this outcome, the applicable fees are: (a) the CPE determination fee (currently $13,659); (b) the standard environmental evaluation fee (which is based on construction value); (c) one-half of the standard EIR fee (which is also based on construction value); and (d) a proportionate share fee for recovery for costs incurred by the Planning Department for preparation of the Rincon Hill Plan EIR.

1 Available for review on the Planning Department's Area Plan EIRs web page: http://www.sf-planning.org/index.aspx?page=1893.

In order to begin formal environmental review, please submit an **Environmental Evaluation Application**. This review may be done in conjunction with the required approvals listed below, but must be completed before any project approval may be granted. See page 2 of the current *Fee Schedule* for calculation of environmental application fees. **Note that until an approval application (e.g., a building permit) is submitted to the Current Planning Division, only the proposed Project Description will be reviewed by the assigned environmental planner.** Below is a list of topic areas that would require additional study based on our preliminary review of the project as it is proposed in the Preliminary Project Assessment (PPA) submittal dated July 3, 2014.

1. **Historic Architectural Resources.** The proposed project consists of demolition of a potential historic resource (pursuant to the Unreinforced Masonry Buildings Survey conducted in 1990). Therefore, the project is subject to the Department's Historic Preservation review, which may include preparation of an Historic Resource Evaluation (HRE) by a qualified professional who meets the Secretary of the Interior's Professional Qualification Standards. The Department will provide the project sponsor with a list of three consultants from the Historic Resource Consultant Pool. Once the Environmental Evaluation Application is submitted, please contact Tina Tam, Senior Preservation Planner, via email (tina.tam@sfgov.org) for the list of three consultants. Upon selection of the historic resource consultant, the scope of the Historic Resource Evaluation shall be prepared in consultation with Department Preservation staff.

   The Rincon Hill Plan EIR identified Mitigation Measure I.2d, which requires project sponsors of individual projects that propose to demolish buildings identified as historical resources during project-specific review to survey those buildings to the standards of the Historic American Building Survey (HABS) prior to demolition. The applicability of this mitigation measure to the proposed project would be determined during the HRE process described above. (Parts I.2a through I.2d of this Mitigation Measure would not apply to the proposed project since they apply only to specific buildings listed therein, i.e., 425 1st Street, 347 Fremont Street, and 375 Fremont Street).

2. **Archeological Resources.** Project implementation would entail soil-disturbing activities associated with building construction, including excavation to support the proposed two basement levels and the to-be-determined foundation type. It is expected that excavation of up to 30 feet below ground level would be required to accommodate the proposed below-grade parking garage and building foundation. Based on this, the project would require a Preliminary Archeological Review (PAR), which would be conducted in-house by the Planning Department Archeologist. The PAR would determine what type of soils disturbance/modification would result from the project, such as excavation, installation of foundations, soils improvement, etc. Any available geotechnical report or Phase II Environmental Site Assessment prepared for the project site would be reviewed as part of the archeological review for this project (see Item 10, Geology, below). In addition, it would also be determined if the project site is in an area that is archeologically sensitive.

   The result of this review would be provided in a memorandum to the environmental planner assigned to the project. If it is found that the project has the potential to affect an archeological resource, the PAR memorandum would identify any additional measures to be implemented. Such actions may include application of appropriate archeological mitigation measures and/or requiring

additional archeological studies as part of the environmental evaluation. It is noted that an Archeological Research, Design, and Treatment Plan (ARDTP) has been prepared for this area and is on file at the Planning Department.[2] It is possible, however, that as part of the environmental review for this project, an Addendum to that ARDTP will need to be prepared. If an ARDTP addendum or any other additional archeological study is required, it must be prepared by a qualified archeological consultant. The qualified consultant must be selected from a list of three archeological consultants from the Planning Department's archeological resources consultant file provided by the Planning Department during the environmental review process.[3]

3. **Transportation Study.** The proposed project would involve the construction of approximately 201,100 gross square feet (gsf) of space that would include 185 dwelling units, 90 parking spaces (including 1 car-share space), 124 secured bicycle parking spaces, and approximately 11,000 sf of open space. Automobile and bicycle parking would be provided on two below-grade garage levels. Based on the Planning Department's transportation impact analysis guidelines, the project would require additional transportation analysis to determine whether the project may result in a significant impact. Therefore, the Planning Department requires that a consultant listed on the Planning Department's Transportation Consultant Pool prepare a Transportation Study. The project sponsor is required to pay special fees for the Study; please contact Chelsea Fordham at (415) 575-9071 to arrange payment. Once you pay the fees, a Planning Department Transportation Planner will provide you with a list of three consultants from the Transportation Pool, and will direct the scope of the study.

   The Department requests that plans submitted later with the EE application show existing and proposed curb cuts and dimensions, and indicate on the plans and/or within the project description narrative whether curb cuts are proposed for removal, relocation, or retention. The plans should also provide parking stacker specifications and show any service spaces. Consider relocating the garage driveway to Harrison Street since a.m. peak garage exiting may cause blocking of the sidewalk on 1st Street. Also consider reducing the amount of proposed parking, since the project site is proximate to public transit, including the future Transbay Terminal. Lastly, consider incorporating residential Transportation Demand Management measures into the project, which will likely be required to comply with Rincon Hill Plan EIR Mitigation Measure E.2, discussed below under Air Quality.

4. **Noise**. The project site is located adjacent to 1st and Harrison Streets. Based on the City's GIS-based traffic noise model map, noise levels at this location exceed 75 dBA Ldn (a day-night averaged sound level). Because the project involves siting new noise-sensitive (residential) uses in an area that experiences high noise levels, the environmental review may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained. The findings of the acoustical study are intended to be

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2 Anthropological Studies Center, Sonoma State University, *San Francisco-Oakland Bay Bridge, West Approach Replacement: Archeological Research, Design, And Treatment Plan* (Prepared for the California Department of Transportation), July 2000. Available at the Planning Department's archeological library, at 1650 Mission Street, Suite 400, San Francisco, CA.

3 San Francisco Planning Department. Consultant Resources, Archeological Review Consultant Pool. Available online at: http://www.sf-planning.org/index.aspx?page=1886

included in the CPE. After submittal of the EEA, the applicant can coordinate with the environmental planner on the specific scope of this analysis.

The proposed project would also be required to comply with the construction noise regulations contained in Article 29 of the San Francisco Police Code, which addresses both construction noise and fixed-source noise. Compliance with these regulations would ensure that the project would not to result in a significant noise impact under CEQA.

The Rincon Hill Plan EIR identified (in the Initial Study) a noise mitigation measure that would be applicable to projects that require pile driving. This mitigation measure requires piles to be pre-dilled wherever feasible to reduce construction related noise and vibration. No impact pile drivers shall be used unless absolutely necessary. To reduce noise and vibration impacts, sonic or vibratory sheetpile drivers, rather than impact drivers, shall be used wherever sheetpiles are needed. This mitigation measure would be applicable to the proposed project if pile driving is required.

In addition, the proposed project would be subject to the San Francisco Noise Ordinance (Article 29 of the Police Code), amended in November 2008, which includes restrictions on noise levels of construction equipment and hours of construction activity. Detailed information related to construction equipment, phasing, hours of construction, and duration of each phase would be required as part of the environmental evaluation to assess construction noise levels and methods to reduce such noise, as feasible.

5. **Air Quality.** The proposed project at 185 dwelling units is below the Bay Area Air Quality Management District's (BAAQMD) construction and operational screening levels for criteria air pollutants.[4] Therefore an analysis of the project's criteria air pollutant emissions is not likely to be required. However, detailed information related to construction equipment, phasing and duration of each phase, and cubic yards of excavation shall be provided as part of the EEA.

   In addition, project-related demolition, excavation, grading and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. To reduce construction dust impacts, the San Francisco Board of Supervisors approved 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 Ordinance, the proposed project would be required to comply with applicable dust control requirements outlined in the ordinance.

   In addition, San Francisco has partnered with the BAAQMD to inventory and assess air pollution and exposures from mobile, stationary, and area sources within San Francisco. Areas with poor air quality, termed the "Air Pollutant Exposure Zone," were identified. Land use projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project's activities

4 BAAQMD, *CEQA Air Quality Guidelines, May 2011*, Chapter 3.

would expose sensitive receptors to substantial air pollutant concentrations. The proposed project is within an Air Pollutant Exposure Zone and the project would include residential uses, which are considered sensitive uses for purposes of air quality analysis. Therefore, exhaust control measures during construction and enhanced ventilation measures as part of building design will likely be required. Enhanced ventilation measures will be the same as those required for projects, such as this project, subject to Article 38 of the Health Code.[5]

If the project would generate new sources of toxic air contaminants including, but not limited to diesel generators or boilers, or any other stationary sources, the project would result in toxic air contaminants that may affect both on-site and off-site sensitive receptors. Given the proposed project's height of 130 feet, the proposed project would likely require a backup diesel generator and additional measures would likely be necessary to reduce its emissions. Detailed information related to any proposed stationary sources shall be provided with the EEA (e.g., the make, model, year and horsepower of any proposed generators, boilers, etc.).

Given the size of the project and the stationary sources that may be required, the proposed project will likely require an Air Quality Technical Report for additional air pollutant modeling. If an Air Quality Technical Report is required, the project sponsor must retain a consultant with experience in air quality modeling to prepare a scope of work that must be approved by an Environmental Planning air quality specialist prior to the commencement of any required analysis and/or modeling determined necessary.

In addition, the Rincon Hill Plan EIR identified two mitigation measures that would reduce air quality. FEIR Mitigation Measure E.1 (Construction Air Quality) requires compliance with a dust abatement program; this mitigation measure has been superseded by the Construction Dust Control Ordinance described above. FEIR Mitigation Measure E.2 requires project sponsors to implement various Transportation Demand Management measures in order to help reduce Plan-generated traffic through reduction of vehicle trips and, thus, help reduce contributions to cumulative air quality impacts. This mitigation measure would likely apply to the proposed project and would be coordinated through the Transportation Study process (see discussion under Item 3, Transportation Study).

6. **Greenhouse Gases.** The Bay Area Air Quality Management District's (BAAQMD) 2010 CEQA Air Quality Guidelines provide CEQA thresholds of significance for greenhouse gas (GHG) emissions. On August 12, 2010, the San Francisco Planning Department submitted to the BAAQMD a draft of the City and County of San Francisco's Strategies to Address Greenhouse Gas Emissions. This document presents a comprehensive assessment of policies, programs and ordinances that collectively represent San Francisco's Qualified Greenhouse Gas Reduction Strategy. The BAAQMD reviewed San Francisco's GHG reduction strategy and concluded that the strategy meets the criteria for a Qualified GHG Reduction Strategy as outlined in BAAQMD's CEQA Guidelines (2010).[6] Therefore, projects that are consistent with San Francisco's GHG reduction strategy would result in

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

6 San Francisco's Strategies to Address Greenhouse Gas Emissions and BAAQMD's letter are available online at: http://www.sfplanning.org/index.aspx?page=1570.

less-than-significant GHG emissions. In order to facilitate a determination of compliance with San Francisco's GHG reduction strategy, the Planning Department has prepared a Greenhouse Gas Analysis Compliance Checklist. The project sponsor will be required to submit a completed checklist, which can be found at this link http://www.sf-planning.org/index.aspx?page=1886, as part of the environmental review process.

7. **Wind Study.** The proposed project would involve construction of a building approximately 130 feet in height. The proposed building would require an initial review by a wind consultant, including a recommendation as to whether a wind tunnel analysis is needed to determine whether the proposed project would result in a wind hazard exceedance pursuant to Planning Code Section 148. The consultant would be required to prepare a proposed scope of work for review and approval by the Planning Department prior to preparing the analysis.

8. **Shadow Study.** The proposed project would result in construction of a building approximately 130 feet in height. A preliminary shadow fan analysis has been prepared by Planning Department staff, which indicates that the proposed project could cast shadows on several privately-owned public open spaces (see attached). The project sponsor, therefore, would be required to prepare a shadow study, which would have to be conducted by qualified consultant. The consultant would be required to submit a Shadow Study Application.[7] A separate fee would be required with the Shadow Study Application. Furthermore, the consultant would be instructed to prepare a proposed scope of work for review and approval by the Environmental Planning case manager prior to preparing the analysis.

9. **Tree Removal.** 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 this Disclosure Statement must be shown on the site plans with size of the trunk diameter, tree height, and accurate canopy drip line. Please submit the Tree Planting and Protection Checklist with the EEA and ensure trees are appropriately shown on site plans.[8]

10. **Geology.** The project sponsor is required to prepare a geotechnical investigation to identify the primary geotechnical concerns associated with the proposed project and the site. The geotechnical investigation would identify hazards and recommend minimization measures for potential issues regarding, but not limited to, soil preparation and foundation design. The geotechnical investigation should be submitted with the EEA and to assist in the archaeological review of the project (see Archaeological Resources section above).

11. **Recycled Water.** Projects located in San Francisco's designated recycled water use areas are required to install recycled water systems for irrigation, cooling, and/or toilet and urinal flushing in accordance with the Recycled (or Reclaimed) Water Use Ordinance, adopted as Article 22 of the San Francisco Public Works Code. New construction or major alterations with a total cumulative area of 40,000 square feet or more; any new, modified, or existing irrigated areas of 10,000 square feet or

7 Available online at http://www.sf-planning.org/index.aspx?page=1886.
8 Available online at http://www.sf-planning.org/modules/showdocument.aspx?documentid=8321.

more; and all subdivisions are required to comply. To determine if the proposed project is in a designated recycled water use area, and for more information about the recycled water requirements, please visit sfwater.org/index.aspx?page=687.

12. **Stormwater.** The proposed project would result in a ground surface disturbance of over 5,000 sf in area and is therefore subject to San Francisco's stormwater management requirements as outlined in the Stormwater Management Ordinance and the corresponding SFPUC Stormwater Design Guidelines (Guidelines). Projects that trigger the stormwater management requirements must prepare a Stormwater Control Plan demonstrating project adherence to the performance measures outlined in the Guidelines including: (a) reduction in *total volume* and *peak flow rate* of stormwater for areas in combined sewer systems OR (b) *stormwater treatment* for areas in separate sewer systems. Responsibility for review and approval of the Stormwater Control Plan is with the SFPUC, Wastewater Enterprise, Urban Watershed Management Program. Without SFPUC approval of a Stormwater Control Plan, no site or building permits can be issued. The Guidelines also require a signed maintenance agreement to ensure proper care of the necessary stormwater controls. The project's environmental evaluation should generally assess how and where the implementation of necessary stormwater controls would reduce the potential negative impacts of stormwater runoff. To view the Stormwater Management Ordinance, the Stormwater Design Guidelines, or download instructions for the Stormwater Control Plan, go to http://sfwater.org/sdg.

13. **Hazardous Materials.** The proposed project would demolish an existing automobile service station and construct a new 13-story, 185-unit residential project. It is expected that excavation of up to 30 feet below ground level (and over 50 cubic yards) would be required to accommodate the proposed below-grade parking garage and building foundation. Furthermore, given the site's historic uses as an automobile service station and its proximity to the Interstate 80 freeway, it is likely that subsurface groundwater and soil contamination exists beneath the project site. Therefore, the project is subject to Article 22A of the Health Code, also known as the Maher Ordinance. The Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH), requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6. The Phase I ESA would determine the potential for site contamination and level of exposure risk associated with the project. Based on that information, soil and/or groundwater sampling and analysis, as well as remediation of any site contamination, may be required. These steps are required to be completed prior to the issuance of any building permit.

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

    The Rincon Hill Plan EIR identified two mitigation measures to reduce impacts related to hazardous materials. Mitigation Measure H.1 requires subsurface groundwater and soil remediation and applies to projects areas not already covered by the Maher Ordinance. Since the proposed project would be

subject to the Maher Ordinance, this mitigation measure does not apply to the proposed project. Mitigation Measure H.2 applies to any development that requires dewatering. For such projects, it requires the project sponsor to follow the recommendations of the site assessment/remediation consultant, in consultation with the Bureau of Environmental Regulation (BERM) of the San Francisco Public Utilities Commission (SFPUC), regarding treatment, if any, of pumped groundwater prior to discharge to the combined sewer system. The goal of this mitigation measure is to ensure that any impacts related to dewatering, if required, would be reduced to a less-than-significant level. This mitigation measure would apply to the proposed project if dewatering is required as part of construction.

14. **Notification of a Project Receiving Environmental Review**. Depending on the level of environmental review, a notice may be required to be sent to occupants of the project site and properties adjacent to the project site, owners of properties within 300 feet of the project site, and interested parties at the initiation of the environmental review process. Please be prepared to provide a CD containing mailing information for these individuals upon request during the environmental review process.

15. **Disclosure Report for Developers of Major City Projects**. The San Francisco Ethics Commission S.F. Camp. & Govt. Conduct Code § 3.520 et seq. requires developers to provide the public with information about donations that developers make to nonprofit organizations that may communicate with the City and County regarding major development projects. This report must be completed and filed by the developer of any "major project." A major project is a real estate development project located in the City and County of San Francisco with estimated construction costs exceeding $1,000,000 where either: (1) The Planning Commission or any other local lead agency certifies an EIR for the project; or (2) The project relies on a program EIR and the Planning Department, Planning Commission, or any other local lead agency adopts any final environmental determination under CEQA. A final environmental determination includes: the issuance of a Community Plan Exemption (CPE); certification of a CPE/EIR; adoption of a CPE/Final Mitigated Negative Declaration; or a project approval by the Planning Commission that adopts CEQA Findings. (In instances where more than one of the preceding determinations occurs, the filing requirement shall be triggered by the earliest such determination.) A major project does not include a residential development project with four or fewer dwelling units.

If any of the additional analyses determine that mitigation measures not identified in the area plan EIR are required to address peculiar impacts that can be reduced to a less-than-significant level, the environmental document will be a focused initial study/mitigated negative declaration with a supporting CPE checklist. If the additional analyses identify impacts that cannot be mitigated to a less-than-significant level, the environmental document will be a focused EIR with a supporting CPE checklist. A community plan exemption and a focused initial study/mitigated negative declaration can be prepared by Planning Department staff, but focused EIR with supporting CPE checklist would need to be prepared by a consultant on the Planning Department's environmental consultant pool (http://www.sf-planning.org/ftp/files/MEA/Environmental_consultant_pool.pdf).

PLANNING DEPARTMENT APPROVALS:

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

1. **Determination of Compliance (X).** Planning Code Section 309.1 applies to all projects in DTR districts that are greater than 50,000 gross square feet, 85 feet in height or greater, and for applications that require exceptions. The project meets the criteria with a total of approximately 164,957 gross square feet of area, 130 feet in height, and potentially requiring exceptions. Therefore, a Section 309.1 for Determination of Compliance, or X case, is required. As a component of the review process, projects may seek specific exceptions to the provisions of the Planning Code pursuant to Section 309.1(b) and must be justified in order for the project to be approved. To the extent possible, the Department recommends limiting the exceptions being sought or demonstrating that the current project meets the Code requirements. The application form 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.

2. **Conditional Use Authorization or Zoning Administrator Conversion Determination.** Planning Code Section 228 requires the conversion of an Automobile Service Station to receive either a conditional use authorization from the Planning Commission, or a conversion determination from the Zoning Administrator. The project proposes the conversion of the existing automobile service station to residential and commercial uses, and therefore, requires either a conditional use authorization or a conversion determination. See detailed discussion below.

3. **Building Permit and Demolition Applications.** Permit applications filed with the Department of Building Inspection are required for the proposed demolition and new construction of the project. Building Permit applications are available at the Department of Building Inspections 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.

This project is required to conduct a **Pre-application** meeting with surrounding neighbors and registered neighborhood groups before a development application may be filed with the Planning Department. The Pre-application packet, which includes instructions and template forms, is available at www.sfplanning.org under the "Permits & Zoning" tab. All registered neighborhood group mailing lists are available online at www.sfplanning.org under the "Resource Center" tab.

PRELIMINARY PROJECT COMMENTS:

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

1. **Interdepartmental Project Review**. This review is required for all new construction projects that propose buildings that are eight stories or more in height. An application is enclosed.

2. **Lot Coverage**. Section 825(b)(2) limits lot coverage to 80 percent at all residential levels except on levels in which all residential units face onto a public right-of-way or mid-block pedestrian path meeting the minimum standards of this Section. The proposed 16,402 sq. ft. of lot coverage for levels 3 through 6 exceeds the permitted 15,000 sq. ft. of lot coverage since the micro-units on these floors do not face onto a public right-of-way. Please revise your proposal to comply with this requirement.

3. **Open Space – Residential**. Section 827.49 requires 75 square feet of open space for each dwelling unit, of which at least 40 percent is required to be common to all dwelling units on the property. The proposed ground & 10th floor terraces and private balconies total 10,611 sq. ft., which is less than the 13,875 sq. ft. required. Please revise your proposal to provide the required amount of open space, and be advised that any amount of private open space accessible only to a respective dwelling unit over 75 sq. ft. does not receive credit towards the total amount of required open space.

4. **Tree Disclosure Affidavit.** A Tree Disclosure Affidavit must be filled out and submitted with the Large Project Authorization application.

5. **Streetscape Improvements.** Per Section 138.1(d)(2), streetscape improvements as outlined in the Rincon Hill Streetscape Master Plan are required along Harrison and 1st Streets, and a Streetscape Plan should be submitted pursuant to Section 827(a)(10). Since improvements to Lansing Street are currently underway as part of the 45 Lansing Street development, additional improvements along Lansing Street are not required as part of this project. All frontages abutting a public sidewalk are required to have sidewalk widening, street trees, lighting, decorative paving, seating and landscaping in accordance with the Rincon Hill Streetscape Master Plan. To determine what streetscape improvements are required for Harrison and 1st Streets, please see http://www.sf-planning.org/ftp/files/Citywide/Rincon_Hill/Rincon_Hill_Streetscape_Master_Plan_2011_Update_cs5.pdf.

   Planning Code Section 138.1 requires one street tree (24-inch box) for every 20 feet of frontage for new construction. At Harrison Street, 6 trees are required, and 8 trees along 1st Street. The Lansing Street design is under a separate design and maintenance process and will require coordination with Crescent Heights as mentioned above. Please see http://www.sfbetterstreets.org/design-guidelines/street-types/ to identify relevant street types for the project frontages and consider a variety of the listed streetscape improvements listed to beautify and help activate the public realm.

   Project sponsors should contact DPW as early as possible to understand the process and requirements for permitting street improvements. For more information on process, guidelines, and

requirements for street improvements, refer to www.sfbetterstreets.org. Required streetscape and pedestrian improvements are not eligible for in-kind fee credit.

6. **Standards for Bird Safe Buildings.** Planning Code Section 139 outlines bird-safe standards for new construction to reduce bird mortality from circumstances that are known to pose a high risk to birds and are considered to be "bird hazards." Feature-related hazards may create increased risk to birds and need to be mitigated. Any feature-related hazards, such as free-standing glass walls, wind barriers, or balconies must have broken glazed segments 24 square feet or smaller in size. Please review the standards and indicate the method of window treatments to comply with the requirements where applicable in your formal application.

7. **Exposure**. 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 face directly on a right-of-way or an appropriately sized courtyard. As stated above, the west-facing micro-units at levels 3 through 6 do not face onto a public right-of-way. Please revise your proposal to meet this requirement, or you may request and justify an exposure exception through the aforementioned Section 309.1 Determination of Compliance process. The Department generally encourages projects to minimize the number of units needing an exposure exception.

8. **Street-Facing Uses.** Although residential terraces are proposed at the ground floor along 1st and Lansing Streets, detailed plans will be required to confirm compliance with this requirement.

9. **Parking and Loading Access**. Please provide detailed cross sections through the appropriate portions of the building to confirm the project complies with the requirement for below grade parking on sloping sites, pursuant to Sections 309.1 and 825(b)(5)(A).

10. **Bicycle Parking**. Please be advised the proposed project also requires nine Class 2 bicycle parking spaces, which should be incorporated into the required Streetscape Plan.

11. **Unbundled Parking**. Planning Code Section 167 requires that all off-street parking spaces accessory to residential uses in new structures shall be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units, such that potential renters or buyers have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space. In cases where there are fewer parking spaces than dwelling units, the parking spaces shall be offered first to the potential owners or renters of three-bedroom or more units, second to the owners or renters of two bedroom units, and then to the owners or renters of other units. Renters or buyers of on-site inclusionary affordable units provided pursuant to Section 415 shall have an equal opportunity to rent or buy a parking space on the same terms and conditions as offered to renters or buyers of other dwelling units, and at a price determined by the Mayor's Office of Housing, subject to procedures adopted by the Planning Commission notwithstanding any other provision of Section 415. Please indicate acknowledgement of this requirement in your formal application.

12. **Conversion of Automobile Service Stations.** Planning Code Section 228 requires the conversion of an Automobile Service Station that does front on Primary Transit Streets or Citywide Pedestrian Network Streets (as designated in the General Plan) to receive either a conditional use authorization from the Planning Commission, or a conversion determination from the Zoning Administrator depending on the grounds on which the permit is sought.

    The Planning Commission shall approve the application and authorize the service station conversion if it determines from the facts presented that the reduction in availability of automotive goods and services resulting from the service station conversion would not be unduly detrimental to the public because either: (A) comparable automotive goods and services are available at other reasonably accessible locations; or (B) the benefits to the public of the service station conversion would outweigh any reduction in automotive goods and services availability because the proposed new use is more necessary or desirable for the neighborhood or community than continued service station use. In making a determination under (A) or (B), the Planning Commission shall consider the respective factors identified in Sections 228(d)(2) and (3).

    Alternatively, the Zoning Administrator shall approve the application and authorize the service station conversion if the Zoning Administrator determines from the facts presented that the owner of the subject property is not earning a fair return on investment. The owner shall bear the burden of proving that the owner is not earning a fair return on investment. A property owner's application for a conversion determination shall provide the documents and information identified under Section 228(e)(1).

13. **Bulk and Tower Separation.** The subject property has a podium height limit of 45 feet and a tower height limit of 65 feet along Lansing Street for a depth of 20 feet. For the remainder of the property, the podium height limit is 65 feet and all portions above this may reach a maximum height of 400 feet, provided the tower meets the bulk and spacing requirements under Sections 263.19 and 270(e). The proposed project's podium exceeds 45 feet along Lansing Street, and 65 feet for the portion of the property that has a designation of 65/400-R. In addition, Section 827(a)(5)(B) stipulates that buildings greater than 60 linear feet from a major street along Lansing Street are required to be set back at least 10 feet above 45 feet in height from said right-of-way. Please revise your project to comply with the requirements of these Sections.

14. **Shadow Analysis**. Section 295 requires that a shadow analysis must be performed to determine whether the project has the potential to cast shadow on properties under the jurisdiction of the San Francisco Recreation and Park Commission. Furthermore, Section 147 states that new buildings with a height that exceeds 50 feet shall be shaped, consistent with the dictates of good design and without unduly restricting the development potential of the site in question, to reduce substantial shadow impacts on public plazas and other publicly accessible spaces other than those protected under Section 295. A preliminary shadow fan analysis indicates that the proposed project would not cast shadow on any nearby property owned by the San Francisco Recreation and Park Department, but could cast shadows on several privately-owned public open spaces (see attached). Therefore, please submit a Shadow Study Application, and be advised your consultant must prepare a proposed scope

of work that is approved by the Environmental Planning case manager prior to the preparation the analysis.[9]

15. **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. Affordable dwelling units that are built off-site must be built within the area bounded by Market Street, the Embarcadero, King Street, Division Street, and South Van Ness Avenue.

    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 Planning 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 two methods: 1) direct financial construction from a public entity or, 2) development bonus or other form of public assistance.

    A Costa Hawkins exception agreement is drafted by the 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 will contact the City Attorney to begin drafting of the agreement.

16. **Rincon Hill Community Improvement Fee.** Planning Code Section 418 requires a payment of $9.94 per square foot for any residential tower in the Rincon Hill area, minus a credit of $5.78 per square foot for the existing commercial use. Be advised these rates are indexed every January 1st.

    Project sponsors may propose to directly provide community improvements to the City. In such a case, the City may enter into an In-Kind Improvements Agreement with the sponsor and issue a fee waiver for the Rincon Hill Area Impact Fee from the Planning Commission, for an equivalent amount to the value of the improvements. An example of in-kind improvements may be additional streetscape improvements, beyond what's required, such as planted medians on First Street or additional sidewalk widening along Harrison Street for the remaining portion of the block. The in-kind agreement process is further explained in Section 418.3(e) of the Planning Code.

17. **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.

9 Available online at http://www.sf-planning.org/index.aspx?page=1886.

18. **First Source Hiring Agreement**. A First Source Hiring Agreement is required for any project proposing to construct 25,000 gross square feet or more. For more information, please contact:

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

POLICY PLAN COMMENTS:

The proposed project is located within the **Rincon Hill Plan** area, and lies atop the crest of Rincon Hill. The project generally supports the goal of creating downtown neighborhood with a significant housing supply. It is unclear whether the final project will incorporate possible mixed-use retail/commercial space on the ground floor, although the proposed 185 residential units will contribute to San Francisco's housing supply. Active non-residential and residential uses within street-facing ground floors are required. Please refer to the Rincon Hill Area Plan for more guidance and to ensure general conformity with the policies of the Plan. Information on the Plan can be found on the Planning Department's website at: http://www.sf-planning.org/ftp/General_Plan/Rincon_Hill.htm

The following comments relate to policy issues in the Rincon Hill Area as they affect the proposed project.

1. **Housing Affordability** is important within Rincon Hill, as it has little existing housing stock and should reflect the mixed-income nature of San Francisco. The project does not specify the mix of market rate and affordable housing and will be subject to the City's affordable housing requirement. *(Rincon Hill Plan, Policy 2.1)*

2. **Height and bulk** requirements in The Plan vary and respond to fronting street type and area within the Rincon Hill Plan Area and are essential means of meeting the design objectives for this area of the city. Several height/bulk elements of the project do not conform to Plan and Planning Code requirements. Podium (street wall) height along Lansing Street shall not be any higher than 45 feet to allow for ample light and air. Street wall height for areas fronting Harrison and parts of 1st Street, not within 20 feet of Lansing Street, must be consistent with the limits set forth in the Plan and Planning Code which state 65 feet unless other conditions apply per Section 827(a)(5) of the Code. The proposed upper story setbacks are not in compliance at Lansing (10-foot setback above 45-foot podium) and Harrison (10-foot setback above 65 feet for frontage outside of the proposed 90' x 90' tower) Streets. *(Rincon Hill Plan, Policies 3.9, 3.10, and 3.11)*

3. **Open space** has been incorporated into the project but should better interface with Lansing Street by softening the transition between the pedestrian-oriented, shared street and the communal open space wherever possible. Given the slope of the site, greater care should be given along the Lansing and 1st

Street façades to maintain visual interest and access (visual or otherwise) to project open space and street-facing ground-floor residential units.

4. **Lansing Street Improvements** are currently being designed and implemented for Lansing Street, which is pedestrian-oriented and shared with vehicles. The Department recognizes and supports the restriction of all vehicular site access on Lansing Street to limit vehicle usage. The project should coordinate and interface with the designed improvements taking place as part of the 45 Lansing Street development, and the Department strongly recommends coordination with Crescent Heights, developers of 45 Lansing, which is implementing and maintaining Lansing Street as part of conditions set by the Planning Commission. Please contact Adam Tartakovsky at Crescent Heights, 415-989-1045 x1317, atartakovsky@crescentheights.com.

PRELIMINARY DESIGN COMMENTS:

The project is located on Rincon Hill in the South of Market area. This context is quickly changing with large-scale infill projects. The project is adjacent to 1st Street, which provides access to a major freeway and bridge on-ramp, Harrison Street which is a major traffic corridor and Lansing Street, a small-scaled residential street. Across First Street is the Sailors' Union building, an important historic resource and strong architectural feature. The predominant materials used nearby include masonry and glass. The following comments address preliminary design issues that may significantly impact the proposed project:

1. **Site Design, Open Space, and Massing.** The Planning Department appreciates the volumetric concept to break up the masses and complex height requirements into interlocking elements. The Planning Department further recommends that the project designers consider stepping down the building mass to the Lansing and First Street corner and enhance this architectural idea through detailing and further massing adjustments that help it align with given height restrictions.

2. **Street Frontage.** The Planning Department recommends that the Lansing side of the project have a much stronger residential component with ground floor residential units that are slightly but not fully elevated from the street level. These could be more vertical or townhouse-like in their organization. The residential units that meet the ground floor could have more defined terraces that provide direct access to the public realm. Please refer to the Department's Ground Floor Residential Guidelines.

   The Department also recommends that the ground floor corner use be a significant or larger retail space with clear access from the public realm.

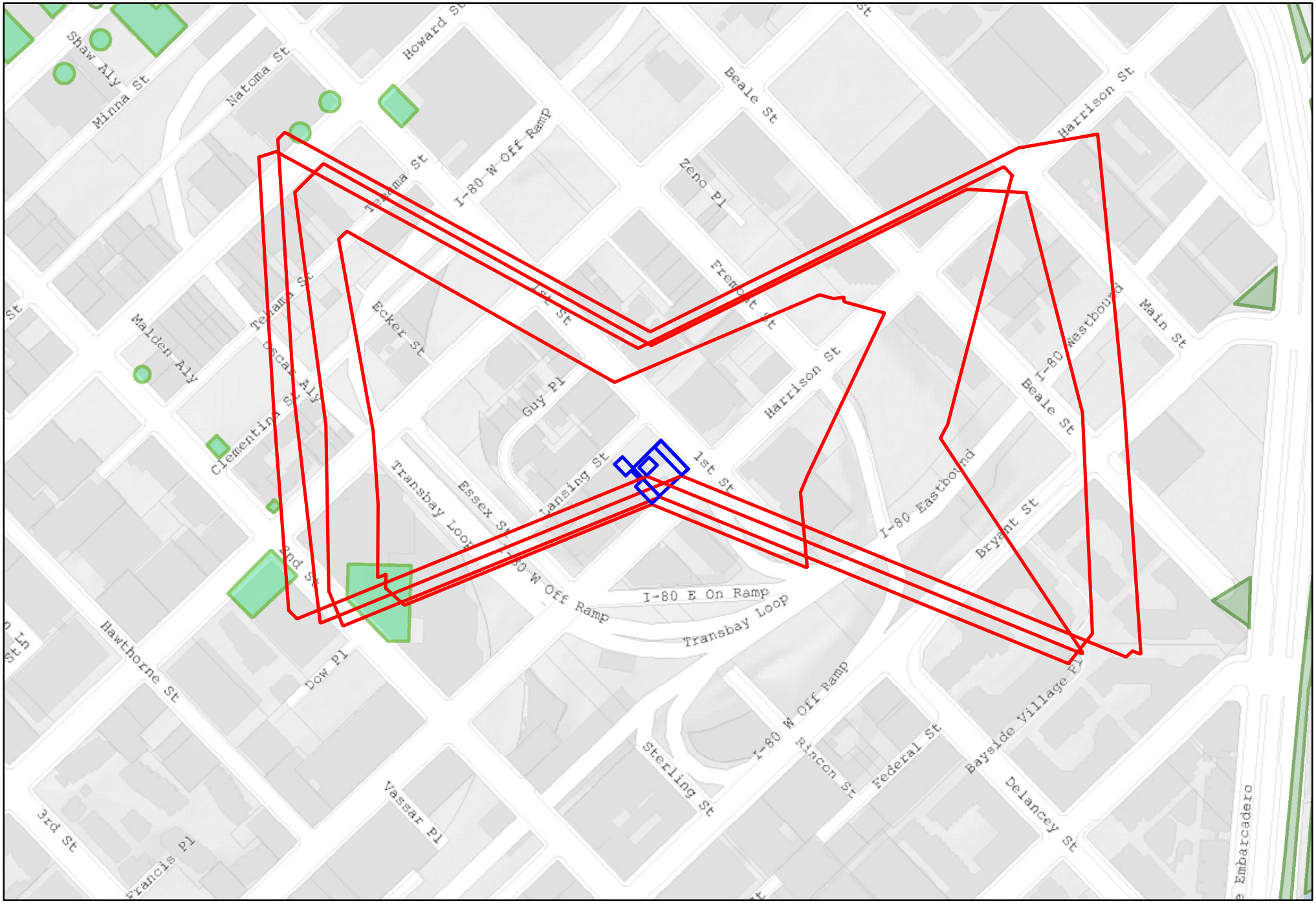
3. **Architecture.** The Department suggests the corner at 1st and Harrison Streets to be more celebrated architecturally in either shaped mass or in pairing with the Sailor's Union as a gateway linking the Bay Bridge entry and the downtown area.

PRELIMINARY PROJECT ASSESSMENT EXPIRATION:

This Preliminary Project Assessment is valid for a period of **18 months**. An Environmental Evaluation, Conditional Use Authorization, or Building Permit Application, as listed above, must be submitted no later than **April 5, 2016**. Otherwise, this determination is considered expired and a new Preliminary Project Assessment is required. Such applications and plans must be generally consistent with those found in this Preliminary Project Assessment.

Enclosure: Preliminary Shadow Fan
Neighborhood Group Mailing List
Interdepartmental Project Review Application
SFPUC Recycled Water Information Sheet

cc: Kenny Ma, Property Owner
John Kevlin, Reuben, Junius & Rose, LLP
Doug Vu, Current Planning
Tania Sheyner, Environmental Planning
Patrick Race, Citywide Planning and Analysis
Maia Small, Design Review
Jonas Ionin, Planning Commission Secretary
Jerry Robbins, MTA
Jerry Sanguinetti, DPW



Title: 390 1st Street Preliminary Shadow Fan
Printed: 5 August, 2014

Feet
0 280 560 840 1,120

N W E S

The City and County of San Francisco (CCSF) does not guarantee the accuracy, adequacy, completeness or usefulness of any information. CCSF provides this information on an "as is" basis without warranty of any kind, including but not limited to warranties of merchantability or fitness for a particular purpose, and assumes no responsibility for anyone's use of the information.

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INTERDEPARTMENTAL PROJECT REVIEW

Effective: August 30, 2013

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. Projects identified as such, must request and participate in an interdepartmental project review prior to any application that requires a public hearing before the Planning Commission or new construction building permit.

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 the submittal of the abovereferenced applications.

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. $1,164 for five or fewer residential units and all affordable housing projects.
2. $1,702 for all other projects.

Please note that $394 of these fees is non-refundable. If your project falls under the second type of fee, and you cancel your meeting, the difference 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.

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
Water Power Sewer
Services of the San Francisco Public Utilities Commission

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 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 assembly.

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 is required for each water line.

Required Backflow Prevention Assembly
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 prevention assemblies must be approved by the SFPUC's Water Quality Division.

The backflow prevention assembly for domestic water plumbing inside the building and for 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 – described in 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).

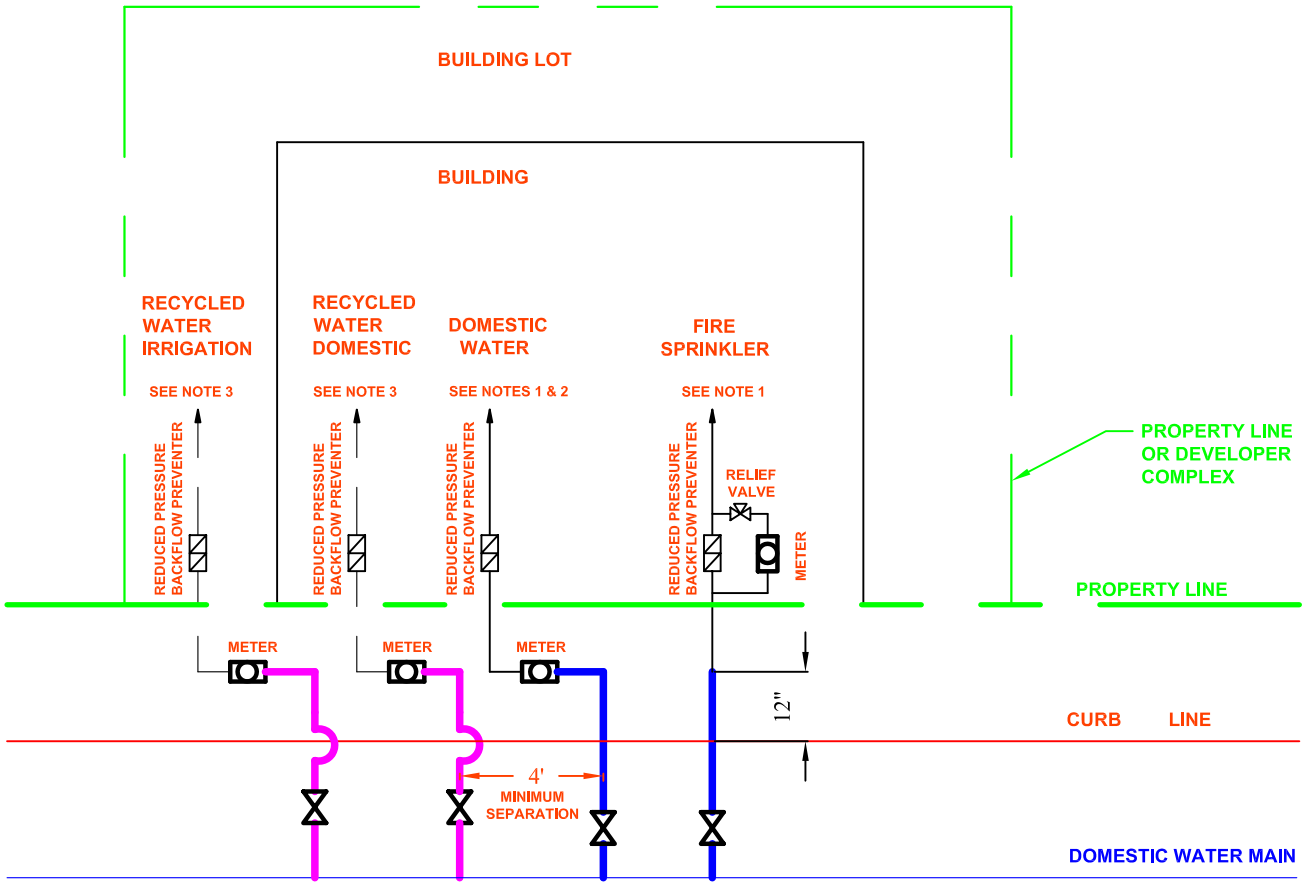
If you have questions, or would like additional information:

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

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

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

New Service Line Permits
San Francisco Public Utilities Commission
Customer Services
(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: NTS	DESIGNED BY: Cheryl Munoz	DRAWN: W.Villasica	DRAWING NO. A-1290.2
		DATE: 05/28/08	CHECKED: M.Gardiner	REV. NO. 2