

File No. 250426

Committee Item No. 1

Board Item No. 32

## COMMITTEE/BOARD OF SUPERVISORS

### AGENDA PACKET CONTENTS LIST

Committee: Land Use and Transportation

Date: Nov. 3, 2025

Board of Supervisors Meeting:

Date: Nov. 18, 2025

#### Cmte Board

<input type="checkbox"/>	<input type="checkbox"/>	Motion
<input type="checkbox"/>	<input type="checkbox"/>	Resolution
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Ordinance - VERSION 2
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Legislative Digest - VERSION 2
<input type="checkbox"/>	<input type="checkbox"/>	Budget and Legislative Analyst Report
<input type="checkbox"/>	<input type="checkbox"/>	Youth Commission Report
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Introduction Form
<input type="checkbox"/>	<input type="checkbox"/>	Department/Agency Cover Letter and/or Report
<input type="checkbox"/>	<input type="checkbox"/>	MOU
<input type="checkbox"/>	<input type="checkbox"/>	Grant Information Form
<input type="checkbox"/>	<input type="checkbox"/>	Grant Budget
<input type="checkbox"/>	<input type="checkbox"/>	Subcontract Budget
<input type="checkbox"/>	<input type="checkbox"/>	Contract / DRAFT Mills Act Agreement
<input type="checkbox"/>	<input type="checkbox"/>	Form 126 – Ethics Commission
<input type="checkbox"/>	<input type="checkbox"/>	Award Letter
<input type="checkbox"/>	<input type="checkbox"/>	Application
<input type="checkbox"/>	<input type="checkbox"/>	Public Correspondence

#### OTHER

<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>OEWD Presentation – November 3, 2025</u>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>PC Transmittal – October 15, 2025</u>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>PR Motion Nos. 21823, 21827, 21831 – September 25, 2025</u>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>PLN EIR NTC – May 7, 2025</u>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>CEQA Determination – September 25, 2025</u>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>Hearing Notice – October 24, 2025</u>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>90-Day Extension Resolution Memo – August 4, 2025</u>
<input type="checkbox"/>	<input type="checkbox"/>	<u> </u>
<input type="checkbox"/>	<input type="checkbox"/>	<u> </u>

Prepared by: John Carroll

Date: October 31, 2025

Prepared by: John Carroll

Date: Nov. 14, 2025

Prepared by:  

Date:

[Planning Code, Zoning Map - San Francisco Gateway Special Use District]

**Ordinance amending the Planning Code and the Zoning Map to establish the San Francisco Gateway Special Use District generally bounded by Kirkwood Avenue to the northeast, Rankin Street to the southeast, McKinnon Avenue to the southwest, and Toland Street to the northwest; making findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare under Planning Code, Section 302.**

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.  
**Additions to Codes** are in *single-underline italics Times New Roman font*.  
**Deletions to Codes** are in *~~striketrough italics Times New Roman font~~*.  
**Board amendment additions** are in double-underlined Arial font.  
**Board amendment deletions** are in ~~striketrough Arial font~~.  
**Asterisks (\* \* \* \*)** indicate the omission of unchanged Code subsections or parts of tables.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Environmental and Land Use Findings.

(a) At its hearing on September 25, 2025, and prior to recommending the proposed Planning Code amendments for approval, by Motion No. 21826, the Planning Commission certified a Final Environmental Impact Report (FEIR) for the San Francisco Gateway Project (Project) pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 et seq.), the CEQA Guidelines (14 Cal. Code Reg. Section 15000 et seq.), and Chapter 31 of the Administrative Code. A copy of said Motion is in Board of Supervisors File No. 250426, and is incorporated herein by reference. In accordance with the actions contemplated in this ordinance, this Board has reviewed the FEIR, concurs with its



1 conclusions, affirms the Planning Commission's certification of the FEIR, and finds that the  
2 actions contemplated herein are within the scope of the Project described and analyzed in the  
3 FEIR.

4 (b) In recommending the proposed Planning Code Amendments for approval by this  
5 Board at its hearing on September 25, 2025, by Motion No. 21827, the Planning Commission  
6 also adopted findings under CEQA and a Mitigation Monitoring and Reporting Program  
7 (MMRP). A copy of said Motion and MMRP are in Board of Supervisors File No. 250426, and  
8 are incorporated in this ordinance by reference. The Board hereby adopts and incorporates  
9 by reference as though fully set forth herein the Planning Commission's CEQA approval  
10 findings. The Board also adopts and incorporates by reference as though fully set forth herein  
11 the Project's MMRP.

12 (c) At the same hearing on September 25, 2025, the Planning Commission, in  
13 Resolution No. 21828, adopted findings that the actions contemplated in this ordinance are  
14 consistent, on balance, with the City's General Plan and eight priority policies of Planning  
15 Code Section 101.1. The Board adopts these findings as its own. A copy of said Resolution  
16 is in Board of Supervisors File No. 250426, and is incorporated herein by reference.

17 (d) Pursuant to Planning Code Section 302, this Board finds that the Planning Code  
18 Amendments in this ordinance will serve the public necessity, convenience, and welfare for  
19 the reasons set forth in Planning Commission Resolution No. 21828 and the Board  
20 incorporates such reasons herein by reference.

21  
22 Section 2. Article 2 of the Planning Code is hereby amended by adding Section 249.7,  
23 to read as follows:

24  
25 **SEC. 249.7. SAN FRANCISCO GATEWAY SPECIAL USE DISTRICT.**

1           (a) **General.** A Special Use District entitled the “San Francisco Gateway Special Use  
2           District” (SUD) is hereby established, generally bounded by Kirkwood Avenue to the northeast, Rankin  
3           Street to the southeast, McKinnon Avenue to the southwest, and Toland Street to the northwest. The  
4           precise boundaries of the SUD are shown on Sectional Map SU10 of the Zoning Map.

5           (b) **Purpose.** The purpose of the SUD is to accommodate a unique combination of PDR  
6           (Production, Distribution, and Repair) uses, including both traditional and evolving PDR uses, and to  
7           give effect to the Development Agreement for the San Francisco Gateway Project (“Development  
8           Agreement”), as approved by the Board of Supervisors in the ordinance in File No. 250427. The SUD  
9           will advance established City policy to create, protect, and preserve PDR uses and a wide range of  
10           employment opportunities, in light of economic pressures that have reduced PDR space and  
11           employment opportunities across San Francisco. New, large-scale PDR development has been limited  
12           in San Francisco given the higher rents obtainable for other land uses, and existing PDR space that  
13           has not been redeveloped for other uses is frequently unsuitable for current PDR users. The SUD  
14           contains a large site with a single owner, and as such is uniquely positioned within the PDR districts  
15           for a large-scale, modern PDR development to meet the needs of City businesses and residents.

16           PDR businesses provide employment opportunities for a wide range of workers, including those  
17           without college degrees or experience, at generally higher salaries than the retail sector. The  
18           development facilitated by the SUD would provide these opportunities for a wide range of workers,  
19           both by directly creating new jobs and providing spaces and services that support other City businesses  
20           and industries.

21           With climate change, as well as industry and regulatory changes, PDR businesses need flexible  
22           facilities that can accommodate a variety of vehicle types and sizes. The SUD’s site-specific  
23           development controls are necessary to adapt and refine PDR district zoning controls generally  
24           designed for smaller PDR buildings with a single user. The controls will facilitate the development of  
25           high-efficiency, enclosed PDR buildings with multiple users, large PDR spaces that accommodate

1 modern loading facilities and vehicle circulation, and the transition to electrified vehicle fleets for such  
2 users.

3 **(c) Definitions.**

4 “Major Modification” means a deviation of 15% or more from any dimensional or numerical  
5 standard in this SUD or in the DSG.

6 “Minor Modification” means a deviation of less than 15% from any dimensional or numerical  
7 standard in this SUD or in the San Francisco Gateway Design Standards and Guidelines (DSG), or any  
8 deviation from any non-numerical standard in the DSG.

9 **(d) Relationship to the Development Agreement.** This Section 249.7 shall be read and  
10 construed consistent with the Development Agreement, and all development within the SUD that is  
11 subject to the Development Agreement shall satisfy the requirements of the Development Agreement for  
12 so long as the Development Agreement remains in effect.

13 **(e) Relationship to Design Standards and Guidelines.** The San Francisco Gateway Design  
14 Standards and Guidelines (DSG), adopted by the Planning Commission by Motion No. 21831, and as  
15 may be periodically amended, sets forth standards and guidelines applicable within the SUD and are  
16 incorporated here by reference. A copy of the DSG is on file with the Board of Supervisors in File  
17 No. 250426 and is available on the Planning Department’s website. This SUD and the DSG shall be  
18 read and construed together so as to avoid any conflict to the greatest extent possible. If there is an  
19 unavoidable conflict between the SUD and the DSG, this SUD shall prevail. The Planning Commission  
20 shall review and approve amendments to the DSG, provided, however, the Planning Director may  
21 approve minor amendments to the DSG. For the purposes of this subsection (e), “minor amendments to  
22 the DSG” shall be defined as amendments that are necessary to correct inadvertent omissions or  
23 mistakes in the DSG and are consistent with the intent of the DSG, the SUD, the General Plan, and the  
24 Development Agreement.

25 **(f) Development Controls.** Applicable provisions of the Planning Code shall control except as

1 otherwise provided in this Section 249.7. In the event of a conflict between other provisions of the  
2 Planning Code and this Section 249.7, the provisions of this Section 249.7 shall control.

3 (1) Development applications for the construction of new buildings within the SUD  
4 shall require a Conditional Use Authorization for a Planned Unit Development, except those buildings  
5 constructed pursuant to Section 181(d).

6 (2) Uses. Except as described in this subsection (f)(2), uses shall be conditionally or  
7 principally permitted pursuant to the controls for the PDR-2 zoning district in Section 210.3. The  
8 following use controls apply in the SUD:

9 (A) Private Parking Garage is principally permitted, provided that such garage  
10 use shall not allow for storage or parking of personal vehicles in the form of employee, commuter, or  
11 short-term visitor parking. Within the SUD, such Private Parking Garage use may include storage and  
12 parking of automobiles, trucks, buses, vans, bicycles, motorcycles, and similar vehicles for any  
13 duration of time, and shall not be subject to provisions regulating automobile parking or loading as set  
14 forth in Article 1.5. Washing, loading, preparation for vehicle movement in and out of the garage, and  
15 light maintenance of such vehicles is permitted as accessory to the Private Parking Garage use without  
16 limitation as to the area used for such activities.

17 (B) The addition or inclusion of electric vehicle charging and associated  
18 infrastructure shall be permitted for any principally permitted or conditionally permitted uses  
19 established within the SUD and shall not be considered a change of use, notwithstanding any  
20 restriction on Fleet Charging as an accessory use contained in the Planning Code.

21 (C) Parcel Delivery Service is principally permitted up to a total of 225,000  
22 square feet of Occupied Floor Area within the SUD, and is permitted as an accessory use to any other  
23 principal use established within the SUD. Any amount of Parcel Delivery Service use beyond this limit  
24 shall require Conditional Use authorization pursuant to Section 303(cc).

25 (3) No more than a total of 8,500 square feet of Occupied Floor Area for Retail Sales

1 and Service uses shall be permitted within the SUD. The use size limits on Retail Sales and Service uses  
2 as described in Section 210.3A shall not apply within the SUD.

3 (4) **Maximum Off-Street Parking.** Off-street parking is not required but shall not  
4 exceed a maximum of 1.5 spaces per 200 square feet of Gross Floor Area for all Retail Sales and  
5 Services uses, and a maximum of 1 space per 1,500 square feet of Gross Floor Area for all other uses.  
6 Where off-street parking is provided that exceeds the amounts identified above, such parking shall be  
7 classified not as accessory parking but as a conditional use.

8 (5) **Building Height Exemptions.** In addition to the building height exemptions listed  
9 in Section 260(b), the following features shall also be exempt from the height limits established by this  
10 Code:

11 (A) **Solar Array and EV Charging System Components.** Any component of a  
12 solar array system needed to collect or store solar energy, support and maintain solar panels, and  
13 transfer their captured energy, and any component of a charging system for electric vehicle charging.  
14 System components include solar panels and mounting hardware, any vertical and horizontal  
15 structures utilized to support the solar panels, fire sprinkler system components, lighting, conduit,  
16 cabling and battery storage, as well as infrastructure for electric vehicle charging. This exemption  
17 shall be limited to the top 20 feet of such features, without regard to their horizontal area.

18 (B) **Vehicle Parking and Circulation.** Parking and circulation of passenger and  
19 non-passenger vehicles, without additional structures or equipment other than trellises or similar  
20 overhead screening for such vehicles with a maximum height of 20 feet. This exemption shall apply  
21 without regard to horizontal area.

22 (C) **Vertical Screening for Vehicle Parking and Circulation.** Vertical  
23 screening for vehicle parking and circulation, with a maximum height of eight feet. This exemption  
24 shall apply without regard to horizontal area.

25 (D) **Awnings.** Horizontal awnings or other covering elements projecting from

1 rooftop penthouses for the purpose of adequately protecting elevator and stair openings from water  
2 intrusion and damage, with a maximum height of 12 feet, and a maximum horizontal area of 100  
3 square feet per protected opening.

4 **(6) Streetscape and Pedestrian Improvements.** The Streetscape and Pedestrian  
5 Improvements requirements set forth in Section 138.1 shall not apply within the SUD. The streetscape  
6 and pedestrian improvements included in Exhibit P to the Development Agreement shall govern within  
7 the SUD.

8 **(7) Transportation Demand Management.** The Transportation Demand Management  
9 (TDM) Program requirements set forth in Section 169 shall not apply within the SUD. The TDM  
10 provisions included in Exhibit J to the Development Agreement shall govern within the SUD.

11 **(8) Demolition and Replacement of Industrial Buildings in PDR Districts.** The  
12 demolition and replacement requirements for industrial buildings containing Industrial Uses shall not  
13 apply within the SUD for any building constructed pursuant to the Development Agreement while it is  
14 in effect.

15 **(g) Project Review and Approval.**

16 **(1) Design Review and Approval.** An applicant may submit, but is not required to  
17 submit, a design review application for review by the Planning Department for consistency with the  
18 Planning Code, including this Section 249.7, the Conditional Use Authorization for a Planned Unit  
19 Development, and the DSG, prior to preparing and submitting a site or building permit application. If  
20 an applicant elects to submit a design review application, the applicant must receive approval from the  
21 Planning Director, or the Planning Commission if required, before obtaining any permits for the  
22 applicable building construction (other than for demolition or site preparation). If an applicant  
23 proposes a Minor Modification or Major Modification, the applicant must obtain such Minor  
24 Modification or Major Modification through a design review application approval. Standards and  
25 limitations on design review application approval are set forth in the Development Agreement and in

1 subsection (g)(2). Nothing in this Section 249.7 limits the Charter authority of any City department or  
2 commission or the rights of City agencies to review and approve proposed infrastructure as set forth in  
3 the Development Agreement.

4 **(2) Design Review Applications and Process.**

5 **(A) Applications.** Each design review application shall include the documents  
6 and other materials necessary to determine consistency with the Planning Code, including this Section  
7 249.7, the Conditional Use Authorization for a Planned Unit Development, and the DSG, including site  
8 plans, floor plans, sections, elevations, renderings, landscape plans, and exterior material samples to  
9 illustrate the overall concept design of the proposed building(s). The design review application shall  
10 not be required to identify infrastructure or streetscape improvements that may be required in  
11 association with the proposed building(s), which are subject to the review and approval process  
12 described in the Development Agreement. If an applicant requests a Minor Modification or Major  
13 Modification, the application shall describe proposed changes in reasonable detail, including narrative  
14 and supporting images, if appropriate, and a statement of the purpose or benefits of the proposed  
15 modification(s).

16 **(B) Completeness.** Planning Department staff shall review the application for  
17 completeness and advise the applicant in writing of any deficiencies within 30 days of the date of the  
18 application or, if applicable, within 15 days of receipt of any supplemental information requested  
19 pursuant to this section.

20 **(C) Design Review Process.** Following a determination of completeness of the  
21 design review application in accordance with subsection (g)(2)(B), Planning Department staff shall  
22 conduct design review. If an applicant submits a design review application that does not propose any  
23 Minor Modifications or Major Modifications, the Planning Director, within 30 days of the  
24 determination of completeness, shall prepare and issue a design review approval letter to the applicant  
25 if the design is found to be in compliance with the Planning Code, including this Section 249.7, the

1 Conditional Use Authorization for a Planned Unit Development, and the DSG, or notify the applicant  
2 of their determination of non-compliance. If an applicant submits a design review application that  
3 proposes Minor Modifications or Major Modifications, Planning Department staff shall prepare a staff  
4 report assessing compliance with the Planning Code, including this Section 249.7, the Conditional Use  
5 Authorization for a Planned Unit Development, and the DSG, including a recommendation regarding  
6 any Minor Modifications or Major Modifications sought. The staff report shall be delivered to the  
7 applicant and any third parties requesting notice in writing, shall be kept on file, and shall be posted on  
8 the Department's website for public review, within 60 days of the determination of completeness. If  
9 Planning Department staff determines that the design is not compliant with the Planning Code,  
10 including this Section 249.7, the Conditional Use Authorization for a Planned Unit Development, or the  
11 DSG, the Applicant may resubmit the application, in which case the requirements of this subsection  
12 (g)(2) for determination of completeness, staff review and determination of compliance, and delivery,  
13 filing, and posting of the staff report, shall apply anew.

14 **(D) Approvals and Public Hearings for Buildings.**

15 **(i) Buildings Seeking Minor Modifications.** Within 10 days after the  
16 delivery and posting of the staff report on the design review application, the Planning Director shall  
17 approve or disapprove the design based on its compliance with the Planning Code, including this  
18 Section 249.7, the Conditional Use Authorization for a Planned Unit Development, and the DSG. If the  
19 design review application is consistent with the quantitative standards set forth in this Section 249.7  
20 and the DSG, the Planning Director's discretion to approve or disapprove the design review  
21 application shall be limited to the application's consistency with the qualitative, non-numeric, and non-  
22 dimensional elements of the DSG. Notwithstanding any other provisions of this Section 249.7, the  
23 Planning Director may, in their discretion, refer any application that proposes a Minor Modification to  
24 the Planning Commission if the Planning Director determines that the proposed Minor Modification  
25 does not meet the intent of the DSG or this Section 249.7.



1 **(ii) Buildings Seeking Major Modifications, or Minor Modifications**

2 **Referred by Planning Director.** If a design review application seeks one or more Major Modifications,  
3 or if a design review application that proposed a Minor Modification is referred to the Planning  
4 Commission, the Planning Commission shall calendar the item for a public hearing within 30 days  
5 after delivery and posting of the staff report on the design review application, or the Planning  
6 Director's referral (as applicable), subject to any required noticing. The Planning Commission's  
7 review shall be limited to the proposed Major Modification, or the Minor Modification referred by the  
8 Planning Director. The Planning Commission shall consider all comments from the public and the  
9 recommendations of the staff report and the Planning Director in making a decision to approve or  
10 disapprove the design review application, including the granting of any Major Modifications or  
11 referred Minor Modifications in accordance with the standard of review established under this  
12 subsection (g)(2). If a Major Modification or intensification of a Planned Unit Development exception  
13 requires Planning Commission approval of a new Conditional Use Authorization, the Planning  
14 Commission shall consider such new Conditional Use Authorization in conjunction with the design  
15 review application proposing a Major Modification, and the above timelines for staff review and  
16 determination of compliance, and delivery, filing, and posting of the staff report, shall not apply.

17 **(iii) Notice of Hearings.** Notice of any Planning Commission hearings  
18 required under this SUD shall be provided in accordance with Planning Code Section 333.

19 **(3) Use Consistency Review.** All site or building permit applications for construction of  
20 new buildings or alterations of or additions to existing structures, or for permits of occupancy that  
21 would authorize a new use or a change of use, including changes within subcategories of use  
22 ("Applications"), submitted to the Department of Building Inspection shall be forwarded to the  
23 Planning Department for use consistency review within 15 days of submittal. For purposes of this  
24 subsection (g)(3), Applications do not include any submittals for interior improvements, modifications,  
25 or alterations that do not involve a new use or change of use, or an expansion or intensification of an

existing use, provided however, that any such improvement, modification, or alteration shall otherwise comply with the applicable requirements of the Planning Code. Once referred, the Department shall review the Application for consistency with the Planning Code, including this Section 249.7, the Development Agreement, the DSG, and any applicable Conditional Use Authorization. The Application shall include any documents, plans, and materials necessary to determine such consistency.

(4) **Discretionary Review.** No requests for discretionary review shall be accepted or heard for projects within the SUD.

Section 3. The Zoning Map of the Planning Code is hereby amended in accordance with Planning Code Section 106 by revising Height and Bulk District Map HT10 and Special Use District Map SU10, as follows:

(a) To change the Height and Bulk District Map HT10 from 65-J to 97-X, as follows:

Assessor's Block	Lot	Current Height and Bulk District to be Superseded	Proposed Height/Bulk to be Approved
5284A	008	65-J	97-X
5287	002	65-J	

(b) Special Use District Map SU10 is hereby amended to create the new San Francisco Gateway Special Use District, as follows:

Assessor's Block	Lot	Special Use District
5284A	008	San Francisco Gateway Special Use

5287	002	District
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Section 4. Effective and Operative Dates.

(a) This ordinance shall become operative on its effective date or on the effective date of the Development Agreement for the San Francisco Gateway Project, enacted by the ordinance in Board of Supervisors File No. 250427, whichever date occurs later; provided, that this ordinance shall not become operative if the ordinance regarding the Development Agreement is not approved.

(b) This ordinance shall become effective 30 days after enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the Mayor's veto of the ordinance.

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Section 5. Severability.

1           If any section, subsection, sentence, clause, phrase, or word of this ordinance, or any  
2 application thereof to any person or circumstance, is held to be invalid or unconstitutional by a  
3 decision of a court of competent jurisdiction, such decision shall not affect the validity of the  
4 remaining portions or applications of the ordinance. The Board of Supervisors hereby  
5 declares that it would have passed this ordinance and each and every section, subsection,  
6 sentence, clause, phrase, and word not declared invalid or unconstitutional without regard to  
7 whether any other portion of this ordinance or application thereof would be subsequently  
8 declared invalid or unconstitutional.

9  
10 APPROVED AS TO FORM:  
11 DAVID CHIU, City Attorney

12 By: /s/ Robb Kapla  
13 ROBB KAPLA  
14 Deputy City Attorney

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**LEGISLATIVE DIGEST**  
(Substituted - 9/16/25)

[Planning Code, Zoning Map - San Francisco Gateway Special Use District]

**Ordinance amending the Planning Code and the Zoning Map to establish the San Francisco Gateway Special Use District generally bounded by Kirkwood Avenue to the northeast, Rankin Street to the southeast, McKinnon Avenue to the southwest, and Toland Street to the northwest; making findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare under Planning Code, Section 302.**

Existing Law

The area within the proposed San Francisco Gateway Special Use District (SUD) consists of two parcels zoned as Core Production, Distribution, and Repair (PDR-2) within a 65-J height and bulk district.

Amendments to Current Law

The ordinance would amend the Planning Code and Zoning Map to create the SUD as an overlay to the underlying PDR-2 zoning and revise height and bulk limits within the SUD to 97-X. The SUD requires new construction in the district to receive a conditional use authorization for planned unit development and establishes a design review and approval process for any major or minor modifications necessary to implement the San Francisco Gateway Project ("Project"). The SUD relaxes use controls for certain private parking garages and principally permits up to 225,000 square feet of parcel delivery service (PDS) as a principal use within the SUD. Any amount of PDS as a principal use beyond that limit requires a Section 303(cc) PDS conditional use authorization. The SUD would allow PDS as an accessory use to any other principal use. Otherwise, the SUD maintains the underlying PDR-2 zoning controls.

Background Information

This ordinance would enable the development of the Project, which will provide a unique combination of traditional and evolving PDR uses and create a wide range of employment opportunities. The SUD's controls adapt and refine the underlying PDR-2 zoning controls to facilitate the development of high-efficiency, enclosed PDR buildings with multiple users, large PDR spaces that accommodate modern loading facilities and vehicle circulation, and the transition to electrified vehicle fleets.

The Project would also require the adoption of a Design Standards and Guidelines document to facilitate implementation and a Development Agreement.

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An aerial photograph of San Francisco, showing the city skyline, the bay, and various industrial and residential areas. A large rectangular area in the foreground, near the waterfront, is highlighted in a solid green color, indicating the project site. The text is overlaid on the image.

# San Francisco Gateway Project

## 749 Toland Street and 2000 McKinnon Avenue



**San Francisco**  
**Planning**



SAN FRANCISCO  
OFFICE OF ECONOMIC &  
WORKFORCE DEVELOPMENT

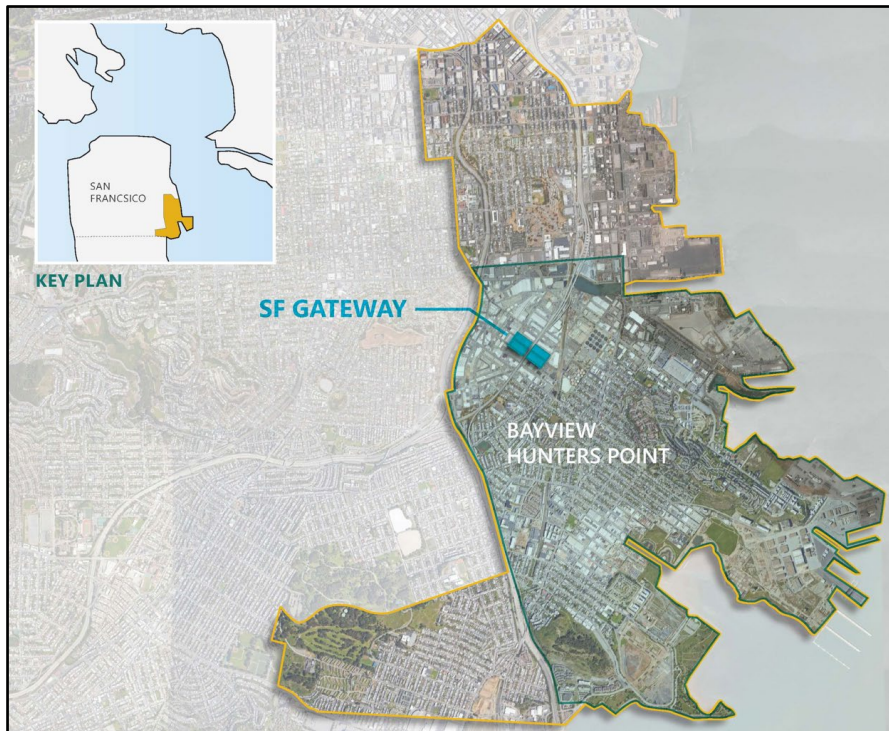
LAND USE AND  
TRANSPORTATION COMMITTEE  
NOVEMBER 3, 2025

# AGENDA

- Project Overview
- Proposed Legislation
- Development Agreement Features
- Fiscal Impact

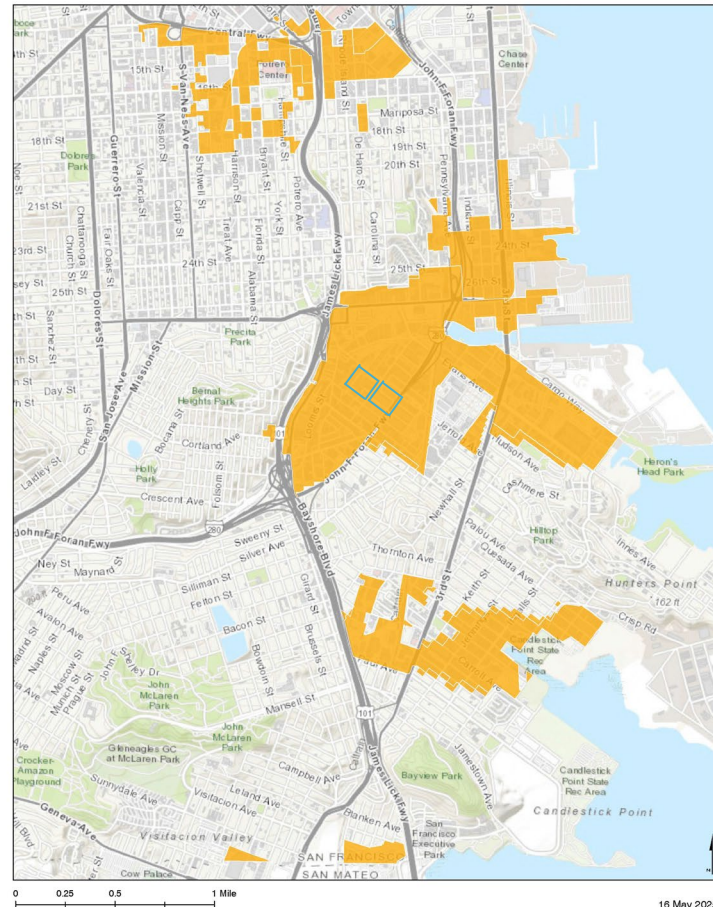


# PROJECT OVERVIEW



PDR Zoning

San Francisco  
Planning



16 May 2025



# PROJECT OVERVIEW



- 4 single story warehouse buildings built in the 1940s
- Site purchased and operated by Prologis since 2014
- 448,000 SF of PDR space
- Surrounding streets unimproved and not accepted by City



- 2 new three-story buildings
- 1,637,000 SF of flexible PDR space (~2 million total gross SF including active roofs) appropriate for warehouse/distribution, storage, parcel delivery, etc.
- 8 city blocks of improved infrastructure and streetscape

# PROPOSED LEGISLATION

- [File 250426](#): Ordinance amending the Planning Code and the Zoning Map to establish the San Francisco Gateway Special Use District
- [File 250427](#): Ordinance approving a Development Agreement between the City and County of San Francisco and Prologis, L.P.

# PLANNING CODE TEXT AMENDMENTS

Creates the **San Francisco Gateway Special Use District** (Section 249.7) which:

- Principally permits Private Parking Garage;
- Principally permits Parcel Delivery Service up to 225,000 square feet of Occupied Floor Area (OFA) in the Project and conditionally permits it beyond 225,000 square feet;
- Allows up to 8,500 square feet of OFA of Retail Sales and Service Uses;
- Establishes off-street parking ratios for Retail Sales and all other uses;
- Streetscape Improvements and Transportation Demand Management requirements are governed by the Development Agreement;
- Permits additional features as building height exemptions in addition to those listed in Section 260(b); and
- Outlines the design review process for the development including confirming compliance with the San Francisco Gateway SUD, DA, DSG, and CUA.

# DEVELOPMENT AGREEMENT BENEFITS AND KEY TERMS

- 20-year term with two five-year options to extend
- Improvement of surrounding street segments (8 blocks) to City standard, paving the way for City acceptance of those streets
- \$8 Million in direct contributions to support workforce development, youth education and childcare, neighborhood infrastructure beyond the project's boundaries, and small businesses

# DEVELOPMENT AGREEMENT BENEFITS AND KEY TERMS

- A community engagement plan to ensure stakeholders stay involved and informed
- Robust workforce development agreements (First Source and Local Hire) for construction and end-use job opportunities
- Strong LBE Utilization Plan with direct opportunities for Bayview Hunters Point businesses

# FISCAL IMPACTS

- Over \$16 million in one-time development impact fees (includes transportation, schools, and capacity fees)
- Approximately \$7 million annually in net new General Fund revenues at full Project buildout
- Operations will support an estimate \$514 million in new annual spending in San Francisco's economy at full buildout





THANK YOU



**San Francisco**  
**Planning**

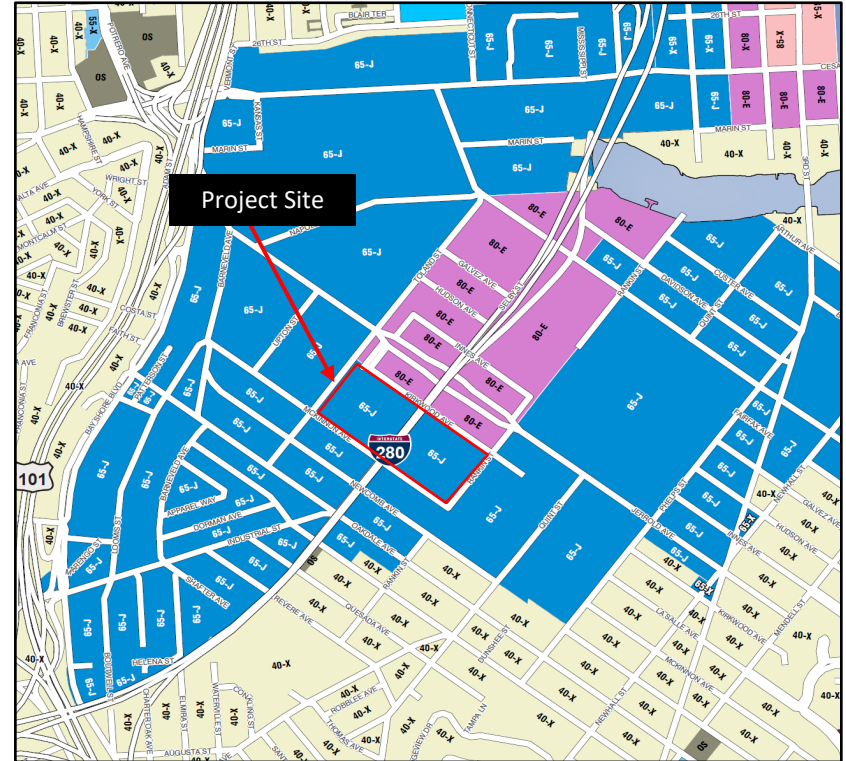
 SAN FRANCISCO  
OFFICE OF ECONOMIC &  
WORKFORCE DEVELOPMENT

# Additional contextual slides



# Zoning Map Amendments

- Zoning Map SU10 to illustrate the San Francisco Gateway Special Use District.
- Zoning Map HT10 to change the Height and Bulk District from 65 J to 97-X.



# Planning Commission Project Approvals

- Certify the Final Environmental Impact Report pursuant to the California Environmental Quality Act (“CEQA”).
- Adopt findings under CEQA, including findings rejecting alternatives as infeasible and adopting a Mitigation Monitoring and Reporting Program.
- Recommend that the Board of Supervisors approve the proposed Ordinance, as introduced to amend the Planning Code to create the San Francisco Gateway Special Use District (SUD), Planning Code Section 249.7, at the subject properties and amend Zoning Maps to illustrate the San Francisco Gateway SUD and change the Height and Bulk Zoning District from 65 to 97-X.
- Recommend that the Board of Supervisors approve a Development Agreement between the City and County of San Francisco and Prologis, L.P.
- Recommend the Commission adopt the San Francisco Gateway Design Standards and Guidelines document; and
- Grant a Conditional Use Authorization pursuant to Planning Code Sections 303 and 304 for a Planned Unit Development that would authorize the construction of the Project.

# COMMUNITY COMMITMENT & OUTREACH



## ITEMS FOR PLANNING COMMISSION CONSIDERATION

### Environmental Impact Report

Draft EIR - August 2023

Final EIR & Response To Comments (RTC) - May 7, 2025

*All impacts will be reduced to a less-than-significant level with mitigation*

### Special Use District

Establishes necessary use flexibility for site parcels

Project parking paired with enhanced TDM measures

Defines design review process

### Amendments to Zoning Maps

### Conditional Use Authorization for Planned Unit Development

Authorizes proposed design

Allows for exceptions to development standards, such as height measurements

### Development Agreement

Agreement between City and Prologis that includes, among other components:

- Community Benefits

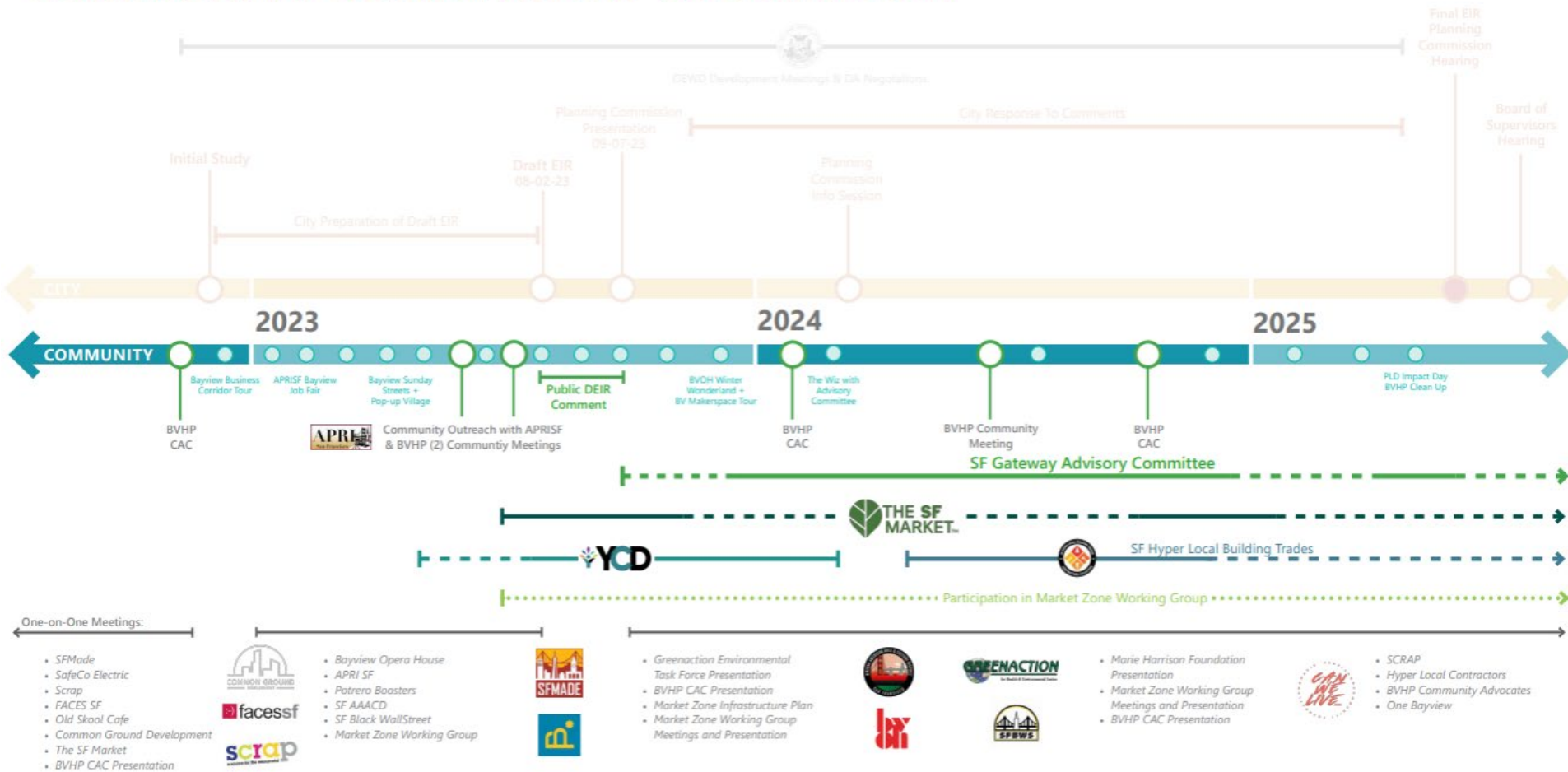
- Sustainability Plan

- Infrastructure Plan

### Design Standards and Guidelines

Establishes standards for design modification

# COMMUNITY COMMITMENT & OUTREACH



# COMMUNITY BENEFITS

## EARLY EDUCATION & ARTS SUPPORT

- Affordable Childcare Support
- Early Education Program Support
- Arts Funding and Implementation

## SMALL BUSINESS & PDR SUPPORT

- Bayview Small Business Support
- Affordable PDR Program

## SUSTAINABILITY

### Project Sustainability Plan

**LEED Gold & Zero Carbon**  
Committing to certifications that set high standards for design and operations

**Expansive Rooftop Solar**  
Offsetting full building electrical demand

**Extensive Infrastructure for Electrification**  
Simplifying the transition to electrification

**Environmental Equity Support**  
Supporting Bayview Hunters Point community organizations that seek an equitable transition to clean energy

## JOB TRAINING & WORKFORCE SUPPORT

- Construction Job Training
- Contractor Development Program
- Operational Job Training

*Project Labor Agreement*  
*Hyper Local Contractor Agreement*

## MARKET ZONE IMPROVEMENTS

- Project Streetscape Improvements
- SF Market Capital Project Support
- Market Zone Neighborhood Infrastructure



# PROJECT SUSTAINABILITY PLAN

Commit to  
Zero Carbon



Expansive  
Rooftop Solar



Maximize  
EV Charging



## PROJECT CORNERSTONES

- Reduce Carbon Emissions
- Provide and Utilize Renewable Energy
- Reduce Energy Consumption
- Enable Electrification
- Promote Community & Workforce Well-Being
- Build Resilience

### SUSTAINABILITY & RESILIENCE PLAN | PROJECT FEATURES MATRIX

1 REDUCE CARBON EMISSIONS			SUPPORTING STANDARDS			
TOPIC	KEY FEATURES	DESCRIPTION	CECA 104	USE 1040	ZERO CARBON	CALGREEN TIER 2
EMBODIED CARBON REDUCTION	Design and construction will reduce emissions related to material extraction, transportation, assembly, and construction as compared to a baseline project of this type	Reduce the Project's GWP (global warming potential) by 20% or more below Project baseline		✓	✓	✓
CARBON ACCOUNTING	Utilize sustainability experts to support and guide Plan and to track and validate the Project's commitment to reducing embodied carbon emissions	Complete zero carbon roadmap to guide Project development, articulate best practices, and provide pathway to meeting or exceeding commitments  Pursue as a goal - Third party carbon accounting to determine actual emissions reduction from construction as compared to baseline			✓	
TRUCK IDLING	Design incorporates vehicle ramping to move trucks on-site and into loading positions quickly, minimizing off-site idling and street congestion. Restricted on-site idling times reduce emissions further	Limit on-site truck idling to a maximum of 2 minutes	✓	✓		
CLEAN AIR VEHICLE AND BIKE PARKING	Prioritize parking availability for clean vehicles	Meet or exceed CalGreen Tier 2 Voluntary Measure by designating 50% total parking spaces for zero emission and or high efficiency vehicles  Meet or exceed CalGreen short-term and long-term bicycle parking requirements	✓	✓	✓	✓
VEHICLE MODEL YEAR	Ensure that visiting large trucks are running on current engine technology to minimize emissions	Limit model year of visiting trucks such that they are no more than nine years old upon the completion of project construction activities	✓			
GENERATOR EFFICIENCY	Reduce diesel emissions by maintaining high performance generator	Meet or exceed air board's Tier 4 final off-road emissions standards for on-site generator	✓			
MAKER SPACE EMISSIONS	Reduce emissions of stationary equipment by setting limit on daily NOx emissions	Limit NOx emissions of Maker Space activities to no more than 10 lbs/day	✓			
OPERATIONAL EMISSIONS MANAGEMENT PLAN	Provide process of assessment and reporting to ensure project NOx emissions do not exceed thresholds	Implement OEMP to track and demonstrate that the Project's net operational emissions do not exceed air district threshold	✓			

# STREETSCAPE DESIGN & INFRASTRUCTURE PLAN



## STREETSCAPE IMPROVEMENTS

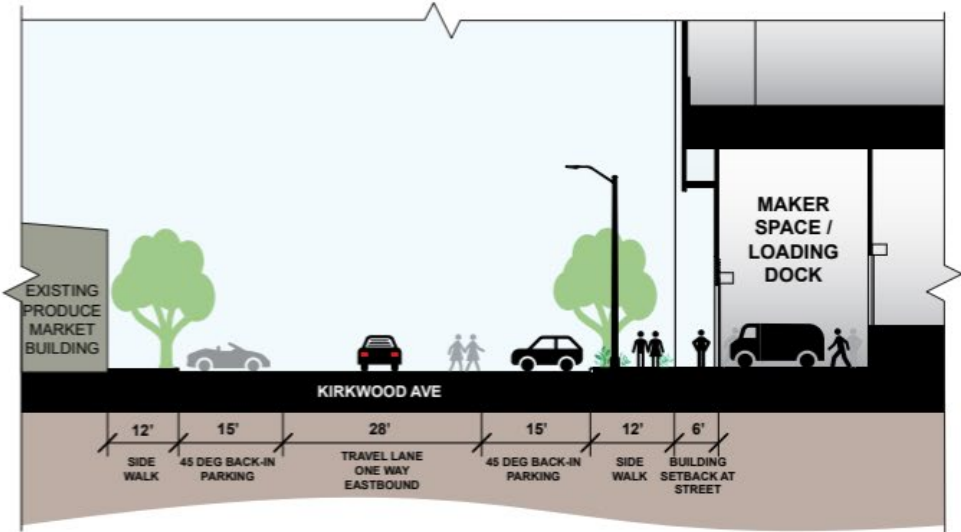
Include the following new elements as formalized in the Infrastructure Plan:

- Full width of streets improved
- Curb & gutter
- Sidewalks
- Street trees
- New street lights
- Sewer & water upgrades

## INFRASTRUCTURE PLAN (IP)

The IP has been coordinated with the following key agencies:

- Department of Public Works
- SF Public Utilities Commission
- SF Municipal Transportation Agency
- SF Fire Department





October 15, 2025

Ms. Angela Calvillo, Clerk  
Honorable Supervisors Walton, Engardio, Fielder, Chen, and Melgar  
Board of Supervisors  
City and County of San Francisco  
City Hall, Room 244  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102

Re: **Transmittal of Planning Department Case Numbers 2015-012491PCAMAPDVA:**  
San Francisco Gateway Special Use District and Development Agreement  
(749 Toland Street and 2000 McKinnon Avenue)  
Board File Nos. 250426 and 250427

**Planning Commission's Action:**

**Adopt a Recommendation for Approval**

Dear Ms. Calvillo and Supervisors Walton, Engardio, Fielder, Chen, and Melgar,

On September 25, 2025, the Planning Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinances, introduced by Supervisors Walton, Engardio, Fielder, Chen, and Melgar. Board File No. 250426 is a proposed Ordinance for (1) Planning Code Text Amendments to establish the San Francisco Gateway Special Use District ("SUD"), Planning Code Section 249.7, and (2) Zoning Map Amendments to amend Special Use District Map SU10 and Height and Bulk District Map HT10 at 749 Toland Street, Assessor's Block 5284A Lot 008, and 2000 McKinnon Avenue, Assessor's Block 5287 Lot 002. Board File No. 250427 is a proposed Ordinance approving a Development Agreement between the City and County of San Francisco and Prologis, L.P., for the development of an approximately 17.1-acre site located at 749 Toland Street and 2000 McKinnon Avenue with various public benefits. At the hearing, the Planning Commission adopted a recommendation of approval of both proposed Ordinances.

The proposed amendments received CEQA clearance under Planning Department Case No 2015-01249ENV, Final Environmental Impact Report was certified by the Planning Commission on September 25, 2025.

Please find attached documents relating to the actions of the Commission. If you have any questions or require further information please do not hesitate to contact me.



Sincerely,

*Veronica Flores*

Veronica Flores for Aaron D. Starr  
*Manager of Legislative Affairs*

cc: Robb Kapla, Deputy City Attorneys  
Percy Burch, Aide to Supervisor Walton  
John Carroll, Office of the Clerk of the Board  
Susan Ma and Jon Lau, Office of Economic Workforce Development's Project Managers

**ATTACHMENTS :**

Planning Commission Resolution No. 21828 (Planning Code and Zoning Map Amendments Ordinance)  
Planning Commission Resolution No. 21829 (Development Agreement Ordinance)  
Planning Department Executive Summary



# PLANNING COMMISSION RESOLUTION NO. 21828

**HEARING DATE: SEPTEMBER 25, 2025**

**Project Address:** 749 Toland Street and 2000 McKinnon Avenue (SF Gateway)  
**Case Number:** 2015-012491MAP / PCA [Board File No. 250426]  
**Initiated by:** Supervisors Walton, Engardio, Fielder, Chen, Melgar / Introduced April 22, 2025  
**Existing Zoning:** Production, Distribution, and Repair -2 (PDR-2)  
65-J Height and Bulk Districts  
**Proposed Zoning:** Production, Distribution, and Repair -2 (PDR-2)  
97-X Height and Bulk Districts  
San Francisco Gateway Special Use District  
**Cultural District:** African American Arts & Cultural District  
**Block/Lot:** 5284A / 008 and 5287 / 002  
**Project Sponsor/**  
**Property Owner:** Prologis, L.P.  
**Address:** Pier 1, Bay 1  
**City, State:** San Francisco, CA 94111  
**Staff Contacts:** Gabriela Pantoja, Senior Planner  
[Gabriela.Pantoja@sfgov.org](mailto:Gabriela.Pantoja@sfgov.org), 628-652-7380  
Dylan Hamilton, Citywide Planner  
[Dylan.Hamilton@sfgov.org](mailto:Dylan.Hamilton@sfgov.org), 628-652-7444  
Liz White, Senior Environmental Planner  
[Elizabeth.White@sfgov.org](mailto:Elizabeth.White@sfgov.org), (628) 652-7557  
**Reviewed by:** Joshua Switzky, Deputy Director of Citywide Planning  
[Joshua.Switzky@sfgov.org](mailto:Joshua.Switzky@sfgov.org), 628-652-7464

**RESOLUTION RECOMMENDING APPROVAL OF A PROPOSED ORDINANCE THAT WOULD ADD PLANNING CODE SECTION NO. 249.7 (“SAN FRANCISCO GATEWAY SPECIAL USE DISTRICT” (SUD)), AMEND SPECIAL USE DISTRICT MAP SU10 BY PLACING ASSESSOR’S BLOCK 5284A LOT 008 AND BLOCK 5287 LOT 002 IN THE NEWLY CREATED SUD, AND AMEND HEIGHT AND BULK DISTRICT MAP HT10 BY REZONING THE SUBJECT SITE FROM 65-J TO 97-X; AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, MAKING FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND THE EIGHT PRIORITY POLICIES OF PLANNING CODE SECTION 101.1, AND MAKING FINDINGS OF PUBLIC NECESSITY, CONVENIENCE, AND WELFARE UNDER PLANNING CODE SECTION 302.**

WHEREAS, on April 22, 2025 Supervisors Walton, Engardio, Fielder, Chen, and Melgar introduced a proposed Ordinance under Board of Supervisors (hereinafter “Board”) File No. 250426, for (1) Planning Code Text Amendments to establish the San Francisco Gateway Special Use District (“SUD”), Planning Code Section 249.7,

and (2) Zoning Map Amendments to amend Special Use District Map SU10 and Height and Bulk District Map HT10, for Assessor's Block 5284A Lot 008 and Block 5287 Lot 002; and

WHEREAS, pursuant to Planning Code Section 302(b), on April 22, 2025, the Board initiated these Planning Code Text and Zoning Map Amendments; and

WHEREAS, on September 16, 2025, the Board introduced a substitute Ordinance; and

WHEREAS, the Planning Code Text and Zoning Map Amendments would enable the development of the San Francisco Gateway Project ("Project") located at 749 Toland Street, Assessor's Block 5284A Lot 008, and 2000 McKinnon Avenue, Assessor's Block 5287 Lot 002 ("Project Site"), an approximately 17 acre-site owned by Prologis, L.P. ("Project Sponsor"); and

WHEREAS, the Project consists of demolishing four existing Production, Distribution, and Repair ("PDR") buildings totaling approximately 448,000 square feet in size and constructing two three-story mixed-use buildings up to 97 feet in height totaling 1,646,000 gross square feet in size with a mix of uses including up to 1,637,600 square feet of Production, Distribution, and Repair (PDR), Non-Retail Sales and Services, and Automotive Uses as permitted within the PDR-2 Zoning District and SF Gateway Special Use District and approximately 8,400 square feet of Retail Sales and Service Use. Each building will be designed to provide ultimate flexibility for potential future PDR tenants with built-in circulation, ramping, and parking. A total of up to 1,125 off-street parking spaces, 100 Class 1 and 16 Class 2 bicycle parking spaces, and 48 Showers and eight Lockers will be provided throughout the development. The Project is to be developed in two phases, each with one building. Each building will contain up to 563 off-street parking spaces, 50 Class 1 and 8 Class 2 bicycle parking spaces, and 4 showers and 24 lockers. Located within the Bayview neighborhood and bounded by Kirkwood Avenue to the north, Rankin Street to the east, McKinnon Avenue to the south, and Toland Street to the west, the Project will include the construction of streetscape improvements including new paving, ADA ramps, sidewalks, crosswalks, street trees, Class 2 bicycle parking spaces, striped vehicle parking spaces, and passenger and commercial loading spaces; and

WHEREAS, the Planning Code Text Amendments would establish the San Francisco Gateway SUD which outlines the land use and development controls within the SUD, and the Zoning Map Amendments would place the Project Site in the newly created SUD, and amend the Height and Bulk District for the Project Site from 65-J and 97-X; and

WHEREAS, approvals also required for the Project include (1) certification of the Environmental Impact Report pursuant to the California Environmental Quality Act ("CEQA"); (2) adoption of CEQA findings under CEQA, including findings rejecting alternatives as infeasible and adopting a Mitigation Monitoring and Reporting Program ("MMRP"); (3) adoption of a Development Agreement between the Project Sponsor and the City and County of San Francisco; and (4) adoption of a Design Standards and Guidelines Document ("DSG"); and (5) approval of Conditional Use Authorization for a Planned Unit Development; and

WHEREAS, on September 25, 2025, the Planning Commission ("Commission") reviewed and considered the Final Environmental Impact Report ("FEIR") for the Project and found the FEIR to be adequate, accurate and objective, thus reflecting the independent analysis and judgment of the Department and the Commission, and that the summary of comments and responses contained no significant revisions to the Draft EIR, and certified

the FEIR for the Project in compliance with CEQA (Cal. Pub. Res. Code Sections 21000 et seq.), the State CEQA Guidelines (Cal. Admin. Code Title 14, Sections 15000 et seq.), and Chapter 31 of the San Francisco Administrative Code by Motion No. 21826; and

WHEREAS, on September 25, 2025, the Commission by Motion No. 21827 approved CEQA Findings, including adoption of a Mitigation Monitoring and Reporting Program (“MMRP”), under Case No. 2015-012491ENV, for approval of the Project, which findings and MMRP are incorporated by reference as though fully set forth herein; and

WHEREAS, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinance on September 25, 2025; and

WHEREAS, the Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of Department staff and other interested parties; and

WHEREAS, all pertinent documents may be found in the files of the Department, as the Custodian of Records, at 49 South Van Ness Avenue, Suite 1400, San Francisco; and

WHEREAS, the Commission has reviewed the proposed Ordinance; and

WHEREAS, the Commission finds from the facts presented that the public necessity, convenience, and general welfare require the proposed amendment; and

MOVED, that the Planning Commission hereby adopts a recommendation of **approval** of the proposed Ordinance.

## Findings

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

- The Planning Code Text and Zoning Map Amendments (“Amendments”) would enable the development of the San Francisco Gateway Project which will construct flexible PDR spaces that are designed to accommodate present and future industrial activities within close proximity to major highways. The development will be designed to provide ideal conditions for PDR and related activities by facilitating buildings with open floor plans, high ceiling heights, freight loading docks and elevators, and vehicle circulation, ramping and parking.
- The Amendments would enable the Project to create more than one million six hundred thousand square feet of new PDR and related space and add approximately 8,400 square feet of Retail space in both the City and the Bayview neighborhood, thereby increasing the number of PDR and Retail

business and job opportunities and advancing the economic growth and development of the Bayview neighborhood.

- The Amendments would enable the construction of two buildings up to approximately 97 feet in height which in turn will provide thousands of new construction job opportunities. The Project Sponsor has committed to using exclusively union labor for the entirety of the Project's construction period, thereby ensuring that the trade jobs created will be paid a living wage.
- The Amendments would enable the development of the San Francisco Gateway Project which will improve transportation and streetscape conditions in the immediate area for both pedestrians and vehicles. New sidewalks, paved streets, ADA ramps, crosswalks, street trees, commercial and passenger loading zones, and Class 1 and 2 bicycle parking spaces will be provided, in addition the Sponsor's payment of Transportation Sustainability Fees and community benefits payments under the Development Agreement that will fund transportation infrastructure in the area.

## General Plan Compliance

The proposed Ordinance is consistent with the following Objectives and Policies of the General Plan:

### COMMERCE AND INDUSTRY ELEMENT

#### OBJECTIVE 1

**MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.**

##### Policy 1.2

Assure that all commercial and industrial uses meet minimum, reasonable performance standards.

##### Policy 1.3

Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

*The proposed Ordinance will help facilitate the development of PDR uses within an already predominately commercial and industrial neighborhood.*

#### OBJECTIVE 2

**MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.**

##### Policy 2.1

Seek to retain existing commercial and industrial activity and to attract new such activity to the city.

*The proposed Ordinance will increase the amount of commercial and industrial activity at the development site and facilitate the development of modern mixed-use buildings designed to provide flexibility for future commercial and industrial tenants.*

#### OBJECTIVE 3

**PROVIDE EXPANDED EMPLOYMENT OPPORTUNITIES FOR CITY RESIDENTS, PARTICULARLY THE UNEMPLOYED AND ECONOMICALLY DISADVANTAGED.**

**Policy 3.1**

Promote the attraction, retention and expansion of commercial and industrial firms which provide employment improvement opportunities for unskilled and semi-skilled workers.

**POLICY 3.2**

Promote measures designed to increase the number of San Francisco jobs held by San Francisco residents.

*The proposed Ordinance will facilitate the development of large-scale mixed-use buildings designed with ultimate flexibility for PDR and other permitted uses that will promote and increase the number of job opportunities for residents. PDR jobs are characterized to often pay higher wages than other entry-level employment, and do not require significant educational or professional experience.*

**OBJECTIVE 4**

**IMPROVE THE VIABILITY OF EXISTING INDUSTRY IN THE CITY, THE EQUITABLE DISTRIBUTION OF INFRASTRUCTURE, AND THE ATTRACTIVENESS OF THE CITY AS A LOCATION FOR NEW INDUSTRY.**

**POLICY 4.1**

Maintain and enhance a favorable business climate in the city.

**POLICY 4.7**

Improve public and private transportation to and from industrial areas.

*The proposed Ordinance will facilitate the development of large-scale mixed-use buildings designed with flexibility for commercial and industrial activities near major highways. The Project will facilitate the improvement of the immediate public of right of way for improved access to and from the area via investments into public transportation infrastructure and safer vehicle and pedestrian conditions.*

**TRANSPORTATION ELEMENT**

**OBJECTIVE 1**

**MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.**

**Policy 1.2**

Ensure the safety and comfort of pedestrians throughout the city.

*The proposed Ordinance will facilitate a development that includes sidewalks, crosswalks, and other streetscape improvements for improved vehicle and pedestrian safety in the neighborhood.*

## OBJECTIVE 6

### DEVELOP REGIONAL, MULTI-MODAL FACILITIES FOR THE EFFICIENT MOVEMENT OF FREIGHT AND GOODS

#### Policy 6.1

Designate expeditious routes for freight trucks between industrial and commercial areas and the regional and state freeway system to minimize conflicts with automobile traffic and incompatibility with other land uses.

*The proposed Ordinance will facilitate the development of large-scale mixed-use buildings within close proximity to two major highways and within an already predominately commercial and industrial neighborhood. The location of the development near freeways will allow for efficient movement of goods without requiring trucks to travel within San Francisco's neighborhoods for significant distances.*

## BAYVIEW HUNTERS POINT AREA PLAN

### Objectives and Policies

## OBJECTIVE 1

### STIMULATE BUSINESS, EMPLOYMENT, AND HOUSING GROWTH WITHIN THE EXISTING GENERAL LAND USE PATTERN BY RESOLVING CONFLICTS BETWEEN ADJACENT INDUSTRIAL AND RESIDENTIAL AREAS.

#### POLICY 1.1

Improve the relationship between housing and industry throughout Bayview Hunters Point, particularly in the Northern Gateway and South Basin areas, where light industry transitions to residential.

#### POLICY 1.2

Restrict toxic chemical industries and other industrial activities with significant environmental hazards from locating adjacent to or nearby existing residential areas.

#### POLICY 1.5

Encourage a wider variety of light industrial uses throughout the Bayview by maintaining the newly established Production, Distribution and Repair zoning, by more efficient use of industrial space, and by more attractive building design.

*The proposed Ordinance will increase the amount of commercial and industrial activity at an already predominately PDR neighborhood and develop modern mixed-use buildings designed to provide flexibility for future commercial and industrial tenants at a location distant from residential uses.*

## OBJECTIVE 3

### MAKE SURFACE STREET AND FREEWAY IMPROVEMENTS TO ENCOURAGE TRUCK TRAFFIC AWAY FROM NEIGHBORHOOD RESIDENTIAL AND COMMERCIAL AREAS.

**POLICY 3.1**

Improve and establish truck routes between industrial areas, including those at the Shipyard, and freeway interchanges.

*The Project will develop a flexible PDR space within close proximity to existing truck routes and freeway interchanges.*

**OBJECTIVE 4**

**DEVELOP AND MAINTAIN A SYSTEM FOR THE EASY MOVEMENT OF PEOPLE AND GOODS, TAKING INTO ACCOUNT ANTICIPATED NEEDS OF BOTH LOCAL AND THROUGH TRAFFIC.**

**POLICY 4.1**

Develop a comprehensive network and schedule of roadway improvements to assure that Bayview maintains an adequate level of service at key intersections as the residential and work force population in the district increases.

**POLICY 4.2**

Develop the necessary improvements in public transit to move people efficiently and comfortably between different neighborhoods of Bayview Hunters Point, to and from Candlestick Park Point, and to and from Downtown and other parts of the region.

*The proposed Ordinance will facilitate the improvement of the immediate public of right of way for improved access to and from the area via investments into public transportation infrastructure and safer vehicle and pedestrian conditions. In addition, a Transportation Demand Management Plan will be developed and implemented to encourage other modes of transportation to the Bayview.*

**OBJECTIVE 7**

**ENCOURAGE HEALTHY RETAIL REUSE IN THE EXISTING COMMERCIAL CORE OF THIRD STREET AND COMPLEMENTARY GROWTH IN ADJACENT SECTIONS.**

**POLICY 7.2**

Encourage complementary development adjacent to the Third Street core commercial area.

**POLICY 7.3**

Develop secondary nodes of commercial activity.

*The proposed Ordinance will facilitate the construction of approximately 8,400 square feet of Retail Sales and Service Use that complements the Third Street commercial corridor, a few blocks away.*

**OBJECTIVE 8**

**STRENGTHEN THE ROLE OF BAYVIEW'S INDUSTRIAL SECTOR IN THE ECONOMY OF THE DISTRICT, THE CITY, AND THE REGION.**



#### **POLICY 8.1**

Maintain industrial zones for production, distribution, and repair activities in the Northern Gateway, South Basin, Oakinba, and India Basin Industrial Park subdistricts.

*The proposed Ordinance will facilitate the development of a Project that will maintain and expand the amount of PDR space by providing approximately 1,637,600 square feet, or a net increase of approximately 1,189,600 square feet, of space available for PDR use at the Project site.*

#### **OBJECTIVE 9**

**IMPROVE LINKAGES BETWEEN GROWTH IN BAYVIEW'S INDUSTRIAL AREAS AND THE EMPLOYMENT AND BUSINESS NEEDS OF THE BAYVIEW HUNTERS POINT COMMUNITY.**

#### **POLICY 9.1**

Increase employment in local industries.

#### **POLICY 9.2**

Encourage the local business community to play a larger role in Bayview's industrial sector.

#### **POLICY 9.3**

Support expanded role of African American firms in distribution and transportation industries.

*The proposed Ordinance will facilitate the development of large-scale mixed-use buildings designed with ultimate flexibility for PDR and other permitted uses that will promote and increase the number of local job opportunities for residents in the Bayview. PDR jobs often pay higher wages than other entry-level employment, and do not require significant educational or professional experience.*

#### **Planning Code Section 101 Findings**

The proposed Amendments to the Planning Code and Zoning Maps are consistent with the eight Priority Policies set forth in Section 101.1(b) of the Planning Code in that:

1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced;

*The proposed Ordinance would not have a negative effect on neighborhood serving retail uses and will not have a negative effect on opportunities for resident employment in and ownership of neighborhood-serving retail. Rather, the proposed Ordinance will increase the number of neighborhood serving retail business and job opportunities in the neighborhood.*

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods;

*The proposed Ordinance will have no effect on existing housing and will preserve the existing cultural and economic diversity of the neighborhood.*

3. That the City's supply of affordable housing be preserved and enhanced;

*The proposed Ordinance would not have an adverse effect on the City's supply of affordable housing.*

4. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking;

*The proposed Ordinance would not result in commuter traffic impeding MUNI transit service or overburdening the streets or neighborhood parking.*

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced;

*The proposed Ordinance would not cause displacement of the industrial or service sectors due to office development. Rather, the Ordinance will increase the number of industrial and service sector job and business opportunities for current and future residents.*

6. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake;

*The proposed Ordinance would not have an adverse effect on City's preparedness against injury and loss of life in an earthquake.*

7. That the landmarks and historic buildings be preserved;

*The proposed Ordinance would not have an adverse effect on the City's Landmarks and historic buildings.*

8. That our parks and open space and their access to sunlight and vistas be protected from development;

*The proposed Ordinance would not have an adverse effect on the City's parks and open space and their access to sunlight and vistas.*

### **Planning Code Section 302 Findings.**

The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the Planning Code as set forth in Section 302.

NOW THEREFORE BE IT RESOLVED that the Commission hereby ADOPTS A RECOMMENDATION FOR APPROVAL of the proposed Ordinance as described in this Resolution.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on September 25, 2025.

A handwritten signature in blue ink, appearing to read 'Jonas P. Ionin'.

Jonas P. Ionin  
Commission Secretary

AYES: Campbell, McGarry, Williams, Braun, Imperial, So

NOES: None

ABSENT: Moore

ADOPTED: September 25, 2025



# PLANNING COMMISSION RESOLUTION NO. 21829

**HEARING DATE: SEPTEMBER 25, 2025**

**Project Address:** 749 Toland Street and 2000 McKinnon Avenue (SF Gateway)  
**Case Number:** 2015-012491DVA [Board File No. 250427]  
**Initiated by:** Supervisors Walton, Engardio, Fielder, Chen, Melgar / Introduced April 22, 2025  
**Existing Zoning:** Production, Distribution, and Repair -2 (PDR-2)  
65-J Height and Bulk Districts  
**Proposed Zoning:** Production, Distribution, and Repair -2 (PDR-2)  
97-X Height and Bulk Districts  
San Francisco Gateway Special Use District (SUD)  
**Cultural District:** African American Arts & Cultural District  
**Block/Lot:** 5284A / 008 and 5287 / 002  
**Project Sponsor/**  
**Property Owner:** Prologis, L.P.  
**Address:** Pier 1, Bay 1  
**City, State:** San Francisco, CA 94111  
**Staff Contacts:** Gabriela Pantoja, Senior Planner  
[Gabriela.Pantoja@sfgov.org](mailto:Gabriela.Pantoja@sfgov.org), 628-652-7380  
Dylan Hamilton, Citywide Planner  
[Dylan.Hamilton@sfgov.org](mailto:Dylan.Hamilton@sfgov.org), 628-652-7478  
Elizabeth White, Senior Environmental Planner  
[Elizabeth.White@sfgov.org](mailto:Elizabeth.White@sfgov.org), (628) 652-7557  
**Reviewed by:** Joshua Switzky, Deputy Director of Citywide Planning  
[Joshua.Switzky@sfgov.org](mailto:Joshua.Switzky@sfgov.org), 628-652-7464

**RESOLUTION RECOMMENDING THAT THE BOARD OF SUPERVISORS APPROVE A DEVELOPMENT AGREEMENT BETWEEN THE CITY AND COUNTY OF SAN FRANCISCO AND PROLOGIS, L.P. FOR A CERTAIN REAL PROPERTY LOCATED AT 749 TOLAND STREET, ASSESSOR'S BLOCK 5284A LOT 008, AND 2000 MCKINNON AVENUE, ASSESSOR'S BLOCK 5287 LOT 002, FOR A 20-YEAR INITIAL TERM AND ADOPTING VARIOUS FINDINGS, INCLUDING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PLANNING CODE SECTION 101.1.**

WHEREAS, Chapter 56 of the San Francisco Administrative Code sets forth the procedure by which a request for a development agreement will be processed and approved in the City and County of San Francisco; and

WHEREAS, on April 22, 2025, Supervisors Walton, Engardio, Fielder, Chen, and Melgar introduced a proposed Ordinance under Board of Supervisors (hereinafter "Board") File No. 250426, for (1) Planning Code Amendments to establish the San Francisco Gateway Special Use District ("SUD"), Planning Code Section 249.7,

and (2) Zoning Map Amendments to amend Special Use District Map SU10 and Height and Bulk District Map HT10, for Assessor's Block 5284A Lot 008 and Block 5287 Lot 002; and

WHEREAS, on September 16, 2025, the Board introduced a substitute Ordinance File No. 250426.

WHEREAS, the Planning Code Text and Zoning Map Amendments would enable the development of the San Francisco Gateway Project ("Project") located at 749 Toland Street, Assessor's Block 5284A Lot 008, and 2000 McKinnon Avenue, Assessor's Block 5287 Lot 002 ("Project Site"), an approximately 17 acre-site owned by Prologis, L.P. ("Project Sponsor"); and

WHEREAS, the Project consists of demolishing four existing Production, Distribution, and Repair ("PDR") buildings totaling approximately 448,000 square feet in size and constructing two three-story buildings up to 97 feet in height totaling 1,646,000 gross square feet in size with a mix of uses including up to 1,637,600 square feet of Production, Distribution, and Repair (PDR), Non-Retail Sales and Services, and Automotive Uses as permitted within the PDR-2 Zoning District and SF Gateway Special Use District and approximately 8,400 square feet of Retail Sales and Service Use. Each building will be designed to provide ultimate flexibility for potential future PDR tenants with built-in circulation, ramping, and parking. A total of up to 1,125 off-street parking spaces, 100 Class 1 and 16 Class 2 bicycle parking spaces, and 48 Showers and eight Lockers will be provided throughout the development. The Project is to be developed in two phases, each with one building. Each building will contain up to 563 off-street parking spaces, 50 Class 1 and 8 Class 2 bicycle parking spaces, and 4 showers and 24 lockers. Located within the Bayview neighborhood and bounded by Kirkwood Avenue to the north, Rankin Street to the east, McKinnon Avenue to the south, and Toland Street to the west, the Project will include the construction of streetscape improvements including new paving, ADA ramps, sidewalks, crosswalks, street trees, Class 2 bicycle parking spaces, striped vehicle parking spaces, and passenger and commercial loading spaces; and

WHEREAS, on January 1, 2025, Assembly Bill 98 (2024) became effective statewide, as codified at California Government Code section 65098 et seq. ("AB 98"). AB 98 prescribes statewide design and operational standards for proposed new or expanded developments including "logistics uses," as defined in Government Code section 65098(d), beginning January 1, 2026. The Project is proposed to include logistics uses within the meaning of this legislation, however, Government Code section 65098.1.5 provides that a logistics project that was "subject to a commenced local entitlement process" prior to September 30, 2024 is not subject to AB 98, unless no development activity occurs within five years of entitlement approvals. Additionally, through the Project's design and implementation of the mitigation measures and conditions of approval adopted by the Planning Commission for the Project, the Project substantially satisfies all applicable design and operational criteria set forth in Section 65098.1, including the criteria to qualify as a "Tier 1 21<sup>st</sup> century warehouse" as defined in Government Code section 65098(g); and

WHEREAS, in furtherance of the Project and the City's role in subsequent approval actions relating to the Project, the City and Prologis, L.P. negotiated a development agreement for development of the Project Site, a copy of which is attached as Exhibit A (the "Development Agreement"); and

WHEREAS, the Project, as described in the Development Agreement, would provide certain public benefits including the Affordable PDR Program and other small business and PDR support measures, transportation demand management measures that exceed the level otherwise required, street and infrastructure

improvements that exceed what would be otherwise required, a public art program, and workforce and hiring obligations; and

WHEREAS, the Project is anticipated to generate an annual average of approximately 795 construction jobs during construction and, upon completion, approximately 1,980 permanent on-site jobs, approximately \$16 million in development impact fees, approximately \$5.8 million in annual general fund revenues to the City, and an approximately \$7 million annual increase in property taxes; and

WHEREAS, the City has determined that as a result of the development of the Project site in accordance with the Development Agreement, clear benefits to the public will accrue that could not be obtained through application of existing City ordinances, regulations, and policies, as more particularly described in the Development Agreement; and

WHEREAS, the Development Agreement will eliminate uncertainty in the City's land use planning for the Project site and secure orderly development of the Project site consistent with the SUD and DSG; and

WHEREAS, on April 22, 2025, Supervisors Walton, Engardio, Fielder, Chen, and Melgar introduced a proposed Ordinance under Board File No. 250427, for approval of the Development Agreement for the Project; and

WHEREAS, on September 16, 2025, the Board introduced a substitute Ordinance under File No. 250427 and updated Development Agreement for the Project; and

WHEREAS, the Development Agreement shall be executed by the Director of Planning subject to prior approval by the Board; and

WHEREAS, approvals also required for the Project include (1) certification of the Environmental Impact Report pursuant to the California Environmental Quality Act ("CEQA"); (2) adoption of CEQA findings under CEQA, including findings rejecting alternatives as infeasible and adopting a Mitigation Monitoring and Reporting Program ("MMRP"); (3) adoption of Planning Code Text Amendments to establish the San Francisco Gateway Special Use District ("SUD"), Planning Code Section 249.7; (4) adoption of Zoning Map Amendments to amend Special Use District Map SU10 and Height and Bulk District Map HT10, for Assessor's Block 5284A Lot 008 and Block 5287 Lot 002; (5) adoption of a Design Standards and Guidelines Document ("DSG"); and (6) the approval of a Conditional Use Authorization for a Planned Unit Development; and

WHEREAS, on September 25, 2025, the Planning Commission (hereinafter "Commission") reviewed and considered the Final Environmental Impact Report ("FEIR") for the Project and found the FEIR to be adequate, accurate and objective, thus reflecting the independent analysis and judgment of the Department and the Commission, and that the summary of comments and responses contained no significant revisions to the Draft EIR, and certified the FEIR for the Project in compliance with CEQA (Cal. Pub. Res. Code Sections 21000 et seq.), the State CEQA Guidelines (Cal. Admin. Code Title 14, Sections 15000 et seq.), and Chapter 31 of the San Francisco Administrative Code by Motion No. 21826; and,

WHEREAS, on September 25, 2025, the Commission by Motion No. 21827 approved CEQA Findings, including adoption of a Mitigation Monitoring and Reporting Program ("MMRP"), under Case No. 2015-012491ENV, for



approval of the Project, which findings and MMRP are incorporated by reference as though fully set forth herein; and

WHEREAS, on September 25, 2025, by Motion No. 21831, the Commission adopted findings regarding the Project's consistency with the General Plan, and Planning Code Section 101.1, including all other approval actions associated with the project therein, which findings are hereby incorporated herein by this reference as if fully set forth; and

WHEREAS, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Development Agreement Ordinance on September 25, 2025; and

WHEREAS, the Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of Department staff and other interested parties; and

WHEREAS, all pertinent documents may be found in the files of the Department, as the Custodian of Records, at 49 South Van Ness Avenue, Suite 1400, San Francisco; and

WHEREAS, the Commission has reviewed the proposed Development Agreement; and

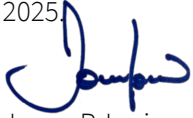
NOW THEREFORE BE IT RESOLVED that the Commission hereby recommends that the Board approve the Development Agreement, in substantially the form attached hereto as Exhibit A.

AND BE IT FURTHER RESOLVED, that the Commission finds that the application, public notice, Commission hearing, and Planning Director reporting requirements regarding the Development Agreement negotiations contained in Administrative Code Chapter 56 required of the Commission and the Planning Director have been substantially satisfied in light of the regular meetings held since approximately 2023, the public informational hearings provided by the Planning Department staff at the Commission, the information contained in the Director's Report regarding the SF Gateway Development Agreement negotiations, and the mailed and published notice issued for the Development Agreement.

AND BE IT FURTHER RESOLVED, that the Commission finds that the Development Agreement is consistent with the General Plan and the eight priority policies in Planning Code section 101.1 for the reasons set forth in Resolution No. 21828, and incorporated herein by reference.

AND BE IT FURTHER RESOLVED, that the Commission authorizes the Planning Director to take such actions and make such changes as deemed necessary and appropriate to implement this Commission's recommendation of approval and to incorporate recommendations or changes from the San Francisco Municipal Transportation Agency ("SFMTA") Board of Directors, San Francisco Public Utilities Commission ("SFPUC"), and/or the Board, provided that such changes taken as a whole do not materially increase any obligations of the City or materially decrease any benefits to the City contained in the Development Agreement attached as Exhibit A.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on September 25, 2025.

A handwritten signature in blue ink, appearing to read 'Jonas P. Ionin'.

Jonas P. Ionin  
Commission Secretary

AYES: Campbell, McGarry, Williams, Braun, Imperial, So

NOES: None

ABSENT: Moore

ADOPTED: September 25, 2025



## EXECUTIVE SUMMARY

**CONTINUED FROM: MAY 22, JUNE 26, AND SEPTEMBER 11, 2025**  
**HEARING DATE: SEPTEMBER 25, 2025**

*Record No.:* **2015-012491ENV/MAP/PCA/DVA/CWP/CUA [Board File Nos. 250426, 250427]**  
*Initiated By:* Supervisors Walton, Engardio, Fielder, Chen, Melgar / Introduced April 22, 2025  
*Project Address:* **749 Toland Street and 2000 McKinnon Avenue (SF Gateway)**  
*Zoning:* PDR-2 (Core Production, Distribution, and Repair) Zoning District  
65-J Height and Bulk District  
*Cultural District:* African American Arts and Cultural District  
*Block/Lot:* 5284A / 008 & 5287 / 002  
*Project Sponsor/  
Property Owner:* Prologis, L.P.  
Pier 1, Bay 1  
San Francisco, CA 94111  
*Staff Contact:* Gabriela Pantoja, Senior Planner  
(628) 652-7380, [gabriela.pantoja@sfgov.org](mailto:gabriela.pantoja@sfgov.org)  
Elizabeth White, Senior Environmental Planner  
(628) 652-7557, [elizabeth.white@sfgov.org](mailto:elizabeth.white@sfgov.org)  
Dylan Hamilton, Citywide Planner  
(628) 652-7478, [Dylan.Hamilton@sfgov.org](mailto:Dylan.Hamilton@sfgov.org)  
*Environmental  
Review:* Environmental Impact Report

**RECOMMENDATION: Approval with Conditions**

### Project Description

The proposal consists of demolishing four existing Production, Distribution, and Repair (“PDR”) buildings totaling approximately 448,000 square feet in size and constructing two mixed-commercial and PDR use buildings up to 97 feet in height with a total of approximately 8,400 square feet of Retail Sales and Service Use and up to approximately 1,637,600 gross square feet of PDR Uses. The Project is to be developed in two phases, each with one building. Each building will be designed to provide flexibility for future PDR tenants with built-in circulation and ramping, and contain up to 563 off-street parking spaces, 50 Class 1 and 8 Class 2 bicycle parking spaces, and

4 showers and 24 lockers. At full buildout, the Project will include a total of up to 1,125 off-street parking spaces, 100 Class 1 and 16 Class 2 bicycle parking spaces, and 8 showers and 48 lockers throughout the development.

Located within the Bayview neighborhood and bounded by Kirkwood Avenue to the north, Rankin Street to the east, McKinnon Avenue to the south, and Toland Street to the west, the Project will include the construction of streetscape improvements including new paving, ADA ramps, sidewalks, crosswalks, street trees, Class 2 bicycle parking spaces, striped vehicle parking spaces, and passenger and commercial loading spaces. The proposal will also include the lot line adjustment of existing property lines to dedicate approximately 3.9 acres of property to the City of and align with the proposed private and public right of way street improvements.

## Required Commission Action

The following is a summary of actions that the Commission will consider at the hearing, which are required to implement the Project:

1. Certify the Final Environmental Impact Report (“FEIR”) pursuant to the California Environmental Quality Act (“CEQA”).
2. Adopt findings under CEQA Findings, including findings rejecting alternatives as infeasible and adopting a Mitigation Monitoring and Reporting Program (“MMRP”).
3. Recommend that the Board of Supervisors approve the proposed Ordinance, as introduced by Supervisors Shamann Walton, Joel Engardio, Jackie Fielder, Chyanne Chen, and Myrna Melgar, to amend the Planning Code to create the San Francisco Gateway Special Use District (SUD), Planning Code Section 249.7, at 749 Toland Street, Assessor’s Block 5284A, Lot 008 and 20000 McKinnon Avenue, Block 5287, Lot 002 and amend Zoning Maps SU10 to illustrate the San Francisco Gateway SUD and HT10 to change the Height and Bulk Zoning District from 65-J to 97-X.
4. Recommend that the Board of Supervisors approve a Development Agreement between the City and County Of San Francisco and Prologis, L.P.
5. Recommend the Commission adopt the Design Standards and Guidelines document (“DSG”); and
6. Grant a Conditional Use Authorization pursuant to Planning Code Sections 303 and 304 for a Planned Unit Development that would authorize the construction of the Project.

## Update

The Project was originally noticed and placed on the May 22, 2025 Planning Commission agenda. Prior to the hearing, the Project was requested to be continued by Supervisor Walton’s office. The Project was continued without being heard to the June 26, 2025 hearing, and thereafter September 11, 2025 hearing. Since the May 22 hearing, Supervisor Walton’s office has been in conversation with the Project Sponsors and community members. The results of these conversations is the proposed revised SUD Ordinance, introduced at the September 16, 2025 Board of Supervisors hearing. The revised SUD language is underlined in the “The Way It Would Be” section below. At the same Board of Supervisors hearing, a revised Development Agreement Ordinance and updated

Development Agreement were introduced. However, note that no substantive changes were made to either document.

## Planning Code Text and Zoning Map Amendments

The proposed ordinance will facilitate the development of the San Francisco Gateway Project by amending the Planning Code to create the San Francisco Gateway Special Use District (SUD) at Planning Code Section 249.7, at 749 Toland Street, Assessor's Block 5284A, Lot 008 and 20000 McKinnon Avenue, Block 5287, Lot 002 and amend Zoning Maps SU10 to illustrate the San Francisco Gateway SUD and HT10 to change the Height and Bulk Zoning District from 65-J to 97-X. To facilitate the development, the San Francisco Gateway SUD outlines permitted land uses, development controls, building standards including the San Francisco Gateway Design Standards and Guidelines ("DSG"), and review procedures.

The Way It Is Now:	The Way It Would Be:
749 Toland Street, Assessor's Block 5284A, Lot 008, and 20000 McKinnon Avenue, Block 5287, Lot 002, are located within the PDR-2 (Core Production, Distribution, and Repair) Zoning District and 65-J Height and Bulk District.	749 Toland Street, Assessor's Block 5284A, Lot 008, and 20000 McKinnon Avenue, Block 5287, Lot 002, are located within the PDR-2 (Core Production, Distribution, and Repair) Zoning District, San Francisco Gateway Special Use District (SUD), and 97-X Height and Bulk District. Special Use District Map SU10 will illustrate the San Francisco Gateway SUD and Height and Bulk Map HT10 will illustrate 97-X for the Project Site, 749 Toland Street, Assessor's Block 5284A, Lot 008, and 20000 McKinnon Avenue, Block 5287, Lot 002.
	<p>The San Francisco Gateway SUD will:</p> <ul style="list-style-type: none"> <li>• Require a Conditional Use Authorization for a Planned Unit Development for the construction of new buildings within the SUD.</li> <li>• Principally permit Private Parking Garage.</li> <li>• Principally permit Parcel Delivery Services <u>up to 225,000 Occupied Floor Area and permitted as accessory use to any principal use within the SUD. Conditionally permits Parcel Delivery Services over 225,000 Occupied Floor Area within the SUD.</u></li> <li>• Limit the amount of Retail Sales and Service Uses to 8,500 square feet of Occupied Floor Area and eliminate the applicability of use limits for said Uses under Section 210.3A.</li> <li>• Limit the amount of off-street parking to not exceed a maximum of 1.5 spaces per 200 square feet of Gross Floor Area for all Retail Sales and Services uses, and a maximum of 1 space per 1,500 square feet of Gross Floor Area for all other</li> </ul>

	<p>uses.</p> <ul style="list-style-type: none"><li>• Permit the following features to be considered building height exemptions along with those listed in Section 260(b):<ul style="list-style-type: none"><li>◦ Solar array and electric vehicle (EV) charging infrastructure no greater than 20 feet in height and with no limitations on horizontal area;</li><li>◦ Vehicle parking and circulation with additional without additional structures or equipment other than trellises or similar overhead screening for such vehicles with a maximum height of 20 feet and no limitations on the horizontal area;</li><li>◦ Vertical screening for vehicle parking and circulation with a maximum height of 8 feet and no limitations on the horizontal area; and</li><li>◦ Awnings or other covering elements projecting from stair or elevator penthouses with a maximum height of 12 feet and a maximum horizontal area of 100 square feet per building entrance.</li></ul></li><li>• Eliminate the applicability of Section 138.1, Streetscape and Pedestrian Improvements. Instead defer to the Development Agreements' Streetscape and Pedestrian Improvements Exhibit.</li><li>• Eliminate the applicability of Section 169, Transportation Demand Management. Instead defer to the Development Agreements' Transportation Demand Management Exhibit.</li><li>• Outline the design review process for the development including confirming compliance with the San Francisco Gateway SUD, Development Agreement, Design Standards and Guidelines, and Conditional Use Authorization for Planned Unit Development. A design review application may be submitted and thereafter reviewed and acted on by either the Planning Director or Planning Commission (as defined in the SUD).</li></ul>
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## Design Standards and Guidelines

The Design Standards and Guidelines (“DSG”) provides a framework for the future development of the SF Gateway Project and implementation of the SF Gateway Special Use District (“SUD”). The DSG establishes the design intent and prescribes design controls to direct development. Key elements of the design framework are outlined below.

- *Land Use.* To activate select street frontages, standards articulate the location of PDR “maker space” and Retail Uses and define minimum street frontage and size of the PDR “maker space”. PDR “maker space” includes small scale PDR tenants that focus on Light Manufacturing, Trade Shops, Agricultural and Beverage Processing 1, Catering, and Arts Activities Uses.
- *Pedestrian-Oriented Street Frontages.* To create pedestrian-oriented street frontages, standards articulate building setbacks at the ground floor and minimum translucency and transparency at the ground floor with respect to the types of land use. In addition, standards provide the minimum size and height of awnings, and the location and number of pedestrian entry points, vehicle access points, and curb cuts.
- *Articulation.* To provide variation, interest, and articulation of the Project's form, standards provide minimum requirements for the modulation of the buildings' massing and facade elements. Additional guidelines provide parameters for color, patterning, and variation of the roofline.
- *Screening.* To integrate the Project's unique vehicle circulation into the buildings' design, standards articulate the location, height, and openness of exterior screening elements.

## Development Agreement

The Development Agreement (DA) contract between the City and County and Prologis, L.P. vests to the developer a master entitlement to construct the project in exchange for public benefit obligations above and beyond those provided by typical code-compliant projects. The DA “runs with the land” for an initial term of 20 years (i.e. transfers to any new parties, in the event the current owner sells all or part of the land, including future HOAs). Among other things, the DA gives the master developer the right to develop the Project in accordance with the DA, requires certain public benefits, describes the application of existing and future City laws, and establishes fees and exactions. Key provisions of the DA include:

- *Affordable PDR Program.* At full buildout, the Project will provide, at minimum, 20,000 square feet of rental space for PDR “makers space” and support affordable lease terms and improvements for the first 60 months of occupancy of any PDR Maker tenant.
- *Funding for small business, education, and art in the Bayview.* The developer will provide \$750,000 dollars in funding for grants and other programs to support small and local business organizations to be distributed under OEWD's Community Economic Development division (“CED”), \$5,000,000 dollars in funding to the SF “Market Zone” to support street and infrastructure improvements and capital improvements for a critical PDR neighborhood in the City, \$300,000 dollars in funding to support new and/or expand existing education programs for schools in the area, \$350,000 dollars in funding to increase access to child care services in the area, and \$250,000 dollars in funding for art installation at the Project

Site.

- *Healthy Food Retailer.* The developer will offer tenant space within the Project for a retail tenant that meets the Planning Code definition of a Healthy Food Retailer from the area.
- *Transportation Demand Management.* The developer will implement a Transportation Demand Management (TDM) plan that provides measures that total at minimum 12 points but increase by 6 points based on the amount of off-street parking provided at the Project Site. Amongst the measures are: bicycle parking, repair shops, and maintenance services, delivery support services, multi-modal wayfinding signage, and real-time transportation displays.
- *Street and Infrastructure Improvements.* The developer will construct street and utility improvements to the area adjacent to the Project Site to the City's standards.
- *Workforce Obligations.* The developer will provide over \$1,000,000 dollars in support for construction and operational workforce training programs and will execute First Source Hiring Agreements for both construction activities and end-use jobs created by future tenants in the buildings, and Local Hire goals for construction jobs in the public realm.
- *Sustainability and Resilience Measures.* The developer will provide \$100,000 dollars in funding to support programs that improve environmental conditions in the area and implement a sustainability and resilience plan for the development that reduces the Project's carbon footprint.

In conjunction with the DA, other City agencies retain a role in reviewing and issuing later approvals for the Project (for example, subdivision of the site and construction of infrastructure and other public facilities), as memorialized in the DA and other implementing documents. It is also proposed as part of approval of the DA that the City will consent to waive or modify certain procedures and requirements under existing Codes in consideration of alternative provisions in the DA.

## Environmental Review

On August 2, 2023, the Department published the San Francisco Gateway Project- 749 Toland Street and 2000 McKinnon Avenue Draft Environmental Impact Report ("DEIR") for public review (Case No. 2015-012491ENV). The DEIR was available for public comment until October 16, 2023. On September 7, 2023, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting to solicit comments regarding the DEIR. On May 7, 2025, the Department published a Responses to Comments ("RTC") document, responding to comments made regarding the DEIR prepared for the Project. On May 22, 2025, the Commission will consider certification of the Final Environmental Impact Report ("FEIR") for the Project, and will determine if it is adequate, accurate and complete. In addition, on May 22, 2025, the Commission must adopt the CEQA Findings for the FEIR, prior to the approval of the Project (See Case No. 2015-012491ENV/MAP/PCA/DVA/CWP/CUA).

The full environmental review file (including Responses to Comments) can be found here.

[Environmental Review Documents | SF Planning](#)

## Recommendation

The Department recommends that the Commission recommend to the Board of Supervisors approval of the proposed Ordinance for Planning Code Text and Zoning Map Amendments and the proposed Ordinance for a Development Agreement between the City and County of San Francisco and Prologis, L.P., and adopt the attached Draft Resolutions to that effect.

The Department recommends that the Commission adopt findings under CEQA, including findings rejecting alternatives as infeasible and a Mitigation Monitoring and Reporting Program (“MMRP”), adopt the San Francisco Gateway Design Standards and Guidelines document, and approve the request for Conditional Use Authorization for a Planned Unit Development.

## Basis for Recommendation

- The Project is, on balance, consistent with the Goals, Policies, and Objectives of the General Plan and Bayview Hunters Point Area Plan.
- The Project will construct approximately 8,400 square feet of Retail and over 1.6 million square feet of PDR space within an already predominately commercial and industrial neighborhood near major highways and create local business and job opportunities for both skilled and unskilled workers.
- The Project will implement a Transportation Demand Management (TDM) plan and facilitate streetscape improvements that include new sidewalks, paved streets, ADA ramps, crosswalks, street trees, commercial and passenger loading zones, and Class 1 and 2 bicycle parking spaces for improved pedestrian and vehicle conditions.
- The Project’s Development Agreement will provide substantial public benefits to the area including providing educational and art resources for the residents, providing affordable opportunities for local businesses, providing improvements to the streetscape and infrastructure (i.e. public transportation), and providing funding for job training and job opportunities for local residents during and after the Project’s construction.

## Attachments

Draft Motion – Adopting CEQA Findings and MMRP

Attachment A – CEQA Findings

Attachment B – MMRP

Draft Resolution – Planning Code Text and Zoning Map Amendments and Draft Ordinance

Draft Resolution – Development Agreement and Draft Ordinance

Exhibit A – Draft Development Agreement

Draft Motion – Design Standards and Guidelines Document

Exhibit B – Design Standards and Guidelines Document

Draft Motion – Conditional Use Authorization Exhibit C – Conditions of Approval

Exhibit D – Plans

Exhibit E– MMRP

Exhibit F – Maps and Context Photos

Exhibit G– Land Use Table

Exhibit H – Project Sponsor Brief  
Exhibit I – First Source Hiring Affidavit



# PLANNING COMMISSION MOTION NO. 21826

**HEARING DATE:** September 25, 2025

**Record No.:** 2015-012491ENV  
**Project Title:** San Francisco Gateway Project (749 Toland Street and 2000 McKinnon Avenue)  
**Zoning:** Production, Distribution, and Repair -2 (PDR-2)  
65-J Height and Bulk Districts  
**Cultural District:** African American Arts & Cultural District  
**Block/Lot:** 5284A/008 and 5287/002  
**Project Sponsor:** Prologis, L.P.  
Courtney Bell – (510) 661-4038  
cbell@prologis.com  
Pier 1, Bay 1, San Francisco, CA 94111  
**Staff Contact:** Elizabeth White – (628) 652-7557  
elizabeth.white@sfgov.org

**ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR A PROPOSED PROJECT AT 749 TOLAND STREET AND 2000 MCKINNON AVENUE. THE PROJECT IS A PLANNED UNIT DEVELOPMENT FOR THE DEMOLITION OF A TOTAL OF FOUR ONE-STORY PRODUCTION, DISTRIBUTION AND REPAIR (PDR) BUILDINGS AND THE CONSTRUCTION OF TWO THREE-STORY MIXED-USE BUILDINGS TOTALING 1,646,000 GROSS SQUARE FEET IN SIZE WITH 8,400 SQUARE FEET OF RETAIL SALES AND SERVICE USE AND UP TO 1,637,600 SQUARE FEET OF PDR USE, UP TO 1,125 OFF-STREET PARKING SPACES, AND 100 CLASS 1 AND 16 CLASS 2 BICYCLE PARKING SPACES AT 749 TOLAND AVENUE AND 2000 MCKINNON AVENUE, ASSESSOR'S BLOCK 5284A, LOT 008 AND BLOCK 5287, LOT 002 WITHIN THE PDR-2 (CORE PRODUCTION, DISTRIBUTION, AND REPAIR) ZONING DISTRICT AND A 65-J HEIGHT AND BULK DISTRICT. UNDER THE PLANNED UNIT DEVELOPMENT, THE PROPOSAL IS SEEKING EXCEPTIONS FROM THE AWNING (PLANNING CODE SECTION 136.1), CAR SHARE (PLANNING CODE SECTION 166) AND VEHICULAR AREA SCREENING AND GREENING (PLANNING CODE SECTION 142) REQUIREMENTS.**

## PREAMBLE

On September 25, 2025, the San Francisco Planning Commission (hereinafter “Commission”) conducted a duly noticed public hearing at a regularly scheduled meeting regarding the final Environmental Impact Report (“EIR”) in compliance with the California Environmental Quality Act for Record No. 2015-012491ENV.

The Project EIR files have been made available for review by the Commission and the public. The Commission Secretary is the Custodian of Records; the file for Record No. 2015-012491ENV is located at 49 South Van Ness Avenue, Suite 1400, San Francisco, California. The project EIR has also been made available for public review online at <https://sfplanning.org/sfceqadocs>.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

**MOVED**, that the Commission hereby CERTIFIES the Final Environmental Impact Report identified as Case No. 2015-012491ENV, for the San Francisco Gateway Project (hereinafter “Project”), based on the following findings:

1. The City and County of San Francisco, acting through the Planning Department (hereinafter “Department”) fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 et seq., hereinafter “CEQA”), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 et seq., hereinafter “CEQA Guidelines”) and Chapter 31 of the San Francisco Administrative Code (hereinafter “Chapter 31”).
  - A. The Department determined that an environmental impact report (hereinafter “EIR”) was required and provided public notice of that determination by publication in a newspaper of general circulation on March 9, 2022. On the same date, the Department submitted the notice of preparation of an EIR and notice of a virtual public scoping meeting to the state Office of Planning and Research electronically, and emailed or mailed the notice to the Department’s list of persons requesting such notice, and to owners and occupants of properties within 300 feet of the project site.
  - B. On March 30, 2022, the Department held a virtual public scoping meeting to receive public comments on the scope of the environmental analysis in the EIR for the project.
  - C. On August 2, 2023, the Department published the draft EIR (hereinafter “DEIR”) and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; the Department emailed or mailed the notice to the Department’s list of persons requesting such notice, and to property owners and occupants within a 300-foot radius of the site on August 2, 2023.
  - D. Electronic copies of the notice of availability of the DEIR and the DEIR were posted to the Planning Department’s environmental review documents web page and available for download. The notice of availability of the DEIR was also posted on the website of the San Francisco County Clerk’s Office.
  - E. The notice of availability of the DEIR and of the date and time of the public hearing at the Planning Commission were posted at and near the project site on August 2, 2023.
  - F. On August 2, 2023, the DEIR was emailed or otherwise delivered to government agencies and was submitted to the State Clearinghouse electronically for delivery to responsible or trustee state agencies.
  - G. A notice of completion of an EIR was filed with the Governor’s Office of Planning and Research via the State Clearinghouse on August 2, 2023.
2. The Commission held a duly advertised public hearing on said DEIR on September 7, 2023, at which opportunity for public comment was given and public comment was received on the DEIR. The period for acceptance of written comments ended on October 16, 2023.

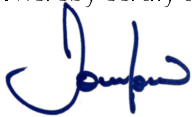


3. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 75-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Responses to Comments document, published on May 7, 2025, posted to the Planning Department's environmental review documents web page, distributed to the Commission, other decisionmakers, and all parties who commented on the DEIR, and made available to others upon request at the Department.
4. A final environmental impact report (hereinafter "FEIR") has been prepared by the Department, consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, and the Responses to Comments document, all as required by law.
5. The Planning Commission Secretary is the Custodian of Records; all pertinent documents are located in the File for Case No. 2015-012491ENV, at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.
6. The Commission, in certifying the completion of said FEIR, hereby does find that that none of the factors that would necessitate recirculation of the FEIR under CEQA Guidelines Section 15088.5 are present. The FEIR contains no information revealing (1) any new significant environmental impact that would result from the Project or from a new mitigation measure proposed to be implemented, (2) any substantial increase in the severity of a previously identified environmental impact, (3) any feasible Project alternative or mitigation measure considerably different from others previously analyzed that would clearly lessen the environmental impacts of the Project, but that was rejected by the Project's proponents, or (4) that the Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.
7. The Commission finds that the Project proposed for approval is within the scope of the Project analyzed in the FEIR, and the FEIR fully analyzed the Project proposed for approval. No new impacts have been identified that were not analyzed in the FEIR.

## DECISION

8. On September 25, 2025, the Commission reviewed and considered the information contained in the FEIR and hereby does find that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.
9. The Commission hereby does find that the FEIR concerning File No. 2015-012491ENV reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the FEIR contains no significant revisions to the DEIR, and hereby does CERTIFY THE COMPLETION of said FEIR in compliance with CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.
10. The Commission, in certifying the completion of said FEIR, hereby does find that the Project described in the EIR would *not* have *any* significant project-specific or cumulative impacts on the environment that cannot be reduced to less than significant with implementation of mitigation measures identified in the FEIR.
11. The Commission reviewed and considered the information contained in the FEIR prior to approving the Project.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on September 25, 2025.



Jonas P. Ionin  
Commission Secretary

Jonas P Ionin Digitally signed by Jonas P Ionin  
Date: 2025.10.03 09:26:14 -07'00'

AYES: Campbell, McGarry, Williams, Braun, Imperial, So  
NAYS: None  
ABSENT: Moore  
ADOPTED: September 25, 2025



**ATTACHMENT A**

**SAN FRANCISCO GATEWAY PROJECT**

**749 Toland Avenue and 2000 McKinnon Street**

**CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS:  
FINDINGS OF FACT, EVALUATION OF MITIGATION MEASURES AND ALTERNATIVES**

**SAN FRANCISCO PLANNING COMMISSION**

**MAY 22, 2025**

**PREAMBLE**

In determining to approve the San Francisco Gateway Project located at 749 Toland Avenue and 2000 McKinnon Street ("Project"), as described in Section I.A, Project Description, the San Francisco Planning Commission (the "Commission") makes and adopts the following findings of fact and decisions regarding the Project description and objectives, significant impacts, mitigation measures, and alternatives, based on substantial evidence in the whole record of this proceeding and pursuant to the California Environmental Quality Act, California Public Resources Code Section 21000 *et seq.* ("CEQA"), particularly Section 21081 and 21081.5, the Guidelines for Implementation of CEQA, 14 California Code of Regulations Section 15000 *et seq.* ("CEQA Guidelines"), particularly Sections 15091 through 15093, and Chapter 31 of the San Francisco Administrative Code ("Chapter 31"). The Commission adopts these findings in conjunction with the Approval Actions described in Section I(c), below, as required by CEQA, separate and apart from the Commission's certification of the Project's Final Environmental Impact Report ("Final EIR"), which the Commission certified prior to adopting these CEQA findings.

This document is organized as follows:

**Section I** provides a description of the Project proposed for adoption, Project objectives, the environmental review process for the Project, the City approval actions to be taken and the location and custodian of the record;

**Section II** identifies the impacts found not to be significant that do not require mitigation;

**Section III** identifies potentially significant impacts that can be avoided or reduced to less-than-significant levels through the mitigation measures proposed in the Final EIR and sets forth findings as to the mitigation measures;

**Section IV** identifies that there would not be any significant impacts that cannot be avoided or reduced to less-than-significant levels;

**Section V** identifies the project alternatives that were analyzed in the Final EIR and discusses the reasons for their rejection; and

**Section VI** presents the San Francisco Planning Commission's (the "Commission's") determination that, because the Project will have no impacts that remain significant and unavoidable with incorporation of mitigation measures, no statement of overriding considerations is warranted for the Project.

The Draft Environmental Impact Report ("Draft EIR") and the Comments and Responses document ("RTC") together comprise the Final EIR (or "FEIR"). Attachment B to the Planning Commission Motion contains the Mitigation Monitoring and Reporting Program ("MMRP"), which provides a table setting forth the full text of each mitigation measure listed in the Final EIR that is required to reduce a significant adverse impact. The MMRP (Attachment B) is required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. The MMRP also specifies the party responsible for implementation of each mitigation measure and establishes monitoring actions and a monitoring schedule.

These findings are based upon substantial evidence in the entire record before the Commission. The references set forth in these findings to certain pages or sections of the Final EIR, are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.

**PROJECT DESCRIPTION, OBJECTIVES, ENVIRONMENTAL REVIEW PROCESS, APPROVAL ACTIONS, AND RECORDS****A. Project Description.****1. Project Location and Site Characteristics.**

The approximately 743,800-gross-square-foot (17.1 gross total acres) Project site is in the Bayview neighborhood of San Francisco, California and is located in the PDR-2 Zoning District and the 65-J Height and Bulk district. The street addresses of the existing buildings are 749 Toland Street and 2000 McKinnon Avenue. The Project site consists of Assessor's Block 5284A, Lot 008, and Block 5287, Lot 002. The Project site is currently occupied by four single-story structures totaling approximately 448,000 square feet of PDR space, and is relatively flat and rectangular. As shown in Figure 2.C-2 and Figure 2.C-3 in the Draft EIR (pp. 2-5 and 2-6), the Project site is fully developed, is covered in impermeable surfaces, and contains a small amount of vegetation and no street trees.

The Project site is bounded by Kirkwood Avenue to the north, Rankin Street to the east, McKinnon Avenue to the south, and Toland Street to the west. An elevated portion of Interstate 280 (I-280) bisects the Project site, running in a north-south direction above the existing Selby Street right-of-way; the uppermost roadbed deck is approximately 55 feet above-grade. The Project site parcels owned by the Project sponsor include portions of the surrounding paved streets (i.e. portions of Kirkwood and McKinnon Avenues, and Rankin, Selby, and Toland Streets).

**2. Project Characteristics.**

The Project would construct two new multi-story PDR buildings that would provide new PDR space in the industrial area of the Bayview neighborhood of San Francisco. The Project would demolish the existing four PDR buildings onsite and would construct two new three-story buildings, totaling approximately 1,646,000 gross square feet of enclosed floor area, or 2,160,000 gross square feet including active roofs. The Project would construct new sidewalks along the site's perimeter, including Selby Street, and would create seven new curb cuts for access to each new building (14 total). The new sidewalks would be designed in accordance with San Francisco's Better Streets Plan standards for industrial roads. The Project also would include a total of approximately 543,500 gross square feet of parking, on the first story and an active roof of each building. Approximately 1,125 parking spaces for standard automobiles would be provided, and each building would include 36 loading dock doors at level 1 with additional tenant-specific loading on the upper levels. The Project would provide 116 bicycle parking spaces in total: 100 Class 1 and 16 Class 2 spaces.

The proposed buildings would be taller than the 65 feet allowed by the existing 65-J Height and Bulk district; therefore, approval of a Height and Bulk district Zoning Map Amendment would be required for the Project. As such, the Project requires approval of an ordinance to allow proposed modifications to the existing Height and Bulk district. The Project also requires the approval of a Zoning Map Amendment and Planning Code Text Amendment to establish a new Special Use District

**a. Proposed Buildings.**

The proposed building west of I-280 at 749 Toland Street is identified as "Building A," and the proposed building east of I-280 at 2000 McKinnon Street is identified as "Building B." Each building would have a

maximum height of approximately 97 feet (115 feet with rooftop appurtenances included). Buildings A and B would be approximately the same size, shape, and dimensions, and would be oriented similarly on site. Both Building A and Building B would include three levels of PDR space with direct access to vehicle circulation, logistics yards, and rooftop parking, vehicle staging, and storage. Each of these two buildings would include a one-way ramp system designed to provide full-service, upper-level truck access and PDR spaces for its tenants. In addition, a total of approximately 8,400 gross square feet of ground floor retail space and 35,000 gross square feet of ground-floor maker space would be included in the two buildings. The active roof would be a screened, open-air, multipurpose deck that could be used for materials staging and vehicle staging for box trucks, vans, and personal vehicles.

**b. Proposed Project Uses and Analyzed Tenant Use Mix.**

The Project sponsor proposes to build a flexible PDR space that could accommodate an evolving mix of users or tenants for a 100-year period or longer. The Project includes PDR (and other uses principally permitted in the PDR-2 zoning district) and retail uses. The Project sponsor has proposed a Special Use District that would retain all principally or conditionally permitted uses within the PDR-2 Zoning District with the exception that Parcel Delivery Service and Private Parking Garage (with exceptions set forth in the SUD) uses will be principally permitted. The SUD would modify the use size limitations listed in Planning Code Section 210.3A, increasing the maximum use size of non-accessory retail uses from 2,500 square feet per lot (5,000 square feet total) to 8,500 square feet of retail space district-wide; and clarify the maximum allowable number of vehicle parking spaces.

Given that there are no identified tenants at this time, the draft EIR describes and analyzes a mix of PDR uses that are likely to occur based on the Project Sponsor's familiarity with leasing trends for PDR facilities in San Francisco and the Bay Area and that represent reasonably conservative assumptions about possible tenants' environmental impacts. The term "Project" means the construction and operation of the San Francisco Gateway facility, the operation of which is based on the analyzed tenant use mix, and the related streetscape improvements. The analyzed tenant use mix for the purpose of the Project's environmental review is identified in the following table:

**San Francisco Gateway Project Analyzed Tenant Use Mix (by square feet)**

Uses below are a combination of areas in buildings A and B					
Uses	Level 1	Level 2	Level 3	Roof	Project Total
PDR Uses					
Light Manufacturing/Maker	35,000	0	0	0	35,000
Parcel Delivery/Last Mile	0	381,000	369,600	8,800	759,400
Wholesale and Storage	372,400	0	0	0	372,400
PDR Support Spaces					
Logistics Yard	0	72,400	73,400	0	145,800
Vehicle/Pedestrian Circulation	69,700	112,800	95,400	17,600	295,500
Parking	55,900	0	0	487,600	543,500
Retail	8,400	0	0	0	8,400
<b>Total – Including Active Roof</b>				<b>514,000</b>	<b>2,160,000</b>
<b>Total – Not Including Active Roof</b>	<b>541,400</b>	<b>566,200</b>	<b>538,400</b>	--	<b>1,646,000</b>

While other uses, such as laboratory and certain automotive uses, are principally or conditionally permitted in both the existing PDR-2 zoning and proposed SUD, only the uses listed in the table above are specifically included in the San Francisco Gateway Project's analyzed tenant use mix. However, the SUD establishes a use consistency review process to ensure that site and/or building permits are consistent with the Project's Development Agreement; the Planning Code; the Project entitlement's conditions of approval, including the mitigation measures adopted as part of the Project's approval; and the EIR. If the uses are not consistent, further analysis may be required pursuant to CEQA.

**c. Sustainability**

The Project has been designed to be sustainable and resilient by providing flexible PDR space that could accommodate an evolving mix of tenants or users for a 100-year period or longer. Additionally, the Project would seek LEED Gold certification or higher. Buildings A and B would be designed to contain sustainability features such as a rooftop screen containing a solar array. This array would be sized to meet the San Francisco Better Roof Ordinance requirements and would generate electricity that could be used to offset the electrical use of the building, and/or the electric vehicles housed and/or visiting the site. In addition, all docking stations would be designed to support electric plug-in of trucks to reduce idling time during loading and unloading of trucks serving future land uses on site, thereby further minimizing onsite idling and resultant fuel use. Additional features to achieve LEED Gold certification would include the use of sustainable building materials, water- and energy-efficient mechanisms in the building design, bicycle facilities to encourage alternate modes of transportation, and indoor air quality measures to ensure tenant safety.

**d. Streetscape Improvements**

Proposed on-street parking would consist of 217 diagonal and parallel striped parking stalls. As set forth in the Infrastructure Plan attached as Exhibit P to the Development Agreement, the Project Sponsor shall continue to work with Planning Department staff, in consultation with other City agencies, to refine the design and programming of the Streetscape Plan so that the plan generally meets the standards of the Better Streets Plan and all applicable City standards. For each phase of the Project, the Project Sponsor shall submit a Street Improvement Permit application for all required street improvements prior to issuance of a building permit, and shall complete construction of all required street improvements prior to issuance of temporary certificate of occupancy for a building, except as otherwise provided in the Development Agreement.

Pursuant to the Better Streets Plan, the Project would provide streetscape improvements to the streets immediately adjacent to the Project site. The Project area is classified as an industrial street type under this plan, and would require new sidewalks, street trees, stormwater control measures, and accessible curb ramps. There are currently no sidewalks adjacent to the Project site. Pursuant to Public Works Code Section 806(d), the Project would be required to provide 216 street trees along the Project's 4,300 linear feet of street frontages, or to pay the appropriate in-lieu fees. Due to Project and site constraints (e.g., curb cuts, I-280 overpass, line-of-sight restrictions, and location of site utilities), the Project Sponsor would plant approximately 124 street trees and pay the corresponding in-lieu fee for the remaining required trees that cannot be accommodated on site. These 124 street trees would be consistent with the Better Streets Plan, and subject to review and approval by the Department of Public Works, Bureau of Urban Forestry. The nine street trees on the eastern sidewalk of Toland Street along the northern half of the building (from the Building A entrance to Kirkwood Street) would serve as wind mitigation measures,



based on the wind impact analysis conducted for the Project and described in the initial study (see draft EIR Appendix B, Initial Study, Section E.9, Wind); they would be approximately 25-foot-tall evergreen street trees with a 15-foot-diameter canopy.

The streetscape improvements to Toland Street would involve constructing a new 10-foot-wide sidewalk with street trees. An approximately 6-foot-wide, mid-block *bulb-out* with planters and street trees would be constructed along the main pedestrian entrance. This portion of the sidewalk would be 16 feet wide. The Project would provide an improved vehicular travel lane. In addition, two approximately 34-foot-wide driveways would be added along Toland Street to provide vehicular access onto the site. This portion of Toland Street would be resurfaced.

Along Kirkwood Avenue, a new 12-foot-wide sidewalk would be constructed, and street trees would be installed adjacent to the Project site. Each building would provide two 24-foot-wide curb cuts to access the PDR and/or maker space loading areas. The Project would provide an improved vehicular travel lane and a curb and gutter system on the northern side of Kirkwood Avenue. The full width of Kirkwood Avenue along the Project limits would be resurfaced.

Along Rankin Street, new 10-foot-wide sidewalks with street trees would be installed. An approximately 6-foot-wide, mid-block bulb-out with planters and street trees would be constructed along the main pedestrian entrance. This portion of sidewalk would be 16 feet wide. The Project would provide an improved vehicular travel lane and up to five striped parallel spaces. In addition, one approximately 34-foot-wide driveway and one approximately 50-foot-wide driveway would be added along Rankin Street to provide site access. This portion of Rankin Street would be resurfaced.

Along McKinnon Avenue, a new 12-foot-wide sidewalk would be constructed, and street trees would be installed adjacent to the Project site. Two approximately 6-foot-wide, mid-block bulb-outs with planters and street trees would be installed adjacent to each building's retail space. These two portions of the sidewalk would be 18 feet wide. Each building would provide a 40-foot-wide curb cut to provide site access. The Project would provide an improved vehicular travel lane, and the portions of McKinnon Avenue that extend from the centerline of the right-of-way and the site would be resurfaced.

**e. Transportation Demand Management Plan.**

The findings for San Francisco Planning Code Section 169 related to TDM plans state: "For Projects that use Development Agreements and may not be required to comply fully with the requirements of Section 169, it is the San Francisco Board of Supervisors' (Board of Supervisors') strong preference that Development Agreements should include similar provisions that meet the goals of the TDM Program." The Project Sponsor has committed to meet the goals of the TDM program by achieving a baseline required point target of 10 points per building, plus 6 points per building between 50-75% approved parking, and 12 points per building if a building exceeds 75% of its approved number of parking stalls (22 points total per building at project buildout). These commitments exceed the standard requirements pursuant to Planning Code Section 169 for a Project proposing PDR land uses.

Additional TDM requirements of the Project are specified in the Development Agreement, Exhibit J.

**f. Construction Activities.**

Construction would include demolition and site preparation, grading and ground improvements, building construction, building envelope and interior buildout, sitework, and startup and commissioning.

The Project's foundation design is expected to be concrete spread footings and/or grade beams on improved and engineered soil, with excavation for the foundations likely to extend 10 feet below existing grade. Typical foundation excavation is expected to extend to 7 feet below-grade, with elevator pits and utility trenching extending to 10 feet below existing grade.

Ground improvements, such as stone columns, drill displacement columns, geopiers, soil-cement mixing, or other similar methods, would provide vertical support through the existing soils to strengthen the undocumented fill that underlies the Project site. Using drill rigs, approximately 7,000 vibratory replacement stone columns or drill displacement columns would be extended 25 feet deep, and approximately 900 auger cast piles would be extended 60 feet deep to support the buildings on site. The Project would not require pile-driving activities. Approximately 140,600 cubic yards of soil would be excavated for the Project. Of this total, approximately 42,600 cubic yards would be improved and reused, and the remaining 98,000 cubic yards would be exported off site. Ground improvements, such as extended piles, stone columns, drill displacement columns, geopiers, soil-cement mixing, or other similar methods, would provide vertical support through the existing soils to strengthen the undocumented fill that underlies the Project site. The Project would import approximately 2,000 cubic yards of soil to the site. At least four underground storage tanks were historically present on the Project site along Selby Street, and one additional underground storage tank may have been present near the site's easternmost corner. Although the number of underground storage tanks present on site is not known, the Project sponsor will coordinate with the San Francisco Department of Public Health and comply with all permit requirements under the city's Hazardous Materials and Waste Program, which may result in the need for soil excavation and remediation activities. The total soil excavation volume (140,600 cubic yards) and the total volume of exported soil off site (98,000 cubic yards) included in the estimates above accounts for potential excavation, export, and remediation activities.

Because of the presence of shallow groundwater 3 to 6 feet below ground surface, temporary dewatering and shoring of utility trenches is anticipated to be required in some areas of the site.

**g. Construction Schedule.**

Construction is anticipated to occur over a total of approximately 31 months. The construction of each building would take approximately 27 months; however, the start of construction for Building A would be approximately 4 months before the start of construction for Building B, resulting in a total construction duration of approximately 31 months.

Construction work would typically occur five to six workdays per week for eight hours per day. Nighttime construction activities are anticipated to occur during specific phases of building construction—specifically, the building envelope and interior buildout phase, and the sitework phase. Nighttime construction activities, as defined by article 29 of the San Francisco Police Code, are construction activities occurring between 8 p.m. and 7 a.m. The Project Sponsor must obtain a permit from the San Francisco Public Works or the Department of Building Inspection (building department) to extend construction activities beyond the allowable construction hours (7 a.m. to 8 p.m.).

The total number of temporary/short-term workers during the approximate 31-month duration of

construction is anticipated to range from approximately 2,500 to 3,000.

### **3. Expanded Streetscape Variant**

The Expanded Streetscape Variant is the project proposed for approval.

An Expanded Streetscape Variant was analyzed in the draft EIR in the event the identified improvements are carried out by the Project Sponsor or other parties in the future. The Expanded Streetscape Variant would include the same land uses and site plan as the Project, but would improve the remainder of adjacent public rights-of-way to Better Streets standards. The Expanded Streetscape Variant would include improvements from the center line of each adjacent street outward to the property line of the adjacent lots. These improvements would include new roadway surfaces, curb cuts, sidewalks, street trees, and other amenities.

Along Toland Street, between Kirkwood and McKinnon Avenues, the Expanded Streetscape Variant would include resurfacing the western (southbound) side of the street. It would include extending the existing 10-foot sidewalk and planting approximately 13 street trees from the Kirkwood intersection to the McKinnon intersection. New curb ramps would be provided at both sides of the Toland Place intersection. Curb ramps and crosswalks would be provided at the southern and western sides of the Toland Street and McKinnon Avenue intersection. Five curb cuts of varying widths (24 to 40 feet) would be provided to maintain existing building access points.

Along Kirkwood Avenue, between Toland and Rankin streets, the Expanded Streetscape Variant would include building a 12-foot sidewalk, and planting approximately 55 street trees on the northern side of the street.

Along Rankin Street, between Kirkwood and McKinnon avenues, the eastern (northbound) side of the street would be resurfaced. A 10-foot sidewalk with approximately 11 street trees and curb and gutter would connect the existing sidewalk at 901 Rankin Street to McKinnon Avenue. One approximately 30-foot-wide curb cut would be added to maintain existing access to the 1900 Newcomb Avenue site.

Along McKinnon Avenue, between Selby and Toland streets, the Expanded Streetscape Variant would include resurfacing the southern side of the street, installing a new curb and gutter, providing approximately 16 back-in diagonal parking spaces, and building a 12-foot sidewalk with approximately 17 street trees. Six approximately 24-foot-wide curb cuts would be added to maintain existing access to properties on the southern side of McKinnon Avenue. Curb ramps would be included on the southwestern and southeastern corners of the intersection with Selby Street. On McKinnon Avenue, between Selby and Rankin streets, the Expanded Streetscape Variant would include resurfacing the southern side of the street, installing a new curb and gutter, and building a 12-foot sidewalk with approximately 12 street trees. Eight curb cuts of varying widths (10 to 50 feet) would be added to maintain existing access to properties on the southern side of McKinnon Avenue.

The maximum depth of ground disturbance associated with the streetscape improvements would be no more than 3 feet. Less than 100,000 square feet of additional surface area would be disturbed as part of the Expanded Streetscape Variant.

For every environmental topic, the environmental impacts of the Expanded Streetscape Variant would be the same as those of the Project as defined in the EIR, and all mitigation measures that would be required

to reduce impacts associated with the Project would also be applicable to the Expanded Streetscape Variant. Accordingly, each of the findings set forth below applies to the Expanded Streetscape Variant in the same manner and to the same extent that it applies to the Project as it is defined in the EIR. As discussed above, the Expanded Streetscape Variant is the project proposed for approval, and all remaining references to the “Project” include the Expanded Streetscape Variant.

## **B. Project Objectives**

The Project Sponsor, Prologis, L.P., would develop the Project. Its underlying objective is to develop a modern, flexible, and durable PDR facility for a diverse and evolving range of uses in a central urban environment. The Project’s more specific objectives are to:

1. Advance progress toward the City’s long-standing goals to preserve, upgrade, and expand PDR space, including those reflected in the General Plan, Bayview Hunters Point Area Plan, Five-Point Plan for PDR (2012), Make to Manufacture Advanced Manufacturing Playbook (2016), Proposition X (2016), and Economic Recovery Task Force Report (2020).
2. Replace functionally outdated PDR space on the Project site with first- and best-in-class facilities and replenish the supply of PDR space in the City that has been displaced by other development.
3. Redevelop underutilized property to make efficient use of existing utilities, circulation, and complementary uses in the surrounding PDR-2 Zoning District.
4. Use innovative design at a size and scale that accommodates a range of large and small PDR uses, and can adapt over time to different industries and market needs, including anticipated growing demand for parcel delivery and/or last-mile delivery services, in an economically feasible way.
5. Site PDR uses in a dense infill setting to create employment near housing and reduce vehicle miles traveled for potential distribution uses by locating such uses in San Francisco proximate to multiple freeways, rather than traditional suburban locations.
6. Provide a positive fiscal impact by creating jobs at a variety of experience levels, including career-building and advancement opportunities, enhancing property values, generating property taxes, and introducing workers that will support direct and indirect local business growth in the Bayview.
7. Boost resiliency in the local supply chain and disaster response capabilities by providing large-scale, adaptable facilities that can be rapidly mobilized in a central location.
8. Further progress toward local and state goals in transitioning toward carbon-efficient vehicle fleets, building construction, and operations as cost-effective technology becomes available.
9. Create a safe and compelling streetscape, consistent with Better Streets standards, with green infrastructure and active ground floors, accessible by multiple modes of transportation, including bicycles and pedestrians.

## **C. Environmental Review**

The environmental review for the Project is described in Planning Commission Motion No. \_\_\_\_\_, to

which this Attachment A is attached.

**D. Approval Actions.**

The Project requires the following approvals:

**1. San Francisco Planning Commission Approvals.**

- Recommendation to the Board of Supervisors to approve the Planning Code Text and Zoning Map Amendments for height district reclassification and to adopt a new Special Use District.
- Approval of a Conditional Use Authorization in accordance with Planning Code Sections 303 and 304 for a Planned Unit Development (PUD).
- Recommendation to the Board of Supervisors to approve a Development Agreement.
- Adoption of the proposed Design Standards and Guidelines document.
- Adoption of findings under the California Environmental Quality Act.

**2. San Francisco Board of Supervisors Actions.**

- Approval of Planning Code Text and Zoning Map Amendments for height district reclassification and to adopt a new Special Use District.
- Approval of the Development Agreement.

**3. San Francisco Department of Building Inspection.**

- Approval of demolition, grading, and building permits for the demolition of the existing buildings, and construction of the new building.
- Approval of night noise permit for work performed outside the normal 7 a.m. to 8 p.m. construction hours.

**4. San Francisco Department of Public Works Actions.**

- Approval of a permit to remove and replace street trees adjacent to the Project site, and a partial waiver from Public Works Code section 806(d) to provide fewer street trees than required.
- Approval of Street Improvement Permits for streetscape improvements.
- Approval of one or more encroachment permits and/or overwide driveway permits.
- Approval of night noise permit for work performed outside the normal 7 a.m. to 8 p.m. construction hours.

**5. San Francisco Municipal Transportation Agency Actions.**

- Approval of temporary use permits during construction.
- Approval of permanent curb modifications, and modifications to the roadway directions and lane configurations on the streets surrounding the Project site.

**6. San Francisco Department of the Environment Actions.**

- Approval of a Demolition Debris Recovery Plan.

**7. San Francisco Public Utilities Commission Actions.**

- Approval of any changes to sewer laterals.
- Approval of a modified Stormwater Control Plan.
- Approval of an erosion sediment control plan before the start of construction, compliance with post-construction stormwater design guidelines, including a stormwater control plan, new curb and gutter system, cistern design, and groundwater dewatering wells per San Francisco Health Code article 12B (joint approval with the San Francisco Department of Public Health).

**8. San Francisco Department of Public Health Actions.**

- If applicable, approval of a hazardous materials release plan and inventory program pursuant to San Francisco Health Code articles 21 and 21A.
- Approval of a dust control plan pursuant to San Francisco Building Code section 106 and San Francisco Health Code article 22B.
- Approval of a site mitigation plan and soil mitigation plan in compliance with San Francisco Health Code article 22A (the Maher Ordinance).
- Review and approval of groundwater dewatering wells (joint approval with the San Francisco Public Utilities Commission [SFPUC]).

**9. Actions By Other Agencies.****a. Bay Area Air Quality Management District Actions.**

- Issuance of permits for the installation and operation of emergency generators.
- Approval that the Project complies with the air board's asbestos airborne toxic control measure related to naturally occurring asbestos (if applicable, the preparation and approval of an asbestos dust mitigation plan may be required).
- Certification to the building department that all asbestos-containing building materials have been removed and properly disposed in accordance with the law before demolition of the existing buildings.

- Approval of permits for installation, operation, and testing of individual air pollution sources associated with tenant-specific activities, as required by air district rules and regulations.

**b. Caltrans Actions.**

- Coordination, review, and issuance of a Caltrans standard encroachment permit.

**E. Findings about Environmental Impacts and Mitigation Measures.**

The following Sections II, III and IV set forth the findings about the determinations of the Final EIR regarding significant environmental impacts and the mitigation measures proposed to address them. These findings provide written analysis and conclusions regarding the environmental impacts of the Project, and the mitigation measures included as part of the Final EIR and adopted as part of the Project.

In making these findings, the opinions of the Planning Department and other City staff and experts, other agencies and members of the public have been considered. These findings recognize that the determination of significance thresholds is a judgment within the discretion of the City and County of San Francisco; the significance thresholds used in the Final EIR are supported by substantial evidence in the record, including the expert opinion of the Final EIR preparers and City staff; and the significance thresholds used in the Final EIR provide reasonable and appropriate means of assessing the significance of the adverse environmental effects of the Project.

These findings do not attempt to describe the full analysis of each environmental impact contained in the Final EIR. Instead, a full explanation of these environmental findings and conclusions can be found in the Final EIR and these findings hereby incorporate by reference the discussion and analysis in the Final EIR supporting the determination regarding the Project impacts and mitigation measures designed to address those impacts. In making these findings, the determinations and conclusions of the Final EIR relating to environmental impacts and mitigation measures, are hereby ratified, adopted and incorporated in these findings, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

As set forth below, the mitigation measures set forth in the Final EIR and the attached MMRP are hereby adopted and incorporated, to substantially lessen or avoid the potentially significant impacts of the Project as indicated. Accordingly, in the event a mitigation measure recommended in the Final EIR has inadvertently been omitted in these findings or the MMRP, such mitigation measure is nevertheless hereby adopted and incorporated in the findings below by reference. In addition, in the event the language describing a mitigation measure set forth in these findings or the MMRP fails to accurately reflect the mitigation measure in the Final EIR due to a clerical error, the language of the mitigation measure as set forth in the Final EIR shall control. The impact numbers and mitigation measure numbers used in these findings reflect the numbers contained in the Final EIR.

These findings are based upon substantial evidence in the entire record before the Planning Commission. The references set forth in these findings to certain pages or sections of the EIR or responses to comments in the Final EIR are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.



## II. IMPACTS OF THE PROJECT FOUND TO BE LESS THAN SIGNIFICANT AND THUS NOT REQUIRING MITIGATION

Under CEQA, no mitigation measures are required for impacts that are less than significant (Pub. Res. Code § 21002; CEQA Guidelines §§ 15126.4, subd. (a)(3), 15091). As more fully described in the Final EIR and the Initial Study, and based on the evidence in the whole record of this proceeding, the Planning Commission finds that implementation of the Project would not result in any significant impacts in the following areas and that these impact areas therefore do not require mitigation:

### Land Use and Planning

- **Impact LU-1:** The Project would not physically divide an established community. (Initial Study, pp. 56-57)
- **Impact LU-2:** The Project would not cause a significant physical environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. (Initial Study, pp. 57-58)
- **Impact C-LU-1:** The Project, in combination with cumulative projects, would not result in a significant cumulative impact related to land use and planning. (Initial Study, pp. 58-59)

### Population and Housing

- **Impact PH-1:** The Project would not induce substantial unplanned population growth beyond that projected by regional forecasts, either directly or indirectly. (Initial Study, pp. 60-63)
- **Impact C-PH-1:** The Project, in combination with cumulative projects, would not result in a significant cumulative impact related to population and housing. (Initial Study, p. 63)
- **Impacts Determined in the Initial Study to Be Inapplicable to the Project:** Because there are no residences on the project site, the Project would not displace substantial numbers of existing people or housing that would necessitate the construction of replacement housing elsewhere. (Initial Study, p. 60)

### Cultural Resources

- **Impact CR-1:** The Project would not cause a substantial adverse change in the significance of a historical resource as defined in section 15064.5, including those resources listed in article 10 or article 11 of the planning code. (Initial Study, pp. 64-66)
- **Impact C-CR-1:** The Project would have no cumulative impact on historical resources of the built environment (Initial Study, p. 76)

### Transportation and Circulation

- **Impact TR-1:** Construction of the Project would require a substantially extended duration or intense activity due to construction, but the secondary effects of that construction would not create potentially hazardous conditions for people walking, bicycling, or driving, or public transit

operations, or interfere with emergency access or accessibility for people walking or bicycling, or substantially delay public transit. (Draft EIR, pp. 3.B-42 – 3.B-45)

- **Impact TR-2:** Operation of the Project would not create potentially hazardous conditions for people walking, bicycling, or driving, or public transit operations. (Draft EIR, pp. 3.B-46 – 3.B-49)
- **Impact TR-3:** Operation of the Project would not interfere with accessibility of people walking or bicycling to and from the Project site and adjoining areas, or result in inadequate emergency access. (Draft EIR, pp. 3.B-49 – 3.B-50)
- **Impact TR-4:** Operation of the Project would not substantially delay public transit. (Draft EIR, pp. 3.B-50 – 3.B-53)
- **Impact TR-5:** Operation of the Project would not cause substantial additional VMT or substantially induce automobile travel. (Draft EIR, pp. 3.B-53 – 3.B-57)
- **Impact TR-6:** Operation of the Project would not result in a loading deficit. (Draft EIR, pp. 3.B-57 – 3.B-59)
- **Impact C-TR-1:** The Project, in combination with cumulative Projects, would not result in significant construction-related transportation impacts. (Draft EIR, pp. 3.B-59 – 3.B-60)
- **Impact C-TR-2:** The Project, in combination with cumulative Projects, would not create potentially hazardous conditions. (Draft EIR, pp. 3.B-60 – 3.B-61)
- **Impact C-TR-3:** The Project, in combination with cumulative Projects, would not interfere with accessibility. (Draft EIR, pp. 3.B-61 – 3.B-62)
- **Impact C-TR-4:** The Project, in combination with cumulative Projects, would not substantially delay public transit. (Draft EIR, pp. 3.B-62 – 3.B-63)
- **Impact C-TR-5:** The Project, in combination with cumulative Projects, would not cause substantial additional VMT or substantially induce automobile travel. (Draft EIR, p. 3.B-63)
- **Impact C-TR-6:** The Project, in combination with cumulative Projects, would not result in significant cumulative loading impacts. (Draft EIR, p. 3.B-64)

## Noise

- **Impact NO-1:** Construction of the Project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project area in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. (Draft EIR, pp. 3.C-26 – 3.C-31)
- **Impact NO-2:** Construction of the Project would not generate excessive groundborne vibration or groundborne noise levels. (Draft EIR, pp. 3.C-31 – 3.C-32)
- **Impact C-NO-1:** Construction of the Project, in combination with construction of cumulative

projects, would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards. (Draft EIR, pp. 3.C-48 – 3.C-49)

- **Impact C-NO-2:** Construction of the Project, in combination with construction of cumulative projects, would not result in the generation of excessive groundborne vibration or groundborne noise levels. (Draft EIR, p. 3.C-49)
- **Impact C-NO-3:** Operation of the Project, in combination with cumulative projects, would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards. (Draft EIR, pp. 3.C-49 – 3.C-50)
- **Impacts Determined in the Initial Study to Be Inapplicable to the Project:** The Project would not expose people residing or working in the area to excessive noise levels related to private airstrips or public or public use airports in the Project vicinity. (Initial Study, p. 83)

### Air Quality

- **Impact AQ-2:** Construction of the Project would not result in a cumulatively considerable net increase in a criteria air pollutant for which the project region is in nonattainment status under an applicable federal, state, or regional ambient air quality standard. (Draft EIR, pp. 3.D-38 – 3.D-41)
- **Impact AQ-4:** The Project would not result in emissions of fine particulate matter (PM<sub>2.5</sub>) and toxic air contaminants (TACs) that would expose sensitive receptors to substantial pollutant concentrations. (Draft EIR, pp. 3.D-60 – 3.D-70)
- **Impact AQ-5:** The Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. (Draft EIR, pp. 3.D-70 – 3.D-71)
- **Impact C-AQ-1:** The Project, in combination with existing conditions and cumulative projects, would result in a significant cumulative health risk impact. The Project's contribution would be less than cumulatively considerable. (Draft EIR, pp. 3.D-71 – 3.D-77)
- **Impact C-AQ-2:** The Project, in combination with cumulative projects, would not combine with other sources of emissions, such as those leading to odors, that would adversely affect a substantial number of people. (Draft EIR, p. 3.D-78)

### Greenhouse Gas Emissions

- **Impact C-GG-1:** The Project would generate greenhouse gas emissions, but not at levels that would result in a significant impact on the environment or conflict with any policy, plan, or regulation adopted for the purpose of reducing greenhouse gas emissions. (Initial Study, pp. 97-101)

### Shadow

- **Impact SH-1:** The Project would not create new shadow in a manner that substantially and adversely affects the use and enjoyment of publicly accessible open spaces. (Initial Study, pp.

114-115)

- **Impact C-SH-1:** The Project, in combination with cumulative projects in the project site vicinity, would result in less-than-significant cumulative shadow impacts. (Initial Study, pp. 115-116)

### Recreation

- **Impact RE-1:** The Project would not increase the use of existing parks and recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. (Initial Study, pp. 117-119)
- **Impact RE-2:** The Project would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. (Initial Study, p. 119)
- **Impact C-RE-1:** The Project, in combination with cumulative projects in the vicinity of the project site, would result in less-than-significant cumulative impacts related to recreation. (Initial Study, pp. 119-120)

### Utilities and Service Systems

- **Impact UT-1:** The Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities that could result in environmental effects beyond those evaluated throughout the initial study. (Initial Study, pp. 121-122)
- **Impact UT-2:** The Project would not exceed the capacity of the Southeast Treatment Plant and would not require the construction of new or expansion of existing wastewater and stormwater treatment facilities. (Initial Study, pp. 122-124)
- **Impact UT-3:** SFPUC has sufficient water supply available to serve the Project and future development during normal, dry, and multiple dry years. (Initial Study, pp. 124-137)
- **Impact UT-4:** The Project would not generate solid waste in excess of state or local standards, or in excess of capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, and would comply with applicable waste management and reduction statutes and regulations related to solid waste. (Initial Study, pp. 138-141)
- **Impact C-UT-1:** The Project, in combination with cumulative projects, would result in less-than-significant cumulative impacts on utilities and service systems. (Initial Study, pp. 141-142)

### Public Services

- **Impact PS-1:** The Project would not result in an increase in demand for police protection, fire protection, schools, or other services to an extent that would require new or physically altered fire, police, school, or other public facilities, the construction of which could result in significant environmental impacts. (Initial Study, pp. 143-147)

- **Impact C-PS-1:** The Project would have a less-than-significant cumulative impact on public services. (Initial Study, p. 147)

## Biological Resources

- **Impact BI-1:** The Project would not have a substantial adverse effect, either directly or indirectly through habitat modifications, on species or their habitat identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. (Initial Study, pp. 149-150)
- **Impact BI-2:** The Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. (Initial Study, pp. 150-151)
- **Impact BI-3:** The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. (Initial Study, pp. 151-152)
- **Impact C-BI-1:** The Project in combination with cumulative Projects would not result in cumulative impacts to biological resources. (Initial Study, pp. 152-153)
- **Impacts Determined in the Initial Study to Be Inapplicable to the Project:** The Project would not affect any riparian habitat or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. The Project would not conflict with any adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. (Initial Study, pp. 148-149)

## Geology and Soils

- **Impact GE-1:** The Project would not directly or indirectly cause potential adverse effects related to the rupture of a known earthquake fault, strong seismic ground shaking, and seismic-related ground failure, including liquefaction, or landslides. (Initial Study, pp. 162-164)
- **Impact GE-2:** Construction and operation of the Project would not result in substantial erosion or loss of topsoil. (Initial Study, pp. 164-165)
- **Impact GE-3:** The Project site is not located on a geologic unit or soil that is unstable, or that could become unstable as a result of the Project. (Initial Study, pp. 165-166)
- **Impact GE-4:** The Project would not create substantial direct or indirect risk to life or property as a result of being located on expansive soils. (Initial Study, pp. 166-167)
- **Impact C-GE-1:** The Project, in combination with cumulative projects in the project site vicinity, would have less-than-significant cumulative impacts related to geology, soils, and seismicity. (Initial Study, pp. 169-170)
- **Impacts Determined in the Initial Study to Be Inapplicable to the Project:** The Project would have no impacts related to soils incapable of adequately supporting the use of septic tanks or

alternative wastewater disposal systems, and would not destroy a unique geologic feature. (Initial Study, pp. 154-155)

### Hydrology and Water Quality

- **Impact HY-1:** The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or conflict with or obstruct implementation of a water quality control plan. (Initial Study, pp. 172-176)
- **Impact HY-2:** The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin or conflict with or obstruct implementation of a sustainable groundwater management plan. (Initial Study, pp. 176-177)
- **Impact HY-3:** The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would result in substantial erosion or siltation onsite or offsite; substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite; or impede or redirect flood flows. (Initial Study, pp. 177-178)
- **Impact C-HY-1:** The Project, in combination with cumulative Projects, would not result in cumulative impacts related to hydrology and water quality. (Initial Study, pp. 178-179)
- **Impacts Determined in the Initial Study to Be Inapplicable to the Project:** The Project would not result in a risk of release of pollutants due to Project inundation from flood hazard, tsunami, or seiche. (Initial Study, pp. 171-172)

### Hazards and Hazardous Materials

- **Impact HZ-1:** The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. (Initial Study, pp. 188-192)
- **Impact HZ-2:** The Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. (Initial Study, pp. 193-194)
- **Impact C-HZ-1:** The Project, in combination with cumulative projects, would not result in cumulative impacts related to hazards and hazardous materials. (Initial Study, p. 194)
- **Impacts Determined in the Initial Study to Be Inapplicable to the Project:** The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; result in a safety hazard or excessive noise for people residing or working in the Project area due to the Project site's location within an airport land use plan or within 2 miles of a public airport or public use airport; or expose

people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. (Initial Study, p. 180)

### Mineral Resources

- **Impacts Determined in the Initial Study to Be Inapplicable to the Project:** The project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state and would not result in the loss of a locally important mineral resources recovery site delineated on a local general plan, specific plan or other land use plan, either individually or cumulatively. (Initial Study, p. 195)

### Energy Resources

- **Impact EN-1:** The Project would not result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation; nor would it conflict with or obstruct a state or local plan for renewable energy or energy efficiency. (Initial Study, pp. 196-200)
- **Impact C-EN-1:** The Project, in combination with cumulative Projects, would not result in a significant cumulative impact related to energy resources. (Initial Study, pp. 200-201)

### Agriculture and Forest Resources

- **Impacts Determined in the Initial Study to Be Inapplicable to the Project:** No land in San Francisco has been designated as agricultural land or forest land, and therefore there would be no impacts to agricultural or forest resources. (Initial Study, pp. 202-203)

### Wildfire

- **Impacts Determined in the Initial Study to Be Inapplicable to the Project:** The city does not have any state responsibility areas for fire prevention or lands that have been classified as very high fire hazard severity zones. Therefore, this topic is not applicable to the Project. (Initial Study, p. 204)

## III. FINDINGS OF POTENTIALLY SIGNIFICANT IMPACTS THAT CAN BE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL THROUGH MITIGATION MEASURES

CEQA requires agencies to adopt mitigation measures that would avoid or substantially lessen a Project's identified significant impacts or potential significant impacts if such measures are feasible (unless mitigation to such levels is achieved through adoption of a Project alternative). The findings in this Section III concern mitigation measures set forth in the Final EIR. These findings discuss mitigation measures as identified in the Final EIR for the Project. The full text of the mitigation measures is contained in the Final EIR and in **Attachment B**, the Mitigation Monitoring and Reporting Program. The impacts identified in this Section III would be reduced to a less-than-significant level through implementation of the mitigation measures contained in the Final EIR, included in the Project, or imposed as conditions of approval and set forth in **Attachment B**.

The project sponsor has agreed to implement the following mitigation measures to address potential



cultural resource impacts, tribal cultural resource impacts, operational noise impacts, conflicts with the Clean Air Plan, operational air quality impacts (NO<sub>x</sub>), project-level and cumulative wind hazard impacts, and paleontological impacts identified in the EIR and the Initial Study. As authorized by CEQA section 21081 and CEQA Guidelines sections 15091, 15092, and 15093, based on substantial evidence in the whole record of this proceeding, the Planning Commission finds that, unless otherwise stated, the Project will be required to incorporate mitigation measures identified in the EIR into the Project to mitigate or avoid significant or potentially significant environmental impacts. These mitigation measures will reduce or avoid the potentially significant impacts described in the EIR, and the Planning Commission finds that these mitigation measures are feasible to implement and are within the responsibility and jurisdiction of the city to implement or enforce. In addition, the required mitigation measures are fully enforceable and will be included as conditions of approval for project approvals under the Project, as applicable, and also will be enforced through conditions of approval in building permits issued for the Project by the San Francisco Department of Building Inspection, as applicable. With the required mitigation measures, these Project impacts would be avoided or reduced to a less-than-significant level.

The Commission recognizes that some of the mitigation measures are partially within the jurisdiction of other agencies. The Commission urges these agencies to assist in implementing these mitigation measures, and finds that these agencies can and should participate in implementing these mitigation measures.

### **Cultural Resources**

#### **Impact CR-2: The Project could cause a substantial adverse change in the significance of an archeological resource pursuant to section 15064.5. (Initial Study, pp. 66-75)**

The Project site is highly sensitive for near-surface prehistoric resources (that is, on the land surface below any imported fill, as it existed prior to development); moderately sensitive for buried prehistoric resources; and, variably, of very high to very low sensitivity for submerged prehistoric resources. Based on the depth of artificial fill, which geotechnical coring suggests is 14 feet or deeper over most of the Project site, the potential for effects to prehistoric resources from Project grading and excavation may be low, but the potential for impacts to prehistoric resources from pile installation and soil improvements is high to very high. Although the closest known prehistoric resource is more than 600 feet distant from the Project site, the Project location is a former bank on an infilled portion of Islais Creek and its estuary; this area would have been highly attractive for prehistoric occupation, except where the main stem of Islais Creek ran across the Project site prior to infill. Archeological resources are not anticipated on the modern surface, because the Project site sits on land reclaimed from bay marshes with imported fill. However, prehistoric resources that lay at the historic surface and along the shores of the marsh lands could be encountered during Project excavations.

The Project's foundation design would involve concrete spread footings and/or grade beams set on improved and engineered soil, with excavation for the foundations likely to extend 10 feet below existing grade. Typical foundation excavation is expected to extend to 7 feet below grade, with elevator pits and utility trenching extending to 10 feet below existing grade. Although these disturbances are not deep enough to potentially impact deeply buried archeological deposits, they could affect resources buried at shallower depths, depending on the exact depth of twentieth century fill. In addition, it is anticipated that pile foundations would be necessary to support the buildings. Approximately 7,000 25-foot-deep stone columns and approximately 900 60-foot-deep auger-cast piles would be used for the entire site. Each of

these auger cast piles would be extended approximately 60 feet below ground surface, and they would be of sufficient depth to potentially impact deeply buried or submerged prehistoric archeological resources. These proposed ground-disturbing construction activities have the potential to alter in an adverse manner the physical characteristics of archeological resources. Therefore, Project implementation could result in a substantial adverse change in the significance of an archeological resource pursuant to CEQA guidelines section 15064.5, resulting in a significant impact unless mitigated.

#### Mitigation

##### *Mitigation Measure M-CR-2: Archeological Testing*

To reduce potentially significant impacts on prehistoric archaeological resources, Mitigation Measure M-CR-2 would require the project sponsor to retain the services of an archaeologist from the planning department's qualified archaeological consultants list to develop and implement an archaeological testing program.

The Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-CR-2 would reduce Impact CR-2 to a less-than-significant level for the Project.

#### **Impact CR-3: The Project could disturb human remains, including those interred outside of formal cemeteries. (Initial Study, pp. 75-76)**

No known human burials have been identified in the study area. However, the possibility cannot be discounted that human remains could be inadvertently disturbed during Project excavations and pile extension activities in the Project site, given the elevated sensitivity for the area to contain near-surface and deeply buried and submerged prehistoric resources. Therefore, Project implementation could result in impacts on previously undiscovered human remains, including those interred outside of formal cemeteries, during ground-disturbing activities. If human remains are discovered during construction, this would be considered a significant impact without mitigation.

#### Mitigation

##### *Mitigation Measure M-CR-2: Archeological Testing*

To reduce potentially significant impacts on human remains, Mitigation Measure M-CR-2 would ensure that the treatment of human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity complies with applicable state and federal laws.

The Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-CR-2 would reduce Impact CR-3 to a less-than-significant level for the Project.

#### **Impact C-CR-1: The Project , in combination with cumulative Projects, could result in cumulative cultural resource impacts. (Initial Study, pp. 76-77)**

Implementation of the Project has the potential to result in significant impacts to as-yet undiscovered buried archeological resources and to human remains, although no archeological resources or human remains are known to be present at the Project site. The immediate Project vicinity is similarly moderately to very highly sensitive for the presence of buried prehistoric archeological resources and

human remains: although there are no known resources in the immediate vicinity, there is a known prehistoric site approximately 600 feet away. If a resource were found to be present at the Project site, it is possible that its extent could include the adjacent Project site, which is where the SF Market Project is proposed. The SF Market Project involves excavation for all Project phases. In the event that both Projects impact an archaeological resource during construction, a significant cumulative impact to the resource could occur. Under these circumstances, the Project and the SF Market could result in significant cumulative impacts on archaeological resources or human remains, and the Project's impact could be cumulatively considerable.

### Mitigation

#### *Mitigation Measure M-CR-2: Archeological Testing*

Compliance with the procedures identified in Mitigation Measure M-CR-2 would ensure that in the event archaeological resources or human remains are discovered on the project site, the important information they represent would be preserved and interpreted to the public. This would ensure that the project's contribution to a significant cumulative archeological and human remains impact would not be cumulatively considerable.

The Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-CR-2 would reduce Impact C-CR-1 to a less-than-significant level for the Project.

### **Tribal Cultural Resources**

#### **Impact TCR-1: The Project could result in a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074. (Initial Study, pp. 78-80)**

Pursuant to Assembly Bill (AB) 52 (Public Resources Code section 21080.3.1(d)), on October 17, 2019, the Planning Department contacted Native American individuals and organizations for the San Francisco area, providing a description of the Project and requesting comments on the identification, presence, and significance of tribal cultural resources in the Project vicinity. During the 30-day comment period, no Native American tribal representatives contacted the Planning Department to request consultation. There is a moderate to high potential that prehistoric archeological resources may be present, buried below the surface of the Project site. Based on prior Native American consultation under AB 52, all archeological sites of Native American origin in San Francisco, including all prehistoric archeological sites, are considered to be potential tribal cultural resources. If tribal cultural resources are disturbed during Project implementation (i.e., through Project excavations or pile extension), this would be considered a significant impact without mitigation.

### Mitigation

#### *Mitigation Measure M-CR-2: Archeological Testing*

#### *Mitigation Measure M-TCR-1: Tribal Cultural Resources Interpretive Program*

Mitigation Measure M-CR-2 would ensure that archaeological resources that may be present in soils that would be disturbed by project construction would be identified and assessed. In the event that archaeological resources are found, they would be assessed to determine whether they constitute

significant tribal cultural resources, and preserved or recovered as appropriate, in accordance with Mitigation Measure M-TCR-1.

The Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measures M-CR-2 and M-TCR-1 would reduce Impact TCR-1 to a less-than-significant level for the Project.

**Impact C-TCR-1: The Project , in combination with cumulative Projects, could result in cumulative cultural resource impacts. (Initial Study, pp. 80-81)**

As presented under Impact TCR-1, implementation of the Project has the potential to result in significant impacts to buried archeological resources, because this area of San Francisco is considered moderately to highly sensitive for the presence of buried prehistoric archeological resources. Such prehistoric archeological resources could also be tribal cultural resources, as explained above. Although no such resources are known at the Project site and the closest known site is about 400 feet distant, construction activities at Project sites in the immediate vicinity, such as the SF Market project, would have a similar potential to that of the Project to result in significant impacts to buried prehistoric archeological resources that also may be tribal cultural resources. In this situation, a significant cumulative impact could occur. In the event of the discovery during construction of an archaeological resource that is determined to be a tribal cultural resource, the Project's contribution to the cumulative impact would be cumulatively considerable without mitigation.

Mitigation

*Mitigation Measure M-CR-2: Archeological Testing*

*Mitigation Measure M-TCR-1: Tribal Cultural Resources Interpretive Program*

Compliance with the procedures identified in Mitigation Measures M-CR-2 and M-TCR-1 would ensure that, if significant tribal cultural resources are discovered, the important values and information represented by these resources would be preserved and/or interpreted to the public in consultation with the affiliated Native American tribal representatives. This would ensure that the project's contribution to a significant cumulative impact on tribal cultural resources would not be cumulatively considerable.

The Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measures M-CR-2 and M-TCR-1 would reduce Impact C-TCR-1 to a less-than-significant level for the Project .

Noise

**Impact NO-3: Operation of the Project would result in the generation of a substantial temporary or permanent increase in ambient noise levels in the Project area in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. (Draft EIR, pp. 3.C-33 - 3.C-48)**

The area surrounding the Project site to the southeast and east (made up of warehouse, storage, distribution, and SFPUC land uses), would experience the largest traffic noise increase from the Project of 2 dBA. Except in carefully controlled laboratory experiments, a change of only 1 dBA in sound level cannot generally be perceived by the human ear. Outside of the laboratory, a 3 dBA change is considered a barely perceptible difference. Therefore, traffic noise generated by the Project would not result in a substantial

permanent increase in ambient noise levels. Traffic noise impacts resulting from operation of the Project would be less than significant.

Fixed-source noise associated with typical Project operations would include the HVAC systems and testing of the emergency power generator systems. The Project would install two emergency generator units to prevent operational restrictions during periods of grid failure. Each building would be outfitted with a single 440 horsepower (hp) 400 kilovolt ampere (kVA) generator. The noise analysis assumed that these units would be at ground level along the northeastern perimeter of the Project site along Kirkwood Avenue, with an exhaust stack height of 12 feet. The reference noise source level input into the model for each unit was 70 dBA at 23 feet. This level is representative of the 75 percent load reference sound level of a slightly larger, 500 kVA emergency generator. Based on recommendations from the public health department, the analysis evaluates whether the Project's emergency generators would exceed 75 dBA at the property plane or the fixed residential interior noise limits provided in section 2909(d) of the noise ordinance (interior noise limits of 55 dBA between the hours of 7 a.m. and 10 p.m. and 45 dBA between the hours of 10 p.m. and 7 a.m. at any receptor land use with a dwelling unit). Additionally, testing of emergency generators would occur between the hours of 7 a.m. and 8 p.m. The maximum predicted noise level generated from emergency generator testing and emergency operation at the northeastern property plane was 68 dBA. Therefore, the property plane noise levels from temporary emergency generator testing would be less than significant.

Because specific designs for the HVAC systems have not been prepared and a conservative assessment for CEQA review is appropriate to evaluate a worst-case operational scenario, the fixed-source operational noise analysis assumed an event during which carbon dioxide detection systems on all three Project logistics yard levels would reach ventilation system activation levels. This scenario would result in full-power, simultaneous operation of logistics yard ventilation units throughout both Project buildings. Considering rooftop ventilation unit operation, this worst-case scenario would generate a combined ventilation flow rate of more than 1 million cubic feet per minute.

Project predicted fixed-source noise levels would range from 30 to 37 dBA at the interior locations of the nearest residential structures. These values would not exceed the article 29 (Section 2909[d]) interior noise level limit of 55 dBA Leq during the daytime or 45 dBA Leq during the nighttime. However, predicted fixed-source noise levels due to Project operations would exceed the article 29 property plane noise limit (8 dBA above ambient) at all Project property boundaries by 2 to 16 dBA. Noise expected to be generated by the logistics yard ventilation system is the primary cause of predicted exceedance of the article 29 requirements at elevations below the Project buildings' rooftop heights because they exhaust outward from the building façades.

Without implementation of noise control measures, the Project's fixed-noise sources would result in exceedances of section 2909(b) requirements. Furthermore, as noted in the above description of the Project, the specific tenants that would occupy the building are unknown, and the building is designed to accommodate an assortment of PDR tenants that would change over time in response to economic and technological conditions. Individual tenants may have additional HVAC needs, which are currently unknown. Therefore, it is also possible for individual tenant HVAC systems to exceed the requirements in the noise ordinance. Exceedances of the limits in the noise ordinance would be a significant impact of the Project without mitigation.

### Mitigation

*Mitigation Measure M-NO-3a: Fixed-Mechanical Equipment Noise Attenuation for Buildings A and B*

*Mitigation Measure M-NO-3b: Fixed-Source Noise Attenuation for Building Tenants*

To achieve compliance with the article 29 requirements and lessen noise from proposed project fixed-source mechanical equipment, Mitigation Measures M-NO-3a and M-NO-3b identify several feasible options to achieve the required noise reduction from the onsite mechanical equipment. The noise-reduction measures identified in Mitigation Measure M-NO-3a would reduce noise levels at the property plane by up to 18 dBA and therefore meet the property plane noise limits of article 29, section 2909(b). Additionally, Mitigation Measure M-NO-3b would ensure that all additional noise-generating equipment required by proposed project tenants would meet the requirements of article 29, sections 2909(b) and 2909(d).

The Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measures M-NO-3a and MM-NO-3b would reduce Impact NO-3 to a less-than-significant level for the Project.

### Air Quality

#### **Impact AQ-1: The Project could conflict with or obstruct implementation of the 2017 Clean Air Plan. (Draft EIR, pp. 3.D-34 – 3.D-37)**

The Project is a clean construction Priority Project pursuant to Planning Director Bulletin No. 2, thereby incorporating, at a minimum, equipment that meets Tier 4 interim emissions standards for all equipment greater than 25 hp, which would minimize construction-related exhaust emissions. Furthermore, construction equipment with engines greater than 25 hp would be required to be rated Tier 4 Final, and construction equipment that is readily available as plug-in or battery-electric equipment shall be used instead of diesel-powered equipment during construction, in accordance with Mitigation Measure M-AQ-3h. These measures would be consistent with the 2017 Clean Air Plan's MSM-C1, "Construction and Farming Equipment," which encourages the use of various strategies, such as the use of renewable electricity and fuels, to reduce emissions from construction and farming equipment.

The Project would align with the 2017 Clean Air Plan's Energy and Buildings Measures through implementation of existing city policies and additional design features aimed at improving energy efficiency and reducing reliance on nonrenewable energy resources, including elimination of onsite natural gas infrastructure and incorporation of onsite solar power generation. The Project would install a rooftop photovoltaic solar system for onsite electricity generation and would eliminate onsite natural gas infrastructure. The Project would be subject to the provisions of the San Francisco Green Building Code, and therefore would comply with some of the most stringent building energy-related requirements in the country.

The Project would be consistent with numerous control measures of the 2017 Bay Area Clean Air Plan, which demonstrates how the region will improve ambient air quality and achieve the state and federal ambient air quality standards. However, the Project would result in unmitigated operational NO<sub>x</sub> emissions that would exceed the thresholds of significance that were established by the air district (discussed further under Impact AQ-3). Because NO<sub>x</sub> (an ozone precursor) emissions thresholds would be exceeded on an ongoing basis during Project operations and because the region is in nonattainment for



ozone, the Project would not support one of the Clean Air Plan's primary goals—to reduce regional criteria air pollutant emissions. Therefore, the Project could conflict with the Clean Air Plan, and this impact would be significant without mitigation.

### Mitigation

*Mitigation Measure M-AQ-3a: Electrification of Yard Equipment*

*Mitigation Measure M-AQ-3b: Electrification of Transportation Refrigeration Units*

*Mitigation Measure M-AQ-3c: Prohibition of Truck and Van Idling for More than Two Minutes*

*Mitigation Measure M-AQ-3d: Limitation on Model Year of Visiting Trucks*

*Mitigation Measure M-AQ-3e: Diesel Backup Generator Specifications*

*Mitigation Measure M-AQ-3f: Limitation on Manufacturing and Maker Space Emissions*

*Mitigation Measure M-AQ-3g: Compliance with CalGreen Tier 2 Green Building Standards*

*Mitigation Measure M-AQ-3h: Requirements for Off-Road Construction Equipment*

*Mitigation Measure M-AQ-3i: Development and Implementation of Operational Emission Management Plan*

Mitigation Measure M-AQ-3h entails implementing additional emissions reduction commitments for the proposed project to minimize construction-related emissions. In addition, as detailed in the discussion of Impact AQ-3, implementation of Mitigation Measures M-AQ-3a through M-AQ-3g and M-AQ-3i would reduce operational NO<sub>x</sub> emissions to a level that would not exceed the thresholds of significance for NO<sub>x</sub>.

The Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measures M-AQ-3a through M-AQ-3i would reduce impact AQ-1 to a less-than-significant level for the Project.

**Impact AQ-3: The Project would result in a cumulatively considerable net increase in a criteria air pollutant for which the Project region is in nonattainment status under an applicable federal, state, or regional ambient air quality standard. (Draft EIR, pp. 3.D-41 – 3.D-60)**

For Project operational emissions at build out (assumed in the analysis to occur as early as 2025), the net increase in emissions of ROG, PM<sub>2.5</sub>, and PM<sub>10</sub> would not exceed their respective daily or annual significance thresholds. However, the net increase in daily and annual operational emissions of NO<sub>x</sub> would exceed the significance thresholds for this criteria air pollutant. Therefore, the Project would result in a cumulatively considerable net increase in NO<sub>x</sub>, for which the Project region is in nonattainment status under an applicable federal, state, or regional ambient air quality standard. This impact would be significant without mitigation.

Over time, it is anticipated that certain emissions control technologies will advance, and air pollutant regulations will become more stringent, resulting in a reduction in long-term operational emissions with no change in operational activity with the Project. Without incorporation of mitigation measures, the Project's operational emissions would attenuate over time with fleet turnover and changes in regulations



and technology that would reduce emissions. Although the NO<sub>x</sub> emissions would still exceed thresholds, the Project-generated daily emissions of NO<sub>x</sub> would decline by approximately 27 percent and 38 percent by the years 2035 and 2050, respectively, relative to the initial operating year of 2025. In addition, other criteria air pollutants would be reduced as follows: ROG by approximately 8 percent (2035) and 11 percent (2050); PM<sub>10</sub> by approximately 3 percent (2035) and 5 percent (2050); and PM<sub>2.5</sub> by approximately 7 percent (2035) and 10 percent (2050). Furthermore, improvements in emissions that may result from very recent or still-developing regulations, such as the November 2022 amendments to the in-use off-road diesel-fueled fleets regulation, the 2022 TRU airborne toxic control measure amendments, and the under-development advanced clean fleet regulations are not captured in these future emissions estimates. Additional emissions reductions would likely be achieved through technological advances that would further reduce area source emissions associated with consumer products, stationary source emissions associated with backup generators, and potentially further mobile source emissions reductions if fleet electrification or other emissions reductions occur at a faster rate than currently projected by the air board in the EMFAC database for the vehicle activity. However, at initial operation and until such time as these regulations effectively reduce NO<sub>x</sub> emissions to below the threshold of significance identified in the EIR, the Project would result in significant NO<sub>x</sub> emissions without mitigation.

### Mitigation

*Mitigation Measure M-AQ-3a: Electrification of Yard Equipment*

*Mitigation Measure M-AQ-3b: Electrification of Transportation Refrigeration Units*

*Mitigation Measure M-AQ-3c: Prohibition of Truck and Van Idling for More than Two Minutes*

*Mitigation Measure M-AQ-3d: Limitation on Model Year of Visiting Trucks*

*Mitigation Measure M-AQ-3e: Diesel Backup Generator Specifications*

*Mitigation Measure M-AQ-3f: Limitation on Manufacturing and Maker Space Emissions*

*Mitigation Measure M-AQ-3g: Compliance with CalGreen Tier 2 Green Building Standards*

*Mitigation Measure M-AQ-3h: Requirements for Off-Road Construction Equipment*

*Mitigation Measure M-AQ-3i: Development and Implementation of Operational Emission Management Plan*

Implementation of Mitigation Measures M-AQ-3a through M-AQ-3g would reduce emissions associated with various operational sources from the Project. These measures would reduce the Project's operational emissions of NO<sub>x</sub>, the criteria air pollutant for which the Project would exceed the relevant threshold. These measures would also reduce emissions associated with all criteria pollutants. Mitigation Measure M-AQ-3h would further reduce the proposed project's NO<sub>x</sub> emissions by reducing NO<sub>x</sub> emissions during construction. Implementation of Mitigation Measure M-AQ-3i would further reduce operational emissions. The Operational Emission Management Plan in Mitigation Measure M-AQ-i requires that if the total net new emissions estimate for actual tenant and project operations are projected to exceed the NO<sub>x</sub> performance standard, then additional feasible emissions reduction measures must be identified and implemented prior to occupancy (i.e., prior to the emissions occurring, to ensure that the project does not

exceed the NO<sub>x</sub> performance standard).

The Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measures M-AQ-3a through M-AQ-3i would reduce Impact AQ-3 to a less-than-significant level for the Project.

## **Wind**

### **Impact WI-1: The Project would create wind hazards in publicly accessible areas of substantial pedestrian use. (Initial Study, pp. 106-109)**

Under existing plus Project conditions, the average wind speed would decrease from 11 miles per hour to 10.5 miles per hour, compared to existing conditions without the Project. However, with the Project, there would be a wind hazard criterion exceedance at two locations, and the number of hours that the wind hazard criterion would be exceeded would increase from zero hours per year to 13 hours per year. Fast upper-level prevailing westerly winds reaching the proposed development would be redirected toward the ground, creating downdraughts and funneling along Toland Street and accelerating around the corner of the Project at the junction with Kirkwood Avenue. The exceedances of the wind hazard criterion would occur around the northern corner of the Project on either side of Kirkwood Avenue.

Therefore, because the Project would result in an exceedance of the Planning Code wind hazard criterion, the Project would result in a significant wind impact.

A number of wind mitigation features were tested to reduce the Project's wind impact, including various combinations of canopies (both solid and porous) and deciduous trees along Toland Street. Although the canopies were shown to be partially effective in reducing certain wind conditions, they also increased the number of wind hazard hours away from the Project or at the northern corner of the Project at the intersection of Toland Street and Kirkwood Avenue. Given that deciduous trees lose their leaves in winter, trees without leaves were assessed in the wind tunnel to determine whether they could effectively reduce wind impacts. The wind tunnel tests demonstrated that exceedances of the city's wind criteria would still occur with the inclusion of deciduous trees. Based on the wind tunnel tests, the planting of nine evergreen street trees, which retain their foliage throughout the year, was evaluated. The trees would be placed along the eastern sidewalk of Toland Street; each tree would be approximately 25 feet tall, with a 15-foot-diameter canopy. This planting would eliminate the exceedance of the hazard criterion at all test points in the existing plus Project conditions.

On February 2, 2021, the San Francisco Bureau of Urban Forestry gave preliminary approval for the use of the proposed nine evergreen street trees on the eastern sidewalk of Toland Street. If the building design changes or the trees are not maintained to be at least 25 feet tall with a 15-foot-diameter canopy, the Project could result in an exceedance of the wind hazard criterion. This would be a significant Project impact without mitigation.

## **Mitigation**

*Mitigation Measure M-WI-1a: Wind Hazard Evaluation for Building Design and Streetscape Modifications*

*Mitigation Measure M-WI-1b: Maintenance of Landscaping Features that Reduce Wind Hazards*

Mitigation Measure M-WI-1a would ensure that the Project does not exceed the wind hazard criterion in

the event of design changes. Additionally, Mitigation Measure M-WI-1b would entail the installation and maintenance, for the life of the Project buildings, of landscaping features required to ensure that the one-hour wind hazard is not exceeded.

The Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measures M-WI-1a and M-WI-1b would reduce Impact WI-1 to a less-than-significant level for the Project.

**Impact C-W-1: The Project, in combination with cumulative Projects, could result in cumulative wind impacts. (Initial Study, pp. 109-113)**

Under cumulative plus Project conditions, wind hazard exceedances are expected to occur at three test locations and would increase the total number of exceedance hours from zero hours per year to 18 hours per year. Because the exposure of the Project to prevailing westerly winds would be similar under existing and cumulative conditions, the resulting flow features and wind conditions around the Project site for cumulative plus Project conditions are similar to the existing plus Project conditions. The wind hazard criterion exceedances would occur around the northern corner of the Project on either side of Kirkwood Avenue and Toland Street. Therefore, the Project, in combination with cumulative Projects, would create wind hazards in publicly accessible areas of substantial pedestrian use, resulting in a significant cumulative impact. Given that the wind hazard impacts would only occur in the cumulative scenario with the Project, the Project's contribution to cumulative wind impacts would be cumulatively considerable without mitigation.

Mitigation

*Mitigation Measure M-WI-1a: Wind Hazard Evaluation for Building Design and Streetscape Modifications*

*Mitigation Measure M-WI-1b: Maintenance of Landscaping Features that Reduce Wind Hazards*

Mitigation Measure M-WI-1a would ensure that the Project does not result in a cumulatively considerable wind impact in the event of design changes. Additionally, Mitigation Measure M-WI-1b would entail the installation and maintenance, for the life of the Project buildings, of landscaping features required to ensure that the Project does not cumulatively contribute to a one-hour wind hazard exceedance.

The Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measures M-WI-1a and M-WI-1b would reduce Impact C-WI-1 to a less-than-significant level for the Project.

**Geology and Soils**

**Impact GE-5: The Project could directly or indirectly destroy a unique paleontological resource. (Initial Study, pp. 167-169)**

Rock formations at the Project site consist of artificial fill, Bay Mud, and the Colma Formation. Because the artificial fill and Young Bay Mud are too young to contain unique paleontological resources, these formations are considered to be of low paleontological sensitivity (Class 2). Because a limited amount of unique paleontological resources in the form of vertebrate fossils have been recovered from Old Bay Mud and Colma Formation in San Francisco and the greater Bay Area region, these formations are considered to be of moderate paleontological sensitivity (Class 3). The Project includes construction of 25-foot-deep stone columns and installation of 60-foot-deep auger-cast piles, which would exceed 2 feet in diameter.

Therefore, Project-related excavation would encounter Old Bay Mud and the Colma Formation. Damage to or destruction of unique paleontological resources, which may be present in these formations, would represent a potentially significant impact without mitigation.

#### Mitigation

##### *Mitigation Measure M-GE-5: Inadvertent Discovery of Paleontological Resources Worker Environmental Awareness Training*

Mitigation Measure M-GE-5 will ensure that unique paleontological resources that may be present in soils/sediments that would be disturbed by project construction would be identified and assessed, and preserved or recovered as appropriate.

The Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-GE-5 would reduce Impact GE-5 to a less-than-significant level for the Project.

#### **IV. SIGNIFICANT IMPACTS THAT CANNOT BE AVOIDED OR MITIGATED TO A LESS-THAN-SIGNIFICANT LEVEL**

Based on substantial evidence in the whole record of these proceedings, the Planning Commission finds that, feasible changes or alterations have been required, or incorporated into, the Project to reduce the significant environmental impacts as identified in the Final EIR. The Commission finds that the Project will have no impacts that cannot be reduced to a less-than-significant level through the incorporation of mitigation measures as described in the Final EIR. Accordingly, the Project will have no impacts that remain significant and unavoidable.

#### **V. EVALUATION OF PROJECT ALTERNATIVES**

This section describes the EIR alternatives and the reasons for rejecting the alternatives as infeasible. CEQA mandates that an EIR evaluate a reasonable range of alternatives to the proposed project or the project location that would feasibly attain most of the project's basic objectives, but that would avoid or substantially lessen any identified significant adverse environmental effects of the project. An EIR is not required to consider every conceivable alternative to a proposed project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. CEQA requires that every EIR also evaluate a "no project" alternative. Alternatives provide a basis of comparison to the proposed project in terms of their significant impacts and their ability to meet project objectives. This comparative analysis is used to consider reasonable, potentially feasible options for minimizing environmental consequences of the Project.

##### **Alternatives Analyzed in the Final EIR**

The Department considered a range of alternatives in draft EIR Chapter 6, Alternatives. The Final EIR analyzed the Project compared to four CEQA alternatives:

- No Project Alternative
- Code-Compliant Alternative

- Fleet Management Use Mix Alternative
- Expanded Parcel Delivery Use Alternative

### **Evaluation of Project Alternatives**

CEQA provides that alternatives analyzed in an EIR may be rejected if “specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible ... the project alternatives identified in the EIR” (CEQA Guidelines section 15091[a][3]). The Planning Commission has reviewed each of the alternatives to the Project as described in the Final EIR that would reduce or avoid the impacts of the Project and finds that there is substantial evidence of specific economic, legal, social, technological, and other considerations that make these alternatives infeasible, for the reasons set forth below.

In making these determinations, the Planning Commission is aware that CEQA defines “feasibility” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors.” The Planning Commission is also aware that under CEQA case law, the concept of “feasibility” encompasses (i) the question of whether a particular alternative promotes the underlying goals and objectives of a project, and (ii) the question of whether an alternative is “desirable” from a policy standpoint to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors.

The following Project alternatives and Project were fully considered and compared in the Final EIR.

#### **A. No Project Alternative.**

Under the No Project Alternative, the Project site would not be developed. Instead, the No Project Alternative assumes that approximately 75 percent of the existing building space on the site (336,000 gross square feet in three buildings) would be occupied by parcel and last-mile delivery uses. This is an increase over the existing conditions (i.e., no buildings were occupied by parcel delivery when the Project’s environmental review started in 2017; however, parcel delivery services have been operating in two buildings since 2020). The remaining space (112,000 gross square feet in the fourth existing building) would be occupied by other types of PDR uses (e.g., wholesale and storage uses). These uses and the space occupied by them reflect what would reasonably be expected to occur in the foreseeable future compared to the uses that existed onsite in 2017. The No Project Alternative would employ approximately 750 people—15 more employees than under baseline 2017 conditions, and 1,227 fewer employees than under the Project.

Under the No Project Alternative, the existing four single-story PDR buildings would not be demolished; other than tenant improvements (such as interior upgrades), no construction or site improvements—such as grading, excavation, or alterations to the height and massing of the buildings—would occur at the site. The No Project Alternative would not include sustainability features proposed under the Project, such as a rooftop solar array; water- and energy-efficient designs; and electric vehicle charging infrastructure for trucks, transportation refrigeration units, or passenger vehicles, except as may be required through the building permitting process for tenant improvement applications in the future. The No Project Alternative would not include street, sidewalk, or streetscape improvements; bicycle parking; or a TDM plan.

The No Project Alternative would reduce the impacts of the Project because the No Project Alternative would not involve construction of new buildings or street network changes, and only minimal tenant improvements are anticipated to occur. Due to the limited construction activities associated with the No Project Alternative, construction-related transportation, air quality, and noise impacts would be less than under the Project, and construction-related impacts to cultural resources and tribal cultural resources would not occur. Therefore, construction-related transportation impacts of the No Project Alternative would be less than the less-than-significant impacts identified for the Project. For operations, unlike the Project, the No Project Alternative would not introduce new fixed sources of noise; therefore, there would be no new noise effects at the property plane or noise-sensitive land uses. No impacts would occur from the No Project Alternative because no new fixed sources of noise would be needed as part of this alternative. Also, because the No Project Alternative would result in fewer vehicle trips, noise and air quality impacts from vehicle trips would be reduced. Regarding other operational air quality impacts and health risks, the No Project Alternative would not include manufacturing and maker use as a PDR use, would not require backup generators, and would require limited, if any, transportation refrigeration units, thereby eliminating or limiting operational emissions associated with these sources; therefore, impacts would be reduced.

The No Project Alternative is hereby rejected as infeasible because, although the severity of the less-than-significant impacts of the Project would be lessened, it would fail to meet the objectives of the Project. The No Project Alternative would not meet any of the Project objectives, except for Objective 5 (site PDR uses in a dense infill setting to create employment near housing and reduce vehicle miles traveled for potential distribution uses by locating such uses in San Francisco proximate to multiple freeways, rather than traditional suburban locations), which the No Project Alternative meets, but to a lesser degree than the Project. The existing PDR buildings would remain on site, and no new PDR space would be provided; therefore, the No Project Alternative would not meet the underlying objective to develop a modern, flexible, and durable PDR facility for a diverse and evolving range of uses in a central urban environment. The No Project Alternative would not advance progress toward the City's long-standing goals to upgrade and expand PDR space, replace functionally outdated PDR space with first- and best-in-class facilities, use innovative design at a size and scale that accommodates a range of large and small PDR uses, or boost resiliency in the local supply chain. The Project site would not be redeveloped to make efficient use of existing utilities, circulation, and complementary uses in the surrounding PDR-2 Zoning District.

The No Project Alternative would have a total building floor area of 448,000 square feet, which is approximately one-fifth of the total building area of the Project, and would result in a net gain of 15 employees compared to the 1,242 employees under the Project. The No Project Alternative has a considerably smaller overall footprint, and would not provide an appreciable positive fiscal impact as it would not substantially change the existing buildings nor the workforce size required for the site. This alternative would contribute, but not as much as the Project would, to new jobs at a variety of experience levels; enhanced property values; property taxes; workers who will support direct and indirect local business growth in the Bayview; and employment near housing that would reduce VMT for potential distribution uses by locating such uses in San Francisco. The No Project Alternative would not include sustainability features proposed under the Project, such as a rooftop solar array, water- and energy-efficient designs, and electrical docking stations. Therefore, the No Project Alternative would not develop a Project with infrastructure that facilitates carbon-efficient vehicle fleets and operations as cost-effective technology becomes available. The No Project Alternative would not include street, sidewalk, or streetscape improvements; bicycle parking; or a TDM plan. Therefore, the No Project Alternative would not meet the Project objective of creating a safe and compelling streetscape accessible by multiple



modes of transportation, including bicycles and pedestrians.

For these reasons, it is hereby found that the No Project Alternative is rejected because it would not meet the objectives of the Project and, therefore, is not a feasible alternative.

**B. Code-Compliant Alternative.**

The Code-Compliant Alternative would demolish the existing four single-story PDR buildings on site and construct two two-story buildings. Each of the buildings would have approximately the same ground floor shape as the Project and would have a similar orientation on the site. However, under the Code-Compliant Alternative, the buildings would not exceed the 65-J Height and Bulk District requirements (65 feet building height limit) and would only have two floors, plus active roof. As a result, there would be no Zoning Map Amendments for a height and bulk district reclassification, and there would be no Planning Code Text Amendments to adopt a Special Use District for the Project site. A shorter construction schedule of 26 months (compared to 31 months for the Project) is anticipated for this alternative, given the reduced building height and square footage.

The combined building square footage of the Code-Compliant Alternative (1,363,000 square feet) is less than that under the Project (2,160,000 square feet, including active roofs). Similar to the Project, the Code-Compliant Alternative would provide space for several main types of PDR uses. These uses could consist of principally permitted and conditionally permitted land uses in the PDR-2 Zoning District including manufacturing and maker space; parcel delivery service, including last-mile delivery; and wholesale and storage. Although the building's overall square footage would be less than that of the Project, the allocation of the PDR uses would be proportional to the Project, with 3 percent consisting of manufacturing and maker space, 65 percent consisting of parcel delivery, and 32 percent consisting of wholesale/storage. The proportion of ground-floor retail would be the same as under the Project (0.5 percent of the gross building area; i.e., 5,000 square feet). The Code-Compliant Alternative would include sustainability features similar to those of the Project, such as water- and energy-efficient designs and electrical docking stations. The Code-Compliant Alternative would include a reduced rooftop solar array. Similar to the Project, the Code-Compliant Alternative would include street, sidewalk, or streetscape improvements; bicycle parking; and a TDM plan.

Overall, the Code-Compliant Alternative would result in less impacts because it entails smaller structures (i.e., 1,363,000 square feet of new construction, compared to 2,160,000 square feet including active roofs for the Project) and a shorter duration of construction (i.e., an estimated 26 months of construction duration, compared to 31 months for the Project). Therefore, for reasons similar to those described for the Project, construction-related transportation and air quality impacts for the Code-Compliant Alternative would be less than the less-than-significant impacts identified for the Project. Due to the reduced operational capacity of this Alternative, operational air quality and health risk impacts also would be reduced as compared to the Project. Further, because the building heights for this Alternative would be lower, wind-related impacts would also be reduced.

Under the Code-Compliant Alternative, noise- and vibration-generating construction activities and equipment are expected to be nearly identical to those analyzed for the Project due to the similar scope of construction work areas, grading and excavation, and activity types. Because the total duration of construction would be less than that of the Project, the amount of material required for delivery to the site under the Code-Compliant Alternative would be roughly 20 to 40 percent less than that under the



Project. The construction noise and vibration assumptions used for the Project (e.g., the types and quantities of construction equipment, their reference sound levels, and usage factors) would not change under the Code-Compliant Alternative. Therefore, similar to the Project, impacts generated by construction noise and vibration would be less than significant. Finally, because the Code-Compliant Alternative would not avoid the ground disturbing activity associated with the Project, the Alternative would not avoid the potentially significant impacts related to cultural resources and tribal cultural resources.

The Code-Compliant Alternative is hereby rejected as infeasible because it would fail to meet the objectives to the same extent as the Project or the Expanded Streetscape Alternative, including the underlying objective to develop a modern, flexible, and durable PDR facility for a diverse and evolving range of uses in a central urban environment. The Code-Compliant Alternative would replace the existing PDR buildings with modern facilities. The Project site would be redeveloped to make efficient use of existing utilities, circulation, and complementary uses in the surrounding PDR-2 Zoning District. Because the size and scale of the Code-Compliant Alternative would be reduced from the Project and the ground-floor manufacturing and maker space would be eliminated, this alternative would only partially meet the objective of using innovative design at a size and scale that accommodate an adaptable range of large and small PDR uses. The Code-Compliant Alternative would not replenish the supply of displaced PDR space, or boost resiliency in the local supply chain and disaster response capabilities by providing large-scale adaptable facilities that can be rapidly mobilized in a central location, to the same extent as the Project.

There would be a net increase of approximately 507 employees associated with the Code-Compliant Alternative, compared to 1,242 employees under the Project. Because fewer jobs would be created and the scale of development and operations would be smaller, the Code-Compliant Alternative would not meet, to the same extent as the Project, the objective of providing a positive fiscal impact by creating jobs at a variety of experience levels, enhancing property values, generating property taxes, introducing workers who will support direct and indirect local business growth in the Bayview, or creating employment near housing that would reduce VMT for potential distribution uses by locating such uses in San Francisco. Additionally, because the Project does not have any environmental impacts that remain significant and unavoidable after mitigation, there are no significant impacts that would be mitigated by the Code-Compliant Alternative but not the Project.

For these reasons, it is hereby found that the Code-Compliant Alternative is rejected because it would not meet the basic objectives to the same extent as the Project and, therefore, is not a feasible alternative.

### **C. Fleet Management Use Mix Alternative.**

The Fleet Management Use Mix Alternative would demolish the existing four single-story PDR buildings on site and construct two new three-story buildings (plus active roof) in the same configuration used for the Project. The combined building square footage of the Fleet Management Use Mix Alternative (2,160,000 square feet, including active roofs) is the same as that of the Project. This alternative is different from the Project because it would include less space for parcel delivery (50 percent of the total PDR floor area) and eliminate the wholesale/storage space. The active PDR floor area would be divided equally between parcel delivery service, including last-mile delivery, and fleet management. The Fleet Management Use Mix Alternative would not include ground-floor manufacturing and maker or retail spaces. The areas of the buildings identified for these uses in the Project (35,000 square feet of manufacturing and maker

space and 8,400 square feet of retail) would instead be used for PDR support space to maximize the efficiency of each building's layout and internal circulation. The Fleet Management Use Mix Alternative would include sustainability features similar to those under the Project, such as water- and energy-efficient designs, electrical docking stations, and an active rooftop with a solar array, as well as the street, sidewalk, or streetscape improvements; bicycle parking; and a TDM plan.

The Fleet Management Use Mix Alternative includes the same amount of development area as the Project. However, all of it would be allocated to PDR uses: approximately half for private and/or public fleet storage and management uses, and half for parcel and last-mile delivery uses. Because the Fleet Management Use Mix Alternative would involve the same amount (i.e., 2,160,000 square feet, including active roofs) and duration (i.e., 31 months) of construction activities, and would include the same amount of development area as the Project, the Fleet Management Use Mix Alternative would have similar construction-related transportation, air quality, and noise impacts, and would not avoid the potentially significant cultural resources and tribal cultural resources impacts. Because the buildings under this Alternative would be the same height as the Project, wind impacts also would be similar.

Regarding operational impacts, the Fleet Management Use Mix Alternative would require HVAC systems to support the facility's enclosed and partially enclosed areas. Although shifts in square footage of uses may redistribute the HVAC systems, the overall HVAC needs of the facility would be similar to those required by the Project. The Fleet Management Use Mix Alternative would increase the area of logistics yard uses by 9.8 percent, and would therefore require a slight increase in ventilation system capacity while conversely slightly reducing the necessary capacities of rooftop HVAC equipment. Because the design and capacity of the system are similar to those of the Project, operational noise from fixed sources under the Fleet Management Use Mix Alternative would be similar. For noise from mobile sources, the Fleet Management Use Mix Alternative would reduce onsite and offsite traffic volumes by approximately 14 percent, with a 50 percent reduction in heavy truck trips during the nighttime (10 p.m. to 7 a.m.) period compared to the Project; but these reductions are partially offset by the Alternative's public fleet operations, which would increase nighttime medium truck (bus) trips from 31 to 130. Despite the large relative increase in nighttime period bus trips, the noise-reducing effects of halving the nighttime heavy trucks assumed in the proposed project would offset the potential increase in bus noise and result in a net nighttime traffic noise reduction of approximately 0.1 dBA compared to the proposed project. Therefore, impacts would be similar to the Project.

Regarding operational air quality and health risks, there would be an increase of approximately 20 percent in offsite emissions from worker and delivery trips to and from the site along the offsite traffic routes for the Fleet Management Use Mix Alternative, compared to the Project. This is attributed to an increase in vehicle trips, including worker commute trips, patrons and vendors/deliveries to the site, and bus trips. However, PM<sub>2.5</sub> exhaust is slightly lower, by 2 percent, under the Fleet Management Use Mix Alternative than under the Project, because the increase in vehicles under the Fleet Management Use Mix Alternative results from buses rather than higher polluting diesel trucks (i.e., single-unit and tractor trailer trucks), as under the Project. This shift in the vehicle types would lower the PM<sub>2.5</sub> exhaust emissions. There would also be a decrease of about 23 percent in PM<sub>2.5</sub> exhaust and total PM<sub>2.5</sub> emissions related to parcel delivery for this alternative compared to parcel delivery for the Project. Additionally, total PM<sub>2.5</sub> emissions and exhaust PM<sub>2.5</sub> emissions generated on site would decrease compared to the Project due in large part to the reduction in total onsite diesel trucks by 18 percent (for total PM<sub>2.5</sub>) and 47 percent (for exhaust PM<sub>2.5</sub>). Under this Alternative, the elimination of manufacturing and maker space and reduced transportation refrigeration units, and the shift in the vehicle fleet mix to reduce single-unit and tractor

trailer trucks, also would result in a decrease in operational mass emissions of NO<sub>x</sub> as compared to the Project. The Fleet Management Use Mix alternative would result in a net increase in NO<sub>x</sub> emissions, but these emissions would be below the thresholds of significance and thus, none of the air quality mitigation measures would be required if this alternative were implemented.

The Fleet Management Use Mix Alternative is rejected as infeasible because it would fail to meet several Project objectives. It would not meet the underlying objective to develop a modern, flexible, and durable PDR facility for a diverse and evolving range of uses in a central urban environment, because eliminating wholesale and storage and manufacturing and maker uses would undermine the facility's flexibility. It would significantly limit the Project's ability to evolve to accommodate a range of PDR uses in response to industry and market needs, including anticipated demand for parcel delivery services, and its ability to accommodate a range of large and small PDR uses. Therefore, the Alternative would not meet the underlying objective or Objective 4. Additionally, because the Project does not have any environmental impacts that remain significant and unavoidable after mitigation, there are no significant impacts that would be mitigated by the Fleet Management Use Mix Alternative but not the Project.

For these reasons, it is hereby found that the Fleet Management Use Mix Alternative is rejected because it would not meet all of the basic objectives to the same extent as the Project and, therefore, is not a feasible alternative.

#### **D. Expanded Parcel Delivery Use Alternative.**

The Expanded Parcel Delivery Use Alternative would demolish the existing four single-story PDR buildings on site and construct two new three-story buildings (plus active roof) in the same configuration as the Project. The combined building square footage of the Expanded Parcel Delivery Use Alternative (2,160,000 square feet, including active roofs) is the same as that of the Project. Unlike the Project, this alternative would provide space for only one PDR use, consisting of parcel delivery service, including last-mile delivery. The Expanded Parcel Delivery Use Alternative would not include ground-floor manufacturing and maker or retail spaces. The areas of the buildings identified for these uses in the Project (35,000 square feet of manufacturing and maker space and 8,400 square feet of retail) would instead be used for PDR support space to maximize the efficiency of each building's layout and internal circulation. The Expanded Parcel Delivery Use Alternative would include sustainability features similar to those used under the Project, such as water- and energy-efficient designs, electrical docking stations, and an active rooftop with a solar array, as well as street, sidewalk, or streetscape improvements; bicycle parking; and a TDM plan.

The Expanded Parcel Delivery Use Alternative would involve the same amount (i.e., 2,160,000 square feet, including active roofs) and duration (31 months) of construction activities as the Project. Therefore, construction-related air quality, noise, and transportation impacts would be similar to the Project.

For operational impacts, the Expanded Parcel Delivery Use Alternative would require HVAC systems to support the facility's enclosed and partially enclosed areas. Although shifts in square footage of uses may redistribute the HVAC systems, the overall HVAC needs of the parcel delivery use and building spaces would be nearly identical to those required by the Project. The Expanded Parcel Delivery Use Alternative would increase the area of logistics yard uses by 9.8 percent, and would therefore require a slight increase in ventilation system capacity while conversely slightly reducing the necessary capacities of rooftop HVAC equipment. Because the design and capacity of the system would be similar to those under the Project,

operational noise from fixed sources under the Expanded Parcel Delivery Use Alternative would be similar. The Expanded Parcel Delivery Use Alternative would result in an increase in onsite and offsite operational traffic volumes by approximately 4 percent when compared with the Project. Increased traffic volumes generally correspond with increased traffic noise. However, the Expanded Parcel Delivery Use Alternative would only increase the number of cars and vans traveling to and from the site, while maintaining the same number of heavy truck trips and reducing the daily volumes of medium truck trips by approximately 21 percent. The notable reduction in medium truck trips would have a greater effect on overall traffic noise levels than the increase in cars and vans. As a result, the overall traffic noise levels generated by the Expanded Parcel Delivery Use Alternative at noise-sensitive land uses would be less than those predicted for the Project.

For operational air quality impacts, total operational space would be the same as under the Project, but the PDR use mix would be allocated entirely to parcel delivery, including last-mile use, with no manufacturing and maker space, ground-floor retail, or wholesale and storage use. The number of transportation refrigeration units would increase slightly in comparison to the Project, because the parcel delivery use is anticipated to have a greater proportion of use requiring transportation refrigeration units than the warehousing/storage use that is included in the Project. In addition, the vehicle fleet mix for the Expanded Parcel Delivery Use Alternative would shift slightly to include a greater proportion of vans and fewer single-unit and tractor trailer trucks. Overall, operational emissions under the Expanded Parcel Delivery Use Alternative would be less than those under the Project. This alternative would result in a net increase in operational  $\text{NO}_x$  emissions that would be approximately 28 percent less than under the Project, but would still exceed the threshold of significance for  $\text{NO}_x$ . Further, due to the increase in last-mile vehicle travel under the Expanded Parcel Delivery Use Alternative, there would be an increase of approximately 52 percent in offsite  $\text{PM}_{2.5}$  exhaust and 53 percent in total  $\text{PM}_{2.5}$  (inclusive of resuspended roadway dust) along the offsite circulation routes.  $\text{PM}_{2.5}$  exhaust and total  $\text{PM}_{2.5}$  from offsite worker and delivery trips for the Expanded Parcel Delivery Use Alternative are lower than those under the Project by 8 percent and 18 percent, respectively. As a result of these changes in emissions for the Expanded Parcel Delivery Use Alternative, the cancer risk at both the maximally exposed individual residential and worker receptors would increase approximately 2 to 3 percent in comparison to the Project.

The Expanded Parcel Delivery Use Alternative is rejected as infeasible because the Alternative would fail to meet several of the Project objectives. The Expanded Parcel Delivery Use Alternative would only provide PDR space for parcel delivery service, and therefore would not meet the underlying objective of developing a flexible PDR facility for a diverse and evolving range of uses. It would not accommodate a range of large and small PDR uses, including ground-floor manufacturing and maker or retail spaces, and also would not be able to adapt over time to different industries and market needs. Additionally, because the Project does not have any environmental impacts that remain significant and unavoidable after mitigation, there are no significant impacts that would be mitigated by the Expanded Parcel Delivery Use Alternative but not the Project.

For these reasons, it is hereby found that the Expanded Parcel Delivery Use Alternative is rejected because it would not meet all of the basic objectives to the same extent as the Project or the Expanded Streetscape Alternative and, therefore, is not a feasible alternative.

**E. Additional Alternatives Considered but Rejected**

As stated in CEQA Guidelines section 15126.6(f)(1), factors that may be considered when a lead agency is assessing the feasibility of alternatives include “site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries ..., and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site.” Several alternatives were considered by the planning department but were ultimately rejected due to these factors or because the alternatives did not reduce the significant impacts identified for the proposed project. After further consideration of the five alternatives listed below, it was determined that they would not be feasible, would not substantially meet most of the project objectives, or would not avoid or lessen potentially significant adverse impacts that were identified for the Project.

1. Alternative Site in San Francisco
2. Alternative Site Outside of San Francisco, but Within the Bay Area
3. Expanded Maker Space Use Mix
4. Expanded Wholesale/Storage Use Mix
5. Phased Project Operations (restricting tenancy in second building to uses with lower emissions, particularly of NO<sub>x</sub>, until a later time when emissions would be lower)

For these reasons, it is hereby found that these additional alternatives are infeasible and have been rejected.

**VI. STATEMENT OF OVERRIDING CONSIDERATIONS**

Pursuant to Public Resources Section 21081 and CEQA Guidelines Section 15093, the Commission hereby finds that, because the Project will have no impacts that remain significant and unavoidable with incorporation of mitigation measures, no statement of overriding considerations is warranted for the Project.



# PLANNING COMMISSION MOTION NO. 21827

**HEARING DATE: SEPTEMBER 25, 2025**

**Record No.:** 2015-012491ENV  
**Project Address:** 749 Toland Street and 2000 McKinnon Avenue (SF Gateway)  
**Zoning:** Production, Distribution, and Repair -2 (PDR-2)  
65-J Height and Bulk District  
**Cultural District:** African American Arts & Cultural District  
**Block/Lot:** 5284A/008 and 5287/002  
**Project Sponsor/**  
**Property Owner:** Prologis, L.P.  
**Address:** Pier 1, Bay 1  
**City, State:** San Francisco, CA  
**Staff Contact:** Gabriela Pantoja, Senior Planner  
(628) 652-7380, [gabriela.pantoja@sfgov.org](mailto:gabriela.pantoja@sfgov.org)  
Elizabeth White, Senior Environmental Planner  
(628) 652-7557, [elizabeth.white@sfgov.org](mailto:elizabeth.white@sfgov.org)

ADOPTING FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, INCLUDING FINDINGS OF FACT AND EVALUATION OF MITIGATION MEASURES AND ALTERNATIVES RELATED TO APPROVALS FOR THE SAN FRANCISCO GATEWAY PROJECT LOCATED AT 749 TOLAND STREET, ASSESSOR'S BLOCK 5284A LOT 008, AND 2000 MCKINNON AVENUE, ASSESSOR'S BLOCK 5287 LOT 002, WITHIN THE PDR-2 (CORE PRODUCTION, DISTRIBUTION, AND REPAIR) ZONING DISTRICT AND 65-J HEIGHT AND BULK DISTRICT.

## PREAMBLE

On September 18, 2015, Prologis, L.P. (hereinafter "Project Sponsor") filed an Environmental Evaluation Application No. 2015-012491ENV (hereinafter "Application") and applicable supplemental materials in related records with the Planning Department (hereinafter "Department"), as subsequently updated.

The Department is the Lead Agency responsible for the implementation of the California Environmental Quality Act, California Public Resources Code Sections 21000 et seq. ("CEQA"), the Guidelines for Implementation of CEQA, 14 California Code of Regulations Sections 15000 et seq. ("CEQA Guidelines"), and Chapter 31 of the San Francisco Administrative Code ("Chapter 31").

Pursuant to and in accordance with the requirements of Section 21094 of CEQA and Sections 15063 and 15082 of the CEQA Guidelines, on March 9, 2022, the Department published a Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting ("NOP") and initiated a 30-day public comment period.



On March 30, 2022, the Department held a virtual public meeting on the scope of the environmental analysis for the EIR, at which public comment was received, with options for joining by phone, toll-free, and by computer. The period for commenting on the NOP ended on April 8, 2022.

On August 2, 2023, the Planning Department published a Draft Environmental Impact Report (“Draft EIR”) for the project. The Department provided public notice in a newspaper of general circulation of the availability of the Draft EIR, including an initial study, for public review and comment, and provided the date and time of the San Francisco Planning Commission (“Planning Commission”) public hearing on the DEIR; this notice was mailed or emailed to the Department’s lists of persons requesting such notice and of owners and occupants of sites within 300-foot radius of the project site, and decision-makers. This notice was also posted at and near the Project site by the Project Sponsor or consultant on August 2, 2023.

Electronic copies of the notice of availability of the DEIR and the DEIR were posted to the Planning Department’s environmental review documents web page and available for download. The notice of availability of the DEIR was also posted on the website of the San Francisco County Clerk’s Office.

On September 7, 2023, the Planning Commission held a duly noticed public hearing on the Draft EIR, at which opportunity for public comment was given, and public comment was received on the Draft EIR. The period for commenting on the DEIR ended on October 16, 2023.

The Department prepared responses to comments on environmental issues received during the public review period for the Draft EIR, prepared revisions to the text of the Draft EIR in response to comments received or based on additional information that became available during the public comment period, and corrected errors in the Draft EIR.

On May 7, 2025, the Planning Department published a Responses to Comments document (“RTC”) that was posted to the Planning Department’s environmental review documents web page, distributed to the Commission, other decisionmakers, and all parties who commented on the DEIR, and made available to others upon request at the Department.

The Department prepared a final environmental impact report (hereinafter “Final EIR”), consisting of the Draft EIR, any consultations and comments received during the Draft EIR review process, any additional information that became available, and the RTC, all as required by law.

On May 22, 2025, the San Francisco Planning Commission conducted a duly noticed public hearing at a regularly scheduled meeting, and without hearing the item continued it to June 26, 2025, September 11, 2025, and thereafter to September 25, 2025.

On September 25, 2025, the Planning Commission reviewed and considered the Final EIR and found that the contents of said report and the procedures through which the Final EIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31. The Final EIR was certified by the Commission on September 25, 2025, by adoption of Motion No. 21826.



**WHEREAS**, the Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.


**WHEREAS**, the Commission reviewed and considered the Final EIR for the Project and found the Final EIR to be adequate, accurate, and objective, thus reflecting the independent analysis and judgment of the Department and the Commission, and that the RTC presented no new environmental issues not addressed in the Draft EIR, and approved the Final EIR for the Project in compliance with CEQA, the CEQA Guidelines, and Chapter 31.

**WHEREAS**, the Department prepared the CEQA Findings, attached to this Motion as Attachment A and incorporated fully by this reference, regarding the alternatives, mitigation measures, and environmental impacts analyzed in the FEIR for approving the Project, and the proposed mitigation monitoring and reporting program (“MMRP”) attached as Attachment B and incorporated fully by this reference. The Commission has reviewed the entire record, including Attachments A and B, which material was also made available to the public.

**MOVED**, that the Commission hereby adopts findings under the California Environmental Quality Act, including findings rejecting alternatives as infeasible, attached to this Motion as Attachment A, and adopts the Mitigation Monitoring and Reporting Program, attached as Attachment B, both fully incorporated into this Motion by reference, based on substantial evidence in the entire record of this proceeding.

The Department Commission Secretary is the Custodian of Records; all pertinent documents are located in the File for Case No. 2015-012491ENV, at the Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

I hereby certify that the foregoing Motion was ADOPTED by the Commission at its regular meeting on September 25, 2025.



Jonas P. Ionin  
Commission Secretary

**Jonas P Ionin**

Digitally signed by Jonas P Ionin  
Date: 2025.10.03 09:24:57 -07'00'

AYES:	Campbell, McGarry, Williams, Braun, Imperial, So
NAYS:	None
ABSENT:	Moore
ADOPTED:	September 25, 2025



**ATTACHMENT A**

**SAN FRANCISCO GATEWAY PROJECT**

**749 Toland Avenue and 2000 McKinnon Street**

**CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS:  
FINDINGS OF FACT, EVALUATION OF MITIGATION MEASURES AND ALTERNATIVES**

**SAN FRANCISCO PLANNING COMMISSION**

**MAY 22, 2025**

**PREAMBLE**

In determining to approve the San Francisco Gateway Project located at 749 Toland Avenue and 2000 McKinnon Street ("Project"), as described in Section I.A, Project Description, the San Francisco Planning Commission (the "Commission") makes and adopts the following findings of fact and decisions regarding the Project description and objectives, significant impacts, mitigation measures, and alternatives, based on substantial evidence in the whole record of this proceeding and pursuant to the California Environmental Quality Act, California Public Resources Code Section 21000 *et seq.* ("CEQA"), particularly Section 21081 and 21081.5, the Guidelines for Implementation of CEQA, 14 California Code of Regulations Section 15000 *et seq.* ("CEQA Guidelines"), particularly Sections 15091 through 15093, and Chapter 31 of the San Francisco Administrative Code ("Chapter 31"). The Commission adopts these findings in conjunction with the Approval Actions described in Section I(c), below, as required by CEQA, separate and apart from the Commission's certification of the Project's Final Environmental Impact Report ("Final EIR"), which the Commission certified prior to adopting these CEQA findings.

This document is organized as follows:

**Section I** provides a description of the Project proposed for adoption, Project objectives, the environmental review process for the Project, the City approval actions to be taken and the location and custodian of the record;

**Section II** identifies the impacts found not to be significant that do not require mitigation;

**Section III** identifies potentially significant impacts that can be avoided or reduced to less-than-significant levels through the mitigation measures proposed in the Final EIR and sets forth findings as to the mitigation measures;

**Section IV** identifies that there would not be any significant impacts that cannot be avoided or reduced to less-than-significant levels;

**Section V** identifies the project alternatives that were analyzed in the Final EIR and discusses the reasons for their rejection; and

**Section VI** presents the San Francisco Planning Commission’s (the “Commission’s”) determination that, because the Project will have no impacts that remain significant and unavoidable with incorporation of mitigation measures, no statement of overriding considerations is warranted for the Project.

The Draft Environmental Impact Report (“Draft EIR”) and the Comments and Responses document (“RTC”) together comprise the Final EIR (or “FEIR”). Attachment B to the Planning Commission Motion contains the Mitigation Monitoring and Reporting Program (“MMRP”), which provides a table setting forth the full text of each mitigation measure listed in the Final EIR that is required to reduce a significant adverse impact. The MMRP (Attachment B) is required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. The MMRP also specifies the party responsible for implementation of each mitigation measure and establishes monitoring actions and a monitoring schedule.

These findings are based upon substantial evidence in the entire record before the Commission. The references set forth in these findings to certain pages or sections of the Final EIR, are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.

**PROJECT DESCRIPTION, OBJECTIVES, ENVIRONMENTAL REVIEW PROCESS, APPROVAL ACTIONS, AND RECORDS****A. Project Description.****1. Project Location and Site Characteristics.**

The approximately 743,800-gross-square-foot (17.1 gross total acres) Project site is in the Bayview neighborhood of San Francisco, California and is located in the PDR-2 Zoning District and the 65-J Height and Bulk district. The street addresses of the existing buildings are 749 Toland Street and 2000 McKinnon Avenue. The Project site consists of Assessor's Block 5284A, Lot 008, and Block 5287, Lot 002. The Project site is currently occupied by four single-story structures totaling approximately 448,000 square feet of PDR space, and is relatively flat and rectangular. As shown in Figure 2.C-2 and Figure 2.C-3 in the Draft EIR (pp. 2-5 and 2-6), the Project site is fully developed, is covered in impermeable surfaces, and contains a small amount of vegetation and no street trees.

The Project site is bounded by Kirkwood Avenue to the north, Rankin Street to the east, McKinnon Avenue to the south, and Toland Street to the west. An elevated portion of Interstate 280 (I-280) bisects the Project site, running in a north-south direction above the existing Selby Street right-of-way; the uppermost roadbed deck is approximately 55 feet above-grade. The Project site parcels owned by the Project sponsor include portions of the surrounding paved streets (i.e. portions of Kirkwood and McKinnon Avenues, and Rankin, Selby, and Toland Streets).

**2. Project Characteristics.**

The Project would construct two new multi-story PDR buildings that would provide new PDR space in the industrial area of the Bayview neighborhood of San Francisco. The Project would demolish the existing four PDR buildings onsite and would construct two new three-story buildings, totaling approximately 1,646,000 gross square feet of enclosed floor area, or 2,160,000 gross square feet including active roofs. The Project would construct new sidewalks along the site's perimeter, including Selby Street, and would create seven new curb cuts for access to each new building (14 total). The new sidewalks would be designed in accordance with San Francisco's Better Streets Plan standards for industrial roads. The Project also would include a total of approximately 543,500 gross square feet of parking, on the first story and an active roof of each building. Approximately 1,125 parking spaces for standard automobiles would be provided, and each building would include 36 loading dock doors at level 1 with additional tenant-specific loading on the upper levels. The Project would provide 116 bicycle parking spaces in total: 100 Class 1 and 16 Class 2 spaces.

The proposed buildings would be taller than the 65 feet allowed by the existing 65-J Height and Bulk district; therefore, approval of a Height and Bulk district Zoning Map Amendment would be required for the Project. As such, the Project requires approval of an ordinance to allow proposed modifications to the existing Height and Bulk district. The Project also requires the approval of a Zoning Map Amendment and Planning Code Text Amendment to establish a new Special Use District

**a. Proposed Buildings.**

The proposed building west of I-280 at 749 Toland Street is identified as "Building A," and the proposed building east of I-280 at 2000 McKinnon Street is identified as "Building B." Each building would have a

maximum height of approximately 97 feet (115 feet with rooftop appurtenances included). Buildings A and B would be approximately the same size, shape, and dimensions, and would be oriented similarly on site. Both Building A and Building B would include three levels of PDR space with direct access to vehicle circulation, logistics yards, and rooftop parking, vehicle staging, and storage. Each of these two buildings would include a one-way ramp system designed to provide full-service, upper-level truck access and PDR spaces for its tenants. In addition, a total of approximately 8,400 gross square feet of ground floor retail space and 35,000 gross square feet of ground-floor maker space would be included in the two buildings. The active roof would be a screened, open-air, multipurpose deck that could be used for materials staging and vehicle staging for box trucks, vans, and personal vehicles.

**b. Proposed Project Uses and Analyzed Tenant Use Mix.**

The Project sponsor proposes to build a flexible PDR space that could accommodate an evolving mix of users or tenants for a 100-year period or longer. The Project includes PDR (and other uses principally permitted in the PDR-2 zoning district) and retail uses. The Project sponsor has proposed a Special Use District that would retain all principally or conditionally permitted uses within the PDR-2 Zoning District with the exception that Parcel Delivery Service and Private Parking Garage (with exceptions set forth in the SUD) uses will be principally permitted. The SUD would modify the use size limitations listed in Planning Code Section 210.3A, increasing the maximum use size of non-accessory retail uses from 2,500 square feet per lot (5,000 square feet total) to 8,500 square feet of retail space district-wide; and clarify the maximum allowable number of vehicle parking spaces.

Given that there are no identified tenants at this time, the draft EIR describes and analyzes a mix of PDR uses that are likely to occur based on the Project Sponsor's familiarity with leasing trends for PDR facilities in San Francisco and the Bay Area and that represent reasonably conservative assumptions about possible tenants' environmental impacts. The term "Project" means the construction and operation of the San Francisco Gateway facility, the operation of which is based on the analyzed tenant use mix, and the related streetscape improvements. The analyzed tenant use mix for the purpose of the Project's environmental review is identified in the following table:

**San Francisco Gateway Project Analyzed Tenant Use Mix (by square feet)**

Uses below are a combination of areas in buildings A and B					
Uses	Level 1	Level 2	Level 3	Roof	Project Total
PDR Uses					
Light Manufacturing/Maker	35,000	0	0	0	35,000
Parcel Delivery/Last Mile	0	381,000	369,600	8,800	759,400
Wholesale and Storage	372,400	0	0	0	372,400
PDR Support Spaces					
Logistics Yard	0	72,400	73,400	0	145,800
Vehicle/Pedestrian Circulation	69,700	112,800	95,400	17,600	295,500
Parking	55,900	0	0	487,600	543,500
Retail	8,400	0	0	0	8,400
<b>Total – Including Active Roof</b>				<b>514,000</b>	<b>2,160,000</b>
<b>Total – Not Including Active Roof</b>	<b>541,400</b>	<b>566,200</b>	<b>538,400</b>	--	<b>1,646,000</b>

While other uses, such as laboratory and certain automotive uses, are principally or conditionally permitted in both the existing PDR-2 zoning and proposed SUD, only the uses listed in the table above are specifically included in the San Francisco Gateway Project's analyzed tenant use mix. However, the SUD establishes a use consistency review process to ensure that site and/or building permits are consistent with the Project's Development Agreement; the Planning Code; the Project entitlement's conditions of approval, including the mitigation measures adopted as part of the Project's approval; and the EIR. If the uses are not consistent, further analysis may be required pursuant to CEQA.

**c. Sustainability**

The Project has been designed to be sustainable and resilient by providing flexible PDR space that could accommodate an evolving mix of tenants or users for a 100-year period or longer. Additionally, the Project would seek LEED Gold certification or higher. Buildings A and B would be designed to contain sustainability features such as a rooftop screen containing a solar array. This array would be sized to meet the San Francisco Better Roof Ordinance requirements and would generate electricity that could be used to offset the electrical use of the building, and/or the electric vehicles housed and/or visiting the site. In addition, all docking stations would be designed to support electric plug-in of trucks to reduce idling time during loading and unloading of trucks serving future land uses on site, thereby further minimizing onsite idling and resultant fuel use. Additional features to achieve LEED Gold certification would include the use of sustainable building materials, water- and energy-efficient mechanisms in the building design, bicycle facilities to encourage alternate modes of transportation, and indoor air quality measures to ensure tenant safety.

**d. Streetscape Improvements**

Proposed on-street parking would consist of 217 diagonal and parallel striped parking stalls. As set forth in the Infrastructure Plan attached as Exhibit P to the Development Agreement, the Project Sponsor shall continue to work with Planning Department staff, in consultation with other City agencies, to refine the design and programming of the Streetscape Plan so that the plan generally meets the standards of the Better Streets Plan and all applicable City standards. For each phase of the Project, the Project Sponsor shall submit a Street Improvement Permit application for all required street improvements prior to issuance of a building permit, and shall complete construction of all required street improvements prior to issuance of temporary certificate of occupancy for a building, except as otherwise provided in the Development Agreement.

Pursuant to the Better Streets Plan, the Project would provide streetscape improvements to the streets immediately adjacent to the Project site. The Project area is classified as an industrial street type under this plan, and would require new sidewalks, street trees, stormwater control measures, and accessible curb ramps. There are currently no sidewalks adjacent to the Project site. Pursuant to Public Works Code Section 806(d), the Project would be required to provide 216 street trees along the Project's 4,300 linear feet of street frontages, or to pay the appropriate in-lieu fees. Due to Project and site constraints (e.g., curb cuts, I-280 overpass, line-of-sight restrictions, and location of site utilities), the Project Sponsor would plant approximately 124 street trees and pay the corresponding in-lieu fee for the remaining required trees that cannot be accommodated on site. These 124 street trees would be consistent with the Better Streets Plan, and subject to review and approval by the Department of Public Works, Bureau of Urban Forestry. The nine street trees on the eastern sidewalk of Toland Street along the northern half of the building (from the Building A entrance to Kirkwood Street) would serve as wind mitigation measures,

based on the wind impact analysis conducted for the Project and described in the initial study (see draft EIR Appendix B, Initial Study, Section E.9, Wind); they would be approximately 25-foot-tall evergreen street trees with a 15-foot-diameter canopy.

The streetscape improvements to Toland Street would involve constructing a new 10-foot-wide sidewalk with street trees. An approximately 6-foot-wide, mid-block *bulb-out* with planters and street trees would be constructed along the main pedestrian entrance. This portion of the sidewalk would be 16 feet wide. The Project would provide an improved vehicular travel lane. In addition, two approximately 34-foot-wide driveways would be added along Toland Street to provide vehicular access onto the site. This portion of Toland Street would be resurfaced.

Along Kirkwood Avenue, a new 12-foot-wide sidewalk would be constructed, and street trees would be installed adjacent to the Project site. Each building would provide two 24-foot-wide curb cuts to access the PDR and/or maker space loading areas. The Project would provide an improved vehicular travel lane and a curb and gutter system on the northern side of Kirkwood Avenue. The full width of Kirkwood Avenue along the Project limits would be resurfaced.

Along Rankin Street, new 10-foot-wide sidewalks with street trees would be installed. An approximately 6-foot-wide, mid-block bulb-out with planters and street trees would be constructed along the main pedestrian entrance. This portion of sidewalk would be 16 feet wide. The Project would provide an improved vehicular travel lane and up to five striped parallel spaces. In addition, one approximately 34-foot-wide driveway and one approximately 50-foot-wide driveway would be added along Rankin Street to provide site access. This portion of Rankin Street would be resurfaced.

Along McKinnon Avenue, a new 12-foot-wide sidewalk would be constructed, and street trees would be installed adjacent to the Project site. Two approximately 6-foot-wide, mid-block bulb-outs with planters and street trees would be installed adjacent to each building's retail space. These two portions of the sidewalk would be 18 feet wide. Each building would provide a 40-foot-wide curb cut to provide site access. The Project would provide an improved vehicular travel lane, and the portions of McKinnon Avenue that extend from the centerline of the right-of-way and the site would be resurfaced.

**e. Transportation Demand Management Plan.**

The findings for San Francisco Planning Code Section 169 related to TDM plans state: "For Projects that use Development Agreements and may not be required to comply fully with the requirements of Section 169, it is the San Francisco Board of Supervisors' (Board of Supervisors') strong preference that Development Agreements should include similar provisions that meet the goals of the TDM Program." The Project Sponsor has committed to meet the goals of the TDM program by achieving a baseline required point target of 10 points per building, plus 6 points per building between 50-75% approved parking, and 12 points per building if a building exceeds 75% of its approved number of parking stalls (22 points total per building at project buildout). These commitments exceed the standard requirements pursuant to Planning Code Section 169 for a Project proposing PDR land uses.

Additional TDM requirements of the Project are specified in the Development Agreement, Exhibit J.

**f. Construction Activities.**



Construction would include demolition and site preparation, grading and ground improvements, building construction, building envelope and interior buildout, sitework, and startup and commissioning.

The Project's foundation design is expected to be concrete spread footings and/or grade beams on improved and engineered soil, with excavation for the foundations likely to extend 10 feet below existing grade. Typical foundation excavation is expected to extend to 7 feet below-grade, with elevator pits and utility trenching extending to 10 feet below existing grade.

Ground improvements, such as stone columns, drill displacement columns, geopiers, soil-cement mixing, or other similar methods, would provide vertical support through the existing soils to strengthen the undocumented fill that underlies the Project site. Using drill rigs, approximately 7,000 vibratory replacement stone columns or drill displacement columns would be extended 25 feet deep, and approximately 900 auger cast piles would be extended 60 feet deep to support the buildings on site. The Project would not require pile-driving activities. Approximately 140,600 cubic yards of soil would be excavated for the Project. Of this total, approximately 42,600 cubic yards would be improved and reused, and the remaining 98,000 cubic yards would be exported off site. Ground improvements, such as extended piles, stone columns, drill displacement columns, geopiers, soil-cement mixing, or other similar methods, would provide vertical support through the existing soils to strengthen the undocumented fill that underlies the Project site. The Project would import approximately 2,000 cubic yards of soil to the site. At least four underground storage tanks were historically present on the Project site along Selby Street, and one additional underground storage tank may have been present near the site's easternmost corner. Although the number of underground storage tanks present on site is not known, the Project sponsor will coordinate with the San Francisco Department of Public Health and comply with all permit requirements under the city's Hazardous Materials and Waste Program, which may result in the need for soil excavation and remediation activities. The total soil excavation volume (140,600 cubic yards) and the total volume of exported soil off site (98,000 cubic yards) included in the estimates above accounts for potential excavation, export, and remediation activities.

Because of the presence of shallow groundwater 3 to 6 feet below ground surface, temporary dewatering and shoring of utility trenches is anticipated to be required in some areas of the site.

**g. Construction Schedule.**

Construction is anticipated to occur over a total of approximately 31 months. The construction of each building would take approximately 27 months; however, the start of construction for Building A would be approximately 4 months before the start of construction for Building B, resulting in a total construction duration of approximately 31 months.

Construction work would typically occur five to six workdays per week for eight hours per day. Nighttime construction activities are anticipated to occur during specific phases of building construction—specifically, the building envelope and interior buildout phase, and the sitework phase. Nighttime construction activities, as defined by article 29 of the San Francisco Police Code, are construction activities occurring between 8 p.m. and 7 a.m. The Project Sponsor must obtain a permit from the San Francisco Public Works or the Department of Building Inspection (building department) to extend construction activities beyond the allowable construction hours (7 a.m. to 8 p.m.).

The total number of temporary/short-term workers during the approximate 31-month duration of

construction is anticipated to range from approximately 2,500 to 3,000.

### **3. Expanded Streetscape Variant**

The Expanded Streetscape Variant is the project proposed for approval.

An Expanded Streetscape Variant was analyzed in the draft EIR in the event the identified improvements are carried out by the Project Sponsor or other parties in the future. The Expanded Streetscape Variant would include the same land uses and site plan as the Project, but would improve the remainder of adjacent public rights-of-way to Better Streets standards. The Expanded Streetscape Variant would include improvements from the center line of each adjacent street outward to the property line of the adjacent lots. These improvements would include new roadway surfaces, curb cuts, sidewalks, street trees, and other amenities.

Along Toland Street, between Kirkwood and McKinnon Avenues, the Expanded Streetscape Variant would include resurfacing the western (southbound) side of the street. It would include extending the existing 10-foot sidewalk and planting approximately 13 street trees from the Kirkwood intersection to the McKinnon intersection. New curb ramps would be provided at both sides of the Toland Place intersection. Curb ramps and crosswalks would be provided at the southern and western sides of the Toland Street and McKinnon Avenue intersection. Five curb cuts of varying widths (24 to 40 feet) would be provided to maintain existing building access points.

Along Kirkwood Avenue, between Toland and Rankin streets, the Expanded Streetscape Variant would include building a 12-foot sidewalk, and planting approximately 55 street trees on the northern side of the street.

Along Rankin Street, between Kirkwood and McKinnon avenues, the eastern (northbound) side of the street would be resurfaced. A 10-foot sidewalk with approximately 11 street trees and curb and gutter would connect the existing sidewalk at 901 Rankin Street to McKinnon Avenue. One approximately 30-foot-wide curb cut would be added to maintain existing access to the 1900 Newcomb Avenue site.

Along McKinnon Avenue, between Selby and Toland streets, the Expanded Streetscape Variant would include resurfacing the southern side of the street, installing a new curb and gutter, providing approximately 16 back-in diagonal parking spaces, and building a 12-foot sidewalk with approximately 17 street trees. Six approximately 24-foot-wide curb cuts would be added to maintain existing access to properties on the southern side of McKinnon Avenue. Curb ramps would be included on the southwestern and southeastern corners of the intersection with Selby Street. On McKinnon Avenue, between Selby and Rankin streets, the Expanded Streetscape Variant would include resurfacing the southern side of the street, installing a new curb and gutter, and building a 12-foot sidewalk with approximately 12 street trees. Eight curb cuts of varying widths (10 to 50 feet) would be added to maintain existing access to properties on the southern side of McKinnon Avenue.

The maximum depth of ground disturbance associated with the streetscape improvements would be no more than 3 feet. Less than 100,000 square feet of additional surface area would be disturbed as part of the Expanded Streetscape Variant.

For every environmental topic, the environmental impacts of the Expanded Streetscape Variant would be the same as those of the Project as defined in the EIR, and all mitigation measures that would be required

to reduce impacts associated with the Project would also be applicable to the Expanded Streetscape Variant. Accordingly, each of the findings set forth below applies to the Expanded Streetscape Variant in the same manner and to the same extent that it applies to the Project as it is defined in the EIR. As discussed above, the Expanded Streetscape Variant is the project proposed for approval, and all remaining references to the “Project” include the Expanded Streetscape Variant.

## **B. Project Objectives**

The Project Sponsor, Prologis, L.P., would develop the Project. Its underlying objective is to develop a modern, flexible, and durable PDR facility for a diverse and evolving range of uses in a central urban environment. The Project’s more specific objectives are to:

1. Advance progress toward the City’s long-standing goals to preserve, upgrade, and expand PDR space, including those reflected in the General Plan, Bayview Hunters Point Area Plan, Five-Point Plan for PDR (2012), Make to Manufacture Advanced Manufacturing Playbook (2016), Proposition X (2016), and Economic Recovery Task Force Report (2020).
2. Replace functionally outdated PDR space on the Project site with first- and best-in-class facilities and replenish the supply of PDR space in the City that has been displaced by other development.
3. Redevelop underutilized property to make efficient use of existing utilities, circulation, and complementary uses in the surrounding PDR-2 Zoning District.
4. Use innovative design at a size and scale that accommodates a range of large and small PDR uses, and can adapt over time to different industries and market needs, including anticipated growing demand for parcel delivery and/or last-mile delivery services, in an economically feasible way.
5. Site PDR uses in a dense infill setting to create employment near housing and reduce vehicle miles traveled for potential distribution uses by locating such uses in San Francisco proximate to multiple freeways, rather than traditional suburban locations.
6. Provide a positive fiscal impact by creating jobs at a variety of experience levels, including career-building and advancement opportunities, enhancing property values, generating property taxes, and introducing workers that will support direct and indirect local business growth in the Bayview.
7. Boost resiliency in the local supply chain and disaster response capabilities by providing large-scale, adaptable facilities that can be rapidly mobilized in a central location.
8. Further progress toward local and state goals in transitioning toward carbon-efficient vehicle fleets, building construction, and operations as cost-effective technology becomes available.
9. Create a safe and compelling streetscape, consistent with Better Streets standards, with green infrastructure and active ground floors, accessible by multiple modes of transportation, including bicycles and pedestrians.

## **C. Environmental Review**

The environmental review for the Project is described in Planning Commission Motion No. \_\_\_\_\_, to

which this Attachment A is attached.

**D. Approval Actions.**

The Project requires the following approvals:

**1. San Francisco Planning Commission Approvals.**

- Recommendation to the Board of Supervisors to approve the Planning Code Text and Zoning Map Amendments for height district reclassification and to adopt a new Special Use District.
- Approval of a Conditional Use Authorization in accordance with Planning Code Sections 303 and 304 for a Planned Unit Development (PUD).
- Recommendation to the Board of Supervisors to approve a Development Agreement.
- Adoption of the proposed Design Standards and Guidelines document.
- Adoption of findings under the California Environmental Quality Act.

**2. San Francisco Board of Supervisors Actions.**

- Approval of Planning Code Text and Zoning Map Amendments for height district reclassification and to adopt a new Special Use District.
- Approval of the Development Agreement.

**3. San Francisco Department of Building Inspection.**

- Approval of demolition, grading, and building permits for the demolition of the existing buildings, and construction of the new building.
- Approval of night noise permit for work performed outside the normal 7 a.m. to 8 p.m. construction hours.

**4. San Francisco Department of Public Works Actions.**

- Approval of a permit to remove and replace street trees adjacent to the Project site, and a partial waiver from Public Works Code section 806(d) to provide fewer street trees than required.
- Approval of Street Improvement Permits for streetscape improvements.
- Approval of one or more encroachment permits and/or overwide driveway permits.
- Approval of night noise permit for work performed outside the normal 7 a.m. to 8 p.m. construction hours.

**5. San Francisco Municipal Transportation Agency Actions.**

- Approval of temporary use permits during construction.
- Approval of permanent curb modifications, and modifications to the roadway directions and lane configurations on the streets surrounding the Project site.

**6. San Francisco Department of the Environment Actions.**

- Approval of a Demolition Debris Recovery Plan.

**7. San Francisco Public Utilities Commission Actions.**

- Approval of any changes to sewer laterals.
- Approval of a modified Stormwater Control Plan.
- Approval of an erosion sediment control plan before the start of construction, compliance with post-construction stormwater design guidelines, including a stormwater control plan, new curb and gutter system, cistern design, and groundwater dewatering wells per San Francisco Health Code article 12B (joint approval with the San Francisco Department of Public Health).

**8. San Francisco Department of Public Health Actions.**

- If applicable, approval of a hazardous materials release plan and inventory program pursuant to San Francisco Health Code articles 21 and 21A.
- Approval of a dust control plan pursuant to San Francisco Building Code section 106 and San Francisco Health Code article 22B.
- Approval of a site mitigation plan and soil mitigation plan in compliance with San Francisco Health Code article 22A (the Maher Ordinance).
- Review and approval of groundwater dewatering wells (joint approval with the San Francisco Public Utilities Commission [SFPUC]).

**9. Actions By Other Agencies.****a. Bay Area Air Quality Management District Actions.**

- Issuance of permits for the installation and operation of emergency generators.
- Approval that the Project complies with the air board's asbestos airborne toxic control measure related to naturally occurring asbestos (if applicable, the preparation and approval of an asbestos dust mitigation plan may be required).
- Certification to the building department that all asbestos-containing building materials have been removed and properly disposed in accordance with the law before demolition of the existing buildings.

- Approval of permits for installation, operation, and testing of individual air pollution sources associated with tenant-specific activities, as required by air district rules and regulations.

**b. Caltrans Actions.**

- Coordination, review, and issuance of a Caltrans standard encroachment permit.

**E. Findings about Environmental Impacts and Mitigation Measures.**

The following Sections II, III and IV set forth the findings about the determinations of the Final EIR regarding significant environmental impacts and the mitigation measures proposed to address them. These findings provide written analysis and conclusions regarding the environmental impacts of the Project, and the mitigation measures included as part of the Final EIR and adopted as part of the Project.

In making these findings, the opinions of the Planning Department and other City staff and experts, other agencies and members of the public have been considered. These findings recognize that the determination of significance thresholds is a judgment within the discretion of the City and County of San Francisco; the significance thresholds used in the Final EIR are supported by substantial evidence in the record, including the expert opinion of the Final EIR preparers and City staff; and the significance thresholds used in the Final EIR provide reasonable and appropriate means of assessing the significance of the adverse environmental effects of the Project.

These findings do not attempt to describe the full analysis of each environmental impact contained in the Final EIR. Instead, a full explanation of these environmental findings and conclusions can be found in the Final EIR and these findings hereby incorporate by reference the discussion and analysis in the Final EIR supporting the determination regarding the Project impacts and mitigation measures designed to address those impacts. In making these findings, the determinations and conclusions of the Final EIR relating to environmental impacts and mitigation measures, are hereby ratified, adopted and incorporated in these findings, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

As set forth below, the mitigation measures set forth in the Final EIR and the attached MMRP are hereby adopted and incorporated, to substantially lessen or avoid the potentially significant impacts of the Project as indicated. Accordingly, in the event a mitigation measure recommended in the Final EIR has inadvertently been omitted in these findings or the MMRP, such mitigation measure is nevertheless hereby adopted and incorporated in the findings below by reference. In addition, in the event the language describing a mitigation measure set forth in these findings or the MMRP fails to accurately reflect the mitigation measure in the Final EIR due to a clerical error, the language of the mitigation measure as set forth in the Final EIR shall control. The impact numbers and mitigation measure numbers used in these findings reflect the numbers contained in the Final EIR.

These findings are based upon substantial evidence in the entire record before the Planning Commission. The references set forth in these findings to certain pages or sections of the EIR or responses to comments in the Final EIR are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.

## II. IMPACTS OF THE PROJECT FOUND TO BE LESS THAN SIGNIFICANT AND THUS NOT REQUIRING MITIGATION

Under CEQA, no mitigation measures are required for impacts that are less than significant (Pub. Res. Code § 21002; CEQA Guidelines §§ 15126.4, subd. (a)(3), 15091). As more fully described in the Final EIR and the Initial Study, and based on the evidence in the whole record of this proceeding, the Planning Commission finds that implementation of the Project would not result in any significant impacts in the following areas and that these impact areas therefore do not require mitigation:

### Land Use and Planning

- **Impact LU-1:** The Project would not physically divide an established community. (Initial Study, pp. 56-57)
- **Impact LU-2:** The Project would not cause a significant physical environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. (Initial Study, pp. 57-58)
- **Impact C-LU-1:** The Project, in combination with cumulative projects, would not result in a significant cumulative impact related to land use and planning. (Initial Study, pp. 58-59)

### Population and Housing

- **Impact PH-1:** The Project would not induce substantial unplanned population growth beyond that projected by regional forecasts, either directly or indirectly. (Initial Study, pp. 60-63)
- **Impact C-PH-1:** The Project, in combination with cumulative projects, would not result in a significant cumulative impact related to population and housing. (Initial Study, p. 63)
- **Impacts Determined in the Initial Study to Be Inapplicable to the Project:** Because there are no residences on the project site, the Project would not displace substantial numbers of existing people or housing that would necessitate the construction of replacement housing elsewhere. (Initial Study, p. 60)

### Cultural Resources

- **Impact CR-1:** The Project would not cause a substantial adverse change in the significance of a historical resource as defined in section 15064.5, including those resources listed in article 10 or article 11 of the planning code. (Initial Study, pp. 64-66)
- **Impact C-CR-1:** The Project would have no cumulative impact on historical resources of the built environment (Initial Study, p. 76)

### Transportation and Circulation

- **Impact TR-1:** Construction of the Project would require a substantially extended duration or intense activity due to construction, but the secondary effects of that construction would not create potentially hazardous conditions for people walking, bicycling, or driving, or public transit



operations, or interfere with emergency access or accessibility for people walking or bicycling, or substantially delay public transit. (Draft EIR, pp. 3.B-42 – 3.B-45)

- **Impact TR-2:** Operation of the Project would not create potentially hazardous conditions for people walking, bicycling, or driving, or public transit operations. (Draft EIR, pp. 3.B-46 – 3.B-49)
- **Impact TR-3:** Operation of the Project would not interfere with accessibility of people walking or bicycling to and from the Project site and adjoining areas, or result in inadequate emergency access. (Draft EIR, pp. 3.B-49 – 3.B-50)
- **Impact TR-4:** Operation of the Project would not substantially delay public transit. (Draft EIR, pp. 3.B-50 – 3.B-53)
- **Impact TR-5:** Operation of the Project would not cause substantial additional VMT or substantially induce automobile travel. (Draft EIR, pp. 3.B-53 – 3.B-57)
- **Impact TR-6:** Operation of the Project would not result in a loading deficit. (Draft EIR, pp. 3.B-57 – 3.B-59)
- **Impact C-TR-1:** The Project, in combination with cumulative Projects, would not result in significant construction-related transportation impacts. (Draft EIR, pp. 3.B-59 – 3.B-60)
- **Impact C-TR-2:** The Project, in combination with cumulative Projects, would not create potentially hazardous conditions. (Draft EIR, pp. 3.B-60 – 3.B-61)
- **Impact C-TR-3:** The Project, in combination with cumulative Projects, would not interfere with accessibility. (Draft EIR, pp. 3.B-61 – 3.B-62)
- **Impact C-TR-4:** The Project, in combination with cumulative Projects, would not substantially delay public transit. (Draft EIR, pp. 3.B-62 – 3.B-63)
- **Impact C-TR-5:** The Project, in combination with cumulative Projects, would not cause substantial additional VMT or substantially induce automobile travel. (Draft EIR, p. 3.B-63)
- **Impact C-TR-6:** The Project, in combination with cumulative Projects, would not result in significant cumulative loading impacts. (Draft EIR, p. 3.B-64)

## Noise

- **Impact NO-1:** Construction of the Project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project area in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. (Draft EIR, pp. 3.C-26 – 3.C-31)
- **Impact NO-2:** Construction of the Project would not generate excessive groundborne vibration or groundborne noise levels. (Draft EIR, pp. 3.C-31 – 3.C-32)
- **Impact C-NO-1:** Construction of the Project, in combination with construction of cumulative

projects, would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards. (Draft EIR, pp. 3.C-48 – 3.C-49)

- **Impact C-NO-2:** Construction of the Project, in combination with construction of cumulative projects, would not result in the generation of excessive groundborne vibration or groundborne noise levels. (Draft EIR, p. 3.C-49)
- **Impact C-NO-3:** Operation of the Project, in combination with cumulative projects, would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards. (Draft EIR, pp. 3.C-49 – 3.C-50)
- **Impacts Determined in the Initial Study to Be Inapplicable to the Project:** The Project would not expose people residing or working in the area to excessive noise levels related to private airstrips or public or public use airports in the Project vicinity. (Initial Study, p. 83)

### Air Quality

- **Impact AQ-2:** Construction of the Project would not result in a cumulatively considerable net increase in a criteria air pollutant for which the project region is in nonattainment status under an applicable federal, state, or regional ambient air quality standard. (Draft EIR, pp. 3.D-38 – 3.D-41)
- **Impact AQ-4:** The Project would not result in emissions of fine particulate matter (PM<sub>2.5</sub>) and toxic air contaminants (TACs) that would expose sensitive receptors to substantial pollutant concentrations. (Draft EIR, pp. 3.D-60 – 3.D-70)
- **Impact AQ-5:** The Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. (Draft EIR, pp. 3.D-70 – 3.D-71)
- **Impact C-AQ-1:** The Project, in combination with existing conditions and cumulative projects, would result in a significant cumulative health risk impact. The Project's contribution would be less than cumulatively considerable. (Draft EIR, pp. 3.D-71 – 3.D-77)
- **Impact C-AQ-2:** The Project, in combination with cumulative projects, would not combine with other sources of emissions, such as those leading to odors, that would adversely affect a substantial number of people. (Draft EIR, p. 3.D-78)

### Greenhouse Gas Emissions

- **Impact C-GG-1:** The Project would generate greenhouse gas emissions, but not at levels that would result in a significant impact on the environment or conflict with any policy, plan, or regulation adopted for the purpose of reducing greenhouse gas emissions. (Initial Study, pp. 97-101)

### Shadow

- **Impact SH-1:** The Project would not create new shadow in a manner that substantially and adversely affects the use and enjoyment of publicly accessible open spaces. (Initial Study, pp.

114-115)

- **Impact C-SH-1:** The Project, in combination with cumulative projects in the project site vicinity, would result in less-than-significant cumulative shadow impacts. (Initial Study, pp. 115-116)

### Recreation

- **Impact RE-1:** The Project would not increase the use of existing parks and recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. (Initial Study, pp. 117-119)
- **Impact RE-2:** The Project would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. (Initial Study, p. 119)
- **Impact C-RE-1:** The Project, in combination with cumulative projects in the vicinity of the project site, would result in less-than-significant cumulative impacts related to recreation. (Initial Study, pp. 119-120)

### Utilities and Service Systems

- **Impact UT-1:** The Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities that could result in environmental effects beyond those evaluated throughout the initial study. (Initial Study, pp. 121-122)
- **Impact UT-2:** The Project would not exceed the capacity of the Southeast Treatment Plant and would not require the construction of new or expansion of existing wastewater and stormwater treatment facilities. (Initial Study, pp. 122-124)
- **Impact UT-3:** SFPUC has sufficient water supply available to serve the Project and future development during normal, dry, and multiple dry years. (Initial Study, pp. 124-137)
- **Impact UT-4:** The Project would not generate solid waste in excess of state or local standards, or in excess of capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, and would comply with applicable waste management and reduction statutes and regulations related to solid waste. (Initial Study, pp. 138-141)
- **Impact C-UT-1:** The Project, in combination with cumulative projects, would result in less-than-significant cumulative impacts on utilities and service systems. (Initial Study, pp. 141-142)

### Public Services

- **Impact PS-1:** The Project would not result in an increase in demand for police protection, fire protection, schools, or other services to an extent that would require new or physically altered fire, police, school, or other public facilities, the construction of which could result in significant environmental impacts. (Initial Study, pp. 143-147)

- **Impact C-PS-1:** The Project would have a less-than-significant cumulative impact on public services. (Initial Study, p. 147)

## Biological Resources

- **Impact BI-1:** The Project would not have a substantial adverse effect, either directly or indirectly through habitat modifications, on species or their habitat identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. (Initial Study, pp. 149-150)
- **Impact BI-2:** The Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. (Initial Study, pp. 150-151)
- **Impact BI-3:** The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. (Initial Study, pp. 151-152)
- **Impact C-BI-1:** The Project in combination with cumulative Projects would not result in cumulative impacts to biological resources. (Initial Study, pp. 152-153)
- **Impacts Determined in the Initial Study to Be Inapplicable to the Project:** The Project would not affect any riparian habitat or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. The Project would not conflict with any adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. (Initial Study, pp. 148-149)

## Geology and Soils

- **Impact GE-1:** The Project would not directly or indirectly cause potential adverse effects related to the rupture of a known earthquake fault, strong seismic ground shaking, and seismic-related ground failure, including liquefaction, or landslides. (Initial Study, pp. 162-164)
- **Impact GE-2:** Construction and operation of the Project would not result in substantial erosion or loss of topsoil. (Initial Study, pp. 164-165)
- **Impact GE-3:** The Project site is not located on a geologic unit or soil that is unstable, or that could become unstable as a result of the Project. (Initial Study, pp. 165-166)
- **Impact GE-4:** The Project would not create substantial direct or indirect risk to life or property as a result of being located on expansive soils. (Initial Study, pp. 166-167)
- **Impact C-GE-1:** The Project, in combination with cumulative projects in the project site vicinity, would have less-than-significant cumulative impacts related to geology, soils, and seismicity. (Initial Study, pp. 169-170)
- **Impacts Determined in the Initial Study to Be Inapplicable to the Project:** The Project would have no impacts related to soils incapable of adequately supporting the use of septic tanks or

alternative wastewater disposal systems, and would not destroy a unique geologic feature. (Initial Study, pp. 154-155)

### Hydrology and Water Quality

- **Impact HY-1:** The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or conflict with or obstruct implementation of a water quality control plan. (Initial Study, pp. 172-176)
- **Impact HY-2:** The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin or conflict with or obstruct implementation of a sustainable groundwater management plan. (Initial Study, pp. 176-177)
- **Impact HY-3:** The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would result in substantial erosion or siltation onsite or offsite; substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite; or impede or redirect flood flows. (Initial Study, pp. 177-178)
- **Impact C-HY-1:** The Project, in combination with cumulative Projects, would not result in cumulative impacts related to hydrology and water quality. (Initial Study, pp. 178-179)
- **Impacts Determined in the Initial Study to Be Inapplicable to the Project:** The Project would not result in a risk of release of pollutants due to Project inundation from flood hazard, tsunami, or seiche. (Initial Study, pp. 171-172)

### Hazards and Hazardous Materials

- **Impact HZ-1:** The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. (Initial Study, pp. 188-192)
- **Impact HZ-2:** The Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. (Initial Study, pp. 193-194)
- **Impact C-HZ-1:** The Project, in combination with cumulative projects, would not result in cumulative impacts related to hazards and hazardous materials. (Initial Study, p. 194)
- **Impacts Determined in the Initial Study to Be Inapplicable to the Project:** The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; result in a safety hazard or excessive noise for people residing or working in the Project area due to the Project site's location within an airport land use plan or within 2 miles of a public airport or public use airport; or expose

people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. (Initial Study, p. 180)

### Mineral Resources

- **Impacts Determined in the Initial Study to Be Inapplicable to the Project:** The project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state and would not result in the loss of a locally important mineral resources recovery site delineated on a local general plan, specific plan or other land use plan, either individually or cumulatively. (Initial Study, p. 195)

### Energy Resources

- **Impact EN-1:** The Project would not result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation; nor would it conflict with or obstruct a state or local plan for renewable energy or energy efficiency. (Initial Study, pp. 196-200)
- **Impact C-EN-1:** The Project, in combination with cumulative Projects, would not result in a significant cumulative impact related to energy resources. (Initial Study, pp. 200-201)

### Agriculture and Forest Resources

- **Impacts Determined in the Initial Study to Be Inapplicable to the Project:** No land in San Francisco has been designated as agricultural land or forest land, and therefore there would be no impacts to agricultural or forest resources. (Initial Study, pp. 202-203)

### Wildfire

- **Impacts Determined in the Initial Study to Be Inapplicable to the Project:** The city does not have any state responsibility areas for fire prevention or lands that have been classified as very high fire hazard severity zones. Therefore, this topic is not applicable to the Project. (Initial Study, p. 204)

## III. FINDINGS OF POTENTIALLY SIGNIFICANT IMPACTS THAT CAN BE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL THROUGH MITIGATION MEASURES

CEQA requires agencies to adopt mitigation measures that would avoid or substantially lessen a Project's identified significant impacts or potential significant impacts if such measures are feasible (unless mitigation to such levels is achieved through adoption of a Project alternative). The findings in this Section III concern mitigation measures set forth in the Final EIR. These findings discuss mitigation measures as identified in the Final EIR for the Project. The full text of the mitigation measures is contained in the Final EIR and in **Attachment B**, the Mitigation Monitoring and Reporting Program. The impacts identified in this Section III would be reduced to a less-than-significant level through implementation of the mitigation measures contained in the Final EIR, included in the Project, or imposed as conditions of approval and set forth in **Attachment B**.

The project sponsor has agreed to implement the following mitigation measures to address potential

cultural resource impacts, tribal cultural resource impacts, operational noise impacts, conflicts with the Clean Air Plan, operational air quality impacts (NO<sub>x</sub>), project-level and cumulative wind hazard impacts, and paleontological impacts identified in the EIR and the Initial Study. As authorized by CEQA section 21081 and CEQA Guidelines sections 15091, 15092, and 15093, based on substantial evidence in the whole record of this proceeding, the Planning Commission finds that, unless otherwise stated, the Project will be required to incorporate mitigation measures identified in the EIR into the Project to mitigate or avoid significant or potentially significant environmental impacts. These mitigation measures will reduce or avoid the potentially significant impacts described in the EIR, and the Planning Commission finds that these mitigation measures are feasible to implement and are within the responsibility and jurisdiction of the city to implement or enforce. In addition, the required mitigation measures are fully enforceable and will be included as conditions of approval for project approvals under the Project, as applicable, and also will be enforced through conditions of approval in building permits issued for the Project by the San Francisco Department of Building Inspection, as applicable. With the required mitigation measures, these Project impacts would be avoided or reduced to a less-than-significant level.

The Commission recognizes that some of the mitigation measures are partially within the jurisdiction of other agencies. The Commission urges these agencies to assist in implementing these mitigation measures, and finds that these agencies can and should participate in implementing these mitigation measures.

### **Cultural Resources**

#### **Impact CR-2: The Project could cause a substantial adverse change in the significance of an archeological resource pursuant to section 15064.5. (Initial Study, pp. 66-75)**

The Project site is highly sensitive for near-surface prehistoric resources (that is, on the land surface below any imported fill, as it existed prior to development); moderately sensitive for buried prehistoric resources; and, variably, of very high to very low sensitivity for submerged prehistoric resources. Based on the depth of artificial fill, which geotechnical coring suggests is 14 feet or deeper over most of the Project site, the potential for effects to prehistoric resources from Project grading and excavation may be low, but the potential for impacts to prehistoric resources from pile installation and soil improvements is high to very high. Although the closest known prehistoric resource is more than 600 feet distant from the Project site, the Project location is a former bank on an infilled portion of Islais Creek and its estuary; this area would have been highly attractive for prehistoric occupation, except where the main stem of Islais Creek ran across the Project site prior to infill. Archeological resources are not anticipated on the modern surface, because the Project site sits on land reclaimed from bay marshes with imported fill. However, prehistoric resources that lay at the historic surface and along the shores of the marsh lands could be encountered during Project excavations.

The Project's foundation design would involve concrete spread footings and/or grade beams set on improved and engineered soil, with excavation for the foundations likely to extend 10 feet below existing grade. Typical foundation excavation is expected to extend to 7 feet below grade, with elevator pits and utility trenching extending to 10 feet below existing grade. Although these disturbances are not deep enough to potentially impact deeply buried archeological deposits, they could affect resources buried at shallower depths, depending on the exact depth of twentieth century fill. In addition, it is anticipated that pile foundations would be necessary to support the buildings. Approximately 7,000 25-foot-deep stone columns and approximately 900 60-foot-deep auger-cast piles would be used for the entire site. Each of



these auger cast piles would be extended approximately 60 feet below ground surface, and they would be of sufficient depth to potentially impact deeply buried or submerged prehistoric archeological resources. These proposed ground-disturbing construction activities have the potential to alter in an adverse manner the physical characteristics of archeological resources. Therefore, Project implementation could result in a substantial adverse change in the significance of an archeological resource pursuant to CEQA guidelines section 15064.5, resulting in a significant impact unless mitigated.

#### Mitigation

##### *Mitigation Measure M-CR-2: Archeological Testing*

To reduce potentially significant impacts on prehistoric archaeological resources, Mitigation Measure M-CR-2 would require the project sponsor to retain the services of an archaeologist from the planning department's qualified archaeological consultants list to develop and implement an archaeological testing program.

The Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-CR-2 would reduce Impact CR-2 to a less-than-significant level for the Project.

#### **Impact CR-3: The Project could disturb human remains, including those interred outside of formal cemeteries. (Initial Study, pp. 75-76)**

No known human burials have been identified in the study area. However, the possibility cannot be discounted that human remains could be inadvertently disturbed during Project excavations and pile extension activities in the Project site, given the elevated sensitivity for the area to contain near-surface and deeply buried and submerged prehistoric resources. Therefore, Project implementation could result in impacts on previously undiscovered human remains, including those interred outside of formal cemeteries, during ground-disturbing activities. If human remains are discovered during construction, this would be considered a significant impact without mitigation.

#### Mitigation

##### *Mitigation Measure M-CR-2: Archeological Testing*

To reduce potentially significant impacts on human remains, Mitigation Measure M-CR-2 would ensure that the treatment of human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity complies with applicable state and federal laws.

The Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-CR-2 would reduce Impact CR-3 to a less-than-significant level for the Project.

#### **Impact C-CR-1: The Project , in combination with cumulative Projects, could result in cumulative cultural resource impacts. (Initial Study, pp. 76-77)**

Implementation of the Project has the potential to result in significant impacts to as-yet undiscovered buried archeological resources and to human remains, although no archeological resources or human remains are known to be present at the Project site. The immediate Project vicinity is similarly moderately to very highly sensitive for the presence of buried prehistoric archeological resources and

human remains: although there are no known resources in the immediate vicinity, there is a known prehistoric site approximately 600 feet away. If a resource were found to be present at the Project site, it is possible that its extent could include the adjacent Project site, which is where the SF Market Project is proposed. The SF Market Project involves excavation for all Project phases. In the event that both Projects impact an archaeological resource during construction, a significant cumulative impact to the resource could occur. Under these circumstances, the Project and the SF Market could result in significant cumulative impacts on archaeological resources or human remains, and the Project's impact could be cumulatively considerable.

### Mitigation

#### *Mitigation Measure M-CR-2: Archeological Testing*

Compliance with the procedures identified in Mitigation Measure M-CR-2 would ensure that in the event archaeological resources or human remains are discovered on the project site, the important information they represent would be preserved and interpreted to the public. This would ensure that the project's contribution to a significant cumulative archeological and human remains impact would not be cumulatively considerable.

The Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-CR-2 would reduce Impact C-CR-1 to a less-than-significant level for the Project.

### **Tribal Cultural Resources**

#### **Impact TCR-1: The Project could result in a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074. (Initial Study, pp. 78-80)**

Pursuant to Assembly Bill (AB) 52 (Public Resources Code section 21080.3.1(d)), on October 17, 2019, the Planning Department contacted Native American individuals and organizations for the San Francisco area, providing a description of the Project and requesting comments on the identification, presence, and significance of tribal cultural resources in the Project vicinity. During the 30-day comment period, no Native American tribal representatives contacted the Planning Department to request consultation. There is a moderate to high potential that prehistoric archeological resources may be present, buried below the surface of the Project site. Based on prior Native American consultation under AB 52, all archeological sites of Native American origin in San Francisco, including all prehistoric archeological sites, are considered to be potential tribal cultural resources. If tribal cultural resources are disturbed during Project implementation (i.e., through Project excavations or pile extension), this would be considered a significant impact without mitigation.

### Mitigation

#### *Mitigation Measure M-CR-2: Archeological Testing*

#### *Mitigation Measure M-TCR-1: Tribal Cultural Resources Interpretive Program*

Mitigation Measure M-CR-2 would ensure that archaeological resources that may be present in soils that would be disturbed by project construction would be identified and assessed. In the event that archaeological resources are found, they would be assessed to determine whether they constitute

significant tribal cultural resources, and preserved or recovered as appropriate, in accordance with Mitigation Measure M-TCR-1.

The Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measures M-CR-2 and M-TCR-1 would reduce Impact TCR-1 to a less-than-significant level for the Project.

**Impact C-TCR-1: The Project , in combination with cumulative Projects, could result in cumulative cultural resource impacts. (Initial Study, pp. 80-81)**

As presented under Impact TCR-1, implementation of the Project has the potential to result in significant impacts to buried archeological resources, because this area of San Francisco is considered moderately to highly sensitive for the presence of buried prehistoric archeological resources. Such prehistoric archeological resources could also be tribal cultural resources, as explained above. Although no such resources are known at the Project site and the closest known site is about 400 feet distant, construction activities at Project sites in the immediate vicinity, such as the SF Market project, would have a similar potential to that of the Project to result in significant impacts to buried prehistoric archeological resources that also may be tribal cultural resources. In this situation, a significant cumulative impact could occur. In the event of the discovery during construction of an archaeological resource that is determined to be a tribal cultural resource, the Project's contribution to the cumulative impact would be cumulatively considerable without mitigation.

Mitigation

*Mitigation Measure M-CR-2: Archeological Testing*

*Mitigation Measure M-TCR-1: Tribal Cultural Resources Interpretive Program*

Compliance with the procedures identified in Mitigation Measures M-CR-2 and M-TCR-1 would ensure that, if significant tribal cultural resources are discovered, the important values and information represented by these resources would be preserved and/or interpreted to the public in consultation with the affiliated Native American tribal representatives. This would ensure that the project's contribution to a significant cumulative impact on tribal cultural resources would not be cumulatively considerable.

The Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measures M-CR-2 and M-TCR-1 would reduce Impact C-TCR-1 to a less-than-significant level for the Project .

Noise

**Impact NO-3: Operation of the Project would result in the generation of a substantial temporary or permanent increase in ambient noise levels in the Project area in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. (Draft EIR, pp. 3.C-33 - 3.C-48)**

The area surrounding the Project site to the southeast and east (made up of warehouse, storage, distribution, and SFPUC land uses), would experience the largest traffic noise increase from the Project of 2 dBA. Except in carefully controlled laboratory experiments, a change of only 1 dBA in sound level cannot generally be perceived by the human ear. Outside of the laboratory, a 3 dBA change is considered a barely perceptible difference. Therefore, traffic noise generated by the Project would not result in a substantial

permanent increase in ambient noise levels. Traffic noise impacts resulting from operation of the Project would be less than significant.

Fixed-source noise associated with typical Project operations would include the HVAC systems and testing of the emergency power generator systems. The Project would install two emergency generator units to prevent operational restrictions during periods of grid failure. Each building would be outfitted with a single 440 horsepower (hp) 400 kilovolt ampere (kVA) generator. The noise analysis assumed that these units would be at ground level along the northeastern perimeter of the Project site along Kirkwood Avenue, with an exhaust stack height of 12 feet. The reference noise source level input into the model for each unit was 70 dBA at 23 feet. This level is representative of the 75 percent load reference sound level of a slightly larger, 500 kVA emergency generator. Based on recommendations from the public health department, the analysis evaluates whether the Project's emergency generators would exceed 75 dBA at the property plane or the fixed residential interior noise limits provided in section 2909(d) of the noise ordinance (interior noise limits of 55 dBA between the hours of 7 a.m. and 10 p.m. and 45 dBA between the hours of 10 p.m. and 7 a.m. at any receptor land use with a dwelling unit). Additionally, testing of emergency generators would occur between the hours of 7 a.m. and 8 p.m. The maximum predicted noise level generated from emergency generator testing and emergency operation at the northeastern property plane was 68 dBA. Therefore, the property plane noise levels from temporary emergency generator testing would be less than significant.

Because specific designs for the HVAC systems have not been prepared and a conservative assessment for CEQA review is appropriate to evaluate a worst-case operational scenario, the fixed-source operational noise analysis assumed an event during which carbon dioxide detection systems on all three Project logistics yard levels would reach ventilation system activation levels. This scenario would result in full-power, simultaneous operation of logistics yard ventilation units throughout both Project buildings. Considering rooftop ventilation unit operation, this worst-case scenario would generate a combined ventilation flow rate of more than 1 million cubic feet per minute.

Project predicted fixed-source noise levels would range from 30 to 37 dBA at the interior locations of the nearest residential structures. These values would not exceed the article 29 (Section 2909[d]) interior noise level limit of 55 dBA Leq during the daytime or 45 dBA Leq during the nighttime. However, predicted fixed-source noise levels due to Project operations would exceed the article 29 property plane noise limit (8 dBA above ambient) at all Project property boundaries by 2 to 16 dBA. Noise expected to be generated by the logistics yard ventilation system is the primary cause of predicted exceedance of the article 29 requirements at elevations below the Project buildings' rooftop heights because they exhaust outward from the building façades.

Without implementation of noise control measures, the Project's fixed-noise sources would result in exceedances of section 2909(b) requirements. Furthermore, as noted in the above description of the Project, the specific tenants that would occupy the building are unknown, and the building is designed to accommodate an assortment of PDR tenants that would change over time in response to economic and technological conditions. Individual tenants may have additional HVAC needs, which are currently unknown. Therefore, it is also possible for individual tenant HVAC systems to exceed the requirements in the noise ordinance. Exceedances of the limits in the noise ordinance would be a significant impact of the Project without mitigation.

## Mitigation

*Mitigation Measure M-NO-3a: Fixed-Mechanical Equipment Noise Attenuation for Buildings A and B*

*Mitigation Measure M-NO-3b: Fixed-Source Noise Attenuation for Building Tenants*

To achieve compliance with the article 29 requirements and lessen noise from proposed project fixed-source mechanical equipment, Mitigation Measures M-NO-3a and M-NO-3b identify several feasible options to achieve the required noise reduction from the onsite mechanical equipment. The noise-reduction measures identified in Mitigation Measure M-NO-3a would reduce noise levels at the property plane by up to 18 dBA and therefore meet the property plane noise limits of article 29, section 2909(b). Additionally, Mitigation Measure M-NO-3b would ensure that all additional noise-generating equipment required by proposed project tenants would meet the requirements of article 29, sections 2909(b) and 2909(d).

The Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measures M-NO-3a and MM-NO-3b would reduce Impact NO-3 to a less-than-significant level for the Project.

## Air Quality

### **Impact AQ-1: The Project could conflict with or obstruct implementation of the 2017 Clean Air Plan. (Draft EIR, pp. 3.D-34 – 3.D-37)**

The Project is a clean construction Priority Project pursuant to Planning Director Bulletin No. 2, thereby incorporating, at a minimum, equipment that meets Tier 4 interim emissions standards for all equipment greater than 25 hp, which would minimize construction-related exhaust emissions. Furthermore, construction equipment with engines greater than 25 hp would be required to be rated Tier 4 Final, and construction equipment that is readily available as plug-in or battery-electric equipment shall be used instead of diesel-powered equipment during construction, in accordance with Mitigation Measure M-AQ-3h. These measures would be consistent with the 2017 Clean Air Plan's MSM-C1, "Construction and Farming Equipment," which encourages the use of various strategies, such as the use of renewable electricity and fuels, to reduce emissions from construction and farming equipment.

The Project would align with the 2017 Clean Air Plan's Energy and Buildings Measures through implementation of existing city policies and additional design features aimed at improving energy efficiency and reducing reliance on nonrenewable energy resources, including elimination of onsite natural gas infrastructure and incorporation of onsite solar power generation. The Project would install a rooftop photovoltaic solar system for onsite electricity generation and would eliminate onsite natural gas infrastructure. The Project would be subject to the provisions of the San Francisco Green Building Code, and therefore would comply with some of the most stringent building energy-related requirements in the country.

The Project would be consistent with numerous control measures of the 2017 Bay Area Clean Air Plan, which demonstrates how the region will improve ambient air quality and achieve the state and federal ambient air quality standards. However, the Project would result in unmitigated operational NO<sub>x</sub> emissions that would exceed the thresholds of significance that were established by the air district (discussed further under Impact AQ-3). Because NO<sub>x</sub> (an ozone precursor) emissions thresholds would be exceeded on an ongoing basis during Project operations and because the region is in nonattainment for

ozone, the Project would not support one of the Clean Air Plan's primary goals—to reduce regional criteria air pollutant emissions. Therefore, the Project could conflict with the Clean Air Plan, and this impact would be significant without mitigation.

### Mitigation

*Mitigation Measure M-AQ-3a: Electrification of Yard Equipment*

*Mitigation Measure M-AQ-3b: Electrification of Transportation Refrigeration Units*

*Mitigation Measure M-AQ-3c: Prohibition of Truck and Van Idling for More than Two Minutes*

*Mitigation Measure M-AQ-3d: Limitation on Model Year of Visiting Trucks*

*Mitigation Measure M-AQ-3e: Diesel Backup Generator Specifications*

*Mitigation Measure M-AQ-3f: Limitation on Manufacturing and Maker Space Emissions*

*Mitigation Measure M-AQ-3g: Compliance with CalGreen Tier 2 Green Building Standards*

*Mitigation Measure M-AQ-3h: Requirements for Off-Road Construction Equipment*

*Mitigation Measure M-AQ-3i: Development and Implementation of Operational Emission Management Plan*

Mitigation Measure M-AQ-3h entails implementing additional emissions reduction commitments for the proposed project to minimize construction-related emissions. In addition, as detailed in the discussion of Impact AQ-3, implementation of Mitigation Measures M-AQ-3a through M-AQ-3g and M-AQ-3i would reduce operational NO<sub>x</sub> emissions to a level that would not exceed the thresholds of significance for NO<sub>x</sub>.

The Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measures M-AQ-3a through M-AQ-3i would reduce impact AQ-1 to a less-than-significant level for the Project.

**Impact AQ-3: The Project would result in a cumulatively considerable net increase in a criteria air pollutant for which the Project region is in nonattainment status under an applicable federal, state, or regional ambient air quality standard. (Draft EIR, pp. 3.D-41 – 3.D-60)**

For Project operational emissions at build out (assumed in the analysis to occur as early as 2025), the net increase in emissions of ROG, PM<sub>2.5</sub>, and PM<sub>10</sub> would not exceed their respective daily or annual significance thresholds. However, the net increase in daily and annual operational emissions of NO<sub>x</sub> would exceed the significance thresholds for this criteria air pollutant. Therefore, the Project would result in a cumulatively considerable net increase in NO<sub>x</sub>, for which the Project region is in nonattainment status under an applicable federal, state, or regional ambient air quality standard. This impact would be significant without mitigation.

Over time, it is anticipated that certain emissions control technologies will advance, and air pollutant regulations will become more stringent, resulting in a reduction in long-term operational emissions with no change in operational activity with the Project. Without incorporation of mitigation measures, the Project's operational emissions would attenuate over time with fleet turnover and changes in regulations



and technology that would reduce emissions. Although the NO<sub>x</sub> emissions would still exceed thresholds, the Project-generated daily emissions of NO<sub>x</sub> would decline by approximately 27 percent and 38 percent by the years 2035 and 2050, respectively, relative to the initial operating year of 2025. In addition, other criteria air pollutants would be reduced as follows: ROG by approximately 8 percent (2035) and 11 percent (2050); PM<sub>10</sub> by approximately 3 percent (2035) and 5 percent (2050); and PM<sub>2.5</sub> by approximately 7 percent (2035) and 10 percent (2050). Furthermore, improvements in emissions that may result from very recent or still-developing regulations, such as the November 2022 amendments to the in-use off-road diesel-fueled fleets regulation, the 2022 TRU airborne toxic control measure amendments, and the under-development advanced clean fleet regulations are not captured in these future emissions estimates. Additional emissions reductions would likely be achieved through technological advances that would further reduce area source emissions associated with consumer products, stationary source emissions associated with backup generators, and potentially further mobile source emissions reductions if fleet electrification or other emissions reductions occur at a faster rate than currently projected by the air board in the EMFAC database for the vehicle activity. However, at initial operation and until such time as these regulations effectively reduce NO<sub>x</sub> emissions to below the threshold of significance identified in the EIR, the Project would result in significant NO<sub>x</sub> emissions without mitigation.

### Mitigation

*Mitigation Measure M-AQ-3a: Electrification of Yard Equipment*

*Mitigation Measure M-AQ-3b: Electrification of Transportation Refrigeration Units*

*Mitigation Measure M-AQ-3c: Prohibition of Truck and Van Idling for More than Two Minutes*

*Mitigation Measure M-AQ-3d: Limitation on Model Year of Visiting Trucks*

*Mitigation Measure M-AQ-3e: Diesel Backup Generator Specifications*

*Mitigation Measure M-AQ-3f: Limitation on Manufacturing and Maker Space Emissions*

*Mitigation Measure M-AQ-3g: Compliance with CalGreen Tier 2 Green Building Standards*

*Mitigation Measure M-AQ-3h: Requirements for Off-Road Construction Equipment*

*Mitigation Measure M-AQ-3i: Development and Implementation of Operational Emission Management Plan*

Implementation of Mitigation Measures M-AQ-3a through M-AQ-3g would reduce emissions associated with various operational sources from the Project. These measures would reduce the Project's operational emissions of NO<sub>x</sub>, the criteria air pollutant for which the Project would exceed the relevant threshold. These measures would also reduce emissions associated with all criteria pollutants. Mitigation Measure M-AQ-3h would further reduce the proposed project's NO<sub>x</sub> emissions by reducing NO<sub>x</sub> emissions during construction. Implementation of Mitigation Measure M-AQ-3i would further reduce operational emissions. The Operational Emission Management Plan in Mitigation Measure M-AQ-i requires that if the total net new emissions estimate for actual tenant and project operations are projected to exceed the NO<sub>x</sub> performance standard, then additional feasible emissions reduction measures must be identified and implemented prior to occupancy (i.e., prior to the emissions occurring, to ensure that the project does not



exceed the NO<sub>x</sub> performance standard).

The Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measures M-AQ-3a through M-AQ-3i would reduce Impact AQ-3 to a less-than-significant level for the Project.

## **Wind**

### **Impact WI-1: The Project would create wind hazards in publicly accessible areas of substantial pedestrian use. (Initial Study, pp. 106-109)**

Under existing plus Project conditions, the average wind speed would decrease from 11 miles per hour to 10.5 miles per hour, compared to existing conditions without the Project. However, with the Project, there would be a wind hazard criterion exceedance at two locations, and the number of hours that the wind hazard criterion would be exceeded would increase from zero hours per year to 13 hours per year. Fast upper-level prevailing westerly winds reaching the proposed development would be redirected toward the ground, creating downdraughts and funneling along Toland Street and accelerating around the corner of the Project at the junction with Kirkwood Avenue. The exceedances of the wind hazard criterion would occur around the northern corner of the Project on either side of Kirkwood Avenue.

Therefore, because the Project would result in an exceedance of the Planning Code wind hazard criterion, the Project would result in a significant wind impact.

A number of wind mitigation features were tested to reduce the Project's wind impact, including various combinations of canopies (both solid and porous) and deciduous trees along Toland Street. Although the canopies were shown to be partially effective in reducing certain wind conditions, they also increased the number of wind hazard hours away from the Project or at the northern corner of the Project at the intersection of Toland Street and Kirkwood Avenue. Given that deciduous trees lose their leaves in winter, trees without leaves were assessed in the wind tunnel to determine whether they could effectively reduce wind impacts. The wind tunnel tests demonstrated that exceedances of the city's wind criteria would still occur with the inclusion of deciduous trees. Based on the wind tunnel tests, the planting of nine evergreen street trees, which retain their foliage throughout the year, was evaluated. The trees would be placed along the eastern sidewalk of Toland Street; each tree would be approximately 25 feet tall, with a 15-foot-diameter canopy. This planting would eliminate the exceedance of the hazard criterion at all test points in the existing plus Project conditions.

On February 2, 2021, the San Francisco Bureau of Urban Forestry gave preliminary approval for the use of the proposed nine evergreen street trees on the eastern sidewalk of Toland Street. If the building design changes or the trees are not maintained to be at least 25 feet tall with a 15-foot-diameter canopy, the Project could result in an exceedance of the wind hazard criterion. This would be a significant Project impact without mitigation.

## **Mitigation**

*Mitigation Measure M-WI-1a: Wind Hazard Evaluation for Building Design and Streetscape Modifications*

*Mitigation Measure M-WI-1b: Maintenance of Landscaping Features that Reduce Wind Hazards*

Mitigation Measure M-WI-1a would ensure that the Project does not exceed the wind hazard criterion in

the event of design changes. Additionally, Mitigation Measure M-WI-1b would entail the installation and maintenance, for the life of the Project buildings, of landscaping features required to ensure that the one-hour wind hazard is not exceeded.

The Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measures M-WI-1a and M-WI-1b would reduce Impact WI-1 to a less-than-significant level for the Project.

**Impact C-W-1: The Project, in combination with cumulative Projects, could result in cumulative wind impacts. (Initial Study, pp. 109-113)**

Under cumulative plus Project conditions, wind hazard exceedances are expected to occur at three test locations and would increase the total number of exceedance hours from zero hours per year to 18 hours per year. Because the exposure of the Project to prevailing westerly winds would be similar under existing and cumulative conditions, the resulting flow features and wind conditions around the Project site for cumulative plus Project conditions are similar to the existing plus Project conditions. The wind hazard criterion exceedances would occur around the northern corner of the Project on either side of Kirkwood Avenue and Toland Street. Therefore, the Project, in combination with cumulative Projects, would create wind hazards in publicly accessible areas of substantial pedestrian use, resulting in a significant cumulative impact. Given that the wind hazard impacts would only occur in the cumulative scenario with the Project, the Project's contribution to cumulative wind impacts would be cumulatively considerable without mitigation.

Mitigation

*Mitigation Measure M-WI-1a: Wind Hazard Evaluation for Building Design and Streetscape Modifications*

*Mitigation Measure M-WI-1b: Maintenance of Landscaping Features that Reduce Wind Hazards*

Mitigation Measure M-WI-1a would ensure that the Project does not result in a cumulatively considerable wind impact in the event of design changes. Additionally, Mitigation Measure M-WI-1b would entail the installation and maintenance, for the life of the Project buildings, of landscaping features required to ensure that the Project does not cumulatively contribute to a one-hour wind hazard exceedance.

The Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measures M-WI-1a and M-WI-1b would reduce Impact C-WI-1 to a less-than-significant level for the Project.

**Geology and Soils**

**Impact GE-5: The Project could directly or indirectly destroy a unique paleontological resource. (Initial Study, pp. 167-169)**

Rock formations at the Project site consist of artificial fill, Bay Mud, and the Colma Formation. Because the artificial fill and Young Bay Mud are too young to contain unique paleontological resources, these formations are considered to be of low paleontological sensitivity (Class 2). Because a limited amount of unique paleontological resources in the form of vertebrate fossils have been recovered from Old Bay Mud and Colma Formation in San Francisco and the greater Bay Area region, these formations are considered to be of moderate paleontological sensitivity (Class 3). The Project includes construction of 25-foot-deep stone columns and installation of 60-foot-deep auger-cast piles, which would exceed 2 feet in diameter.

Therefore, Project-related excavation would encounter Old Bay Mud and the Colma Formation. Damage to or destruction of unique paleontological resources, which may be present in these formations, would represent a potentially significant impact without mitigation.

### Mitigation

#### *Mitigation Measure M-GE-5: Inadvertent Discovery of Paleontological Resources Worker Environmental Awareness Training*

Mitigation Measure M-GE-5 will ensure that unique paleontological resources that may be present in soils/sediments that would be disturbed by project construction would be identified and assessed, and preserved or recovered as appropriate.

The Commission finds that, for the reasons set forth in the Final EIR, implementing Mitigation Measure M-GE-5 would reduce Impact GE-5 to a less-than-significant level for the Project.

## **IV. SIGNIFICANT IMPACTS THAT CANNOT BE AVOIDED OR MITIGATED TO A LESS-THAN-SIGNIFICANT LEVEL**

Based on substantial evidence in the whole record of these proceedings, the Planning Commission finds that, feasible changes or alterations have been required, or incorporated into, the Project to reduce the significant environmental impacts as identified in the Final EIR. The Commission finds that the Project will have no impacts that cannot be reduced to a less-than-significant level through the incorporation of mitigation measures as described in the Final EIR. Accordingly, the Project will have no impacts that remain significant and unavoidable.

## **V. EVALUATION OF PROJECT ALTERNATIVES**

This section describes the EIR alternatives and the reasons for rejecting the alternatives as infeasible. CEQA mandates that an EIR evaluate a reasonable range of alternatives to the proposed project or the project location that would feasibly attain most of the project's basic objectives, but that would avoid or substantially lessen any identified significant adverse environmental effects of the project. An EIR is not required to consider every conceivable alternative to a proposed project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. CEQA requires that every EIR also evaluate a "no project" alternative. Alternatives provide a basis of comparison to the proposed project in terms of their significant impacts and their ability to meet project objectives. This comparative analysis is used to consider reasonable, potentially feasible options for minimizing environmental consequences of the Project.

### **Alternatives Analyzed in the Final EIR**

The Department considered a range of alternatives in draft EIR Chapter 6, Alternatives. The Final EIR analyzed the Project compared to four CEQA alternatives:

- No Project Alternative
- Code-Compliant Alternative

- Fleet Management Use Mix Alternative
- Expanded Parcel Delivery Use Alternative

### **Evaluation of Project Alternatives**

CEQA provides that alternatives analyzed in an EIR may be rejected if “specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible ... the project alternatives identified in the EIR” (CEQA Guidelines section 15091[a][3]). The Planning Commission has reviewed each of the alternatives to the Project as described in the Final EIR that would reduce or avoid the impacts of the Project and finds that there is substantial evidence of specific economic, legal, social, technological, and other considerations that make these alternatives infeasible, for the reasons set forth below.

In making these determinations, the Planning Commission is aware that CEQA defines “feasibility” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors.” The Planning Commission is also aware that under CEQA case law, the concept of “feasibility” encompasses (i) the question of whether a particular alternative promotes the underlying goals and objectives of a project, and (ii) the question of whether an alternative is “desirable” from a policy standpoint to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors.

The following Project alternatives and Project were fully considered and compared in the Final EIR.

#### **A. No Project Alternative.**

Under the No Project Alternative, the Project site would not be developed. Instead, the No Project Alternative assumes that approximately 75 percent of the existing building space on the site (336,000 gross square feet in three buildings) would be occupied by parcel and last-mile delivery uses. This is an increase over the existing conditions (i.e., no buildings were occupied by parcel delivery when the Project’s environmental review started in 2017; however, parcel delivery services have been operating in two buildings since 2020). The remaining space (112,000 gross square feet in the fourth existing building) would be occupied by other types of PDR uses (e.g., wholesale and storage uses). These uses and the space occupied by them reflect what would reasonably be expected to occur in the foreseeable future compared to the uses that existed onsite in 2017. The No Project Alternative would employ approximately 750 people—15 more employees than under baseline 2017 conditions, and 1,227 fewer employees than under the Project.

Under the No Project Alternative, the existing four single-story PDR buildings would not be demolished; other than tenant improvements (such as interior upgrades), no construction or site improvements—such as grading, excavation, or alterations to the height and massing of the buildings—would occur at the site. The No Project Alternative would not include sustainability features proposed under the Project, such as a rooftop solar array; water- and energy-efficient designs; and electric vehicle charging infrastructure for trucks, transportation refrigeration units, or passenger vehicles, except as may be required through the building permitting process for tenant improvement applications in the future. The No Project Alternative would not include street, sidewalk, or streetscape improvements; bicycle parking; or a TDM plan.

The No Project Alternative would reduce the impacts of the Project because the No Project Alternative would not involve construction of new buildings or street network changes, and only minimal tenant improvements are anticipated to occur. Due to the limited construction activities associated with the No Project Alternative, construction-related transportation, air quality, and noise impacts would be less than under the Project, and construction-related impacts to cultural resources and tribal cultural resources would not occur. Therefore, construction-related transportation impacts of the No Project Alternative would be less than the less-than-significant impacts identified for the Project. For operations, unlike the Project, the No Project Alternative would not introduce new fixed sources of noise; therefore, there would be no new noise effects at the property plane or noise-sensitive land uses. No impacts would occur from the No Project Alternative because no new fixed sources of noise would be needed as part of this alternative. Also, because the No Project Alternative would result in fewer vehicle trips, noise and air quality impacts from vehicle trips would be reduced. Regarding other operational air quality impacts and health risks, the No Project Alternative would not include manufacturing and maker use as a PDR use, would not require backup generators, and would require limited, if any, transportation refrigeration units, thereby eliminating or limiting operational emissions associated with these sources; therefore, impacts would be reduced.

The No Project Alternative is hereby rejected as infeasible because, although the severity of the less-than-significant impacts of the Project would be lessened, it would fail to meet the objectives of the Project. The No Project Alternative would not meet any of the Project objectives, except for Objective 5 (site PDR uses in a dense infill setting to create employment near housing and reduce vehicle miles traveled for potential distribution uses by locating such uses in San Francisco proximate to multiple freeways, rather than traditional suburban locations), which the No Project Alternative meets, but to a lesser degree than the Project. The existing PDR buildings would remain on site, and no new PDR space would be provided; therefore, the No Project Alternative would not meet the underlying objective to develop a modern, flexible, and durable PDR facility for a diverse and evolving range of uses in a central urban environment. The No Project Alternative would not advance progress toward the City's long-standing goals to upgrade and expand PDR space, replace functionally outdated PDR space with first- and best-in-class facilities, use innovative design at a size and scale that accommodates a range of large and small PDR uses, or boost resiliency in the local supply chain. The Project site would not be redeveloped to make efficient use of existing utilities, circulation, and complementary uses in the surrounding PDR-2 Zoning District.

The No Project Alternative would have a total building floor area of 448,000 square feet, which is approximately one-fifth of the total building area of the Project, and would result in a net gain of 15 employees compared to the 1,242 employees under the Project. The No Project Alternative has a considerably smaller overall footprint, and would not provide an appreciable positive fiscal impact as it would not substantially change the existing buildings nor the workforce size required for the site. This alternative would contribute, but not as much as the Project would, to new jobs at a variety of experience levels; enhanced property values; property taxes; workers who will support direct and indirect local business growth in the Bayview; and employment near housing that would reduce VMT for potential distribution uses by locating such uses in San Francisco. The No Project Alternative would not include sustainability features proposed under the Project, such as a rooftop solar array, water- and energy-efficient designs, and electrical docking stations. Therefore, the No Project Alternative would not develop a Project with infrastructure that facilitates carbon-efficient vehicle fleets and operations as cost-effective technology becomes available. The No Project Alternative would not include street, sidewalk, or streetscape improvements; bicycle parking; or a TDM plan. Therefore, the No Project Alternative would not meet the Project objective of creating a safe and compelling streetscape accessible by multiple

modes of transportation, including bicycles and pedestrians.

For these reasons, it is hereby found that the No Project Alternative is rejected because it would not meet the objectives of the Project and, therefore, is not a feasible alternative.

**B. Code-Compliant Alternative.**

The Code-Compliant Alternative would demolish the existing four single-story PDR buildings on site and construct two two-story buildings. Each of the buildings would have approximately the same ground floor shape as the Project and would have a similar orientation on the site. However, under the Code-Compliant Alternative, the buildings would not exceed the 65-J Height and Bulk District requirements (65 feet building height limit) and would only have two floors, plus active roof. As a result, there would be no Zoning Map Amendments for a height and bulk district reclassification, and there would be no Planning Code Text Amendments to adopt a Special Use District for the Project site. A shorter construction schedule of 26 months (compared to 31 months for the Project) is anticipated for this alternative, given the reduced building height and square footage.

The combined building square footage of the Code-Compliant Alternative (1,363,000 square feet) is less than that under the Project (2,160,000 square feet, including active roofs). Similar to the Project, the Code-Compliant Alternative would provide space for several main types of PDR uses. These uses could consist of principally permitted and conditionally permitted land uses in the PDR-2 Zoning District including manufacturing and maker space; parcel delivery service, including last-mile delivery; and wholesale and storage. Although the building's overall square footage would be less than that of the Project, the allocation of the PDR uses would be proportional to the Project, with 3 percent consisting of manufacturing and maker space, 65 percent consisting of parcel delivery, and 32 percent consisting of wholesale/storage. The proportion of ground-floor retail would be the same as under the Project (0.5 percent of the gross building area; i.e., 5,000 square feet). The Code-Compliant Alternative would include sustainability features similar to those of the Project, such as water- and energy-efficient designs and electrical docking stations. The Code-Compliant Alternative would include a reduced rooftop solar array. Similar to the Project, the Code-Compliant Alternative would include street, sidewalk, or streetscape improvements; bicycle parking; and a TDM plan.

Overall, the Code-Compliant Alternative would result in less impacts because it entails smaller structures (i.e., 1,363,000 square feet of new construction, compared to 2,160,000 square feet including active roofs) for the Project) and a shorter duration of construction (i.e., an estimated 26 months of construction duration, compared to 31 months for the Project). Therefore, for reasons similar to those described for the Project, construction-related transportation and air quality impacts for the Code-Compliant Alternative would be less than the less-than-significant impacts identified for the Project. Due to the reduced operational capacity of this Alternative, operational air quality and health risk impacts also would be reduced as compared to the Project. Further, because the building heights for this Alternative would be lower, wind-related impacts would also be reduced.

Under the Code-Compliant Alternative, noise- and vibration-generating construction activities and equipment are expected to be nearly identical to those analyzed for the Project due to the similar scope of construction work areas, grading and excavation, and activity types. Because the total duration of construction would be less than that of the Project, the amount of material required for delivery to the site under the Code-Compliant Alternative would be roughly 20 to 40 percent less than that under the



Project. The construction noise and vibration assumptions used for the Project (e.g., the types and quantities of construction equipment, their reference sound levels, and usage factors) would not change under the Code-Compliant Alternative. Therefore, similar to the Project, impacts generated by construction noise and vibration would be less than significant. Finally, because the Code-Compliant Alternative would not avoid the ground disturbing activity associated with the Project, the Alternative would not avoid the potentially significant impacts related to cultural resources and tribal cultural resources.

The Code-Compliant Alternative is hereby rejected as infeasible because it would fail to meet the objectives to the same extent as the Project or the Expanded Streetscape Alternative, including the underlying objective to develop a modern, flexible, and durable PDR facility for a diverse and evolving range of uses in a central urban environment. The Code-Compliant Alternative would replace the existing PDR buildings with modern facilities. The Project site would be redeveloped to make efficient use of existing utilities, circulation, and complementary uses in the surrounding PDR-2 Zoning District. Because the size and scale of the Code-Compliant Alternative would be reduced from the Project and the ground-floor manufacturing and maker space would be eliminated, this alternative would only partially meet the objective of using innovative design at a size and scale that accommodate an adaptable range of large and small PDR uses. The Code-Compliant Alternative would not replenish the supply of displaced PDR space, or boost resiliency in the local supply chain and disaster response capabilities by providing large-scale adaptable facilities that can be rapidly mobilized in a central location, to the same extent as the Project.

There would be a net increase of approximately 507 employees associated with the Code-Compliant Alternative, compared to 1,242 employees under the Project. Because fewer jobs would be created and the scale of development and operations would be smaller, the Code-Compliant Alternative would not meet, to the same extent as the Project, the objective of providing a positive fiscal impact by creating jobs at a variety of experience levels, enhancing property values, generating property taxes, introducing workers who will support direct and indirect local business growth in the Bayview, or creating employment near housing that would reduce VMT for potential distribution uses by locating such uses in San Francisco. Additionally, because the Project does not have any environmental impacts that remain significant and unavoidable after mitigation, there are no significant impacts that would be mitigated by the Code-Compliant Alternative but not the Project.

For these reasons, it is hereby found that the Code-Compliant Alternative is rejected because it would not meet the basic objectives to the same extent as the Project and, therefore, is not a feasible alternative.

### **C. Fleet Management Use Mix Alternative.**

The Fleet Management Use Mix Alternative would demolish the existing four single-story PDR buildings on site and construct two new three-story buildings (plus active roof) in the same configuration used for the Project. The combined building square footage of the Fleet Management Use Mix Alternative (2,160,000 square feet, including active roofs) is the same as that of the Project. This alternative is different from the Project because it would include less space for parcel delivery (50 percent of the total PDR floor area) and eliminate the wholesale/storage space. The active PDR floor area would be divided equally between parcel delivery service, including last-mile delivery, and fleet management. The Fleet Management Use Mix Alternative would not include ground-floor manufacturing and maker or retail spaces. The areas of the buildings identified for these uses in the Project (35,000 square feet of manufacturing and maker



space and 8,400 square feet of retail) would instead be used for PDR support space to maximize the efficiency of each building's layout and internal circulation. The Fleet Management Use Mix Alternative would include sustainability features similar to those under the Project, such as water- and energy-efficient designs, electrical docking stations, and an active rooftop with a solar array, as well as the street, sidewalk, or streetscape improvements; bicycle parking; and a TDM plan.

The Fleet Management Use Mix Alternative includes the same amount of development area as the Project. However, all of it would be allocated to PDR uses: approximately half for private and/or public fleet storage and management uses, and half for parcel and last-mile delivery uses. Because the Fleet Management Use Mix Alternative would involve the same amount (i.e., 2,160,000 square feet, including active roofs) and duration (i.e., 31 months) of construction activities, and would include the same amount of development area as the Project, the Fleet Management Use Mix Alternative would have similar construction-related transportation, air quality, and noise impacts, and would not avoid the potentially significant cultural resources and tribal cultural resources impacts. Because the buildings under this Alternative would be the same height as the Project, wind impacts also would be similar.

Regarding operational impacts, the Fleet Management Use Mix Alternative would require HVAC systems to support the facility's enclosed and partially enclosed areas. Although shifts in square footage of uses may redistribute the HVAC systems, the overall HVAC needs of the facility would be similar to those required by the Project. The Fleet Management Use Mix Alternative would increase the area of logistics yard uses by 9.8 percent, and would therefore require a slight increase in ventilation system capacity while conversely slightly reducing the necessary capacities of rooftop HVAC equipment. Because the design and capacity of the system are similar to those of the Project, operational noise from fixed sources under the Fleet Management Use Mix Alternative would be similar. For noise from mobile sources, the Fleet Management Use Mix Alternative would reduce onsite and offsite traffic volumes by approximately 14 percent, with a 50 percent reduction in heavy truck trips during the nighttime (10 p.m. to 7 a.m.) period compared to the Project; but these reductions are partially offset by the Alternative's public fleet operations, which would increase nighttime medium truck (bus) trips from 31 to 130. Despite the large relative increase in nighttime period bus trips, the noise-reducing effects of halving the nighttime heavy trucks assumed in the proposed project would offset the potential increase in bus noise and result in a net nighttime traffic noise reduction of approximately 0.1 dBA compared to the proposed project. Therefore, impacts would be similar to the Project.

Regarding operational air quality and health risks, there would be an increase of approximately 20 percent in offsite emissions from worker and delivery trips to and from the site along the offsite traffic routes for the Fleet Management Use Mix Alternative, compared to the Project. This is attributed to an increase in vehicle trips, including worker commute trips, patrons and vendors/deliveries to the site, and bus trips. However, PM<sub>2.5</sub> exhaust is slightly lower, by 2 percent, under the Fleet Management Use Mix Alternative than under the Project, because the increase in vehicles under the Fleet Management Use Mix Alternative results from buses rather than higher polluting diesel trucks (i.e., single-unit and tractor trailer trucks), as under the Project. This shift in the vehicle types would lower the PM<sub>2.5</sub> exhaust emissions. There would also be a decrease of about 23 percent in PM<sub>2.5</sub> exhaust and total PM<sub>2.5</sub> emissions related to parcel delivery for this alternative compared to parcel delivery for the Project. Additionally, total PM<sub>2.5</sub> emissions and exhaust PM<sub>2.5</sub> emissions generated on site would decrease compared to the Project due in large part to the reduction in total onsite diesel trucks by 18 percent (for total PM<sub>2.5</sub>) and 47 percent (for exhaust PM<sub>2.5</sub>). Under this Alternative, the elimination of manufacturing and maker space and reduced transportation refrigeration units, and the shift in the vehicle fleet mix to reduce single-unit and tractor

trailer trucks, also would result in a decrease in operational mass emissions of NO<sub>x</sub> as compared to the Project. The Fleet Management Use Mix alternative would result in a net increase in NO<sub>x</sub> emissions, but these emissions would be below the thresholds of significance and thus, none of the air quality mitigation measures would be required if this alternative were implemented.

The Fleet Management Use Mix Alternative is rejected as infeasible because it would fail to meet several Project objectives. It would not meet the underlying objective to develop a modern, flexible, and durable PDR facility for a diverse and evolving range of uses in a central urban environment, because eliminating wholesale and storage and manufacturing and maker uses would undermine the facility's flexibility. It would significantly limit the Project's ability to evolve to accommodate a range of PDR uses in response to industry and market needs, including anticipated demand for parcel delivery services, and its ability to accommodate a range of large and small PDR uses. Therefore, the Alternative would not meet the underlying objective or Objective 4. Additionally, because the Project does not have any environmental impacts that remain significant and unavoidable after mitigation, there are no significant impacts that would be mitigated by the Fleet Management Use Mix Alternative but not the Project.

For these reasons, it is hereby found that the Fleet Management Use Mix Alternative is rejected because it would not meet all of the basic objectives to the same extent as the Project and, therefore, is not a feasible alternative.

#### **D. Expanded Parcel Delivery Use Alternative.**

The Expanded Parcel Delivery Use Alternative would demolish the existing four single-story PDR buildings on site and construct two new three-story buildings (plus active roof) in the same configuration as the Project. The combined building square footage of the Expanded Parcel Delivery Use Alternative (2,160,000 square feet, including active roofs) is the same as that of the Project. Unlike the Project, this alternative would provide space for only one PDR use, consisting of parcel delivery service, including last-mile delivery. The Expanded Parcel Delivery Use Alternative would not include ground-floor manufacturing and maker or retail spaces. The areas of the buildings identified for these uses in the Project (35,000 square feet of manufacturing and maker space and 8,400 square feet of retail) would instead be used for PDR support space to maximize the efficiency of each building's layout and internal circulation. The Expanded Parcel Delivery Use Alternative would include sustainability features similar to those used under the Project, such as water- and energy-efficient designs, electrical docking stations, and an active rooftop with a solar array, as well as street, sidewalk, or streetscape improvements; bicycle parking; and a TDM plan.

The Expanded Parcel Delivery Use Alternative would involve the same amount (i.e., 2,160,000 square feet, including active roofs) and duration (31 months) of construction activities as the Project. Therefore, construction-related air quality, noise, and transportation impacts would be similar to the Project.

For operational impacts, the Expanded Parcel Delivery Use Alternative would require HVAC systems to support the facility's enclosed and partially enclosed areas. Although shifts in square footage of uses may redistribute the HVAC systems, the overall HVAC needs of the parcel delivery use and building spaces would be nearly identical to those required by the Project. The Expanded Parcel Delivery Use Alternative would increase the area of logistics yard uses by 9.8 percent, and would therefore require a slight increase in ventilation system capacity while conversely slightly reducing the necessary capacities of rooftop HVAC equipment. Because the design and capacity of the system would be similar to those under the Project ,

operational noise from fixed sources under the Expanded Parcel Delivery Use Alternative would be similar. The Expanded Parcel Delivery Use Alternative would result in an increase in onsite and offsite operational traffic volumes by approximately 4 percent when compared with the Project. Increased traffic volumes generally correspond with increased traffic noise. However, the Expanded Parcel Delivery Use Alternative would only increase the number of cars and vans traveling to and from the site, while maintaining the same number of heavy truck trips and reducing the daily volumes of medium truck trips by approximately 21 percent. The notable reduction in medium truck trips would have a greater effect on overall traffic noise levels than the increase in cars and vans. As a result, the overall traffic noise levels generated by the Expanded Parcel Delivery Use Alternative at noise-sensitive land uses would be less than those predicted for the Project.

For operational air quality impacts, total operational space would be the same as under the Project, but the PDR use mix would be allocated entirely to parcel delivery, including last-mile use, with no manufacturing and maker space, ground-floor retail, or wholesale and storage use. The number of transportation refrigeration units would increase slightly in comparison to the Project, because the parcel delivery use is anticipated to have a greater proportion of use requiring transportation refrigeration units than the warehousing/storage use that is included in the Project. In addition, the vehicle fleet mix for the Expanded Parcel Delivery Use Alternative would shift slightly to include a greater proportion of vans and fewer single-unit and tractor trailer trucks. Overall, operational emissions under the Expanded Parcel Delivery Use Alternative would be less than those under the Project. This alternative would result in a net increase in operational  $\text{NO}_x$  emissions that would be approximately 28 percent less than under the Project, but would still exceed the threshold of significance for  $\text{NO}_x$ . Further, due to the increase in last-mile vehicle travel under the Expanded Parcel Delivery Use Alternative, there would be an increase of approximately 52 percent in offsite  $\text{PM}_{2.5}$  exhaust and 53 percent in total  $\text{PM}_{2.5}$  (inclusive of resuspended roadway dust) along the offsite circulation routes.  $\text{PM}_{2.5}$  exhaust and total  $\text{PM}_{2.5}$  from offsite worker and delivery trips for the Expanded Parcel Delivery Use Alternative are lower than those under the Project by 8 percent and 18 percent, respectively. As a result of these changes in emissions for the Expanded Parcel Delivery Use Alternative, the cancer risk at both the maximally exposed individual residential and worker receptors would increase approximately 2 to 3 percent in comparison to the Project.

The Expanded Parcel Delivery Use Alternative is rejected as infeasible because the Alternative would fail to meet several of the Project objectives. The Expanded Parcel Delivery Use Alternative would only provide PDR space for parcel delivery service, and therefore would not meet the underlying objective of developing a flexible PDR facility for a diverse and evolving range of uses. It would not accommodate a range of large and small PDR uses, including ground-floor manufacturing and maker or retail spaces, and also would not be able to adapt over time to different industries and market needs. Additionally, because the Project does not have any environmental impacts that remain significant and unavoidable after mitigation, there are no significant impacts that would be mitigated by the Expanded Parcel Delivery Use Alternative but not the Project.

For these reasons, it is hereby found that the Expanded Parcel Delivery Use Alternative is rejected because it would not meet all of the basic objectives to the same extent as the Project or the Expanded Streetscape Alternative and, therefore, is not a feasible alternative.

**E. Additional Alternatives Considered but Rejected**

As stated in CEQA Guidelines section 15126.6(f)(1), factors that may be considered when a lead agency is assessing the feasibility of alternatives include “site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries ..., and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site.” Several alternatives were considered by the planning department but were ultimately rejected due to these factors or because the alternatives did not reduce the significant impacts identified for the proposed project. After further consideration of the five alternatives listed below, it was determined that they would not be feasible, would not substantially meet most of the project objectives, or would not avoid or lessen potentially significant adverse impacts that were identified for the Project.

1. Alternative Site in San Francisco
2. Alternative Site Outside of San Francisco, but Within the Bay Area
3. Expanded Maker Space Use Mix
4. Expanded Wholesale/Storage Use Mix
5. Phased Project Operations (restricting tenancy in second building to uses with lower emissions, particularly of NO<sub>x</sub>, until a later time when emissions would be lower)

For these reasons, it is hereby found that these additional alternatives are infeasible and have been rejected.

**VI. STATEMENT OF OVERRIDING CONSIDERATIONS**

Pursuant to Public Resources Section 21081 and CEQA Guidelines Section 15093, the Commission hereby finds that, because the Project will have no impacts that remain significant and unavoidable with incorporation of mitigation measures, no statement of overriding considerations is warranted for the Project.

## AGREEMENT TO IMPLEMENT MITIGATION MONITORING AND REPORTING PROGRAM

Record No.: 2015-012491ENV  
Project Title: 749 Toland Street and 2000 McKinnon Avenue/San Francisco Gateway Project  
BPA Nos: N/A  
Zoning: PDR-2 – Production, Distribution, and Repair  
65-J Height and Bulk District

Block/Lot: 5284A/008 and 5287/002  
Lot Size: 743,800 square feet  
Project Sponsor: Courtney Bell, Prologis Inc., (510) 661-4038  
Lead Agency: San Francisco Planning Department  
Staff Contact: Tina Tam, [Tina.Tam@sfgov.org](mailto:Tina.Tam@sfgov.org), 628.652.7385  
[CPC.EnvironmentalMonitoring@sfgov.org](mailto:CPC.EnvironmentalMonitoring@sfgov.org)

The table below indicates when compliance with each mitigation measure must occur. Some mitigation measures span multiple phases. Substantive descriptions of each mitigation measure's requirements are provided on the following pages in the Mitigation Monitoring and Reporting Program.

**Please note that the city will not accept the building permit application for this project until a Pre-Construction Environmental Compliance Letter has been issued. If you have questions about the monitoring status of your project, please contact the staff listed above, or email [CPC.EnvironmentalMonitoring@sfgov.org](mailto:CPC.EnvironmentalMonitoring@sfgov.org). Generally, if the mitigation measure has requirements prior to the start of construction (see the Period of Compliance Table below), these measures will require compliance prior to the issuance of the Pre-Construction Environmental Compliance Letter.**


Adopted Mitigation Measure	Period of Compliance			Compliance with Mitigation Measure Completed?
	Prior to the Start of Construction*	During Construction**	Post-construction or Operational	
Mitigation Measure M-CR-2: Archeological Testing	X	X		
Mitigation Measure M-TCR-1: Tribal Cultural Resources Interpretive Program		X	X	
Mitigation Measure M-WI-1a: Wind Hazard Evaluation for Building Design and Streetscape Modifications	X			
Mitigation Measure M-WI-1b: Maintenance of Landscaping Features that Reduce Wind Hazards			X	
Mitigation Measure M-GE-5: Inadvertent Discovery of Paleontological Resources	X	X		
Mitigation Measure M-NO-3a: Fixed-Source Noise Attenuation for Buildings A and B	X		X	
Mitigation Measure M-NO-3b: Fixed-Source Noise Attenuation for Building Tenants	X		X	
Mitigation Measure M-AQ-3a: Electrification of Yard Equipment			X	

Adopted Mitigation Measure	Period of Compliance			Compliance with Mitigation Measure Completed?
	Prior to the Start of Construction*	During Construction**	Post-construction or Operational	
Mitigation Measure M-AQ-3b: Electrification of Transportation Refrigeration Units	X		X	
Mitigation Measure M-AQ-3c: Prohibition of Truck and Van Idling for More than Two Minutes			X	
Mitigation Measure M-AQ-3d: Limitation on Model Year of Visiting Trucks			X	
Mitigation Measure M-AQ-3e: Diesel Backup Generator Specifications			X	
Mitigation Measure M-AQ-3f: Limitation on Manufacturing and Maker Space Emissions			X	
Mitigation Measure M-AQ-3g: Compliance with CalGreen Tier 2 Green Building Standards	X		X	
Mitigation Measure M-AQ-3h: Requirements for Off-Road Construction Equipment	X	X		
Mitigation Measure M-AQ-3i: Development and Implementation of Operational Emission Management Plan			X	

NOTES:

\* Prior to any ground disturbing activities at the project site or subsequent construction activities. See mitigation measure text for details.

\*\* Construction is broadly defined to include any physical activities associated with construction of a development project including, but not limited to: site preparation, clearing, demolition, excavation, shoring, foundation installation, and building construction.

 I agree to implement the attached mitigation measure(s) as a condition of project approval.

DocuSigned by:  
  
BD4173CD70C6441

Courtney Bell

01 May 2025

Property Owner or Legal Agent (Signature)

Printed Name

Date

**Note to sponsor:** Please contact [Tina.Tam@sfgov.org](mailto:Tina.Tam@sfgov.org) and copy [CPC.EnvironmentalMonitoring@sfgov.org](mailto:CPC.EnvironmentalMonitoring@sfgov.org) to begin the environmental monitoring process prior to the submittal of your building permits to the San Francisco Department of Building Inspection. A building permit application cannot be submitted for this project until a Pre-Construction Environmental Compliance letter has been received.

## MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measure	Monitoring and Reporting Program <sup>a</sup>			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
<b>MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR</b>				
<b>CULTURAL RESOURCES</b>				
<p><b>Mitigation Measure M-CR-2: Archeological Testing.</b></p> <p><b>Archeological Testing.</b> Based on a reasonable presumption that archeological resources may be present in the project site, the following measures shall be undertaken to avoid any potentially significant adverse effects from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archeological consultant from the rotational qualified archeological consultants list maintained by the planning department. After the first project approval action or as directed by the environmental review officer, the project sponsor shall contact the department archeologist to obtain the names and contact information for the next three archeological consultants on the qualified archeological consultants list. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the environmental review officer. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the environmental review officer for review and comment and shall be considered draft reports subject to revision until final approval by the environmental review officer. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for a maximum of four weeks. At the direction of the environmental review officer, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in CEQA Guidelines section 15064.5 (a)(c).</p>	Project sponsor's qualified archeological consultant and construction contractor at the direction of the Environmental Review Officer	Prior to issuance of construction permits and throughout the construction period	Environmental Review Officer/Planning Department cultural resources staff	Considered complete after final Archeological Resources Report is approved by the Environmental Review Officer/Planning Department cultural resources staff



Adopted Mitigation Measure	Monitoring and Reporting Program <sup>a</sup>			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
<p><b>Archeological Testing Program.</b> The purpose of the archeological testing program shall be to determine, to the extent possible, the presence or absence of archeological resources and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.</p> <p>The archeological testing program shall be conducted in accordance with the approved archeological testing plan. The archeological consultant and the environmental review officer shall consult on the scope of the archeological testing plan, which shall be approved by the environmental review officer prior to commencing any project-related soil-disturbing activities. The archeological testing plan shall be submitted first and directly to the environmental review officer for review and comment and shall be considered a draft subject to revision until final approval by the environmental review officer. The archeologist shall implement the testing as specified in the approved archeological testing plan prior to and/or during construction.</p> <p>The archeological testing plan shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project and lay out what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The archeological testing plan shall also identify the testing method to be used, the depth or horizontal extent of testing, the locations recommended for testing, and the archeological monitoring requirements for construction soil disturbance, as warranted.</p> <p><b>Archeological Sensitivity Training.</b> If it is determined that the project would require ongoing archeological monitoring, the archeological consultant shall provide a training to the prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soil-disturbing activities within the project site. The training shall advise all project contractors to be on the alert for evidence of the presence of the expected archeological</p>	Project sponsor/ qualified archeological consultant at the direction of the Environmental Review Officer	After the first project approval action or as directed by the Environmental Review Officer and prior to issuance of construction permits and throughout the construction period	Environmental Review Officer/Planning Department cultural resources staff	Considered complete after approval of archeological testing program by the Environmental Review Officer

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resource(s), how to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an				
<p>archeological resource by the construction crew. If the project site is determined to be sensitive for Native American archeological resources, a local Native American representative, at their discretion, shall provide a Native American cultural sensitivity training to all project contractors.</p> <p><b>Paleoenvironmental Analysis of Paleosols.</b> When a submerged paleosol is identified during the testing program, irrespective of whether cultural material is present, samples shall be extracted and processed for dating, flotation for paleobotanical analysis, and other applicable special analyses pertinent to identification of possible cultural soils and for environmental reconstruction. The archeological resources report, described below, shall include analysis of collected samples.</p> <p><b>Discovery Treatment Determination.</b> At the completion of the archeological testing program, the archeological consultant shall submit a written summary of the findings to the environmental review officer. The findings memorandum shall describe and identify each resource and provide an initial assessment of the integrity and significance of encountered archeological deposits.</p> <p>If the environmental review officer, in consultation with the archeological consultant, determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, the environmental review officer, in consultation with the project sponsor, shall determine whether preservation of the resource in place is feasible. If so, the proposed project shall be redesigned to avoid any adverse effect on the significant archeological resource, and the archeological consultant shall prepare an archeological resource preservation plan, which shall be implemented by the project sponsor during construction. The consultant shall submit a draft archeological resource preservation plan to the planning department for review and approval.</p> <p>If preservation in place is not feasible, a data recovery program shall be implemented, unless the environmental review officer determines that the archeological resource is of greater interpretive than research significance, and that interpretive use of the resource is feasible. The environmental</p>				

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review officer, in consultation with the archeological consultant, shall also determine whether additional treatment is warranted, which may include additional testing and/or construction monitoring.				
<p><b>Consultation with Descendant Communities.</b> On discovery of an archeological site associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group, the environmental review officer and an appropriate representative of the descendant group shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the environmental review officer regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the archeological resources report shall be provided to the representative of the descendant group.</p> <p><b>Archeological Data Recovery Plan.</b> An archeological data recovery program shall be conducted in accordance with an archeological data recovery plan if all three of the following apply: 1) a resource has potential to be significant, 2) preservation in place is not feasible, and 3) the environmental review officer determines that an archeological data recovery program is warranted. The archeological consultant, project sponsor, and environmental review officer shall meet and consult on the scope of the archeological data recovery plan prior to preparation of a draft archeological data recovery plan. The archeological consultant shall submit a draft archeological data recovery plan to the environmental review officer. The archeological data recovery plan shall identify how the proposed data recovery program shall preserve the significant information the archeological resource is expected to contain. That is, the archeological data recovery plan shall identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery</p>	Project sponsor, archeological consultant, Environmental Review Officer, tribal representative (if requested)	After determination by the Environmental Review Officer that an archeological data recovery program is required	Planning Department cultural resources staff	Considered complete upon approval of final archeological data recovery program by the Environmental Review Officer

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<p>methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the archeological data recovery plan shall include the following elements:</p> <ul style="list-style-type: none"> <li>• <i>Field Methods and Procedures</i>: descriptions of proposed field strategies, procedures, and operations</li> <li>• <i>Cataloguing and Laboratory Analysis</i>: description of selected cataloguing system and artifact analysis procedures</li> <li>• <i>Discard and Deaccession Policy</i>: description of and rationale for field and post-field discard and deaccession policies</li> <li>• <i>Security Measures</i>: recommended security measures to protect the archeological resource from vandalism, looting, and unintentionally damaging activities</li> <li>• <i>Final Report</i>: description of proposed report format and distribution of results</li> <li>• <i>Curation</i>: description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities</li> </ul> <p><b>Coordination of Archeological Data Recovery Investigations.</b> In cases in which the same resource has been or is being affected by another project for which data recovery has been conducted, is in progress, or is planned, to maximize the scientific and interpretive value of the data recovered from both archeological investigations, the following measures shall be implemented:</p> <p>A) In cases where neither investigation has yet begun, both archeological consultants and the environmental review officer shall consult on coordinating and collaboration on archeological research design, data recovery methods, analytical methods, reporting, curation and interpretation to ensure consistent data recovery and treatment of the resource.</p>	Project sponsor, archeological consultant, Environmental Review Officer, tribal representative (if requested)	After determination by the Environmental Review Officer that an archeological data recovery program is required	Planning Department cultural resources staff	Considered complete upon approval of final archeological data recovery program by the Environmental Review Officer

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<p>B) In cases where archeological data recovery investigation is already underway or has been completed for a prior project, the archeological consultant for the subsequent project shall consult with the archeological consultant for the prior project, if available; review prior treatment plans, findings, and reporting; inspect and assess existing archeological collections/inventories from the site prior to preparation of</p> <p>the archeological treatment plan for the subsequent discovery; and incorporate prior findings in the final report of the subsequent investigation. The objectives of this coordination and review of prior methods and findings shall be to identify refined research questions; determine appropriate data recovery methods and analyses; assess new findings relative to prior research findings; and integrate prior findings into subsequent reporting and interpretation.</p> <p><b>Human Remains and Funerary Objects.</b> The treatment of any human remains and funerary objects discovered during any soil-disturbing activity shall comply with applicable state laws, including Section 7050.5 of the Health and Safety Code and Public Resources Code 5097.98. If human remains or suspected human remains are encountered during construction, the contractor and project sponsor shall ensure that ground-disturbing work within 50 feet of the remains is halted immediately and shall arrange for the protection in place of the remains until appropriate treatment and disposition have been agreed upon and implemented in accordance with this section. Upon determining that the remains are human, the project archeologist shall immediately notify the Office of the Chief Medical Examiner of the City and County of San Francisco (Medical Examiner) of the find. The archeologist shall also immediately notify the environmental review officer and the project sponsor of the find. In the event of the Medical Examiner's determination that the human remains are Native American in origin, the Medical Examiner shall notify the California State Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall immediately appoint and notify a most likely descendant. The most likely descendant shall complete his or her inspection of the remains and make recommendations or preferences for treatment within 48 hours of being granted access to the site.</p>	<p>Project sponsor, archeological consultant in consultation with the San Francisco Medical Examiner, Environmental Review Officer, and Native American Heritage Commission and most likely descendant as warranted</p>	<p>In the event that human remains are uncovered during the construction period</p>	<p>Planning Department cultural resources staff, Medical Examiner, and Native American Heritage Commission and most likely descendant as warranted</p>	<p>Considered complete on finding by the Environmental Review Officer that all state laws regarding human remains/burial objects have been adhered to, consultation with the most likely descendant is completed as warranted, and disposition of human remains, if any have been identified, has occurred as specified in burial agreement</p>

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If the remains cannot be permanently preserved in place, the land owner may consult with the project archeologist, project sponsor, and CEQA lead agency and shall consult with the most likely descendant on recovery of the remains and any scientific treatment alternatives. The land owner shall then make all reasonable efforts to develop a burial agreement with the most likely descendant, as expeditiously as possible, for the treatment and disposition, with appropriate dignity, of human remains and funerary				
<p>objects (as detailed in CEQA Guidelines section 15064.5(d)). In accordance with Public Resources Code 5097.98 (c)(1), the burial agreement shall address, as applicable and to the degree consistent with the wishes of the most likely descendant, the appropriate excavation, removal, recordation, scientific analysis, custodianship prior to reinterment or curation, and final disposition of the human remains and funerary objects. If the most likely descendant agrees to scientific analyses of the remains and/or funerary objects, the archeological consultant shall retain possession of the remains and funerary objects until completion of any such analyses, after which the remains and funerary objects shall be reinterred or curated as specified in the burial agreement.</p> <p>Both parties are expected to make a concerted and good faith effort to arrive at an agreement, consistent with the provisions of Public Resources Code 5097.98. However, if the land owner and the most likely descendant are unable to reach an agreement, the land owner, environmental review officer, and project sponsor shall ensure that the remains and/or mortuary materials are stored securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance, consistent with state law.</p> <p>Treatment of historic-period human remains and/or funerary objects discovered during any soil-disturbing activity shall be in accordance with protocols laid out in the project archeological treatment document, and other relevant agreements established between the project sponsor, Medical Examiner, and environmental review officer. The project archeologist shall retain custody of the remains and associated materials while any scientific study scoped in the treatment document is conducted,</p>				

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after which the remains shall be curated or respectfully reinterred by arrangement on a case-by-case basis.				
<p><b>Cultural Resources Public Interpretation Plan.</b> The project archeological consultant shall submit a Cultural Resources Public Interpretation Plan (CRPIP) if a significant archeological resource is discovered during a project. As directed by the environmental review officer, a qualified design professional with demonstrated experience in displaying information and graphics to the public in a visually interesting manner, local artists, or community groups may also be required to assist the project archeological consultant in preparation of the CRPIP. If the resource to be interpreted is a tribal cultural resource, the CRPIP shall be prepared in consultation with and developed with the participation of Ohlone tribal representatives. The CRPIP shall describe the interpretive product(s), locations or distribution of interpretive materials or displays, the proposed content and materials, the producers or artists of the displays or installation, and a long-term maintenance program. The CRPIP shall be sent to the environmental review officer for review and approval. The CRPIP shall be implemented prior to occupancy of the project.</p>	Consultant at the direction of the Environmental Review Officer will prepare Cultural Resources Public Interpretation Plan. Measures laid out in Cultural Resources Public Interpretation Plan are implemented by project sponsor and consultant. Native American representative (if warranted and requested)	Following completion of treatment and analysis of significant archeological resource by archeological consultant	Planning Department cultural resources staff	Cultural Resources Public Interpretation Plan is complete on review and approval by the Environmental Review Officer. Interpretive program is complete on notification to the Environmental Review Officer from the project sponsor that program has been implemented
<p><b>Archeological Resources Report.</b> Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the testing program to the environmental review officer. The archeological consultant shall submit a draft archeological resources report to the environmental review officer that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken, and if applicable, discusses curation arrangements. Formal site recordation forms (CA DPR 523 series) shall be attached to the archeological resources report as an appendix.</p> <p>Once approved by the environmental review officer, copies of the archeological resources report shall be distributed as follows: California Archeological Site Survey Northwest Information Center shall receive one copy, and the environmental review officer shall receive a copy of the</p>	Archeological consultant at the direction of the Environmental Review Officer	Following completion of treatment by archeological consultant as determined by the Environmental Review Officer	Planning Department cultural resources staff	Complete on certification to the Environmental Review Officer that copies of the approved Archeological Resources Report have been distributed



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transmittal of the archeological resources report to the Northwest Information Center. The environmental planning division of the planning department shall receive one bound hardcopy of the archeological				
resources report. Digital files that shall be submitted to the environmental division include an unlocked, searchable PDF version of the archeological resources report, GIS shapefiles of the site and feature locations, any formal site recordation forms (CA DPR 523 series), and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. The PDF archeological resources report, GIS files, recordation forms, and/or nomination documentation should be submitted via USB or other stable storage device. If a descendant group was consulted during archeological treatment, a PDF of the archeological resources report shall be provided to the representative of the descendant group.				
<b>Curation.</b> Significant archeological collections and paleoenvironmental samples of future research value shall be permanently curated at an established curatorial facility or Native American cultural material shall be returned to local Native American tribal representatives at their discretion. The facility shall be selected in consultation with the environmental review officer. Upon submittal of the collection for curation, the sponsor or archeologist shall provide a copy of the signed curatorial agreement to the environmental review officer.	Archeological consultant prepares collection for curation and project sponsor pays for curation costs	In the event a significant archeological resource is discovered and upon acceptance by the Environmental Review Officer of the Archeological Resources Report	Planning Department cultural resources staff	Considered complete upon acceptance of the collection by the curatorial facility or Native American tribal representative
<b>TRIBAL CULTURAL RESOURCES</b>				
<b>Mitigation Measure M-TCR-1: Tribal Cultural Resources Interpretive Program.</b> <b>Preservation in Place.</b> In the event of the discovery of a potential tribal cultural resource, the environmental review officer, the project sponsor, and the local Native American representative shall consult to determine whether preservation in place would be feasible and effective. Coordination shall take place with local Native American representatives, including the Association of Ramaytush Ohlone and other interested Ohlone parties. If it is determined that preservation-in-place of the tribal cultural resource would be both feasible and effective, then the project sponsor, the	Project sponsor, archeological consultant as relevant, and Environmental Review Officer, in consultation with the affiliated Native American tribal representatives	In the event of discovery of potential tribal cultural resource	Planning Department cultural resources staff	Considered complete upon project redesign and completion of tribal cultural resource preservation plan

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archeological consultant as relevant, in consultation with the local Native American representative and environmental review officer, shall prepare a tribal cultural resource preservation plan, which shall be implemented by the project sponsor during construction.				
<b>Interpretive Program.</b> The project sponsor, archeological and/or design consultant, as relevant, in consultation with local Native American representatives (including the Association of Ramaytush Ohlone), shall prepare a Tribal Cultural Resources Public Interpretation Plan (TCRIP) to guide the Tribal Cultural Resource interpretive program in coordination with the project sponsor and planning department cultural resources staff. The TCRIP may be prepared in tandem with the CRPIP if required. The TCRIP shall be submitted to environmental review officer for review and approval prior to implementation of the program. The plan shall identify, as appropriate, proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, cultural displays, educational panels, or other interpretive elements agreed upon by the environmental review officer, sponsor, and local Native American representatives. Upon approval of the TCRIP and prior to project occupancy, the interpretive program shall be implemented by the project sponsor. The environmental review officer and project sponsor shall work with the tribal representative to identify the scope of work to fulfill the requirements of this mitigation measure, which may include participation in preparation and review of deliverables (e.g., plans, interpretive materials, artwork). Tribal representatives shall be compensated for their work as identified in the agreed upon scope of work.	Project sponsor in consultation with the tribal representative	After determination that preservation in place is not feasible, and subsequent to archeological data recovery, if required.	Planning Department cultural resources staff	Complete upon sponsor verification to the Environmental Review Officer that interpretive program was implemented
<b>WIND RESOURCES</b>				
<b>Mitigation Measure M-WI-1a: Wind Hazard Evaluation for Building Design and Streetscape Modifications.</b> If the proposed project's design, including the wind mitigation measures (M-WI-1b), is modified in any way that could affect ground-level wind conditions, the new design shall be evaluated by a qualified wind expert to determine the potential for the modified project to result in a new wind hazard exceedance (defined as the one-hour wind hazard criterion of 26 miles per hour equivalent wind speed). The evaluation may require wind tunnel testing by the qualified expert to determine whether the modified	Project sponsor and qualified wind expert	Prior to issuance of construction permits if the proposed project's design, including the wind mitigation measures (M-WI-1b), is modified in any way that could affect	Planning department and Development Performance Coordinator	Considered complete upon approval of the wind analysis and construction of building with wind baffling measures

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project would result in an exceedance of the wind hazard criterion. If the modified project could exceed the wind hazard criterion, the project buildings shall be shaped (e.g., by including setbacks or using other building design techniques) or other wind-baffling measures shall be implemented, so that the project does not result in an exceedance of the one-hour wind hazard criterion of 26 miles per hour equivalent wind speed.		ground-level wind conditions		
<b>Mitigation Measure M-WI-1b: Maintenance of Landscaping Features that Reduce Wind Hazards.</b> The project sponsor shall maintain, for the life of the proposed project buildings, all landscaping features required to ensure that the proposed project does not result in an exceedance of the one-hour wind hazard criterion of 26 miles per hour equivalent wind speed. These features include installation of nine evergreen street trees, each approximately 25 feet tall with a 15-foot-diameter canopy, along the eastern sidewalk of Toland Street or any landscaping features required pursuant to Mitigation Measure M-WI-1a: Wind Hazard Evaluation for Building Design and Streetscape Modifications.	Project sponsor	During construction and ongoing and in perpetuity for the lifetime of the building	Planning Department and Development Performance Coordinator, in coordination with San Francisco Public Works	Ongoing and in perpetuity for the lifetime of the building
GEOLOGY AND SOILS				
<b>Mitigation Measure M-GE-5: Inadvertent Discovery of Paleontological Resources.</b> <b>Worker Environmental Awareness Training.</b> Prior to commencing construction, the project sponsor shall engage a paleontologist meeting the standards of the Society of Vertebrate Paleontology to conduct training for all onsite construction workers regarding paleontological resources and the contents of the paleontological resources alert sheet, as provided by the planning department. The paleontological resources alert sheet shall be prominently displayed at the construction site, during ground-disturbing activities. In addition, the project sponsor (through a designated representative) shall inform construction personnel of the immediate stop work procedures and contact information to be followed if bones or other potential fossils are unearthed at the project site, and the laws and regulations protecting paleontological resources. As new workers arrive at the project site for ground-disturbing activities, they shall be trained by the construction supervisor.	Project sponsor, qualified paleontologist	Prior to the start of construction and ongoing throughout ground-disturbing activities	Environmental Review Officer and Development Performance Coordinator	Ongoing during construction. Considered complete once ground-disturbing activities are complete or once the Environmental Review Officer approves the Paleontological Resources Report, if required.

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The paleontologist shall submit a letter confirming the timing of the worker training to the planning department. The letter shall confirm the project's location, the date of training, the location of the informational handout display, and the number of participants. The letter shall be transmitted to the planning department within five business days of conducting the training.				
<p><b>Discovery of Unanticipated Paleontological Resources.</b> In the event of the inadvertent discovery of a paleontological resource during construction, excavations within 25 feet of the find shall temporarily be halted until the discovery is examined by a qualified paleontologist (as defined by the Society of Vertebrate Paleontology). Work in the sensitive area shall resume only when deemed appropriate by the qualified paleontologist, in consultation with the planning department.</p> <p>The qualified paleontologist shall determine: 1) whether the discovery is scientifically significant; 2) the necessity for involving other agencies and stakeholders; 3) the significance of the resource; and 4) methods for resource recovery. If a paleontological resource assessment results in a determination that the resource is not scientifically important, this conclusion shall be documented in a paleontological evaluation letter to demonstrate compliance with applicable statutory requirements. The paleontological evaluation letter shall be submitted to the planning department for review within 30 days of the discovery.</p> <p>If a paleontological resource is determined to be of scientific importance and there are no feasible avoidance measures, a paleontological mitigation program must be prepared by the qualified paleontologist engaged by the project sponsor. The mitigation program shall include measures to fully document and recover the resource and shall be approved by the planning department. Ground-disturbing activities in the project area shall resume and be monitored, as determined by the qualified paleontologist in collaboration with the planning department, for the duration of such activities.</p> <p>The mitigation program shall include: 1) procedures for construction monitoring at the project site; 2) fossil preparation and identification procedures; 3) curation into an appropriate repository; and 4) preparation of a paleontological resources report at the conclusion of ground-disturbing activities. The report shall include dates of field work, results of monitoring,</p>				

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fossil identifications to the lowest possible taxonomic level, analysis of the fossil collection, a discussion of the scientific significance of the fossil collection, conclusions, locality forms, an itemized list of specimens, and a repository receipt from the curation facility. The project sponsor shall be responsible for the preparation and implementation of the mitigation program, in addition to any costs necessary to prepare and identify collected				
fossils, and for any curation fees charged by the paleontological repository. The mitigation program shall be submitted to the planning department for review within 10 business days of the discovery. The paleontology report shall be submitted to the planning department for review within 30 business days from conclusion of ground-disturbing activities, or as negotiated following consultation with the planning department.				
NOISE AND VIBRATION				
<b>Mitigation Measure M-NO-3a: Fixed-Source Noise Attenuation for Buildings A and B</b> Prior to the issuance of the relevant building permit for improvements that include fixed mechanical equipment in buildings A and/or B, the project sponsor shall demonstrate that the project meets the noise limits in article 29, section 2909(b). Specifically, the project sponsor shall demonstrate that fixed-mechanical equipment does not exceed 8 dBA above the ambient noise level at any property plane. The noise level limits for each property plane are as follows, but may be updated based on empirical measurements conducted at a later date as approved by the city: <ul style="list-style-type: none"> <li>Property plane along Toland Street, Selby Street, and McKinnon Avenue: 59 dBA, <math>L_{eq}</math></li> <li>Property plane along Rankin Street: 58 dBA, <math>L_{eq}</math></li> <li>Property plane along Kirkwood Avenue: 60 dBA, <math>L_{eq}</math></li> </ul> Feasible noise reduction measures to achieve the property plane thresholds identified above may include, but are not limited to, a combination of the following: <ul style="list-style-type: none"> <li><b>Ventilation Routing and Relocation:</b> Route or direct the ventilation units to exhaust away from the adjacent land uses (i.e., outside the</li> </ul>	Project sponsor, qualified acoustical or engineering consultant	Prior to issuance of a building permit for improvements that include fixed mechanical equipment	Planning Department and Development Performance Coordinator	Considered complete after planning department approval of the analysis completed by an acoustical consultant and issuance of the building permit

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<p>property planes) and toward I-280. Relocate ventilation units away from the building edge and to a more-central location in each logistics yard.</p> <ul style="list-style-type: none"> <li>• <b>Acoustically Treated Ducting:</b> Implement an acoustically lined duct to the exhaust of each logistics yard fan in a manner that maintains the above ventilation routing requirement.</li> <li>• <b>Project Rooftop HVAC System:</b> Implement one of the following two options for rooftop HVAC unit noise reduction: <ul style="list-style-type: none"> <li>○ Install a 12-foot-tall noise barrier surrounding each of the six rooftop unit areas; or</li> <li>○ Centralize all rooftop HVAC units at the rooftop center and install a 14-foot-tall barrier around the centralized unit area.</li> </ul> </li> </ul> <p>Alternatively, or in addition, the project sponsor also may implement quieter ventilation fan units, quieter HVAC units, duct silencers at the outlet of the ventilation systems, and/or acoustical louvers at ventilation system terminations at the two building edges to achieve compliance with the article 29, section 2909(b) requirement. The final design of the rooftop HVAC units and logistics yard ventilation system shall be analyzed and assessed for article 29, section 2909(b) compliance by an acoustical consultant as a requirement for building permit approval.</p> <p>Upon installation of the proposed project's mechanical equipment, the project sponsor shall take noise measurements of the equipment to ensure that the equipment complies with article 29, section 2909(b). Noise measurements shall be provided to the planning department prior to receipt of a certificate of occupancy. Should noise measurements indicate that the project's fixed-source mechanical equipment noise does not comply with article 29, section 2909(b), the project sponsor, with analysis from an acoustical consultant, shall install additional noise attenuation measures necessary to meet the article 29, section 2909(b) requirement. Any additional noise attenuation measures shall be approved by the planning department; installed; and verified to meet the article 29, section 2909(b) requirement.</p>				
<p><b>Mitigation Measure M-NO-3b: Fixed-Source Noise Attenuation for Building Tenants</b></p> <p>Prior to the issuance of a building permit that allows for the installation of fixed sources that generate noise (e.g., mechanical systems), the project sponsor's acoustical consultant shall demonstrate that the project meets the noise limits</p>	Project sponsor, qualified acoustical or engineering consultant	Prior to issuance of a building permit for installation of fixed sources that generate noise	Planning Department and Development Performance Coordinator	Considered complete after planning department approval of the analysis completed by an

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in article 29 section 2909(b) (8 dBA above the ambient noise level at any property plane) and 2909(d) (45 dBA between the hours of 10 p.m. and 7 a.m., and 55 dBA between the hours of 7 a.m. and 10 p.m., with windows open—except where building ventilation is achieved through mechanical systems that allow windows to remain closed). All recommendations in the acoustical analysis necessary to ensure that noise sources would meet the noise limits in article 29 section 2909(b) and 2909(d) shall be incorporated into the building design and operations. Acoustical treatments may include, but are not limited to:				acoustical consultant and issuance of the building permit
<ul style="list-style-type: none"> <li>enclosing noise-generating mechanical equipment;</li> <li>installing relatively quiet models of air handlers, exhaust fans, and other mechanical equipment;</li> <li>using mufflers or silencers on equipment exhaust fans;</li> <li>orienting or shielding equipment to protect noise-sensitive receptors to the greatest extent feasible;</li> <li>increasing the distance between noise-generating equipment and noise-sensitive receptors; and</li> <li>placing barriers around the equipment to facilitate the attenuation of noise.</li> </ul> <p>The project sponsor shall provide noise measurements of the installed equipment at the department's request. Should noise measurements indicate that the above-listed performance standards in article 29 that are provided above are not met, the project sponsor shall install additional noise attenuation measures necessary to ensure that the performance standards are met.</p>				
AIR QUALITY				
<b>Mitigation Measure M-AQ-3a: Electrification of Yard Equipment</b> The project sponsor shall stipulate in tenant lease agreements that all yard equipment, such as forklifts, be electric to reduce NO <sub>x</sub> emissions from these sources.	Project sponsor	Prior to tenant occupancy. Ongoing during operations, and in perpetuity for the lifetime of the building	Planning Department and Development Performance Coordinator	Ongoing and in perpetuity for the lifetime of the building
<b>Mitigation Measure M-AQ-3b: Electrification of Transportation Refrigeration Units</b> The project sponsor shall require that all transportation refrigeration units operating on the project site be electric or alternative zero-emissions technology, including hydrogen fuel cell transport refrigeration and cryogenic transport refrigeration, to reduce emissions of NO <sub>x</sub> without substantially	Project sponsor	Prior to issuance of a building permit for improvements that include dock doors or other infrastructure for electrification.	Planning Department and Development Performance Coordinator	Ongoing and in perpetuity for the lifetime of the building



Adopted Mitigation Measure	Monitoring and Reporting Program <sup>a</sup>			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
increasing other emissions. Any electric or hybrid transportation refrigeration units shall be charged via the grid power (i.e., not an idling truck or diesel engine). The project design shall also include necessary infrastructure; for example, requiring all dock doors serving transportation refrigeration units to be equipped with charging infrastructure to accommodate the necessary plug-in requirements for electric transportation refrigeration units while docked or otherwise idling, as well as the electrical capacity to support the onsite power demand associated with electric transportation refrigeration unit charging requirements.		Ongoing during operations, and in perpetuity for the lifetime of the building		
<b>Mitigation Measure M-AQ-3c: Prohibition of Truck and Van Idling for More than Two Minutes</b> The project sponsor shall require that onsite idling of all visiting gasoline- or diesel-powered vans and trucks not exceed two minutes, and that appropriate signage and training for onsite workers and truck drivers be provided to support effective implementation of this limit.	Project sponsor	Prior to tenant occupancy. Ongoing during operations and in perpetuity for the lifetime of the building	Planning Department and Development Performance Coordinator	Ongoing and in perpetuity for the lifetime of the building
<b>Mitigation Measure M-AQ-3d: Limitation on Model Year of Visiting Trucks</b> The project sponsor shall require any gasoline- or diesel-powered vehicle, whether owned or operated by tenant(s), that enters or operates on the project site and has a gross vehicle weight rating greater than 14,000 pounds, have a model year dated no more than nine years upon the completion of project construction activities (e.g., should construction be completed in year 2026, visiting trucks must be model year 2017 or newer).	Project sponsor	Prior to tenant occupancy. Ongoing during operations, and in perpetuity for the lifetime of the building	Planning Department and Development Performance Coordinator	Ongoing and in perpetuity for the lifetime of the building
<b>Mitigation Measure M-AQ-3e: Diesel Backup Generator Specifications</b> The project sponsor shall ensure that the diesel backup generators meet or exceed the air board's Tier 4 final off-road emission standards. Additionally, once operational, the diesel backup generators shall be maintained in good working order for the life of the equipment, and any future replacement of the diesel backup generators shall be required to be consistent with these emissions specifications. The project sponsor shall ensure that records of the testing schedule for the diesel backup generator are maintained for the life of the diesel backup generators. If the planning department requests additional information about these tests, the project sponsor shall provide the information within three months.	Project sponsor	Prior to tenant occupancy. Ongoing during operations and in perpetuity for the lifetime of the building	Planning Department and Development Performance Coordinator	Equipment specifications portion considered complete when equipment specifications approved by the Environmental Review Officer.  Maintenance is ongoing and records are subject to

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				Planning Department review upon request.
<b>Mitigation Measure M-AQ3-f: Limitation on Manufacturing and Maker Space Emissions</b> The project sponsor shall prohibit the use of stationary equipment sources, such as boilers, whose combined emissions for the manufacturing and maker space uses would exceed 10 pounds per day in NO <sub>x</sub> emissions.	Project sponsor	Prior to tenant occupancy. Ongoing during operations, and in perpetuity for the lifetime of the building	Planning Department and Development Performance Coordinator	Ongoing and in perpetuity for the lifetime of the building

Adopted Mitigation Measure	Monitoring and Reporting Program <sup>a</sup>			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
<b>Mitigation Measure M-AQ-3g: Compliance with CalGreen Tier 2 Green Building Standards</b> Prior to the issuance of building permits for any project building, the project sponsor shall demonstrate compliance with the Tier 2 voluntary green building standards related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking in the 2022 California Green Building Standards (CalGreen) with July 2024 Supplement, or the mandatory requirements of the most recently adopted version of the city building code, whichever are more stringent. The installation of all electric vehicle charging equipment shall be included on the project drawings submitted for the site permit(s) and construction addenda, as appropriate, or on other documentation submitted to the city.	Project sponsor	Prior to issuance of a building permit.	Planning Department and Development Performance Coordinator	Considered complete after review of project drawings or other documentation confirming compliance and the issuance of a building permit
<b>Mitigation Measure M-AQ-3h: Requirements for Off-Road Construction Equipment</b> The project sponsor shall comply with the following: A. Engine Requirements 1. The project sponsor shall require that the construction contractor use electric-powered construction equipment for all equipment that is readily available as plug-in or battery-electric equipment, to the maximum extent feasible during each construction phase and activity. Electric equipment may include, but is not limited to, concrete/ industrial saws, sweepers/scrubbers, aerial lifts, welders, air compressors, fixed cranes, forklifts, cement and mortar mixers, pressure washers, and pumps. Where access to alternative sources of power is available (i.e., grid power), portable diesel engines (e.g., generators) shall be prohibited. If grid power is not available, alternative power such as battery storage or hydrogen fuel cells shall be used, if available. If such alternative power is not available, portable diesel engines shall meet Tier 4 Final off-road emissions standards.	Project sponsor and construction contractor(s)	Prior to issuance of a building permit. Ongoing during operations.	Planning Department and Development Performance Coordinator	Considered complete upon Environmental Review Officer review and acceptance of a signed construction emissions minimization plan, implementation of the plan, and submittal of final report summarizing use of construction equipment pursuant to the plan, and issuance of a final certificate of occupancy

Adopted Mitigation Measure	Monitoring and Reporting Program <sup>a</sup>			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
<p>2. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. EPA's or air board's Tier 4 Final off-road emission standards. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions and safe operating conditions). The contractor shall post legible and visible signs in English, Spanish, and Chinese in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.</p> <p>3. The project sponsor shall instruct construction workers and equipment operators in the maintenance and tuning of construction equipment and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.</p> <p>B. Waivers</p> <p>The planning department's environmental review officer (ERO) or designee may waive the alternative source of power requirement of subsection (A)(1) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the contractor must use the next cleanest piece of off-road equipment, or another alternative that results in comparable NO<sub>x</sub> reductions.</p> <p>C. Construction Emissions Minimization Plan</p> <p>Before starting onsite construction activities, the contractor shall submit a construction emissions minimization plan (plan) to the ERO for review and approval. The plan shall state, in reasonable detail, how the contractor will meet the engine requirements of section A.</p>				

Adopted Mitigation Measure	Monitoring and Reporting Program <sup>a</sup>			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
<p>1. The plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include but is not limited to equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, engine serial number, and expected fuel use and hours of operation. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.</p> <p>2. The project sponsor shall ensure that all applicable requirements of the plan have been incorporated into the contract specifications. The plan shall include a certification statement that the project sponsor agrees to comply fully with the plan.</p> <p>3. The project sponsor shall make the plan available to the public for review on site during working hours. The project sponsor shall post at the construction site a legible and visible sign summarizing the plan. The sign shall also state that the public may ask to inspect the plan for the project at any time during working hours and shall explain how to request to inspect the plan. The project sponsor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.</p> <p>D. Monitoring</p> <p>After start of construction activities, the contractor shall submit reports every six months to the ERO or designee, documenting compliance with the plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the plan.</p>				

Adopted Mitigation Measure	Monitoring and Reporting Program <sup>a</sup>			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
<p><b>Mitigation Measure M-AQ-3i: Development and Implementation of Operational Emission Management Plan</b></p> <p>The project sponsor shall develop and implement an Operational Emissions Management Plan (OEMP) that shall demonstrate that the project's net operational NO<sub>x</sub> emissions do not exceed the performance standard of 54 pounds per day and 10 tons per year. "Net operational NO<sub>x</sub> emissions" refers to the NO<sub>x</sub> emissions generated by the proposed project minus the NO<sub>x</sub> emissions occurring at the site as of 2017 that would be removed with implementation of the proposed project. The OEMP shall consist of the components described in this mitigation measure. Development, implementation, and reporting of the OEMP shall follow the timeline and appropriate triggers set forth below. The project sponsor shall identify one or more individuals who shall be responsible for overseeing implementation of the OEMP and shall work directly with the ERO or designee to ensure that implementation meets the following requirements and demonstrates attainment of the performance standard.</p> <p>A. Performance Standard</p> <p>The OEMP and related emissions assessments/operational emissions reports, as required below, shall be developed by the project sponsor and approved by the ERO or designee, and shall demonstrate that the proposed project does not exceed the performance standard of a net increase of NO<sub>x</sub> emissions consistent with the air district thresholds of 54 pounds per day and 10 tons per year.</p>	Project sponsor	<p>Prior to occupancy by each PDR tenant: complete emissions assessment.</p> <p>Ongoing during operations: prior to one or more tenants occupying a combined total of 500,000 square feet of floor area, and subsequently prior to executing a new lease agreement with a PDR tenant in perpetuity for the lifetime of the building.</p>	Environmental Review Officer and Development Performance Coordinator	<p>Considered complete when the first of either of the two milestones identified in Section C.8 of the mitigation measure is reached:</p> <ol style="list-style-type: none"> <li>1. 10 years after commencement of operations pursuant to the initial approved OEMP, or</li> <li>2. Three sequential annual reports demonstrating to the satisfaction of the Environmental Review Officer that the project's actual reported emissions have remained below the performance standard.</li> <li>3. Obligations for preparation of emissions assessments and implementation of control measures shall continue in perpetuity unless the Environmental Review Officer</li> </ol>

Adopted Mitigation Measure	Monitoring and Reporting Program <sup>a</sup>			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
				determines otherwise.
<p><b>B. Emissions Assessment</b></p> <p>Prior to occupancy for each PDR tenant, the project sponsor shall require the tenant to conduct an emissions assessment. Prior to the requirement to submit an OEMP, the project sponsor shall retain all emissions assessments from individual tenants. The emissions assessment shall include:</p> <ol style="list-style-type: none"> <li>1. A brief description of proposed tenant activities that are reasonably expected to generate NO<sub>x</sub> emissions, and written confirmation that the tenant can and will comply with Mitigation Measures M-AQ-3a through M-AQ-3g as applicable, including compliance with requirements to provide periodic reporting and necessary evidence that the tenant is implementing the applicable measures after the start of occupancy.</li> <li>2. Estimates of expected NO<sub>x</sub> emissions in annual tons and average pounds per day for all activities associated with the tenant's use (inclusive of onsite and offsite mobile emission sources). Emission estimation methods shall generally follow the approach used in this EIR and in Appendix F, Air Quality Supporting Information, taking into account current air board- or air district-recommended emissions factors (vehicle types, model year, fleet mix, etc.), or another agreed-upon method (subject to approval by the ERO or designee and provided that such method is supported by substantial evidence).</li> <li>3. The tenant's estimated expected NO<sub>x</sub> emissions shall be itemized for each of the following sources and summed for a total of all emissions in terms of the maximum potential annual emission (tons per year) and average daily emissions (pounds per day): <ul style="list-style-type: none"> <li>• stationary sources such as generators and specialized equipment;</li> <li>• estimated mobile source emissions accounting for offsite travel and onsite activity; and</li> <li>• other emissions sources, such as area sources.</li> </ul> </li> </ol>				



Adopted Mitigation Measure	Monitoring and Reporting Program <sup>a</sup>			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
<p>C. Operational Emissions Management Plan</p> <p>The project sponsor shall submit an OEMP to the ERO or designee for review and approval prior to one or more tenants in the project site occupying a combined total of 500,000 square feet of floor area. The OEMP shall describe, in reasonable detail, how the sum of all tenants' and total project NO<sub>x</sub> emissions will not exceed the performance standard. Specifically, the OEMP shall include the following:</p> <ol style="list-style-type: none"> <li>1. Responsibility. The OEMP will identify one or more individuals who shall be responsible to oversee implementation, monitoring, and reporting for the OEMP.</li> <li>2. Reporting Template. The OEMP will identify, in reasonable detail, the format template and required contents of the operational emissions reports (described further below).</li> <li>3. Emissions Assessments. Emissions assessments will be performed for each proposed tenant in the project, as described above.</li> <li>4. Total Emissions Estimate. The project's performance will be documented in relation to the performance standard of daily and annual NO<sub>x</sub> emissions, taking into account all tenancies/operations at the project site.</li> <li>5. Additional Emissions Reduction Measures. If the total emissions estimate described above is projected to result in an exceedance of the NO<sub>x</sub> performance standard, the OEMP shall identify additional specific operational emissions reduction measures to lessen the project's emissions to a level that does not exceed the performance standard. To ensure that the proposed project NO<sub>x</sub> emissions do not exceed the performance standard, these measures shall be implemented prior to any operational activities that were projected to exceed that standard. To the extent that the identified emissions reductions can be quantified, the OEMP shall quantify the expected reductions. The OEMP shall quantitatively demonstrate that total project operations meet the daily and annual NO<sub>x</sub> performance standard. To the extent that required emissions reduction and reporting measures are applicable to individual tenants, the OEMP shall provide that these measures be incorporated into lease terms for</li> </ol>				

Adopted Mitigation Measure	Monitoring and Reporting Program <sup>a</sup>			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
individual tenants of the project. Such operational emission reduction measures may include, but are not limited to, the following:				
<ul style="list-style-type: none"> <li>modification of project operations, including through the use of different equipment, limitations on types of tenants/uses, or limitations on the size or intensity of specific uses;</li> <li>implementation of specific fleet performance metrics, including electric vehicle and zero-emission vehicle standards; minimum model year requirements that are more stringent than those required by Mitigation Measure M-AQ-3d; or achievement of regulatory requirements ahead of compliance schedules;</li> <li>reductions in onsite or offsite worker vehicle trips, including through implementation of additional travel demand management (TDM) measures such as providing contributions or incentives for sustainable transportation;</li> <li>funding or completing projects in coordination with community groups, as applicable, to directly reduce or eliminate sources of existing NO<sub>x</sub> emissions not generated by the project, with emission reduction projects occurring in the following locations in order of priority to the extent available: (1) in the neighborhood surrounding the project site (i.e., Bayview Hunters Point); (2) in the city of San Francisco; and (3) in the air basin; and</li> <li>other emission reduction measures that become feasible due to advances in technology, economic changes, or other factors during the lifetime of the project.</li> </ul> <p>6. Updates. The OEMP shall be updated and resubmitted to the ERO or designee for review and approval prior to occupancy by any subsequent PDR tenant until the reporting period has concluded, as described below in the “Monitoring and Reporting” section of this mitigation measure. Additionally, each tenant shall verify periodically that its emissions assessment remains accurate, and at least: (1) upon a substantial change in the tenant operations, and (2) every other year.</p>				

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<p>7. Exceptions. The following list identifies allowable exceptions for certain uses to provide an emissions assessment and for the need to update the OEMP upon a change in tenancy at the project site.</p> <ul style="list-style-type: none"> <li>• Retail uses less than 8,400 square feet and manufacturing and maker uses less than 35,000 square feet shall not be required to submit an emissions assessment unless they include any stationary source(s) that would result in NO<sub>x</sub> emissions and would require permitting by the air district. Although uses below the identified square footages are not required to submit emissions assessments, the total project operational emissions, which are calculated (by summing all tenant emissions assessments) and compared against the performance standard for all project operations, shall include 1.3 pounds per day of NO<sub>x</sub> for retail uses totaling up to 8,400 square feet and 12.2 pounds per day of NO<sub>x</sub> from manufacturing and maker uses totaling up to 35,000 square feet. Should an individual retail or manufacturing and maker tenant or the cumulative total of multiple retail or manufacturing and maker uses exceed the square footages for each respective use or include any stationary source(s) that would result in NO<sub>x</sub> emissions and would require permitting by the air district, an emissions assessment must be prepared for that tenant's operations to be included in the total project site operational emissions estimate for the project site.</li> <li>• The termination of a proposed or existing tenancy, or the substitution of any terminated use with a new use that is equally or less intensive based on an updated emissions assessment of estimated NO<sub>x</sub> emissions, shall not trigger a requirement to submit an updated OEMP as long as any requirements in the former plan remain relevant and in effect.</li> </ul>				

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	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
<p>8. Monitoring and Reporting. After the start of operations under an approved OEMP, the project sponsor shall submit annual operational emissions reports to the ERO, documenting compliance with the OEMP.</p> <p>Each report shall include a summary of compliance with operational controls for all applicable activities completed in the period covered by the annual report. If the project has complied with all required operational controls and no emissions-generating activity levels increase, then no further estimation of emissions is required.</p> <p>If any operational controls are modified or if an increase in emissions-generating activity levels has occurred, then the report shall include an estimate of NO<sub>x</sub> emissions for the relevant emissions source. For example, if generators were operated for more hours during the reporting period than allotted in the OEMP, then the report shall include actual generator emissions, summarized from logs. In all cases, the reporting shall demonstrate that the project does not exceed the NO<sub>x</sub> performance standard through implementation of the additional emissions reduction measures or other equivalent measures, subject to approval by the ERO or designee.</p> <p>The reporting period for this measure shall conclude at the earlier of (1) 10 years after commencement of operations pursuant to the initial approved OEMP, or (2) the project sponsor submitting three sequential annual reports demonstrating, to the satisfaction of the ERO or designee, that the project's actual reported emissions have not exceeded the performance standard, as described above. If the total NO<sub>x</sub> emissions from the emissions assessments for all tenants indicate an increase or change in tenancy that would materially increase the net operational NO<sub>x</sub> emissions to a level that would approach or exceed the performance standard, the requirements for the OEMP would be reinstated.</p>				

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The obligations for the preparation of emissions assessments and implementation of control measures to limit NO <sub>x</sub> emissions to not exceed the performance standard shall remain in effect for the life of the project, subject to periodic review and monitoring by the ERO or designee. If the ERO or designee determines, on the basis of substantial evidence, that it is no longer necessary for the project sponsor to complete emissions assessments to meet the performance standard, the ERO or designee may temporarily or permanently waive the assessment requirement.				

NOTES:

<sup>a</sup>Definitions of MMRP Column Headings:

*Adopted Mitigation Measure:* Full text of the mitigation measure(s) copied verbatim from the final CEQA document.

*Implementation Responsibility:* Entity who is responsible for implementing the mitigation measure. The SF Gateway project sponsor may also include the project sponsor's contractor/consultant.

*Mitigation Schedule:* Identifies milestones for when the actions in the mitigation measure need to be implemented.

*Monitoring/Reporting Responsibility:* Identifies who is responsible for monitoring compliance with the mitigation measure and any reporting responsibilities. In most cases it is the Planning Department who is responsible for monitoring compliance with the mitigation measure. If a department or agency other than the planning department is identified as responsible for monitoring, there should be an expressed agreement between the planning department and that other department/agency. In most cases the SF Gateway project sponsor, their contractor, or consultant are responsible for any reporting requirements.

*Monitoring Actions/Completion Criteria:* Identifies the milestone at which the mitigation measure is considered complete. This may also identify requirements for verifying compliance.



# PLANNING COMMISSION MOTION NO. 21831

**HEARING DATE: SEPTEMBER 25, 2025**

**Record No.:** 2015-012491CUA  
**Project Address:** 749 Toland Street and 2000 McKinnon Avenue (SF Gateway)  
**Zoning:** PDR-2 (Core Production, Distribution, and Repair) Zoning District  
65-J Height and Bulk District  
**Cultural District:** African American Arts and Cultural District  
**Block/Lot:** 5284A / 008 & 5287 / 002  
**Project Sponsor/  
Property Owner:** Prologis, L.P.  
Pier 1, Bay 1  
San Francisco, CA 94111  
**Staff Contact:** Gabriela Pantoja, Senior Planner  
[Gabriela.Pantoja@sfgov.org](mailto:Gabriela.Pantoja@sfgov.org), (628) 652-7380

ADOPTING FINDINGS RELATING TO A CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 210.3, 303, AND 304 FOR A PLANNED UNIT DEVELOPMENT FOR THE DEMOLITION OF A TOTAL OF FOUR ONE-STORY PRODUCTION, DISTRIBUTION AND REPAIR (PDR) BUILDINGS AND THE CONSTRUCTION OF TWO THREE-STORY MIXED-USE BUILDINGS TOTALING 1,646,000 GROSS SQUARE FEET IN SIZE WITH 8,400 SQUARE FEET OF RETAIL SALES AND SERVICE USE AND UP TO 1,637,600 SQUARE FEET OF PDR USE, UP TO 1,125 OFF-STREET PARKING SPACES, AND 100 CLASS 1 AND 16 CLASS 2 BICYCLE PARKING SPACES AT 749 TOLAND AVENUE AND 2000 MCKINNON AVENUE, ASSESSOR'S BLOCK 5284A LOT 008, AND BLOCK 5287 LOT 002 WITHIN THE PDR-2 (CORE PRODUCTION, DISTRIBUTION, AND REPAIR) ZONING DISTRICT AND A 65-J HEIGHT AND BULK DISTRICT. UNDER THE PLANNED UNIT DEVELOPMENT, THE PROPOSAL IS SEEKING EXCEPTIONS FROM THE AWNING (PLANNING CODE SECTION 136.1), CAR SHARE (PLANNING CODE SECTION 166), AND VEHICULAR AREA SCREENING AND GREENING (PLANNING CODE SECTION 142) REQUIREMENTS.

## PREAMBLE

On September 18, 2015, Prologis, L.P. (hereinafter "Project Sponsor") filed an Environmental Evaluation Application No. 2015-012491ENV with the Planning Department (hereinafter "Department"), for the San Francisco Gateway Project (hereinafter "Project") at 749 Toland Street and 2000 McKinnon Avenue, Assessor's Block 5284A, Lot 008 and Block 5287, Lot 002 (hereinafter "Project Site").

On December 14, 2017, the Project Sponsor filed Application No. 2015-012491CUA (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Conditional Use Authorization for a Planned Unit Development for the demolition of a total of four one-story Production, Distribution And Repair (PDR) buildings

and the construction of two three-story mixed-use buildings up to 97 feet in height totaling 1,646,000 gross square feet in size with a total of approximately 8,400 square feet of Retail Sales and Service Use and up to 1,637,600 square feet of PDR uses at the Project Site.

Pursuant to and in accordance with the requirements of Section 21094 of the California Environmental Quality Act (“CEQA”) and Sections 15063 and 15082 of the CEQA Guidelines, on March 9, 2022, the Department published a Notice of Preparation of an Environmental Impact Report (“EIR”) together with an Initial Study and Notice of Public Scoping Meeting (“NOP”) and initiated a 30-day public comment period.

On March 30, 2022, the Department held a virtual public meeting on the scope of the environmental analysis for the EIR, at which public comment was solicited, with options for joining by phone, toll-free, and by computer. The period for commenting on the NOP ended on April 8, 2022.

On August 2, 2023, the Planning Department published a Draft Environmental Impact Report (“Draft EIR”) for the project. The Department provided public notice in a newspaper of general circulation of the availability of the Draft EIR, including an initial study, for public review and comment, and provided the date and time of the San Francisco Planning Commission (hereinafter “Commission”) public hearing on the DEIR; this notice was mailed or emailed to the Department’s lists of persons requesting such notice and of owners and occupants of sites within 300-foot radius of the project site, and decision-makers. This notice was also posted at and near the Project site by the Project Sponsor beginning on August 2, 2023.

Electronic copies of the notice of availability of the DEIR and the DEIR were posted to the Planning Department’s environmental review documents web page and available for download. The notice of availability of the DEIR was also posted on the website of the San Francisco County Clerk’s Office.

On September 7, 2023, the Planning Commission held a duly noticed public hearing on the Draft EIR, at which opportunity for public comment was given, and public comment was received on the Draft EIR. The period for commenting on the DEIR ended on October 16, 2023.

The Department prepared responses to comments on environmental issues received during the public review period for the Draft EIR, prepared revisions to the text of the Draft EIR in response to comments received or based on additional information that became available during the public comment period, and corrected errors in the Draft EIR.

On May 7, 2025, the Planning Department published a Responses to Comments document (“RTC”) that was posted to the Planning Department’s environmental review documents web page, distributed to the Commission, other decisionmakers, and all parties who commented on the DEIR, and made available to others upon request at the Department.

The Department prepared a final environmental impact report (hereinafter “Final EIR”), consisting of the Draft EIR, any consultations and comments received during the Draft EIR review process, any additional information that became available, and the RTC, all as required by law.

On April 22, 2025, Supervisors Walton, Engardio, Fielder, Chen, and Melgar introduced a proposed Ordinance under Board of Supervisors (hereinafter “Board”) (Board File No. 250426), for (1) Planning Code Text Amendments



to establish the San Francisco Gateway Special Use District (“SUD”), Planning Code Section 249.7, and (2) Zoning Map Amendments to amend Special Use District Map SU10 and Height and Bulk District Map HT10, for Assessor’s Block 5284A Lot 008 and Block 5287 Lot 002. At the same hearing, Supervisors Walton, Engardio, Fielder, Chen, and Melgar introduced a proposed Ordinance under Board (Board File No. 250427) for a Development Agreement between the Project Sponsor and the City and County of San Francisco.

On May 22, 2025, the San Francisco Planning Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Authorization Application No. 2015-012491CUA, and without hearing the item continued it to June 26, 2025, September 11, 2025, and thereafter to September 25, 2025.

On September 16, 2025, the Board introduced substitute Ordinances for Board File Nos. 250426 and 250427.

On September 25, 2025, the Planning Commission reviewed and considered the Final EIR and found that the contents of said report and the procedures through which the Final EIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31. The Final EIR was certified by the Commission on September 25, 2025, by adoption of Motion No. 21826. At the same hearing, the Commission adopted findings under CEQA, Motion No. 21827, including findings rejecting alternatives as infeasible and adopting the Mitigation Monitoring and Reporting Program (MMRP).

On September 25, 2025, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting and adopted: (1) Resolution No. 21828, recommending that the Board of Supervisors approve the requested Planning Code Text and Zoning Map Amendments set forth in Board File No. 250426; (2) Resolution No. 21829 recommending that the Board of Supervisors approve the draft Development Agreement in Board File No. 250427 between the City and County of San Francisco and Prologis, L.P.; and (3) Motion No. 21830, approving the San Francisco Gateway Design Standards and Guidelines.

At the same hearing, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Authorization Application No. 2015-012491CUA.

The Planning Department Commission Secretary is the Custodian of Records; the File for Record No. 2015-012491CUA is located at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

**MOVED**, that the Commission hereby authorizes the Conditional Use Authorization as requested in Application No. 2015-012491CUA, subject to the conditions contained in “EXHIBIT C” of this motion, based on the following findings:

## **FINDINGS**

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. **The above recitals are accurate and constitute findings of this Commission.**
2. **Project Description.** The proposal consists of demolishing four existing Production, Distribution, and Repair (“PDR”) buildings totaling approximately 448,000 square feet in size and constructing two mixed-use buildings up to 97 feet in height with a total of approximately 8,400 square feet of Retail Sales and Service Use and up to approximately 1,637,600 gross square feet of PDR Uses. Note, mixed-use is to be defined as a mix of non-residential uses. At full buildout of the Project, this would result in a net increase of approximately 1,189,600 square feet of PDR space. Each building will be designed to provide flexibility for potential future PDR tenants with built-in circulation, ramping, and parking. A total of up to 1,125 off-street parking spaces, 100 Class 1 and 16 Class 2 bicycle parking spaces, and 8 showers and 48 lockers will be provided throughout the development. The Project is to be developed in two phases, each with one building. Each building will contain up to 563 off-street parking spaces, 50 Class 1 and 8 Class 2 bicycle parking spaces, and 4 showers and 24 lockers. Located within the Bayview neighborhood and bounded by Kirkwood Avenue to the north, Rankin Street to the east, McKinnon Avenue to the south, and Toland Street to the west, the Project will include the construction of streetscape improvements including new paving, ADA ramps, sidewalks, crosswalks, street trees, Class 2 bicycle parking spaces, striped vehicle parking spaces, and passenger and commercial loading spaces. The proposal will also include the lot line adjustment of existing property lines to dedicate approximately 3.9 acres of property to the City of and align with the proposed private and public right of way street improvements.
3. **Site Description and Present Use.** The subject development site is composed of two rectangular shaped city blocks, bounded by Kirkwood Avenue to the north, Rankin Street to the east, McKinnon Avenue to the south, and Toland Street to the west. Totalling approximately 17.1 acres (743,800 square feet) in size, the subject blocks include portions of the adjacent paved roads and are bisected north to south by elevated Interstate 280 and Selby Street at the street level. Developed in the 1940s, each block is occupied by two one-story buildings, for a total of four buildings across the entire project site. Owned by the Project Sponsor, Prologis, three of the four buildings on site are currently occupied: in August 2020, an interim Parcel Delivery Service use began occupying the two buildings west of I-280, and in March 2023, a Private Parking and Storage Yard Use began operating in the southern building east of I-280 in support of the construction of the SFPUC’s Biosolids project. The fourth building is currently unoccupied.
4. **Surrounding Properties and Neighborhood.** The Project Site is located within the Core Production, Distribution, and Repair (PDR-2) Zoning District, 65-J Height and Bulk District, and Bayview Hunters Point Area Plan. The site is within the Bayview neighborhood, adjacent to the Bernal Heights and Potrero Hill neighborhoods. The immediate neighborhood’s context is predominantly mixed in character with one-to-two story industrial developments. Bisecting the subject properties from north to south is 280 freeway. All properties within an approximately 500-foot radius of the Project Site are zoned PDR-2. Beyond that radius, other zoning districts in the vicinity of the Project Site include P (Public), RH-1 (Residential-House, One-Family), RH-2 (Residential-House, Two-Family), and PDR-1-B (Production, Design, and Repair, 1-Light Industrial Buffer).

The Project Site is located within the boundaries of the African American Arts and Cultural District, which was established in December 2018. The District’s mission is to support a robust, economically vibrant Black community and to advance, cultivate, enrich, and advocate for African-American equity. In addition,

this District advocates for cultural stability, vibrancy, and economic vitality. Currently, this Cultural District does not include any land use regulations that apply to the Project.

- 5. Public Outreach and Comments.** The Project's descriptions and objectives are the result of more than eight years of continued community outreach and stakeholder engagement to envision a development that that serves Prologis and the community and reflects the values of the immediate neighborhood and Prologis. The Project Sponsor engaged in several dozen meetings and events and met with members of the public, one or more representatives of key stakeholder community organizations, associations, businesses, and working groups.

These efforts included, but were not limited to, presenting to the Bayview Hunters Point Community Advisory Committee and Bayview Hunters Point Environmental Justice Response Task Force; meetings with the Bayview Hyperlocal Contractors, SF Market, Market Zone Working Group; and convening the SF Gateway Advisory Committee, a working group made up of community members focused on developing the Project's community benefits package.

- 6. Planning Code Compliance.** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. Use.** Pursuant to Planning Code Section 210.3 and Section 249.7, San Francisco Gateway Special Use District, PDR Uses, Retail Sales and Service Uses, and other non-residential uses are principally permitted.

*The Project will comply with this requirement. The Project will construct two new mixed-use buildings that contain approximately 8,400 square feet of Retail Sales and Service Use and 1,637,600 square feet of Production, Distribution, and Repair (PDR) Uses, including Automotive and Non-Retail Sales and Service uses that are principally permitted in the PDR-2 Zoning District and SUD but not explicitly listed in the Planning Code's definition of PDR uses. (For purposes of this Motion, references to "PDR Uses" included in the project will include reference to these other permitted uses). The Project Sponsor will establish one or more specific permitted uses (i.e. Wholesale Storage, Parcel Delivery, etc.) in accordance with Planning Code Sections 210.3 and 249.7 upon tenant occupancy of the subject buildings.*

- B. Use Size.** Pursuant to Planning Code Section 249.7, San Francisco Gateway Special Use District, no more than 8,500 square feet of Occupied Floor Area of Retail Sales and Service Uses is permitted within the SUD. Pursuant to Planning Code Section 210.3A, identified Non-Retail Sales and Service Uses are limited to a cumulative total of no more than 5,000 square feet of Occupied Floor Area.

*The Project will provide 8,400 square feet of Occupied Floor Area of Retail Sales and Service Use and 1,637,600 square feet of PDR Use. No Non-Retail Sales and Service uses are proposed that are subject to the use size limitations of Planning Code Section 210.3A, and the SUD permits up to 8,500 square feet of Retail Sales and Service Uses, thus the Project complies with all applicable requirements.*

- C. Floor Area Ratio.** Pursuant to Planning Code Sections 124 and 210.3, in a height district over 85 feet, the Floor Area Ratio shall be no greater than 7.5 to 1.

*The Project will comply with this requirement upon the approval of Board File No. 250426 for Zoning Map Amendment to reclassify the property from 65-J to 97-X. The Project will construct two three-story mixed-use buildings totaling 1,646,000 square feet in size for a Floor Area Ratio of approximately 3.8, under 7.5.*

- D. Awnings, Canopies, and Marquees.** Planning Code Section 136.1 requires that all portions of any awning shall be not less than eight feet above the finished grade, and shall be no higher than the windowsill level of the lowest story (if any) exclusive of the ground story and mezzanine, provided that no such awning shall in any case exceed a height of 16 feet or the roofline of the building to which it is attached, whichever is lower. When the width of all awnings is ten feet or less along the direction of the street, the horizontal projection of such awnings shall not exceed six feet from the face of any supporting building and the vertical distance from the top to the bottom of such awnings shall not exceed six feet, including any valance. When the width of all awnings exceeds ten feet measured along the direction of the street, the horizontal projection of such awnings shall not exceed four feet from the face of the supporting building and the vertical distance from the top to the bottom of such awnings shall not exceed four feet, including any valance.

*The Project will install Awnings along the south elevation, McKinnon Avenue frontage, for the proposed Retail Sales and Service Use tenant spaces that are greater than 16 feet in height, greater than 10 feet in width, and project more than 4 feet. Therefore, the Project seeks modification from the Awnings requirement under the Planned Unit Development (PUD). The additional criteria specified in Section 304(d) have been incorporated as findings of this motion. See Item No. 8, "Planned Unit Development Findings."*

- E. Screening and Greening of Parking and Vehicular Use Areas.** Planning Code Section 142 requires off-street parking and vehicular use areas adjacent to the public right-of-way to be screened. Parking and Vehicular Use Areas less than 25 linear feet adjacent to a public right-of-way shall be provided within a building or screened from view and confined within solid walls. Vehicular Use Areas that are greater than 25 linear feet along the public right-of-way shall provide screening in accordance with Section 142.

*As designed, the Project will comply with this requirement. All off-street parking and vehicular use areas will be enclosed within the proposed buildings and be screened from the public right of way. However, the Project's Design Standards and Guidelines permit Vehicular Uses areas to remain unscreened. Therefore, the Project seeks modification from the Screening and Greening of Parking and Vehicular Use Areas requirement under the Planned Unit Development (PUD). The additional criteria specified in Section 304(d) have been incorporated as findings of this motion. See Item No. 8, "Planned Unit Development Findings."*

- F. Ground Floor Standards in Industrial Districts.** Planning Code Section 145.5 requires that all new buildings constructed in the Industrial Districts and PDR Districts shall provide ground floor spaces with a minimum floor-to-floor height of 17 feet, as measured from grade.

*The Project will comply with this requirement. The Project will construct two three-story mixed-use buildings that will contain ground floors with a minimum 17-foot floor to floor height. The ground floor's floor to floor heights will vary from 23 to 37 feet.*

- G. **Off-Street Freight Loading.** Planning Code Section 152 requires one off-street freight loading space for Retail Sales and Services and Industrial uses between 10,001 and 60,000 square feet of Occupied Floor Area, two spaces between 60,001 and 100,000 square feet, and three plus one for each additional 80,000 square feet over 100,000 square feet. All other uses require one off-street freight loading space between 100,001 and 200,000 square feet of Occupied Floor Area, two spaces between 200,001 and 500,000 square feet of Occupied Floor Area, and three plus one for each additional 400,000 square feet of Occupied Floor Area.

*The Project will provide a total of approximately 8,400 square feet of Retail and 1,166,800 square feet of Occupied Floor Area of PDR Use. For purposes of determining the required number of off-street freight loading spaces, the PDR (non-Retail) uses are identified as an Industrial Use. Therefore, the Project will be required to provide 16 off-street freight loading spaces. The Project will provide 72 off-street freight loading spaces, and therefore will comply with this requirement.*

- H. **Off-Street Parking.** Pursuant to Planning Code Section 249.7, San Francisco Gateway Special Use District, no off-street parking is required but no more than 1.5 off-street parking spaces per 200 square feet of Gross Floor Area (GFA) of Retail Sales and Service Uses and no more than 1 off-street parking space per 1,500 square feet of GFA of all other uses may be provided as accessory off-street parking spaces.

*The Project will provide 8,400 square feet of Retail Sales and Service and 1,637,600 square feet of Gross Floor Area for PDR Use and therefore is permitted a maximum of 1,125 off-street parking spaces. The Project will provide up to 1,125 off-street parking spaces, and therefore comply with this requirement.*

- I. **Bicycle Parking.** Planning Code Section 155.2 requires for Retail Sales and Service Uses, one Class 1 space for every 7,500 square feet of Occupied Floor Area and one Class 2 space for every 2,500 square feet of Occupied Floor Area, and for Automotive and Industrial Uses, one Class 1 space for every 12,000 square feet of Occupied Floor Area and four Class 2 spaces for any use larger than 50,000 square feet of Occupied Floor Area.

*The Project will comply with this requirement. At full buildout, the Project will provide at minimum a total of 100 Class 1 bicycle parking spaces within the ground floor of both buildings and 16 Class 2 bicycle parking spaces within the adjacent public right of way. The Project will provide approximately 8,400 square feet of Occupied Floor Area for Retail Sales and Service Uses and approximately 1,166,800 square feet of Occupied Floor Area for PDR Use. For purposes of determining the number of required bicycle parking spaces, the PDR (non-Retail) uses are identified as an Industrial Use. Therefore, the Project will be required to provide 97 Class 1 and four Class 2 bicycle parking spaces for Industrial Use and 1 Class 1 and 3 Class 2 bicycle parking spaces for Retail Sales and Service Use.*

- J. **Car Share.** Planning Code Section 166 requires one car share space for 25-49 parking spaces or one car share space plus one for every 50 parking spaces over 50.

*The Project will provide up to 1,125 off-street parking spaces at full buildout. The Project is required to provide at minimum 23 car share spaces. The Project will not provide any car share spaces. Therefore, the Project seeks a modification from the car share requirement under the Planned Unit Development*

*(PUD). The additional criteria specified in Section 304(d) have been incorporated as findings of this motion. See Item No. 8, "Planned Unit Development Findings."*

- K. **Showers and Lockers.** Pursuant to Planning Code Section 155.4, for Industrial Uses and Non-Retail Sales and Services, four showers and 24 clothing lockers are required where the Occupied Floor Area exceeds 50,000 square feet. For Retail Sales and Services Uses, one shower and six clothing lockers are required where the Occupied Floor Area exceeds 25,000 square feet but is no greater than 50,000 square feet, and two showers and 12 clothing lockers are required where the Occupied Floor Area exceeds 50,000 square feet.

*The Project will comply with this requirement. The Project will provide more than 50,000 square feet in Occupied Floor Area of PDR and other permitted uses, which may include Industrial and Non-Retail Sales and Service Uses. If the Project provides more than 50,000 square feet of one of these use types, it will be required to provide at least four showers and 24 lockers per building. The Project will provide a total of eight showers and 48 lockers at full buildout, or four showers and 24 lockers within the first floor of each building. The Project will provide less than 25,000 square feet of Retail Sales and Service Uses and therefore is not required to provide showers or lockers for this land use type.*

- L. **Height.** Planning Code Section 260 requires that all structures be no taller than the height prescribed in the subject height and bulk district. Upon approval of Board File No. 250426 for a Zoning Amendment to reclassify the Project site from 65-J to 97-X, the proposed Project will be located in a 97-X Height and Bulk District, with a 97-foot height limit.

*The Project will comply with this requirement. The proposed buildings will be no taller than 97 feet in height.*

7. **Conditional Use Findings.** Planning Code Section 303 establishes the following criteria for the Planning Commission to consider when reviewing applications for Conditional Use authorization:

- a) The proposed use or feature, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable for, and compatible with, the neighborhood or the community.

*The Project is necessary and desirable in that it will provide a modern flexible PDR space for the current and future needs of the City within close proximity to highways. While the size and intensity of the proposed development will be larger than most developments in the immediate area, the development warrants such a size and intensity because the proposed mixed-use buildings will showcase the City's objectives to maintain and expand PDR uses in the City. The Project will provide retail spaces and a flexible PDR space with a building that provides internal vehicle circulation, parking, and loading areas. In addition, the surrounding neighborhood is characterized as predominately PDR.*

- b) Such use or feature as proposed will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injurious to property, improvements or potential development in the vicinity, with respect to aspects including but not limited to the following:



- i. The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

*The size and shape of the Project site are suitable for such development. The Project will construct two new mixed-use buildings up to 97 feet totaling up to 1,646,000 square feet in size within a predominately PDR neighborhood. At a maximum building height of 97 feet, the mixed-use buildings will be taller than many surrounding buildings in the immediate neighborhood at an appropriate scale for the neighborhood. The site is substantial in size and appropriate for development of this scale at approximately 13 acres even after the dedication of approximately four acres to the City for public right-of-way purposes.*

- ii. The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading and of proposed alternatives to off-street parking, including provisions of car-share parking spaces, as defined in Section 166 of this Code.

*The project will provide substantial streetscape improvements, including sidewalks, curbs, crosswalks, and street trees in an area of the City that lacks these features, improving accessibility for persons and vehicles. The vast majority of vehicular movement, parking, and loading activities serving uses at the Project Site will be located within the Site. The Project will provide up to 1,125 accessory off-street parking spaces and on-street passenger and commercial loading spaces. Street improvements will be made to the adjacent public right of way to encourage other modes of transportation including the use of public transportation and a Transportation Demand Management (TDM) plan will be implemented as part of its Development Agreement. The Project Site is located less than a quarter mile from multiple MUNI bus lines including the 23, 24, and 8AX lines. Additionally, careful consideration of the relationship and interaction between all modes of transportation around the facility was made and the streetscape and building were designed to avoid any undue conflicts between the different modes of transportation. The Project proposes modifications to vehicular circulation (one-way eastbound traffic flow on Kirkwood Ave. and westbound on a portion of McKinnon Ave.) to improve the circulation both in the area at large and for the Project and its neighbors.*

- iii. The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;

*The Project will comply with the City's requirements to minimize noise, glare, dust, odors, or other harmful emissions during construction and operations. All potential Project impacts on noise, glare, and dust are discussed in the Project's FEIR, including the MMRP.*

- iv. Treatment given, as appropriate to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs; and

*No pedestrian walkways currently exist along the Project Site. The Project will improve the streetscape with new sidewalks, ADA curb ramps, new bulbouts, commercial and passenger loading zones, crosswalks, street trees, landscaping, and Class 2 bicycle parking spaces. Additionally, the Project will appropriately screen all vehicle entries and parking spaces. All*



*lighting would be designed to be compatible with and to enhance the security of the surrounding area. Proposed signage would comply with applicable Planning Code requirements.*

- c) Such use or feature as proposed will comply with the applicable provisions of this Code and will not adversely affect the General Plan; and

*The Project complies with all relevant requirements and standards of the Planning Code, including the proposed SUD and 97-X Height and Bulk District, and is consistent with objectives and policies of the General Plan as detailed in Resolution No. 21828.*

- d) Such use or feature as proposed will provide development that is in conformity with the stated purpose of the applicable Use District.

*The Project is consistent with the stated purposes of the PDR-2 (Core Production, Distribution, and Repair) and SF Gateway SUD. Pursuant to the proposed SUD's Planning Code and Zoning Map Amendment Ordinance (Board File No. 250426), the purpose of this SUD is to facilitate development of the SF Gateway Project which will construct a flexible PDR space designed to accommodate present and future PDR activities within close proximity to major highways and thereby increase the number of PDR and Retail business and job opportunities in the Bayview neighborhood.*

**8. Planned Unit Development Findings.** Planning Code Section 304 establishes procedures for Planned Unit Developments (PUD), which are intended for projects on sites of considerable size, including an area of not less than half-acre, developed as integrated units and designed to produce an environment of stable and desirable character, which will benefit the occupants, the neighborhood, and the City as a whole. In the cases of outstanding overall design, complementary to the design and values of the surrounding area, such a project may merit a well-reasoned modification of certain provisions contained elsewhere in the Planning Code.

- a) **Modifications.** The Project requests modifications from Planning Code Section 138 (Awnings, Canopies, and Marquees), Planning Code Section 166 (Car Share), and Planning Code Section 142 (Screening and Greening of Parking and Vehicular Use Areas). Each modification is discussed below.

- i. Awnings. Planning Code Section 136.1 requires that Awnings be no less than 8 feet from grade, located no higher than 16 feet in height, and project no more than 4 feet in depth and no taller than 4 feet in height if greater than 10 feet in width. The Project will install a total of six Awnings along McKinnon Avenue for the proposed Retail Sales and Service Use tenant spaces that are located higher than 16 feet in height, project more than 4 feet in depth and measure more than 4 feet in height with a width greater than 10 feet.

*While the development does not comply with the strict application of Planning Code Section 136.1, the Project will provide Awnings that proportionally reflect the scale of the proposed buildings while serving to define the location and entrances of the Retail tenant spaces in a manner that is not impactful to the adjacent public right of way. The proposed Awnings will have a clearance of up to 20 feet in height, will have a depth of up to 12 feet, and be located no taller than 35 feet in height.*

- ii. Car Share. Planning Code Section 166 requires one car share space for 25 to 49 parking spaces or one car share space plus one for every 50 parking spaces over 50. The Project will provide a total of up to 1,125 off-street parking spaces at full buildout and therefore, the Project is required to provide at minimum 23 car share spaces. Car share spaces are required to be accessible to members of the public. As designed, the Project does not facilitate safe conditions for both car-share users and tenants of the proposed buildings. Each building is designed with a ground floor that contains vehicular circulation, parking, and loading areas that are anticipated to be used by heavy trucks and box trucks for future PDR tenants. Such truck traffic will not be conducive of safe conditions for public car share users. In addition to potential unsafe conditions for car share users, security and operational concerns arise from the gained access to the interior of the proposed buildings. Best management practice for PDR facilities, with respect to safety, is to minimize opportunities for members of the public to encounter light industrial vehicles (trucks, forklifts, etc.) Therefore, the Project will not provide any car share spaces on site. The Project seeks a modification from the car share requirement under the Planned Unit Development (PUD).

As an alternative, the Project has explored the possibility of relocating the required car share spaces within the public right of way. The San Francisco Municipal Transportation Agency (SFMTA) has analyzed the effectiveness of including car share spaces within the public right-of-way adjacent to the Project site. Given a lack of demand for car share spaces at this location, SFMTA has recommended that the Project not provide car share spaces in this location and instead support alternative modes of transportation through the measures set forth in the Project's TDM plan (Exhibit J to the Development Agreement). These measures are anticipated to be equally or more effective than inclusion of car share spaces at the Project site. Therefore, the proposed modification is justified.

- iii. Screening and Greening. Planning Code Section 142 requires screening and greening for off-street parking and Vehicular Use Areas adjacent to the public right-of-way. While the Project as designed will locate off-street parking and Vehicular Use areas along the public right of way within the proposed fully enclosed buildings, the Design Standards and Guidelines document (Motion No. 21830) permits off-street parking and Vehicular Use Areas along public rights-of-way to not be fully enclosed within the Project buildings or screened. The Design Standards and Guidelines document also does not require the Project to include a 5-foot deep Permeable Surface with landscaping along the perimeter of the lot, or equivalent landscaping. Thus, the Project is seeking a modification from this requirement given the Design Standards and Guidelines. The Project will provide screening and greening as set forth in the Design Standards and Guidelines. Therefore, the proposed modification is justified.

- b) **Criteria and Limitations.** Section 304(d) establishes criteria and limitations for the authorization of PUDs over and above those applicable to Conditional Uses in general and contained in Section 303 and elsewhere in the Code. On balance, the Project complies with said criteria in that it:

- i. Affirmatively promote applicable objectives and policies of the General Plan;

*The Project complies with the objectives and policies of the General Plan, as stated in Item No. 9 "General Plan Compliance" and Resolution No. 21828.*

- ii. Provide off-street parking appropriate to the occupancy proposed and not exceeding principally permitted maximum amounts;

*Pursuant to Planning Code Section 249.7, no more than 1,125 accessory off-street parking spaces are principally permitted. The Project will provide no more than 1,125 accessory off-street parking spaces which is the maximum number of principally permitted spaces.*

- iii. Provide open space usable by the occupants and, where appropriate, by the general public, at least equal to the open spaces required by this Code;

*No usable open space is required for the proposed PDR and Retail Sales and Service Uses. The Project will not provide usable open space.*

- iv. Be limited in dwelling unit density to less than the density that would be allowed by Article 2 of this Code for a district permitting a greater density, so that the Planned Unit Development will not be substantially equivalent to a reclassification of property;

*The subject property is located within the PDR-2 (Core Production, Distribution, and Repair) Zoning District and SUD (Planning Code Text and Zoning Map Amendments Ordinance (Board File No. 250426)). Pursuant to Planning Code Sections 210.3 and 249.7, residential uses are not permitted. The Project will not construct any residential uses.*

- v. In R Districts, include Commercial Uses only to the extent that such uses are necessary to serve residents of the immediate vicinity, subject to the limitations for NC-1 Districts under this Code, and in RTO Districts include Commercial Uses only according to the provisions of Section 231 of this Code;

*The subject property is located within the PDR-2 (Core Production, Distribution, and Repair) Zoning District and not within an R District. However, the Project will provide approximately 8,400 square feet of Commercial Use.*

- vi. Under no circumstances be excepted from any height limit established by Article 2.5 of this Code, unless such exception is explicitly authorized by the terms of this Code. In the absence of such an explicit authorization, exceptions from the provisions of this Code with respect to height shall be confined to minor deviations from the provisions for measurement of height in Sections 260 and 261 of this Code, and no such deviation shall depart from the purposes or intent of those sections;

*The subject property is located within the PDR-2 (Core Production, Distribution, and Repair) Zoning District, and upon the approval of Board File No. 250426, within the San Francisco Gateway SUD and 97-X Height and Bulk District, and therefore is limited to a building height of 97 feet as measured pursuant to Planning Code Section 260. The Project will construct two new mixed-use buildings that are no taller than 97 feet in height. Therefore, no minor deviation from the provisions in the measurement in height is being requested.*

- vii. In NC Districts, be limited in gross floor area to that allowed under the floor area ratio limit permitted for the district in Section 124 and Article 7 of this Code;

*The subject property is located within the PDR-2 (Core Production, Distribution, and Repair) Zoning District and not within an NC Zoning District. The Project will comply with applicable floor area ratio limits for the PDR-2 District.*

- viii. In NC Districts, not violate the use limitations by story set forth in Article 7 of this Code;

*The subject property is located within the PDR-2 (Core Production, Distribution, and Repair) and not within an NC Zoning District.*

- ix. In RTO and NCT Districts, include the extension of adjacent alleys or streets onto or through the site, and/or the creation of new publicly-accessible streets or alleys through the site as appropriate, in order to break down the scale of the site, continue the surrounding existing pattern of block size, streets and alleys, and foster beneficial pedestrian and vehicular circulation.

*The subject property is located within the PDR-2 (Core Production, Distribution, and Repair) and not within an RTO or NCT Zoning District.*

- x. Provide street trees as per the requirements of Section 138.1 of the Code.

*The Project will provide street trees as deemed appropriate by the Director of Public Works pursuant to Article 16 of the Public Works Code. Currently, the Project is required to provide 216 street trees and will provide a total of approximately 124 street trees and pay an in-lieu fee for the remaining 92 street trees. In addition, the Project will also provide approximately 110 additional street trees located opposite the Project Site.*

- xi. Provide landscaping and permeable surfaces in any required setbacks in accordance with Section 132 (g) and (h).

*The subject property is not required to provide a front setback pursuant to Planning Code Section 132, and therefore is not required to provide landscaping equal to 20 percent of the subject property's front setback area (Section 132(g)) or permeable surfaces equal to 50 percent of the property's front setback area (Section 132(h)).*

- 9. **General Plan Compliance.** The Project is, on balance, consistent with the following Objectives and Policies of the General Plan:

#### **COMMERCE AND INDUSTRY ELEMENT**

##### **Objectives and Policies**

##### **OBJECTIVE 1**

**MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.**

**POLICY 1.2**

Assure that all commercial and industrial uses meet minimum, reasonable performance standards.

**POLICY 1.3**

Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

*The Project will develop PDR (including commercial and industrial) uses within an already predominately commercial and industrial neighborhood.*

**OBJECTIVE 2**

**MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.**

**POLICY 1.3**

Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

*The Project will increase the amount of commercial and industrial activity at the development site and facilitate the development of modern mixed-use buildings designed to provide flexibility for future commercial and industrial tenants.*

**OBJECTIVE 3**

**PROVIDE EXPANDED EMPLOYMENT OPPORTUNITIES FOR CITY RESIDENTS, PARTICULARLY THE UNEMPLOYED AND ECONOMICALLY DISADVANTAGED.**

**POLICY 3.1**

Promote the attraction, retention and expansion of commercial and industrial firms which provide employment improvement opportunities for unskilled and semi-skilled workers.

**POLICY 3.2**

Promote measures designed to increase the number of San Francisco jobs held by San Francisco residents.

*The Project will develop large-scale mixed-use buildings designed with ultimate flexibility for PDR and other permitted uses that will promote and increase the number of job opportunities for residents. PDR jobs often pay higher wages than other entry-level employment, and do not require significant educational or professional experience.*

**OBJECTIVE 4**

**IMPROVE THE VIABILITY OF EXISTING INDUSTRY IN THE CITY, THE EQUITABLE DISTRIBUTION OF INFRASTRUCTURE, AND THE ATTRACTIVENESS OF THE CITY AS A LOCATION FOR NEW INDUSTRY.**

**POLICY 4.1**

Maintain and enhance a favorable business climate in the city.

**POLICY 4.7**

Improve public and private transportation to and from industrial areas.

*The Project will develop large-scale mixed-use buildings designed with flexibility for commercial and industrial activities near major highways. The Project will facilitate the improvement of the immediate public of right of way for improved access to and from the area via investments into public transportation infrastructure and safer vehicle and pedestrian conditions.*

**URBAN DESIGN ELEMENT**

**Objectives and Policies**

**OBJECTIVE 1**

**EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.**

**POLICY 1.3**

Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

**POLICY 1.7**

Recognize the natural boundaries of districts, and promote connections between districts.

**POLICY 1.9**

Increase the clarity of routes for travelers.

**POLICY 1.10**

Indicate the purposes of streets by adopting and implementing the Better Streets Plan, which identifies a hierarchy of street types and appropriate streetscape elements for each street type.

*The Project will provide substantial streetscape improvements in conformance with the Better Streets Plan, including sidewalks, crosswalks, and street trees, in an area that currently lacks these features. The Project will also redefine the public right of way and Project site and improve circulation on the adjacent streets by creating an intersection at McKinnon Avenue and Toland Street where none exists, and adding lane striping and signage.*

**AIR QUALITY ELEMENT**

**OBJECTIVE 1**

**ADHERE TO STATE AND FEDERAL AIR QUALITY STANDARDS AND REGIONAL PROGRAMS.**

**Policy 1.2**

Adhere to State and Federal air quality standards in the future through sustained efforts and continued budgetary resources.

*The Project will adhere to Federal and State air quality standards. The sponsor will implement mitigation measures for the aspects of the project that yield significant air quality impacts to ensure that those impacts are mitigated.*

**BAYVIEW HUNTERS POINT AREA PLAN**

**Objectives and Policies**

**OBJECTIVE 1**

**STIMULATE BUSINESS, EMPLOYMENT, AND HOUSING GROWTH WITHIN THE EXISTING GENERAL LAND USE PATTERN BY RESOLVING CONFLICTS BETWEEN ADJACENT INDUSTRIAL AND RESIDENTIAL AREAS.**

**POLICY 1.1**

Improve the relationship between housing and industry throughout Bayview Hunters Point, particularly in the Northern Gateway and South Basin areas, where light industry transitions to residential.

**POLICY 1.2**

Restrict toxic chemical industries and other industrial activities with significant environmental hazards from locating adjacent to or nearby existing residential areas.

**POLICY 1.5**

Encourage a wider variety of light industrial uses throughout the Bayview by maintaining the newly established Production, Distribution and Repair zoning, by more efficient use of industrial space, and by more attractive building design.

*The Project will increase the amount of commercial and industrial activity at an already predominately PDR neighborhood and develop modern mixed-use buildings designed to provide flexibility for future commercial and industrial tenants at a location distant from residential uses.*

**OBJECTIVE 3**

**MAKE SURFACE STREET AND FREEWAY IMPROVEMENTS TO ENCOURAGE TRUCK TRAFFIC AWAY FROM NEIGHBORHOOD RESIDENTIAL AND COMMERCIAL AREAS.**

**POLICY 3.1**

Improve and establish truck routes between industrial areas, including those at the Shipyard, and freeway interchanges.

*The Project will develop a flexible PDR space within close proximity to existing truck routes and freeway interchanges.*



#### OBJECTIVE 4

**DEVELOP AND MAINTAIN A SYSTEM FOR THE EASY MOVEMENT OF PEOPLE AND GOODS, TAKING INTO ACCOUNT ANTICIPATED NEEDS OF BOTH LOCAL AND THROUGH TRAFFIC.**

##### POLICY 4.1

Develop a comprehensive network and schedule of roadway improvements to assure that Bayview maintains an adequate level of service at key intersections as the residential and work force population in the district increases.

##### POLICY 4.2

Develop the necessary improvements in public transit to move people efficiently and comfortably between different neighborhoods of Bayview Hunters Point, to and from Candlestick Park Point, and to and from Downtown and other parts of the region.

*The Project will facilitate the improvement of the immediate public of right of way for improved access to and from the area via investments into public transportation infrastructure and safer vehicle and pedestrian conditions. In addition, a Transportation Demand Management Plan will be developed and implemented to encourage other modes of transportation to the Bayview.*

#### OBJECTIVE 7

**ENCOURAGE HEALTHY RETAIL REUSE IN THE EXISTING COMMERCIAL CORE OF THIRD STREET AND COMPLEMENTARY GROWTH IN ADJACENT SECTIONS.**

##### POLICY 7.2

Encourage complementary development adjacent to the Third Street core commercial area.

##### POLICY 7.3

Develop secondary nodes of commercial activity.

*The Project will construct approximately 8,400 square feet of Retail Sales and Service Use that complements the Third Street commercial corridor, a few blocks away.*

#### OBJECTIVE 8

**STRENGTHEN THE ROLE OF BAYVIEW'S INDUSTRIAL SECTOR IN THE ECONOMY OF THE DISTRICT, THE CITY, AND THE REGION.**

##### POLICY 8.1

Maintain industrial zones for production, distribution, and repair activities in the Northern Gateway, South Basin, Oakinba, and India Basin Industrial Park subdistricts.

*The Project will maintain and expand the amount of PDR space by providing approximately 1,637,600 square feet, or a net increase of approximately 1,189,600 square feet, of space available for PDR use at the Project site.*

## OBJECTIVE 9

IMPROVE LINKAGES BETWEEN GROWTH IN BAYVIEW'S INDUSTRIAL AREAS AND THE EMPLOYMENT AND BUSINESS NEEDS OF THE BAYVIEW HUNTERS POINT COMMUNITY.

### POLICY 9.1

Increase employment in local industries.

### POLICY 9.2

Encourage the local business community to play a larger role in Bayview's industrial sector.

### POLICY 9.3

Support expanded role of African American firms in distribution and transportation industries.

*The Project will develop large-scale mixed-use buildings designed with ultimate flexibility for PDR and other permitted uses that will promote and increase the number of local job opportunities for residents in the Bayview. PDR jobs often pay higher wages than other entry-level employment, and do not require significant educational or professional experience.*

**10. Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project complies with said policies in that:

- a) That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.

*The proposal will not remove or displace any existing neighborhood serving retail uses. The subject properties are currently occupied by PDR land uses.*

- b) That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

*The project site does not currently include any housing and the surrounding neighborhood is characterized with a mix of non-residential uses within the PDR Zoning Districts.*

- c) That the City's supply of affordable housing be preserved and enhanced.

*The Project would not remove any existing affordable housing. The subject properties are currently occupied by PDR land uses.*

- d) That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

*The Project will not impede MUNI transit service or overburden the adjacent streets or on-street parking. The Project will provide up to 1,125 off-street vehicle parking spaces at full buildout, a Transportation Demand Management (TDM) plan will be implemented, and street improvements will be made to the adjacent public right of way to encourage other modes of transportation including the use of public transportation. The project sites are located less than a quarter mile from*

*multiple MUNI bus lines including the 23, 24, and 8AX lines. Additionally, careful consideration of the relationship and interaction between all modes of transportation around the facility was made and the streetscape and building were designed to avoid any undo conflicts between modes of transportation.*

- e) That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced.

*The Project does not include commercial office development. However, the Project will maintain and expand space for PDR and other permitted non-residential uses that will continue to provide employment opportunities for residents of the neighborhood in the industrial and service sectors.*

- f) That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

*The Project will be designed and constructed to conform to the structural and seismic safety requirements of the Building Code. As such, this Project will improve the property's ability to withstand an earthquake.*

- g) That landmarks and historic buildings be preserved.

*The Project Site does not contain any City Landmarks or historic buildings.*

- h) That our parks and open space and their access to sunlight and vistas be protected from development.

*The Project will not have impacts on existing parks and open spaces or their access to sunlight and vistas.*

**11. First Source Hiring.** The Project is subject to the requirements of the First Source Hiring Program as they apply to permits for commercial development (Administrative Code Section 83.11), and the Project Sponsor shall comply with the requirements of this Program as to all construction work and on-going employment required for the Project. Prior to the issuance of any building permit to construct or a First Addendum to the Site Permit, the Project Sponsor shall have a First Source Hiring Construction and Employment Program approved by the First Source Hiring Administrator, and evidenced in writing. In the event that both the Director of Planning and the First Source Hiring Administrator agree, the approval of the Employment Program may be delayed as needed.

*The First Source Hiring Program requirements are set forth in the Development Agreement. The Project Sponsor submitted a First Source Hiring Affidavit and prior to issuance of a building permit will comply with the applicable First Source Hiring Program requirements of the Development Agreement (Board File No. 250427).*

**12.** The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would constitute a beneficial development.

13. The Commission hereby finds that approval of the Conditional Use Authorization would promote the health, safety and welfare of the City.

## DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Authorization Application No. 2015-012491CUA** subject to the following conditions attached hereto as “EXHIBIT C” in general conformance with plans on file, dated September 11, 2024, and stamped “EXHIBIT D”, which are incorporated herein by reference as though fully set forth.

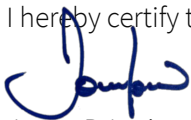
The Planning Commission has reviewed and considered the FEIR and the record as a whole and incorporates by reference herein the CEQA Findings contained in Motion No. 21827 and MMRP, included as “EXHIBIT E”. All required mitigation measures identified in “EXHIBIT E” of Motion No. 21831 are included as conditions of approval.

**APPEAL AND EFFECTIVE DATE OF MOTION:** Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion. The effective date of this Motion shall be the date of this Motion if not appealed (after the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

**Protest of Fee or Exaction:** You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the project, the Planning Commission’s adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator’s Variance Decision Letter constitutes the approval or conditional approval of the development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on September 25, 2025.



Jonas P. Ionin  
Commission Secretary

AYES:	Campbell, McGarry, Williams, Braun, Imperial, So
NAYS:	None
ABSENT:	Moore
ADOPTED:	September 25, 2025

# EXHIBIT C

## Authorization

This authorization is for a conditional use to allow the demolition of a total of four one-story Production, Distribution and Repair (PDR) buildings and the construction of two three-story mixed-use buildings up to 97 feet in height totaling approximately 1,646,000 gross square feet in size with a total of approximately 8,400 square feet of Retail Sales and Service Use and up to 1,637,600 square feet of Production, Distribution, and Repair (PDR) located at 749 Toland Street, Assessor's Block 5284A, Lot 008, and 2000 McKinnon Avenue, Assessor's Block 5287, Lot 002 and pursuant to Planning Code Sections 210.3, 303, and 304 within the PDR-2 Zoning District, and upon approval of Board File No. 250426, the San Francisco Gateway Special Use District, Planning Code Section 249.7, and the 97-X Height and Bulk District; in general conformance with plans, dated **September 11, 2024**, and stamped "EXHIBIT D" included in the docket for Record No. **2015-012491CUA** and subject to conditions of approval reviewed and approved by the Commission on **September 25, 2025** under Motion No. **21831**. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

## Recordation of Conditions of Approval

Prior to the Planning approval of the building permit or commencement of use for the Project, the property owner must record a Notice of Special Restrictions prepared by the Planning Department with the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on September 25, 2025 under Motion No. **21831**.

## Severability

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.

## Changes and Modifications

Changes to the approved plans and changes of use between principally permitted uses may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions of approval shall require Planning Commission approval of a new Conditional Use Authorization. A change to the approved plans shall be considered a significant change if it includes intensifications of Planned Unit Development exceptions and those changes to the approved plans resulting in modifications from the Design Standards and Guidelines (Motion No. 21830) as listed below in (a) and (b).

- (a) Any modifications from the Design Standards and Guidelines of 15% or more from Sections S1.2, Maker Space Frontage, S2.1. Ground Floor Setbacks, S2.2. Upper Floor(s) Setbacks, S4.1., or Ground Floor Clear Heights;
- (b) Any modifications of more than 50% from Sections S.2.3, Corner Setbacks, S3.1, Building Segments, S3.2,

Variation Elements, S3.3, Variation Elements Height, S4.2, Roof Clearance, S6.1, Translucency and Transparency, S6.2, Ground Floor Translucency, S6.3, Ground Floor Transparency, S6.4, Upper Floor(s) Transparency, S6.5, Upper Floor(s) Fenestration, S6.6, Variation Element Fenestration, S10.2, Vehicular Screening Location, or S10.2, Vehicular Screening Openness.

### **Relationship to Development Agreement**

In the event of any conflict between this Conditional Use Authorization and the Project's Development Agreement, the Development Agreement shall control.



# CONDITIONS OF APPROVAL, COMPLIANCE, MONITORING, AND REPORTING

## Performance

1. **Validity.** The authorization and right vested by virtue of this action is valid for the term of the Development Agreement between the Project Sponsor and the City.

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, [www.sfplanning.org](http://www.sfplanning.org)*

2. **Development Timeline.** The Project shall comply with any timeframes set forth in the Development Agreement between the Project Sponsor and the City.

3. **Diligent Pursuit.** Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion.

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, [www.sfplanning.org](http://www.sfplanning.org)*

4. **Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of the Development Agreement with respect to City Codes in effect at the time of such approval.

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, [www.sfplanning.org](http://www.sfplanning.org)*

5. **Additional Project Authorization.** The Project Sponsor must obtain a Planning Code Text Amendment to create the Special Use District (SUD) at 749 Toland St. and 200 McKinnon Ave., Assessor's Block 5284A, Lot 008 and Block 5287, Lot 002, a Zoning Map Amendment to amend Zoning Maps SU10 to illustrate the SUD and HT10 to change the Height and Bulk Zoning District from 65-J to 97-X (Board File No. 250426), and approval of the Development Agreement (see Board File No. 250427). The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Planning Director, shall apply, where not inconsistent with the Development Agreement.

This approval is contingent on and will be of no further force and effect until the date that the San Francisco Board of Supervisors has approved ordinances for the Development Agreement, Planning Code Text Amendment, and Zoning Map Amendment.

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, [www.sfplanning.org](http://www.sfplanning.org)*

- 6. Mitigation Measures.** Mitigation measures described in the MMRP attached as “Exhibit E” are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor. Their implementation is a condition of project approval. The conditions of approval under the “Exhibit E” of this Planning Commission Motion shall be reproduced on the Index Sheet of construction plans submitted with the site or building permit application for the Project.

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, [www.sfplanning.org](http://www.sfplanning.org)*

## **Design – Compliance at Plan Stage**

- 7. Final Materials.** The Project Sponsor shall continue to work with the Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.

*For information about compliance, contact the Case Planner, Planning Department at 628.652.7380, [www.sfplanning.org](http://www.sfplanning.org)*

- 8. Environmental Consistency Review.** The Project Sponsor shall coordinate with the Planning Department to confirm that all building permit applications conform with the certified Final Environmental Impact Report (FEIR) under Motion No. 21826 and adopted Mitigation and Monitoring Report Program. Within 30 days of referral to the Planning Department, the Department will determine whether the Project’s land uses, as defined in the FEIR, and use sizes (Table 2.D-2, DEIR page 2-26) do not exceed the square footage studied in the FEIR. If any land uses exceed the square footage studied in the FEIR, the Project Sponsor shall coordinate with the Planning Department to determine whether additional analysis is required pursuant to CEQA.

- 9. Garbage, Composting and Recycling Storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the building permit plans. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.

*For information about compliance, contact the Case Planner, Planning Department at 628.652.7380 [www.sfplanning.org](http://www.sfplanning.org)*

- 10. Lighting Plan.** The Project Sponsor shall submit an exterior lighting plan to the Planning Department prior to Planning Department approval of the building / site permit application.

*For information about compliance, contact the Case Planner, Planning Department at 628.652.7380 [www.sfplanning.org](http://www.sfplanning.org)*

- 11. Signage.** The Project Sponsor shall develop a signage program for the Project which shall be subject to review and approval by Planning Department staff before submitting any building permits for construction of the Project. All subsequent sign permits shall conform to the approved signage program. Once approved by the Department, the signage program/plan information shall be submitted and approved as part of the site permit

for the Project. All exterior signage shall be designed to complement, not compete with, the existing architectural character and architectural features of the building.

*For information about compliance, contact the Case Planner, Planning Department at 628.652.7380, [www.sfplanning.org](http://www.sfplanning.org)*

- 12. Transformer Vault Location.** The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Planning Department in consultation with Public Works shall require the following location for transformer vault for this project: within the private property along a street frontage, not within the public right of way. The above requirement shall adhere to the Memorandum of Understanding regarding Electrical Transformer Locations for Private Development Projects between Public Works and the Planning Department dated January 2, 2019.

*For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works at 628.271.2000, [www.sfpublishworks.org](http://www.sfpublishworks.org)*

- 13. Odor Control Unit.** In order to ensure any significant noxious or offensive odors are prevented from escaping the premises once the project is operational, the building permit application to implement the project shall include air cleaning or odor control equipment details and manufacturer specifications on the plans if applicable as determined by the project planner. Odor control ducting shall not be applied to the primary façade of the building.

*For information about compliance, contact the Case Planner, Planning Department at 628.652.7380, [www.sfplanning.org](http://www.sfplanning.org)*

## Parking and Traffic

- 14. Transportation Demand Management (TDM) Program.** The Project shall comply with the TDM Plan as set forth in the Development Agreement, Exhibit J.

*For information about compliance, contact the TDM Performance Manager at [tdm@sfgov.org](mailto:tdm@sfgov.org) or 628.652.7340, [www.sfplanning.org](http://www.sfplanning.org)*

- 15. Bicycle Parking.** The Project shall provide bicycle parking spaces pursuant to Planning Code Sections 155, 155.1, and 155.2. The number of required bicycle parking spaces shall be commensurate with the Occupied Floor Area provided in the Project. At full build out of the approved Occupied Floor Area, the Project shall provide no fewer than **116** bicycle parking spaces (**100** Class 1 spaces and **16** Class 2 spaces), or no fewer than 58 bicycle parking spaces per building (50 Class 1 spaces and 8 Class 2 spaces). SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW. Prior to issuance of first architectural addenda, the project sponsor shall contact the SFMTA Bike Parking Program at [bikeparking@sfmta.com](mailto:bikeparking@sfmta.com) to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class 2 bike racks required by the Planning Code.

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, [www.sfplanning.org](http://www.sfplanning.org)*

- 16. Showers and Clothes Lockers.** The Project shall provide showers and clothes lockers pursuant to Planning Code Section 155.3. At full buildout, the Project shall provide no fewer than a total of **eight** showers and **48** clothes lockers, or four showers and 24 lockers per building.

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, [www.sfplanning.org](http://www.sfplanning.org)*

- 17. Parking Maximum.** Pursuant to Planning Code Section 249.7, San Francisco Gateway Special Use District, the Project shall provide no more than **1,125** off-street parking spaces at full buildout.

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, [www.sfplanning.org](http://www.sfplanning.org)*

- 18. Off-Street Loading.** Pursuant to Planning Code Section 152, the Project will provide no less than **16** off-street loading spaces at full buildout, or 8 off-street loading spaces per building.

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, [www.sfplanning.org](http://www.sfplanning.org)*

- 19. Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, [www.sfplanning.org](http://www.sfplanning.org)*

## Provisions

- 20. First Source Hiring.** The Project shall adhere to the First Source Hiring requirements set forth in Exhibit I of the Development Agreement.

*For information about compliance, contact the First Source Hiring Manager at 415.581.2335, [www.onestopSF.org](http://www.onestopSF.org)*

- 21. Transportation Sustainability Fee.** The Project is subject to the Transportation Sustainability Fee (TSF), as applicable, as set forth in the Development Agreement.

*For information about compliance, contact the Case Planner, Planning Department at 628.652.7380, [www.sfplanning.org](http://www.sfplanning.org)*

## Monitoring - After Entitlement

- 22. Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, [www.sfplanning.org](http://www.sfplanning.org)*

- 23. Monitoring.** The Project requires monitoring of the conditions of approval in this Motion. The Project Sponsor or the subsequent responsible parties for the Project shall pay fees as established under Planning Code Section 350 and work with the Planning Department for information about compliance.

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, [www.sfplanning.org](http://www.sfplanning.org)*

- 24. Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit C of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, [www.sfplanning.org](http://www.sfplanning.org)*

- 25. Priority Processing.** The Project Sponsor shall, prior to the commencement of any construction activity, obtain the Planning Director's approval of a Clean Construction Plan as set forth in the Supplemental Application for Type 3 Priority Projects, pursuant to Planning Director Bulletin No. 2.

*For information about compliance, contact the Case Planner, Planning Department at 628.652.7380, [www.sfplanning.org](http://www.sfplanning.org)*

## Operation

- 26. Sidewalk Maintenance.** The Project Sponsor shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Streets and Sidewalk Maintenance Standards.

*For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 628.271.2000, [www.sfpublishworks.org](http://www.sfpublishworks.org)*

- 27. Community Liaison.** Prior to issuance of a building permit to construct the project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator

and all registered neighborhood groups for the area with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator and registered neighborhood groups shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, [www.sfplanning.org](http://www.sfplanning.org)*

- 28. Lighting.** All Project lighting shall be directed onto the Project site and immediately surrounding sidewalk area only, and designed and managed so as not to be a nuisance to adjacent residents. Nighttime lighting shall be the minimum necessary to ensure safety, but shall in no case be directed so as to constitute a nuisance to any surrounding property.

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, [www.sfplanning.org](http://www.sfplanning.org)*



# SAN FRANCISCO GATEWAY

A CENTER FOR PRODUCTION, DISTRIBUTION, AND REPAIR



## SUMMARY OF CONTENT

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# SAN FRANCISCO GATEWAY

## A CENTER FOR PRODUCTION, DISTRIBUTION, AND REPAIR

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	PD-4.4 ENLARGED ELEVATION - AWNINGS	EXT-4 EXTERIOR RENDERING	
		EXT-5 EXTERIOR RENDERING	
	<u>IV. CONCEPT DRAWINGS</u>		
	CD-1 LEVEL 1 - OVERVIEW		
	CD-2 LEVEL 2 - OVERVIEW		
	CD-3 LEVEL 3 - OVERVIEW		
	CD-4 LEVEL 4 / ROOF - OVERVIEW		
	CD-5 DISTRIBUTION LAYOUT		
	CD-6 FLEET MANAGEMENT LAYOUT		
	CD-7 LAST MILE LAYOUT		
	CD-8 MULTI - TENANT A		
	CD-9 MULTI - TENANT B		
	CD-10 AERIAL WITH VIEW SHEDS		
	CD-11 BERNAL HEIGHTS PARK - VIEW SHED		
	CD-12 SILVER TERRACE OPEN SPACE - VIEW SHED		
	CD-13 POTRERO HILL RECREATION CENTER - VIEW SHED		
	CD-14 STARR KING OPEN SPACE - VIEW SHED		



# SAN FRANCISCO GATEWAY: A CENTER FOR PRODUCTION, DISTRIBUTION, AND REPAIR

The SF Gateway project is designed to provide much-needed modern space for PDR to evolve, thrive and serve critical community needs. Because of limited space and aging buildings, these businesses (and the jobs they provide) face significant challenges and, in some cases, have been forced to leave San Francisco. Recognizing the need to protect this resource, the City implemented a set of policies to preserve PDR-zoned land and identified priority production areas for the most efficient movement of goods and services to support city life.

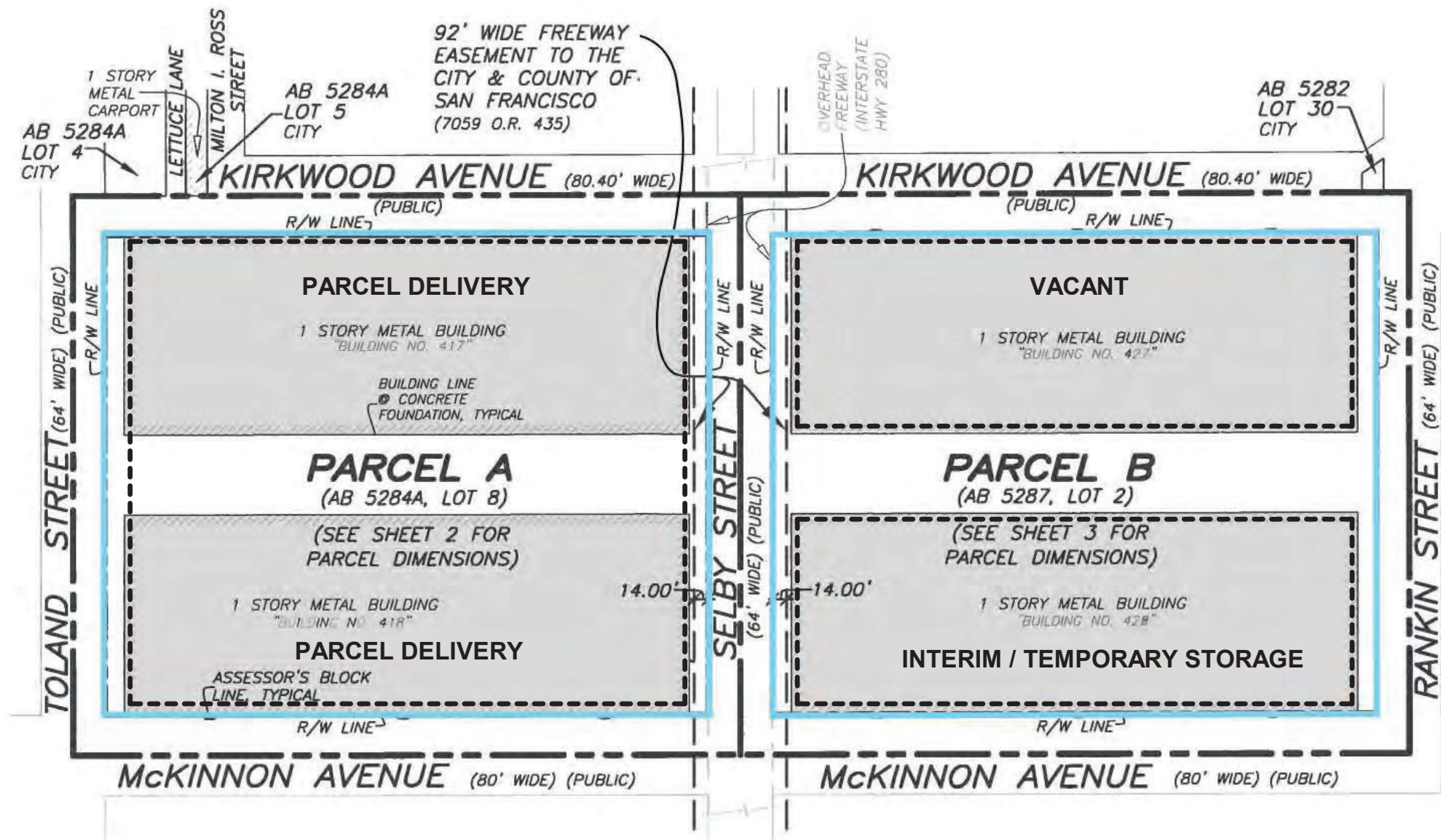
In a post-pandemic world, the need for a modern and resilient supply chain has never been greater. SF Gateway provides a unique solution to this challenge: By embracing state-of-the-art multistory design, the project supports the city and community by providing important infrastructure, allowing PDR businesses to supply goods and services efficiently—now and in the future.



## PROJECT OBJECTIVES

- **Underlying Objective:** The project sponsor's underlying objective is to develop a modern, flexible, and durable PDR facility for a diverse and evolving range of uses in a central urban environment.
- **Objective 1:** Advance progress toward the City's long-standing goals to preserve, upgrade, and expand PDR space, including those reflected in the General Plan, Bayview Hunters Point Area Plan, Five-Point Plan for PDR (2012), Make to Manufacture Advanced Manufacturing Playbook (2016), Proposition X (2016), and Economic Recovery Task Force Report (2020).
- **Objective 2:** Replace functionally outdated PDR space on the project site with first- and best-in-class facilities and replenish the supply of PDR space in the City that has been displaced by other development.
- **Objective 3:** Redevelop underutilized property to make efficient use of existing utilities, circulation, and complementary uses in the surrounding PDR-2 zoning district.
- **Objective 4:** Use innovative design at a size and scale that accommodates a range of large and small PDR uses, and can adapt over time to different industries and market needs, including anticipated growing demand for parcel delivery and/or last-mile delivery services, in an economically feasible way.
- **Objective 5:** Site PDR uses in a dense infill setting to create employment near housing and reduce vehicle miles traveled for potential distribution uses by locating such uses in San Francisco proximate to multiple freeways, rather than traditional suburban locations.
- **Objective 6:** Provide a positive fiscal impact by creating jobs at a variety of experience levels, including career-building and advancement opportunities, enhancing property values, generating property taxes, and introducing workers who will support direct and indirect local business growth in the Bayview.
- **Objective 7:** Boost resiliency in the local supply chain and disaster response capabilities by providing large-scale, adaptable facilities that can be rapidly mobilized in a central location.
- **Objective 8:** Using carbon-efficient construction techniques, develop a project with infrastructure that facilitates carbon-efficient vehicle fleets and operations as cost-effective technology becomes available.
- **Objective 9:** Create a safe and compelling streetscape, consistent with Better Streets standards, with green infrastructure and active ground floors, accessible by multiple modes of transportation, including bicycles and pedestrians.





SITE AREA SUMMARY

	WEST LOT	EAST LOT	TOTAL
<b>GROSS SITE AREA</b>			
SQUARE FEET	371,865	371,865	<b>743,730</b>
ACRES	8.53	8.53	<b>17.06</b>
<b>NET SITE AREA</b> (LESS RIGHT OF WAYS)			
SQUARE FEET	288,264	288,264	<b>576,528</b>
ACRES	6.62	6.62	<b>13.24</b>

KEY ZONING PROVISIONS

ZONING DESIGNATION:	PDR-2 CORE PRODUCTION, DISTRIBUTION, AND REPAIR
ZONING CONTROLS	
HEIGHT AND BULK:	65-J (BULK LIMITS @ 40' OF 250' LENGTH, 300' DIAGONAL)
FAR:	5:1 @ 65' (+/- 2,882,640 SF) (CALCULATED WITH NET SITE AREA)
SETBACKS:	NOT REQUIRED
NON-RESIDENTIAL USES:	PERMITTED USES ARE SET FORTH UNDER PLANNING CODE TABLE 210.3
RETAIL & SERVICE USE LIMITATIONS:	LIMITS SF PER LOT @ 2,500 & 5,000
ALLOWABLE ACCESSORY USE:	1/3 OF PRINCIPAL SPACE
REDEVELOPMENT AREA (FORMER):	BHP AREA B ZONE 2 - ADMIN BY PD

PROJECT SITE USES

EXISTING USE	AREA (square feet)	
	2017 CONDITIONS (as analyzed in EIR)	CURRENT
PARCEL DELIVERY	-	224,000
AUTOMOTIVE STORAGE AND FLEET MANAGEMENT	141,400	-
GENERAL STORAGE (FOR CONTRACTORS, SUPPLY COMPANIES, ETC.)	184,400	-
FOOD-RELATED STORAGE AND WHOLESALE (MULTIPLE TENANTS)	77,100	-
TEMPORARY STORAGE	35,700	112,000
VACANT	9,400	112,000
<b>TOTAL</b>	<b>448,000</b>	<b>448,000</b>



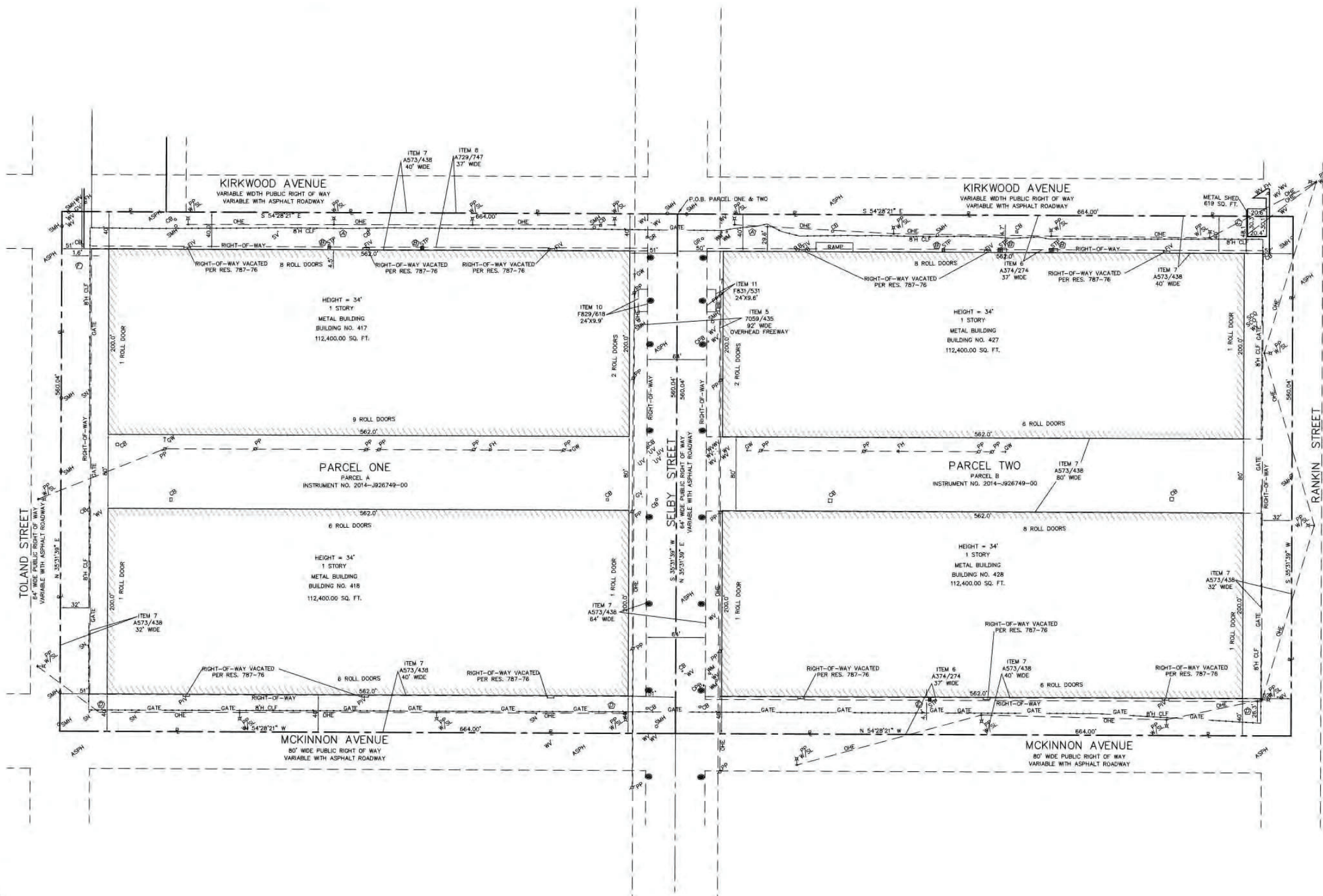




Commercial Real Estate  
Due Diligence Management  
4125 State Route 43  
Kent, OH 44240  
866.290.8121  
www.amnational.net



SCALE: 1"=50'

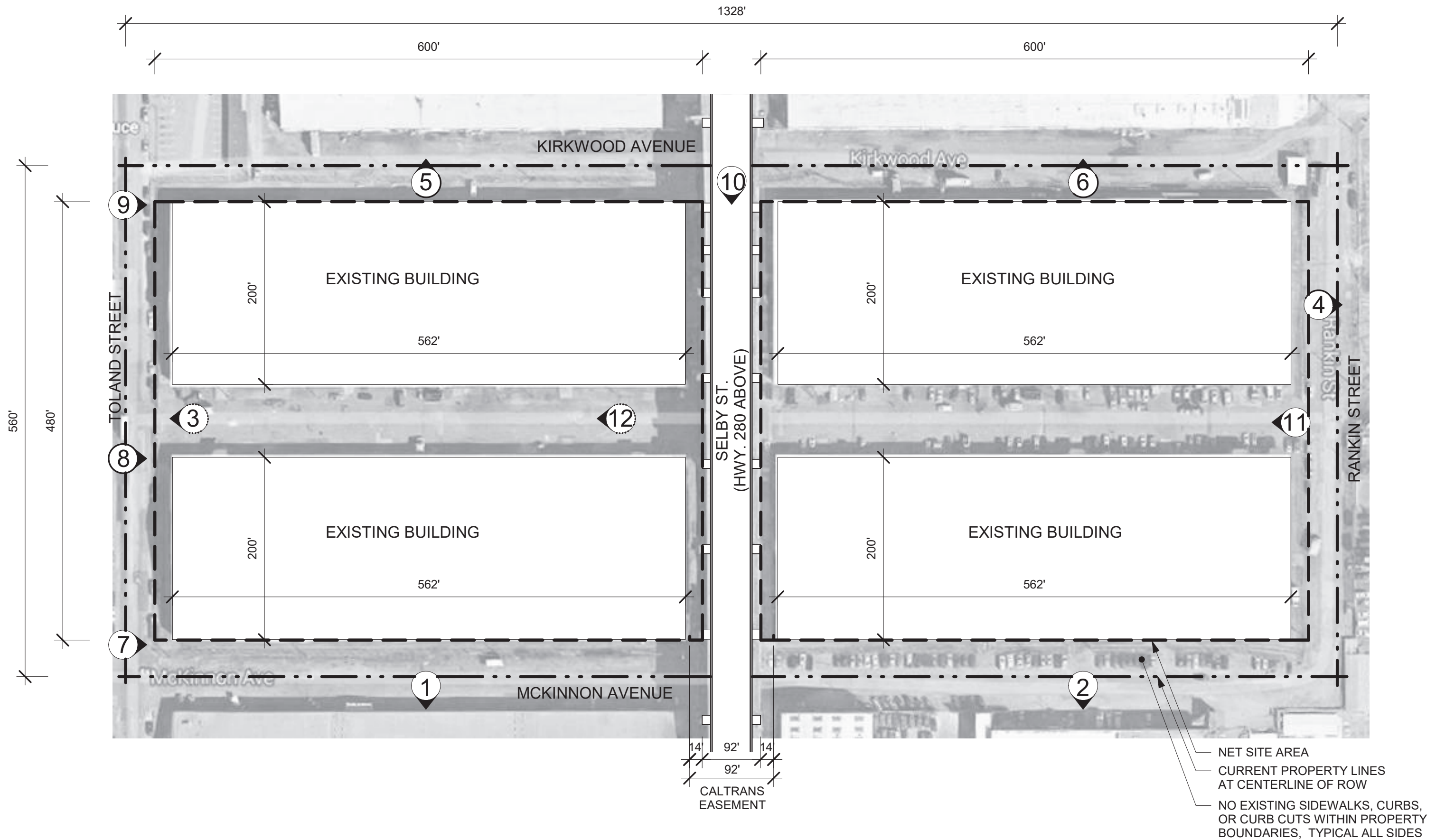


#### LEGEND

ASPH	ASPHALT
APN	ASSESSORS PARCEL NUMBER
B	BOLLARD
CB	CATCH BASIN
●	FREEWAY OVERPASS COLUMN
CPB	CALTRANS PULL BOX
CONC	CONCRETE
CLF	CHAIN LINK FENCE
FH	FIRE HYDRANT
FIV	FIRE DEPT INJECT. VALVE
GV	GAS VALVE
GW	GUY WIRE
GR	DRAIN GRATE
H	HEIGHT
OHE	OVERHEAD ELECTRIC
PV	PIV VALVE
PP	POWER POLE
PL	PROPERTY LINE
SCO	SEWER CLEAN OUT
SL	STREET LIGHT
SMH	SEWER MANHOLE
SN	SIGN
SQ. FT.	SQUARE FEET
STP	STEP
UV	UTILITY VAULT
WV	WATER VALVE

Sheet 2 of 2









1 MCKINNON AVENUE - SOUTH ELEVATION (WEST OF HWY 280)



2 MCKINNON AVENUE - SOUTH ELEVATION (EAST OF HWY 280)



3 TOLAND STREET - WEST ELEVATION



4 RANKIN STREET - EAST ELEVATION



5 KIRKWOOD AVENUE - NORTH ELEVATION (WEST OF HWY 280)



6 KIRKWOOD AVENUE - NORTH ELEVATION (EAST OF HWY 280)





7 FROM TOLAND ST & MCKINNON AVE, SW CORNER OF SITE



8 FROM TOLAND ST, SITE ENTRANCE



9 FROM TOLAND ST, NW CORNER OF SITE



10 FROM SELBY ST, SOUTH UNDER HWY 280



11 FROM RANKIN ST, SITE ENTRANCE



12 FROM SELBY ST, W THROUGH SITE





**CURRENT DISTRIBUTION NETWORK**



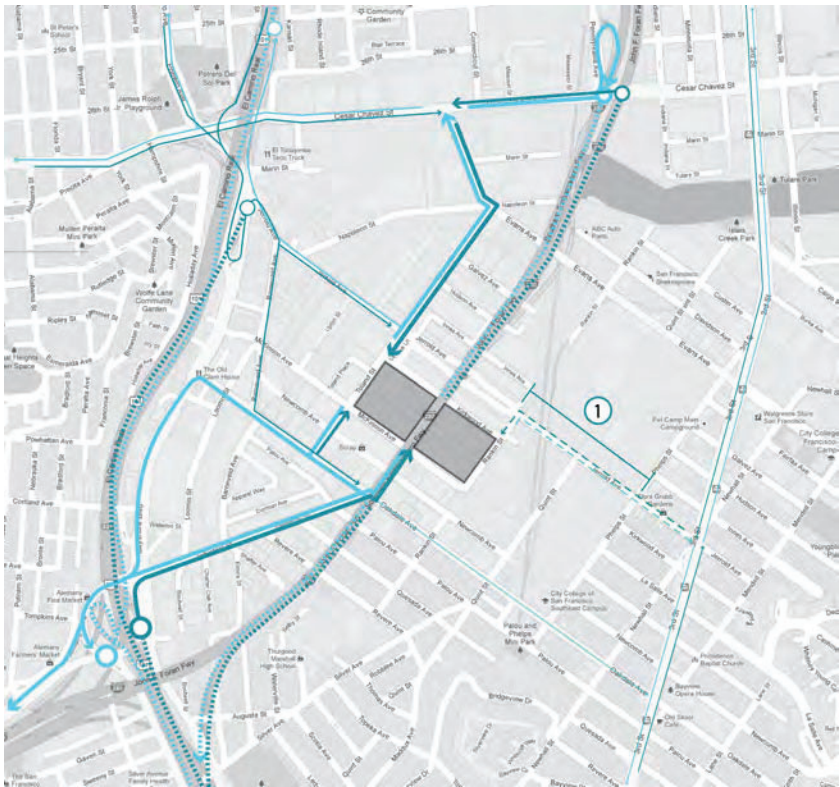
**POTENTIAL DISTRIBUTION CONSOLIDATION CREATED BY PROJECT**

While the San Francisco Gateway Project intends to serve a range of PDR uses that will evolve over time, the Project Sponsor identifies a project use mix that is comprised of predominantly parcel delivery and wholesale storage and distribution. The Project seeks to consolidate local and regional distribution of products by creating a large scale Production, Distribution, and Repair center within San Francisco. This PDR center, created by concentrating PDR businesses, will simplify distribution of goods by fostering direct delivery from regional distribution centers to San Francisco. Currently, goods often reach San Francisco via multiple trips from Bay Area distribution centers located along the I -880 corridor, increasing the number of truck trips in both the Bay Area and City. The Project design takes special consideration of how to accommodate these direct deliveries from regional centers by allowing more than adequate staging and circulation space within the Project envelope, thus removing unnecessary congestion from the adjacent and neighboring streets.





PUBLIC TRANSPORTATION



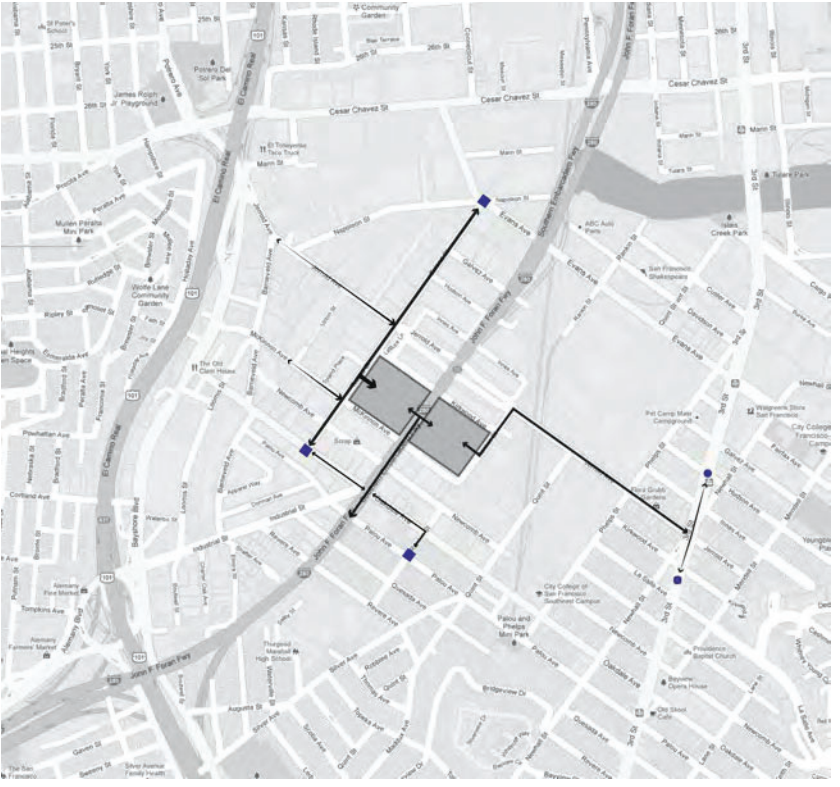
VEHICULAR TRAFFIC ACCESS

# LEGEND

- HIGHWAY ROUTE
- INBOUND VEHICLES
- OUTBOUND VEHICLES
- HIGHWAY OFF RAMP LOCATION
- HIGHWAY ON RAMP LOCATION
- CALTRAIN
- T STREETCAR ROUTE AND STATIONS
- BUS ROUTE
- SURROUNDING MUNI/BUS STOPS
- SEPARATED BIKEWAY
- BICYCLE LANE
- BICYCLE ROUTE
- PEDESTRIAN ACCESS



BIKE ACCESS



PEDESTRIAN ACCESS

1. Portion of Jerrold to be closed during PUC construction

## SITE CONTEXT - ACCESS

GENERAL INFORMATION  
CONDITIONAL USE REVISION 4

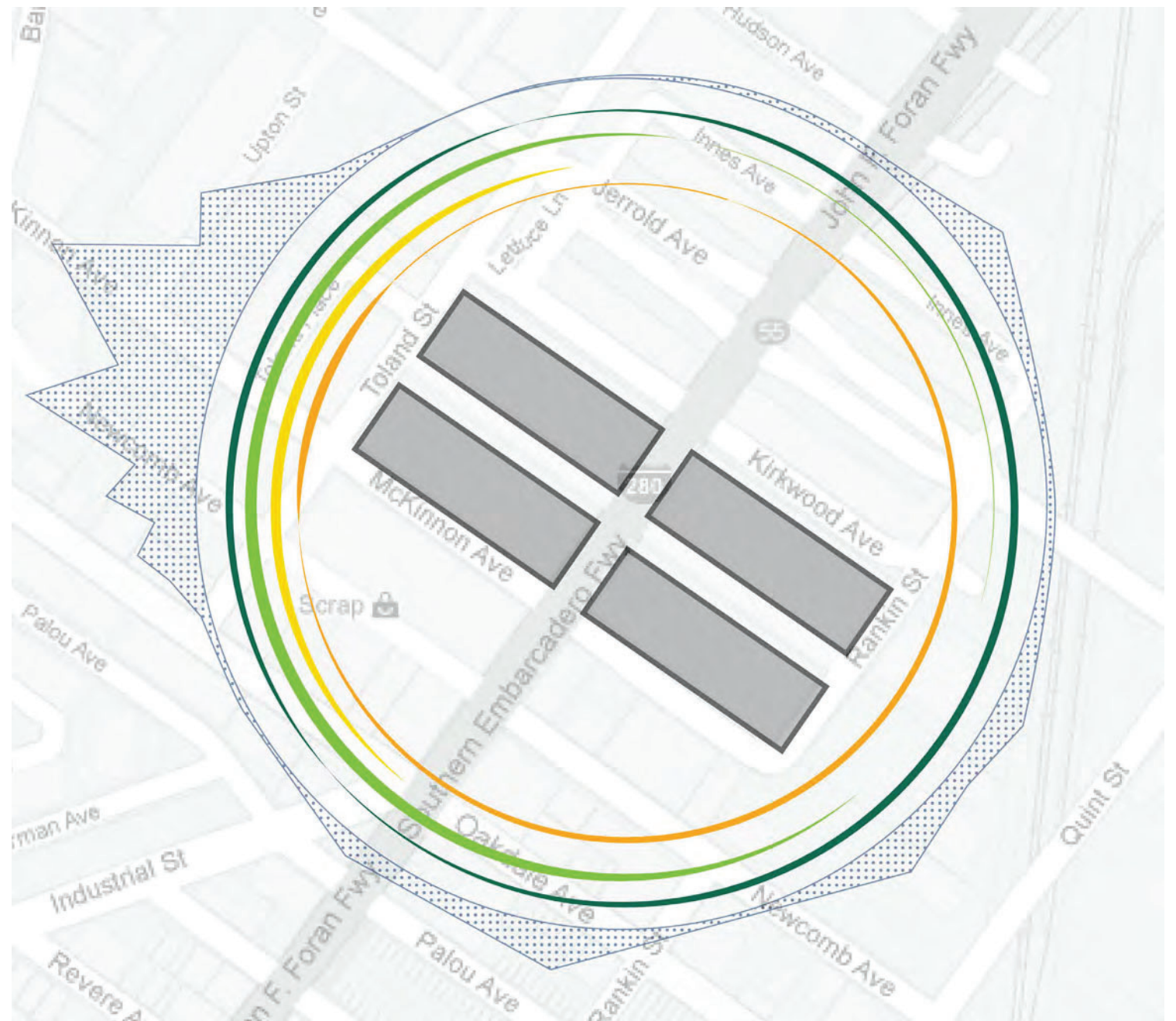






- SUMMER SUN PATH
- SPRING/FALL SUN PATH
- WINTER SUN PATH

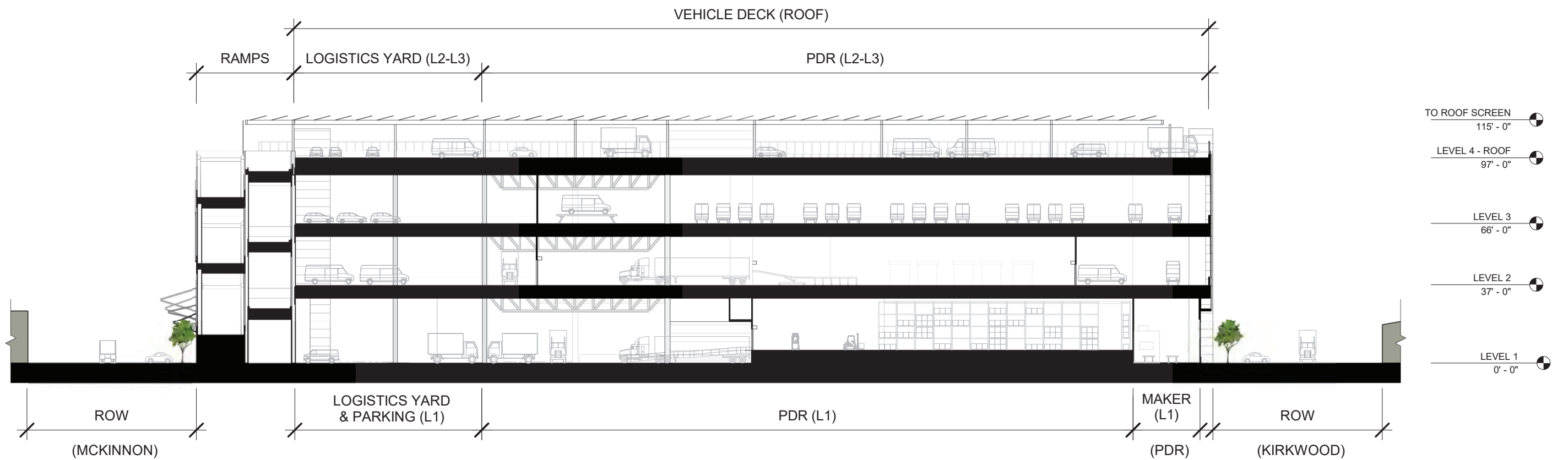
SUN PATH  
NTS



- AVG ANNUAL
- AVG WINTER
- AVG SPRING
- AVG SUMMER
- AVG FALL

WIND DIRECTION, INTENSITY AND SEASONAL FLUCTUATION  
NTS







SAN FRANCISCO GATEWAY: A CENTER FOR PRODUCTION, DISTRIBUTION, AND REPAIR

USE TYPES		A MAKER + MANUFACTURING			B LABORATORY		C PARCEL DELIVERY		D WHOLESALE + STORAGE			E PRIVATE RETAIL VEHICLE STAGING + MAINTENANCE		F PRIVATE FLEET STORAGE, STAGING + MAINTENANCE		G PUBLIC FLEET STAGING + MAINTENANCE	
OVERVIEW	description	A light industrial use that provides for the fabrication or production of goods, by hand or machinery, for distribution to retailers, wholesalers, or public			A non-retail use centered around scientific research & innovation		Light industrial use typified by activities relating to the unloading, sorting, and reloading of merchandise for deliveries		A use typified by activities relating to providing goods or commodities for resale or business use, including both the storage and sales areas necessary for these types of businesses.			Storage of vehicles to be sold/rented and light maintenance for private vehicles that are operated by a single entity		Storage and potential light maintenance for shuttles servicing specific institutions, businesses, and/or independent shuttle service businesses		Storage and maintenance for buses, trolleys, and/or shuttles for a public transportation agency	
	probable tenant type	A1	A2	A3	B1		C1	C2	D1	D2	D3	E1	E2	F1	G1		
		PDR incubator, craft, small assembly	food + beverage	advanced manufacturing large assembly	scientific testing + development lab		parcel hub	last mile	construction supplies - wholesale	food + beverage - wholesale & distribution	freight forward + storage	vehicle dealer	vehicle rental agency	private company fleet	public fleet management		
	business examples	Bryr Clogs Rickshaw Bags	Recchiuti	PCH Lime Lab	Applied Materials		FedEx, On-Track, UPS	Amazon Prime, Good Eggs	Russel Sigler	Chef's Warehouse	Geodis	Royal Motors, SF Toyota	Uhaul, Hertz	Google, Academy of Art University, Lyft, Bauer, UCSF	Muni Buses, SF Paratransit		
FACILITY	typical area (sf)	2,000-5,000 per maker within 20,000 incubator		5,000 - 20,000	10,000 - 40,000		20,000 - 200,000	40,000 - 200,000	20,000 - 100,000			35,000 - 100,000	35,000 - 100,000	30,000 - 100,000		400,000 - 1,200,000	
	clear height (ft)	12' - 20'			12' - 20'		20' - 30'		24' - 30'			10' - 14'		10' - 20'		15' - 20'	
OPERATIONS	employee ratio	3 per 1000 sf			5 per 1,000 sf		1.5 per 1000 sf		0.7 per 1000 sf	0.5 per 1000 sf	0.7 per 1000 sf	0.3 per 1000 sf		0.5 per 1000 sf		0.7 per 1000 sf	
	office ratio	15 - 25%			15 - 25%		10 - 15%		5 - 10%	10 - 25%	5 -10%	5 - 10%		5 - 10%		10-15%	
	typical normal hours	6:00am - 6:00pm swing shift possible	4:00am - 4:00pm swing shift possible	8:00am - 6:00pm	8:00am - 6:00pm		4:00am - 4:00pm swing shift possible		6:00am - 4:00pm	12:00am -4:00 pm	6:00am - 6:00pm	7:00am - 7:00pm		5:00am - 10:00pm		5:00am - 12:00 midnight	
	accessory retail	preferred		possible	no		no		no			no		no		preferred (food and drink)	
	venting required	code min + equipment needs	code min + vertical venting + hood exhaust	code min + equipment needs	code min + equipment needs		code min		code min	code min + additional venting if processing	code min	code min + maintenance specific ventilation requirements		code min + maintenance specific ventilation requirements		code req'd ventilation will vary per use requirements	
	HVAC required	preferred, not required	climate controlled + hood exhaust + refrigeration	preferred, not required	required throughout		required in office only		required in office only	climate controlled + hood exhaust + refrigeration	required in office only	required in office only		required in office only		required in office only	
TRANSPORTATION	recieving vehicle	personal vehicle/semi truck			box truck or van/semi truck		personal vehicle/box truck or van/semi truck		semi truck			personal vehicle/box truck or van		personal vehicle/box truck or van/bus		box truck or van/bus/articulated bus	
	shipping vehicle	personal vehicle / semi truck	semi truck		box truck or van/semi truck		personal vehicle/box truck or van		box truck or van			-	-	-		-	
	capacity	1 : 1,500			1:1,000		1 : 1,500		1 : 2,000	1 : 1,500	1 : 2,000	150 - 300 vehicles	60 - 300 vehicles	20 - 100 vehicles		200 - 400 vehicles	
	mainte-nance req'd	-			-		-		-			light maintenance & employee support spaces required fuel & wash preferred		light maintenance & employee support spaces required fuel & wash preferred		full maintenance & employee support spaces required fuel & wash required	
	loading req'd	drive-in doors / dock high beneficial			drive to doors / freight elevator		dock high, internal vehicle access		dock high roll up doors			-		-		-	

PROJECT USES MATRIX

PROJECT OVERVIEW

CONDITIONAL USE REVISION 4



ACTIVE ROOF WITH SOLAR

PARKING, VEHICLE STAGING, &  
SOLAR ARRAY



LEVEL 3

PDR OPERATIONS AND SUPPORT



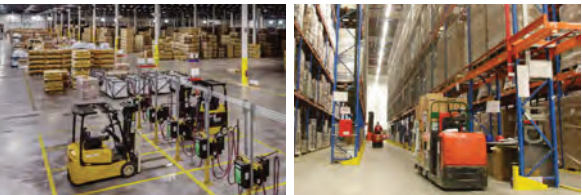
LEVEL 2

PDR OPERATIONS AND SUPPORT

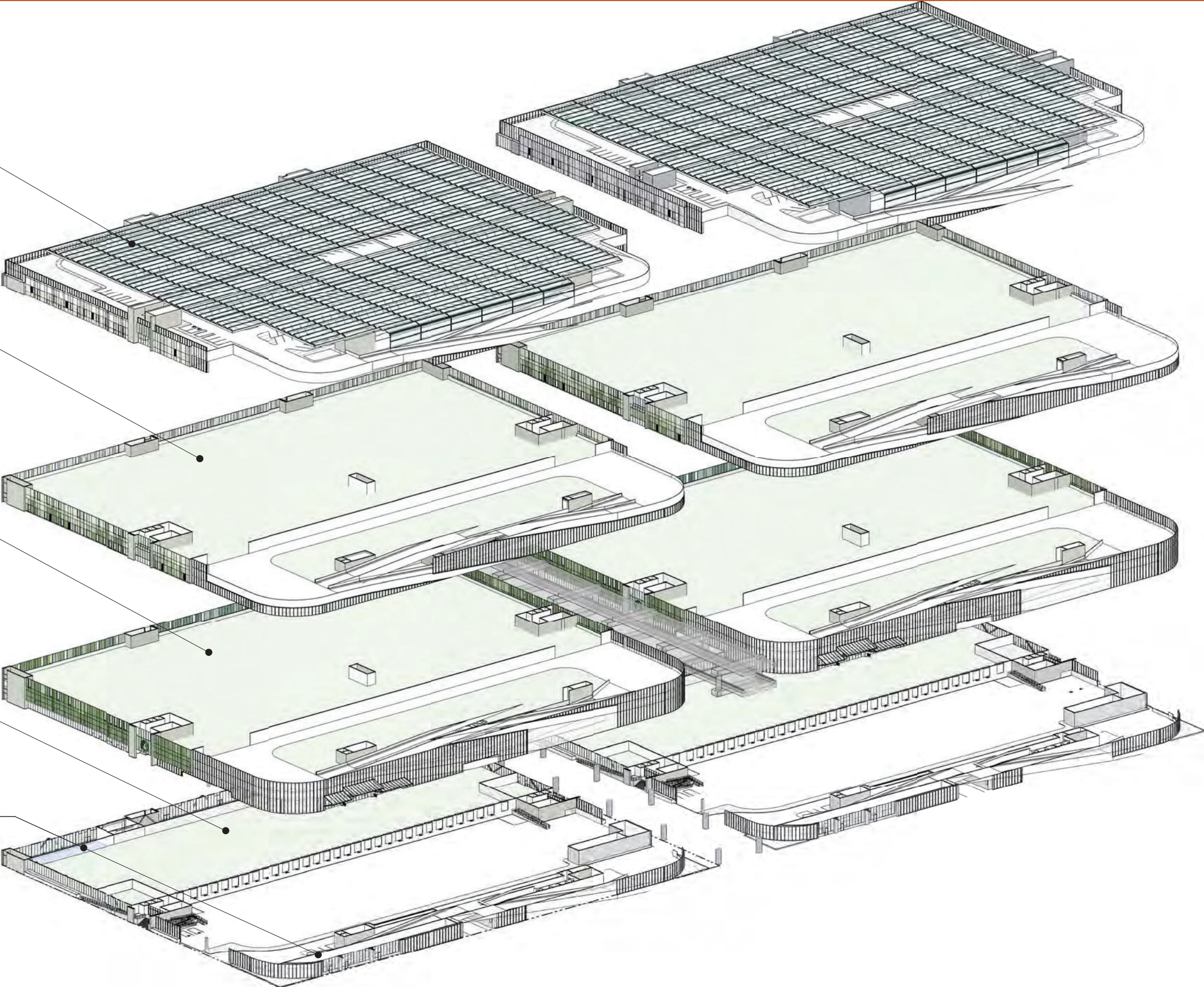


LEVEL 1

PDR OPERATIONS AND SUPPORT



MAKER AND RETAIL SPACES

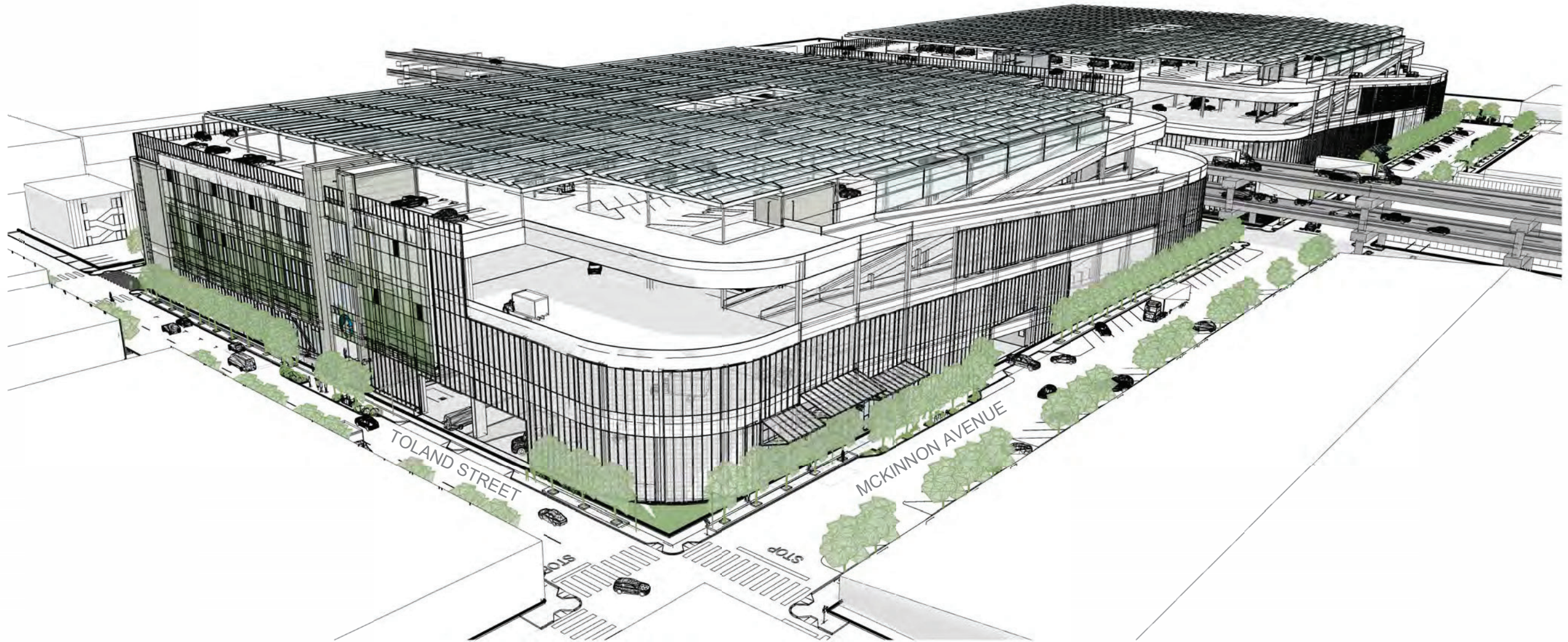


PROJECT USES DIAGRAM

PROJECT OVERVIEW

CONDITIONAL USE REVISION 4





	BUILDING 1 (SF)	BUILDING 2 (SF)	TOTALS (SF)
TOTAL PROJECT AREA (including open air active roof):	1,080,000	1,080,000	2,160,000
TOTAL GROSS FLOOR AREA:	823,000	823,000	1,646,000
PDR AND OTHER PERMITTED USES	818,800	818,800	1,637,600
ENCLOSED PDR	583,400	583,400	1,166,800
UNENCLOSED (PDR SUPPORT)	207,450	207,450	414,900
UNENCLOSED (LEVEL 1 PARKING)	27,950	27,950	55,900
RETAIL USES	4,200	4,200	8,400
OCCUPIED FLOOR AREA:	587,600	587,600	1,175,200
PDR AND OTHER PERMITTED USES	583,400	583,400	1,166,800
RETAIL USES	4,200	4,200	8,400
ACTIVE ROOF	257,000	257,000	514,000
PARKING	243,800	243,800	487,600
VEHICLE & VERTICAL CIRCULATION	13,200	13,200	26,400

	BUILDING 1	BUILDING 2	TOTALS
PARKING AND LOADING			
VEHICLE PARKING	563	562	1,125
OFF-STREET LOADING	36	36	72
BICYCLE PARKING	58	58	116
CLASS I	50	50	100
CLASS II	8	8	16
SHOWERS AND LOCKERS	24	24	48



GENERAL PROJECT INFORMATION

BUILDING ADDRESS:	749 TOLAND ST. 2000 MCKINNON AVE. SAN FRANCISCO, CA. 94124
PARCEL:	5284A/008; 5287/002
EXISTING USE:	PDR
EXISTING BUILDINGS BUILT:	APPROX. 1943
EXISTING GROSS SQUARE FOOTAGE:	APPROX. 448,000 SF 4 BUILDINGS AT 112,000 SF EACH
PLANNING TEAM:	SOUTH EAST (SE)
TRAFFIC ANALYSIS ZONE:	485 & 488
REDEVELOPMENT AREAS:	BAYVIEW HUNTERS POINT AREA B ZONE 2 (EXPIRES 2036)
LOT DIMENSIONS: 749 TOLAND STREET 2000 MCKINNON AVE	600' x 480.4' 600' x 480.4'
LOT AREA: 749 TOLAND STREET 2000 MCKINNON AVE	288,264 SF <u>288,264 SF</u> 576,528 SF

PROPOSED PROJECT INFORMATION

PROPOSED USES:	PROJECT USES: USES PERMITTED UNDER PDR-2 ZONING AND AS OUTLINED IN PROJECT SUD		
# OF BUILDINGS:	2		
BUILDING HEIGHT:	97'		
# OF STORIES:	3 (PLUS OPEN AIR ACTIVE ROOF)		
FAR:	2.86 (1,646,000 / 576,528)		

TOTAL PROJECT AREA (SF): (including open air active roof)
TOTAL GROSS FLOOR AREA:
PDR AND OTHER PERMITTED USES
RETAIL USES
OCCUPIED FLOOR AREA:
PDR AND OTHER PERMITTED USES
RETAIL USES
NET PDR INCREASE

BUILDING 1	BUILDING 2	TOTALS
1,080,000	1,080,000	2,160,000
823,000	823,000	1,646,000
818,800	818,800	1,637,600
4,200	4,200	8,400
587,600	587,600	1,175,200
583,400	583,400	1,166,800
4,200	4,200	8,400
594,800	594,800	1,189,600



PLANNING CODE SUMMARY

PROJECT DRAWINGS  
CONDITIONAL USE REVISION 4

ZONING CONTROL SUMMARY

ZONING DESIGNATION:

PDR-2; CORE PRODUCTION, DISTRIBUTION AND REPAIR

ZONING CONTROL TABLE FOR PDR DISTRICTS - PER TABLE 210.3

		REQUIRED	PROPOSED	ACTION REQ'D
BUILDING STANDARDS				
	HEIGHT & BULK LIMITS	MAX HEIGHT: 40' - 65' MAX LENGTH: 250' MAX DIAGONAL: 300'	MAX HEIGHT: 97' MAX LENGTH: 586' MAX DIAGONAL: 731'	AMENDMENT TO HEIGHT & BULK MAPS
	HEIGHT MEASUREMENT	PER SEC 260	MODIFICATIONS NEEDED	SUD
	FLOOR AREA RATIO (FAR)	PER SEC 210.3 - 5.0 TO 1	2.86 : 1	NONE
	FRONT, REAR & SIDE SETBACKS	NOT REQUIRED	NA	NONE
STREET FRONTAGE & PUBLIC REALM				
	STREET TREES	1 PER 20' OF CURB LENGTH	COMPLIES W/ FEE	IN LIEU FEE REQ'D FOR PARTIAL NO. OF TREES
	STANDARDS FOR BIRD-SAFE BUILDINGS	REQUIRED PER SEC 139	COMPLIES	NONE
	SCREENING AND GREENING OF PARKING AND VEHICULAR USE AREAS	REQUIRED PER SEC 142	MODIFICATIONS NEEDED	PUD
	GROUND FLOOR STANDARDS	PER SEC 145.5 17' MIN CLR FOR INDUSTRIAL & PDR USES	COMPLIES	NONE
	STREET FRONTAGE, REQ'D GROUND FLOOR COMMERCIAL	PER SEC 145.4, NOT REQUIRED	NA	NONE
	BETTER ROOF ORDINANCE	PER SECTION 149	COMPLIES	NONE
	STREET FRONTAGE, PARKING AND LOADING ACCESS RESTRICTIONS	PER SEC 155(r), NOT REQUIRED	NA	NONE
	ARTWORKS AND RECOGNITION OF ARTISTS & ARCHITECTS	NOT REQUIRED	NA	NONE
	LARGE LOT SUBDIVISIONS	CU REQUIRED FOR SUBDIVIDING, RESUBDIVIDING, PERFORMING A LLA TO A PARCEL > 10,000 SF TO CREATE 1 OR MORE SMALLER PARCELS	NA	NONE
	PLANNED UNIT DEVELOPMENTS (PUD)	QUALIFIES FOR PUD VIA LOT SIZE	YES	PUD
	AWNINGS, CANOPY OR MARQUEE	PERMITTED PER SECTION 136 AND 136.1	MODIFICATIONS NEEDED	PUD
	SIGNS	PREMITTED PER SECTION 607	COMPLIES	NONE
NON-RESIDENTIAL STANDARDS & USES				
	NON-RESIDENTIAL USES PERMITTED	SEE TABLE 210.3	MODIFICATIONS NEEDED	SUD
	OFF-STREET PARKING	PER SECTION 151	MODIFICATIONS NEEDED	SUD
	OFF-STREET LOADING	PER SECTION 152	COMPLIES	NONE
	BICYCLE PARKING	PER SECTION 155	COMPLIES	NONE
	SHOWERS AND LOCKERS	PER SECTION 155	COMPLIES	NONE
	CAR SHARE	PER SECTION 166	CITY REQUESTED MODIFICATIONS	PUD
	TRANSPORTATION DEMAND MANAGEMENT (TDM)	PER SECTION 169	COMPLIES	NONE
	USE SIZE LIMITS FOR RETAIL SALES & SERVICE USES	PER SEC 210.3A, LIMITS SF PER LOT @ 2,500	8,400 SF RETAIL	SUD
	INDUSTRIAL BUILDINGS IN PDR DISTRICTS, REPLACEMENT REQUIREMENTS	PER SEC 202.7, 1:1 REPLACEMENT OF INDUSTRIAL USES	NA (NO EXISTING INDUSTRIAL USES)	NONE
	USE SIZE LIMITS FOR ACCESSORY USES	PER SEC 204.3, NOT TO EXCEED 1/3 TOTAL FLOOR AREA OF PRINCIPAL USE	COMPLIES	NONE

PARKING AND LOADING CALCULATIONS

OFF-STREET ACCESSORY PARKING  
REQ'D: TABLE 151

USE OR ACTIVITY	NUMBER OF OFF-STREET PARKING REQUIRED					PROPOSED	ACTION REQ'D
RETAIL SALES AND SERVICES	NONE REQUIRED. MAXIMUM 1.5 FOR EACH 500 SQUARE FEET OF OCCUPIED FLOOR AREA					SEE CALCULATIONS BELOW	SEE SUD FOR COMPLIANCE
INDUSTRIAL USES							
USE OR ACTIVITY	SQUARE FOOTAGE		PROPOSED REQUIREMENT	MAX PARKING PROPOSED			ACTION REQ'D
				BUILDING 1	BUILDING 2	SITE TOTAL	SEE SUD FOR COMPLIANCE
RETAIL SALES AND SERVICES	4,200 PER BLDG	8,400 TOTAL	NONE REQUIRED. MAXIMUM 1.5 PER 200 SQUARE FEET OF GFA	UP TO 32*	UP TO 32*	UP TO 1,125 SPACES*	
ALL OTHER PERMITTED USES	818,800 PER BLDG	1,637,600 TOTAL	NONE REQUIRED. MAXIMUM 1 PER EACH 1,500 SQUARE FEET OF GFA	UP TO 531*	UP TO 531*		

\* MAX PARKING TOTALS ACCOUNT FOR POTENTIAL GROSS FLOOR AREA EXCLUSIONS

OFF-STREET LOADING REQ'D:  
SEC 152

USE OR ACTIVITY	SQUARE FOOTAGE		OFF-STREET LOADING REQUIRED			OFF-STREET LOADING PROPOSED			ACTION REQ'D
						BUILDING 1	BUILDING 2	SITE TOTAL	NONE
RETAIL SALES AND SERVICES	4,200	8,400	OVER 100,000 SF: 3 PLUS 1 FOR EACH ADD'L 80,000 OFA	0	0	36 SPACES	36 SPACES	72 SPACES PROPOSED	
	PER BLDG	TOTAL		PER BLDG	TOTAL				
INDUSTRIAL USES*	583,400	1,166,800	OVER 100,000 SF: 3 PLUS 1 FOR EACH ADD'L 80,000 OFA	9	16				
	PER BLDG	TOTAL		PER BLDG	TOTAL				

\* FOR PURPOSES OF THIS CUA, INDUSTRIAL REQUIREMENTS ARE USED BECAUSE THEY ARE MOST RESTRICTIVE OF APPLICABLE USE CATEGORIES

PARKING AND LOADING CONT'D

REQUIRED BICYCLE PARKING -  
CLASS I:  
TABLE 155.2

USE OR ACTIVITY	SQUARE FOOTAGE		BICYCLE SPACES REQUIRED			CLASS I MIN PROPOSED			ACTION REQ'D
						BUILDING 1	BUILDING 2	SITE TOTAL	NONE
RETAIL SALES AND SERVICES	4,200	8,400	CLASS I	1	2	50	50	100 CLASS I SPACES	
	PER BLDG	TOTAL	1 SPACE PER 7,500 OFA	PER BLDG	TOTAL				
AUTOMOTIVE AND INDUSTRIAL*	583,400	1,166,800	CLASS I	49	98				
	PER BLDG	TOTAL	1 SPACE : 12,000 OFA	PER BLDG	TOTAL				

\* FOR PURPOSES OF THIS CUA, INDUSTRIAL REQUIREMENTS ARE USED BECAUSE THEY ARE MOST RESTRICTIVE OF APPLICABLE USE CATEGORIES

REQUIRED BICYCLE PARKING -  
CLASS II:  
TABLE 155.2

USE OR ACTIVITY	SQUARE FOOTAGE		BICYCLE SPACES REQUIRED			CLASS II MIN PROPOSED*			ACTION REQ'D
						BUILDING 1	BUILDING 2	SITE TOTAL	NONE
RETAIL SALES AND SERVICES	4,200	8,400	CLASS II 2 SPACES MIN; 1 SPACE FOR EVERY 2,500 OFA	4	8	8	8	16 CLASS II SPACES	
	PER BLDG	TOTAL		PER BLDG	TOTAL				
AUTOMOTIVE AND INDUSTRIAL*	583,400	1,166,800	CLASS II 2 SPACES MIN; 4 SPACES > 50,000 OFA	4	8	8	8	16 CLASS II SPACES	
	PER BLDG	TOTAL		PER BLDG	TOTAL				

\* FOR PURPOSES OF THIS CUA, INDUSTRIAL REQUIREMENTS ARE USED BECAUSE THEY ARE MOST RESTRICTIVE OF APPLICABLE USE CATEGORIES

\*SFMTA HAS FINAL AUTHORITY ON TYPE, PLACEMENT, AND QUANTITY OF CLASS II BICYCLE PARKING

SHOWER REQUIREMENTS:  
SECTION 155.4

USE			SHOWERS AND LOCKERS REQUIRED			TOTAL PROPOSED		ACTION REQ'D	
						BUILDING 1	BUILDING 2	SITE TOTAL	NONE
RETAIL SALES AND SERVICES	4,200 PER BLDG	8,400 TOTAL	UNDER 25,000 OFA: NONE REQUIRED	0 PER BLDG	0 TOTAL	4 SHOWERS AND 24 LOCKERS	4 SHOWERS AND 24 LOCKERS	8 SHOWERS AND 48 LOCKERS	
INDUSTRIAL USES AND NON-RETAIL SALES AND SERVICES*	583,400 PER BLDG	1,166,800 TOTAL	OVER 50,000 OFA: 4 SHOWERS AND 24 CLOTHES LOCKERS	4, 24 PER BLDG	8, 48 TOTAL				
TDM MINIMUMS	50 SPACES PER BLDG	100 SPACES TOTAL	1 SHOWER AND 6 LOCKERS PER 30 CLASS 1 BIKE SPACES	2, 10 PER BLDG	4, 20 TOTAL				

\* FOR PURPOSES OF THIS CUA, INDUSTRIAL REQUIREMENTS ARE USED BECAUSE THEY ARE MOST RESTRICTIVE OF APPLICABLE USE CATEGORIES

CAR SHARING:  
TABLE 166

NUMBER OF PARKING SPACES	REQUIRED CAR-SHARE PARKING	TOTAL PROPOSED	ACTION REQ'D
NUMBER OF PARKING SPACES PROVIDED FOR NON-RESIDENTIAL USES OR IN A NON-ACCESSORY PARKING FACILITY	NUMBER OF REQUIRED CAR-SHARE PARKING SPACES	CAR SHARE REQUIREMENT WAIVED	SEE PUD FOR CITY REQUESTED MODIFICATION
0 - 24	0		
25 - 49	1		
50 OR MORE	1, PLUS 1 FOR EVERY 50 PARKING SPACES OVER 50		

PLANNING CODE SUMMARY

PROJECT DRAWINGS  
CONDITIONAL USE REVISION 4



PD-1.4  
Revised 11.18.24  
11.18.22

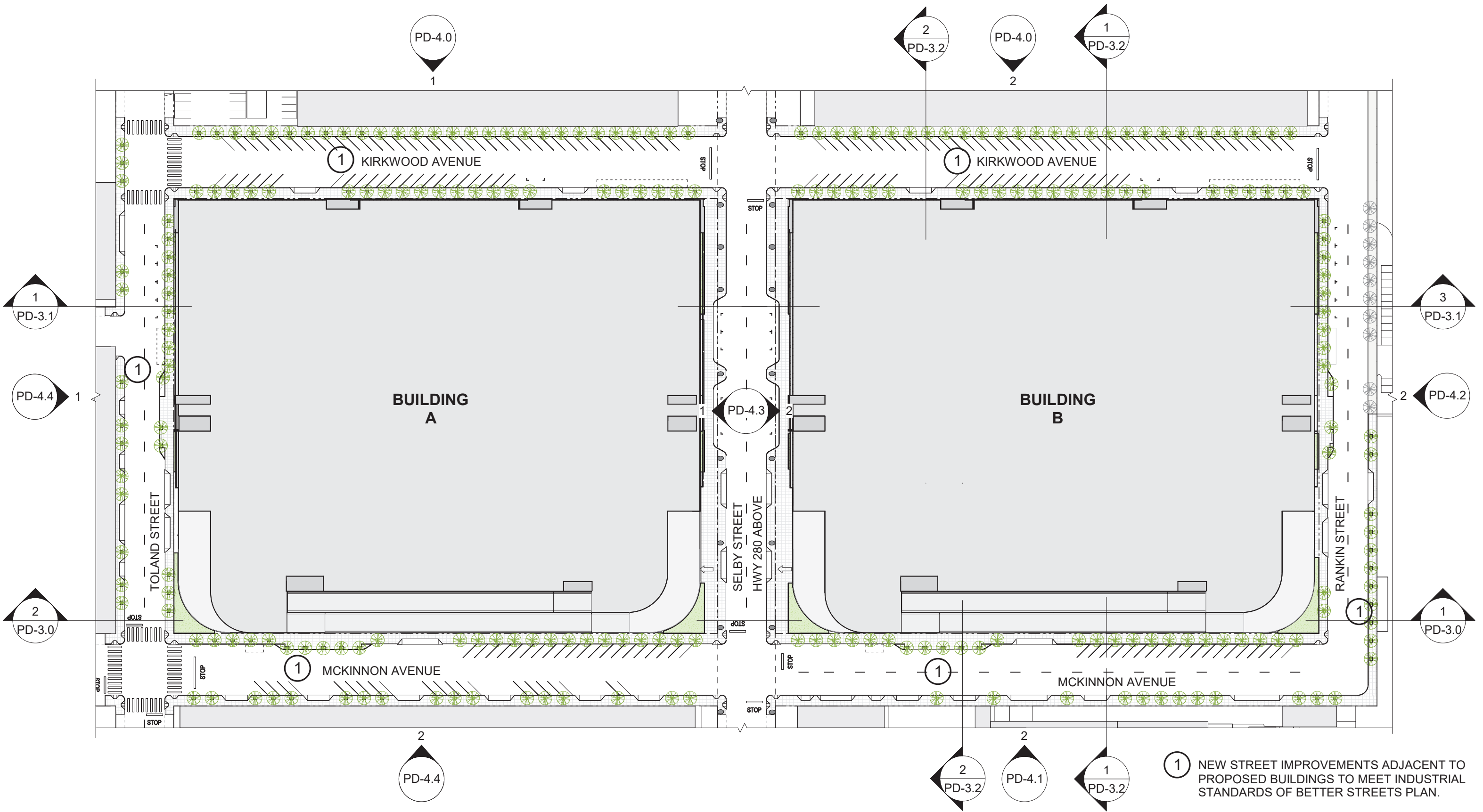
SAN FRANCISCO  
GATEWAY  
749 Toland St. / 2000 McKinnon Ave.  
San Francisco, CA 94124

BETTER STREETS			
	REQUIRED	PROPOSED	ACTION REQ'D
STREET TYPE:	INDUSTRIAL		
SIDEWALK WIDTHS:	10' REQUIRED AT NARROW STREETS 12' REQUIRED AT WIDER STREETS	COMPLIES	NONE
STANDARD IMPROVEMENTS:	CURB RAMPS, STREET TREES	COMPLIES	NONE
STREET TREE CALCULATION:	4,300' STREET ADJACENCY x 1 TREE PER 20' STREET ADJACENCY = 216 STREET TREES REQUIRED	124 STREET TREES	IN-LIEU FEE REQ'D FOR 92 TREES
	3,270' OPPOSITE SIDE STREET FRONTAGE x 1 TREE PER 20' STREET ADJACENCY = 164 STREET TREES REQUIRED*	109 STREET TREES	IN-LIEU FEE REQ'D FOR 55 TREES*
*THESE CALCULATIONS CONSIDER WHAT WOULD BE REQUIRED OF ADJACENT PROPERTY OWNERS IF THEY WERE DEVELOPING THEIR OWN PROPERTIES			

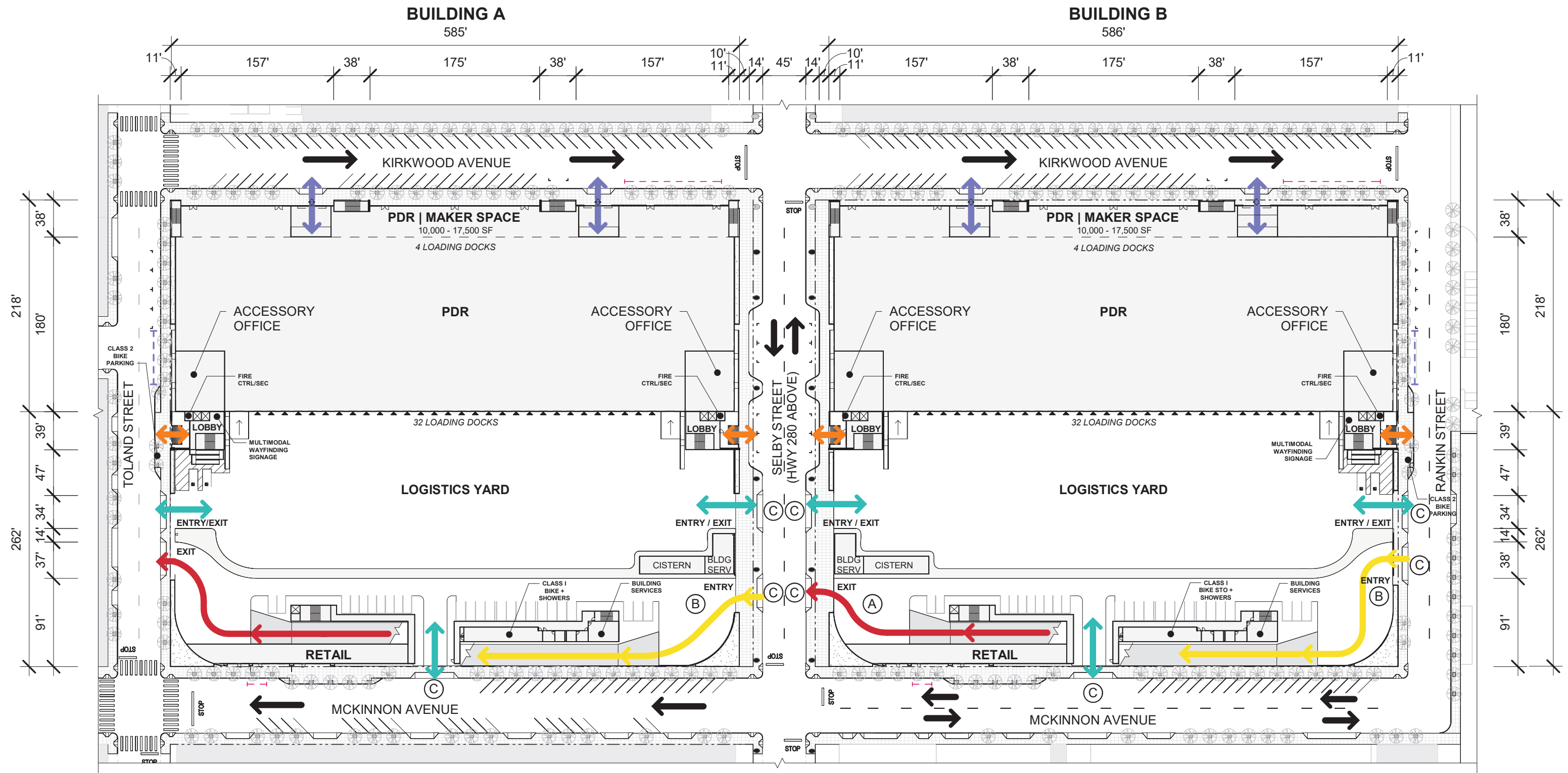
TRANSPORTATION DEMAND...				
		REQUIRED	PROPOSED	ACTION REQ'D
SF PLANNING TDM TOOL:	TARGET POINTS:	3	10 BASELINE POINTS PER BUILDING REQ'D ADD'L SUPPLEMENTAL MEASURES REQ'D WHEN OVER 50% PARKING IS PROPOSED	COMPLIES TDM PLAN OUTLINED IN DA

BETTER ROOFS ORDINANCE			
APPLICABLE PROJECTS	ALL NEW CONSTRUCTION PROJECTS THAT MEET ALL OF THE FOLLOWING NEED TO FOLLOW THE BETTER ROOFS ORDINANCE:		
	1. NON-RESIDENTIAL WITH A GROSS FLOOR AREA OF 2,000 SF OR MORE; OR RESIDENTIAL OF ANY SIZE		
	2. HAS 10 OR FEWER OCCUPIED FLOORS; AND		
	3. PROJECT APPLIES FOR A SITE OR BUILDING PERMIT AFTER JANUARY 1, 2017		
	BETTER ROOF SOLAR REQUIREMENTS	PROPOSED	ACTION REQ'D
	1. 15% OF ROOF : PV, WITH A MINIMUM 10 WATTS DC PER SF OF ROOF AREA ALLOTTED TO PV	COMPLIES	NONE
	MINIMUM SOLAR ZONE IS 15% OF THE ROOF AREA.	30% OR GREATER	NONE





1 NEW STREET IMPROVEMENTS ADJACENT TO PROPOSED BUILDINGS TO MEET INDUSTRIAL STANDARDS OF BETTER STREETS PLAN.



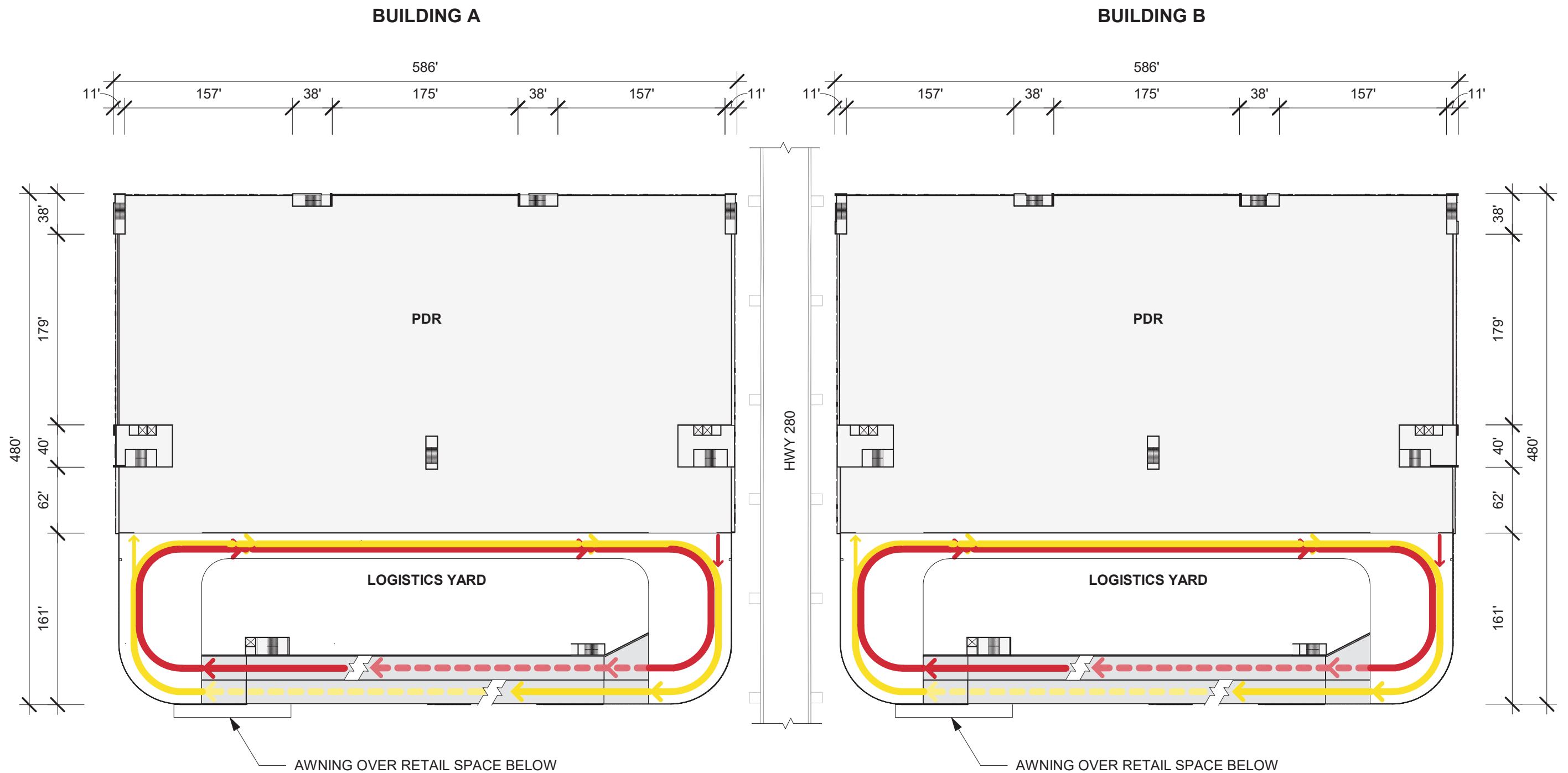
## LEGEND

- |                            |   |                       |                                 |
|----------------------------|---|-----------------------|---------------------------------|
| ✕ DOCK DOOR                | ➡ LARGE VEHICLE RAMP TRAFFIC DIRECTION  | ↔ PEDESTRIAN ACCESS   | ➡ EXISTING TWO-WAY TRAFFIC FLOW |
| ✕ COMMON LOADING DOOR      | ➡ LARGE VEHICLE RAMP TRAFFIC FROM BELOW | ↔ MAKER SPACE LOADING | ➡ PROPOSED ONE-WAY TRAFFIC FLOW |
| ✕ DRIVE-IN DOOR            | ↔ LEVEL ONE VEHICLE ACCESS              | ➡ COMMERCIAL LOADING  |                                 |
| ✕ GRADE LEVEL ROLL-UP DOOR |   | ➡ PASSENGER LOADING   |                                 |
| ▒ RAMP                     |   |                       |                                 |
| ▒ ENCLOSED AREA            |   |                       |                                 |

## SHEET NOTES

- (A) ARTICULATED TRUCK EXIT RIGHT TURN ONLY (ALL OTHER VEHICLES UNRESTRICTED)
- (B) ARTICULATED TRUCK ENTRY RIGHT TURN ONLY (ALL OTHER VEHICLES UNRESTRICTED)
- ALL VEHICLE MOTION UNRESTRICTED UNLESS NOTED ABOVE
- (C) DRIVEWAYS WILL BE EQUIPPED WITH AUDIO AND VISUAL ARMS TO IDENTIFY VEHICLES EXITING BUILDING, SEE STREETScape PLANS FOR CURB CUT DIMENSIONS





## LEGEND

- |                             |   |                       |                                 |
|-----------------------------|---|-----------------------|---------------------------------|
| ✕ DOCK DOOR                 | ➡ LARGE VEHICLE RAMP TRAFFIC DIRECTION  | ↔ PEDESTRIAN ACCESS   | ➡ EXISTING TWO-WAY TRAFFIC FLOW |
| ✕ COMMON LOADING DOOR       | ➡ LARGE VEHICLE RAMP TRAFFIC FROM BELOW | ↔ MAKER SPACE LOADING | ➡ PROPOSED ONE-WAY TRAFFIC FLOW |
| ⬇️ DRIVE-IN DOOR            | ➡ LEVEL ONE VEHICLE ACCESS              | ⬇️ COMMERCIAL LOADING |                                 |
| ⬇️ GRADE LEVEL ROLL-UP DOOR |   | ⬇️ PASSENGER LOADING  |                                 |
| ■ RAMP                      |   |                       |                                 |
| ■ ENCLOSED AREA             |   |                       |                                 |

## FLOOR PLAN - LEVEL 2

PROJECT DRAWINGS  
CONDITIONAL USE REVISION 4

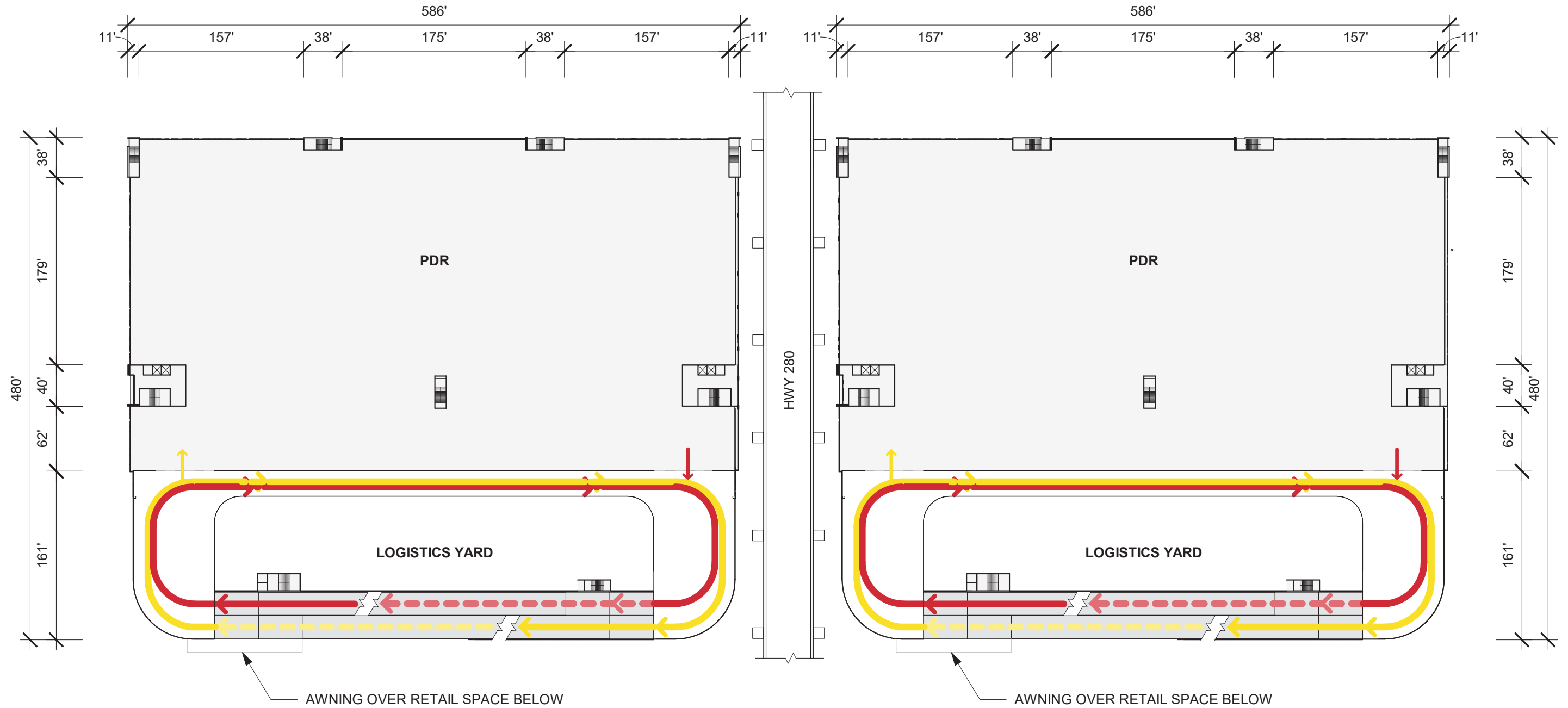


**PD-2.2**  
Revised 11.18.24  
1" = 100'-0"  
11.18.22

**SAN FRANCISCO GATEWAY**  
749 Toland St. / 2000 McKinnon Ave.  
San Francisco, CA 94124

# BUILDING A

# BUILDING B



## LEGEND

- ✕ DOCK DOOR
- ✕ COMMON LOADING DOOR
- ⬇ DRIVE-IN DOOR
- ⬆ GRADE LEVEL ROLL-UP DOOR
- RAMP
- ENCLOSED AREA
- ➡ LARGE VEHICLE RAMP TRAFFIC DIRECTION
- ⬅ LARGE VEHICLE RAMP TRAFFIC FROM BELOW
- ↔ LEVEL ONE VEHICLE ACCESS
- ↔ PEDESTRIAN ACCESS
- ↔ MAKER SPACE LOADING
- ⬅ COMMERCIAL LOADING
- ⬅ PASSENGER LOADING
- ➡ EXISTING TWO-WAY TRAFFIC FLOW
- ⬅ PROPOSED ONE-WAY TRAFFIC FLOW

## FLOOR PLAN - LEVEL 3

PROJECT DRAWINGS

CONDITIONAL USE REVISION 4



**PD-2.3**  
Revised 11.18.24  
1" = 100'-0"  
11.18.22

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749 Toland St. / 2000 McKinnon Ave.  
San Francisco, CA 94124

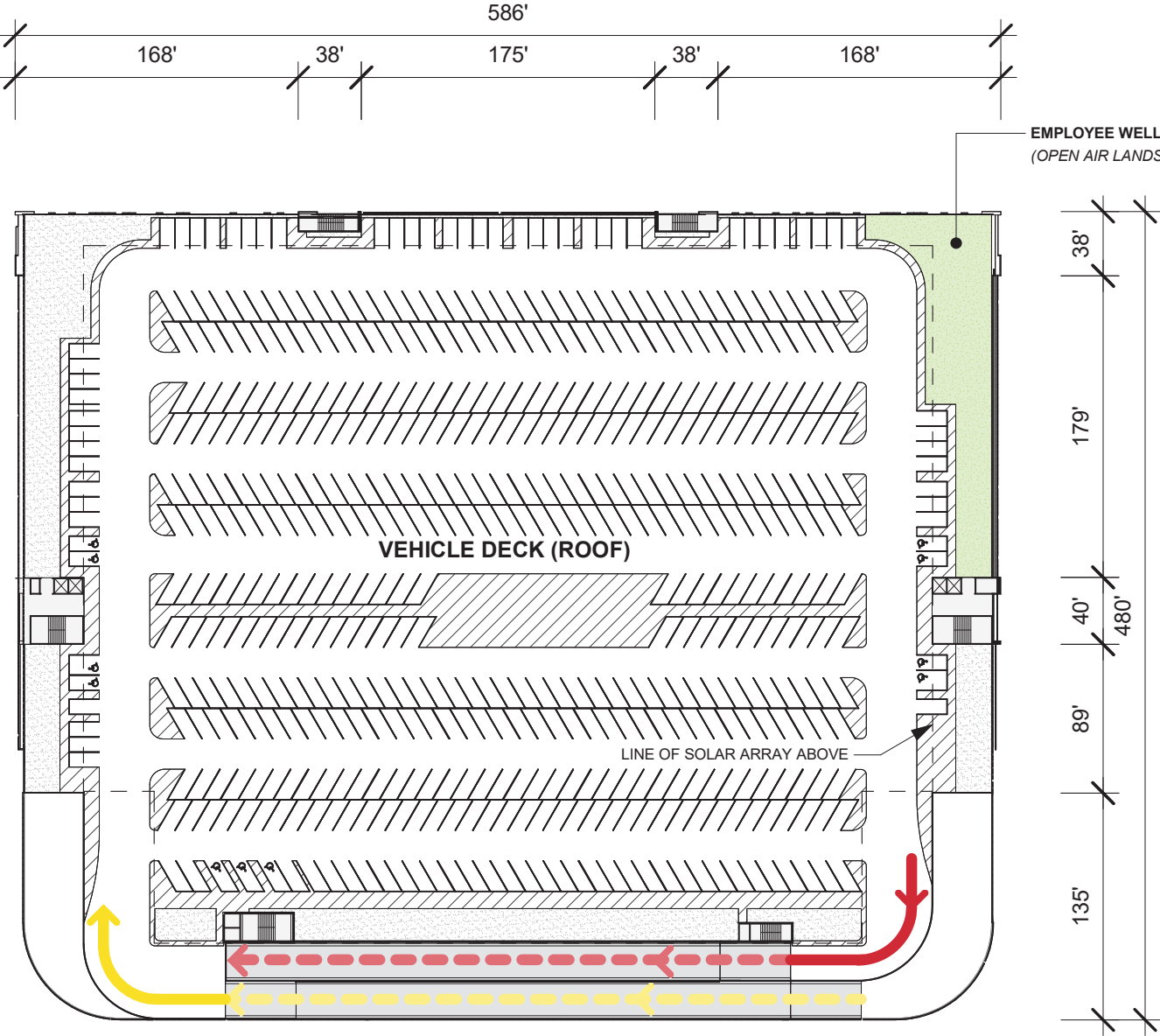
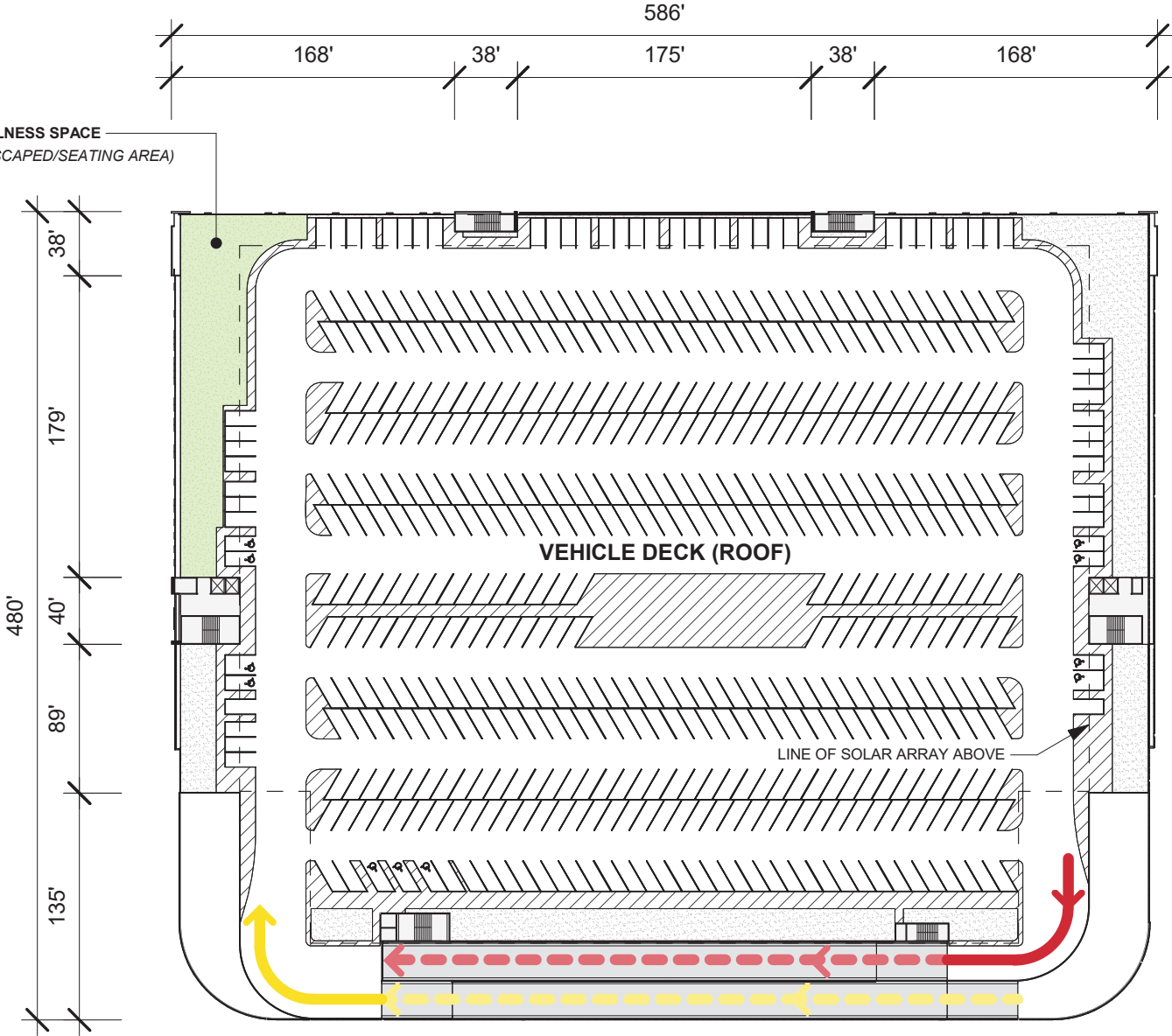


BUILDING A

BUILDING B

EMPLOYEE WELLNESS SPACE  
(OPEN AIR LANDSCAPED/SEATING AREA)

EMPLOYEE WELLNESS SPACE  
(OPEN AIR LANDSCAPED/SEATING AREA)



LEGEND

- |                             |   |                       |                                 |
|-----------------------------|---|-----------------------|---------------------------------|
| ✕ DOCK DOOR                 | ➡ LARGE VEHICLE RAMP TRAFFIC DIRECTION  | ↔ PEDESTRIAN ACCESS   | ➡ EXISTING TWO-WAY TRAFFIC FLOW |
| ✕ COMMON LOADING DOOR       | ➡ LARGE VEHICLE RAMP TRAFFIC FROM BELOW | ↔ MAKER SPACE LOADING | ➡ PROPOSED ONE-WAY TRAFFIC FLOW |
| ⬇️ DRIVE-IN DOOR            | ➡ LEVEL ONE VEHICLE ACCESS              | ↔ COMMERCIAL LOADING  |                                 |
| ⬇️ GRADE LEVEL ROLL-UP DOOR |   | ↔ PASSENGER LOADING   |                                 |
| ■ RAMP                      |   |                       |                                 |
| ■ ENCLOSED AREA             |   |                       |                                 |

FLOOR PLAN - ROOF PLAN

PROJECT DRAWINGS

CONDITIONAL USE REVISION 4

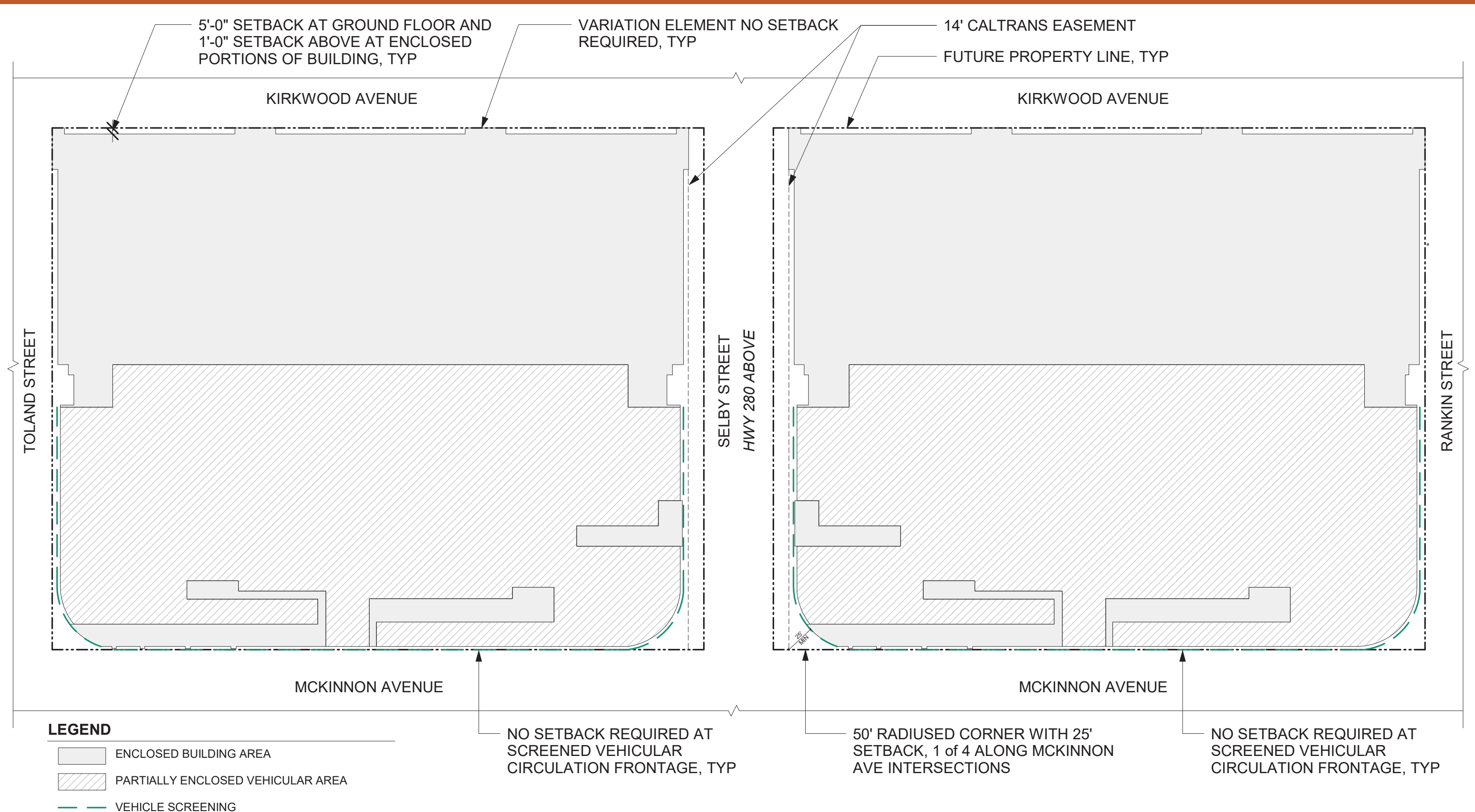


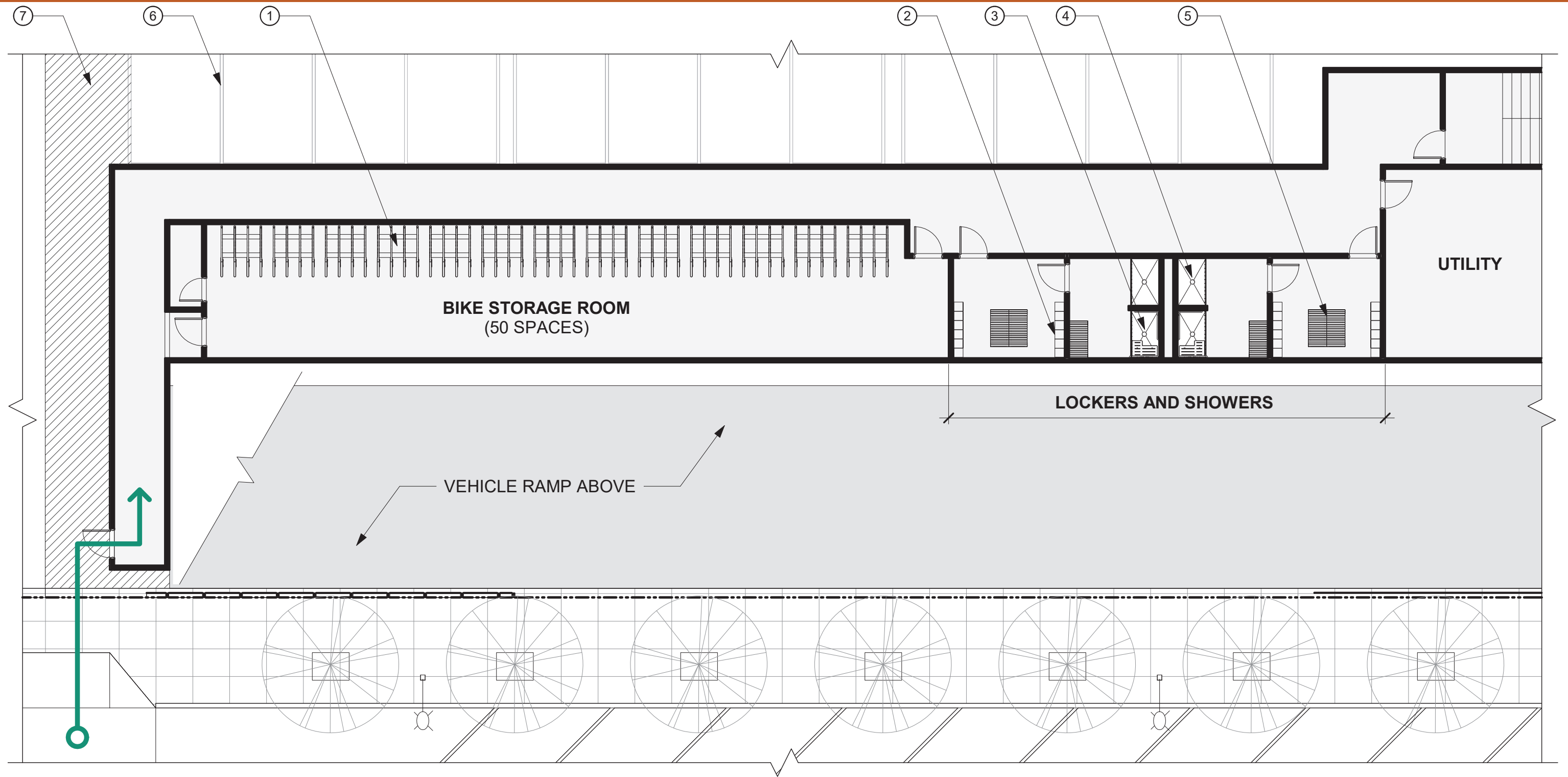
PD-2.4  
Revised 11.18.24  
1" = 100'-0"  
11.18.22

SAN FRANCISCO  
GATEWAY

749 Toland St. / 2000 McKinnon Ave.  
San Francisco, CA 94124







## LEGEND

 CYCLIST ACCESS FROM STREET

## SHEET NOTES

- ① CLASS I VERTICALLY STACKED BIKE STORAGE RACKING (50 SPACES)
- ② STORAGE LOCKERS (24 PER BLDG)
- ③ ACCESSIBLE SHOWER

- ④ SHOWERS (4 PER BLDG)
- ⑤ SEATING
- ⑥ VEHICLE PARKING

- ⑦ SAFETY STRIPING

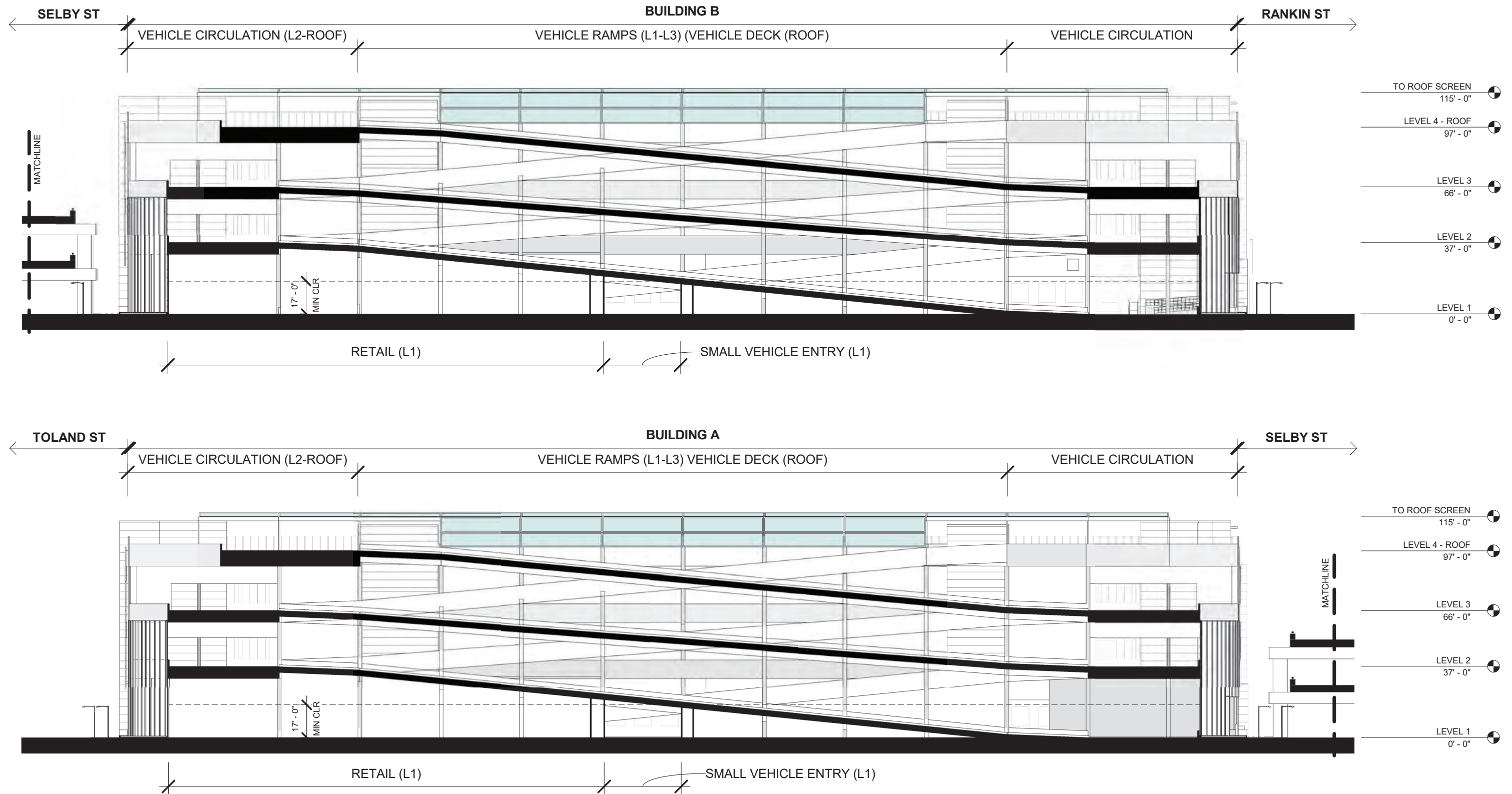
## ENLARGED FLOOR PLAN - BIKE STORAGE AND LOCKERS

PROJECT DRAWINGS  
CONDITIONAL USE REVISION 4

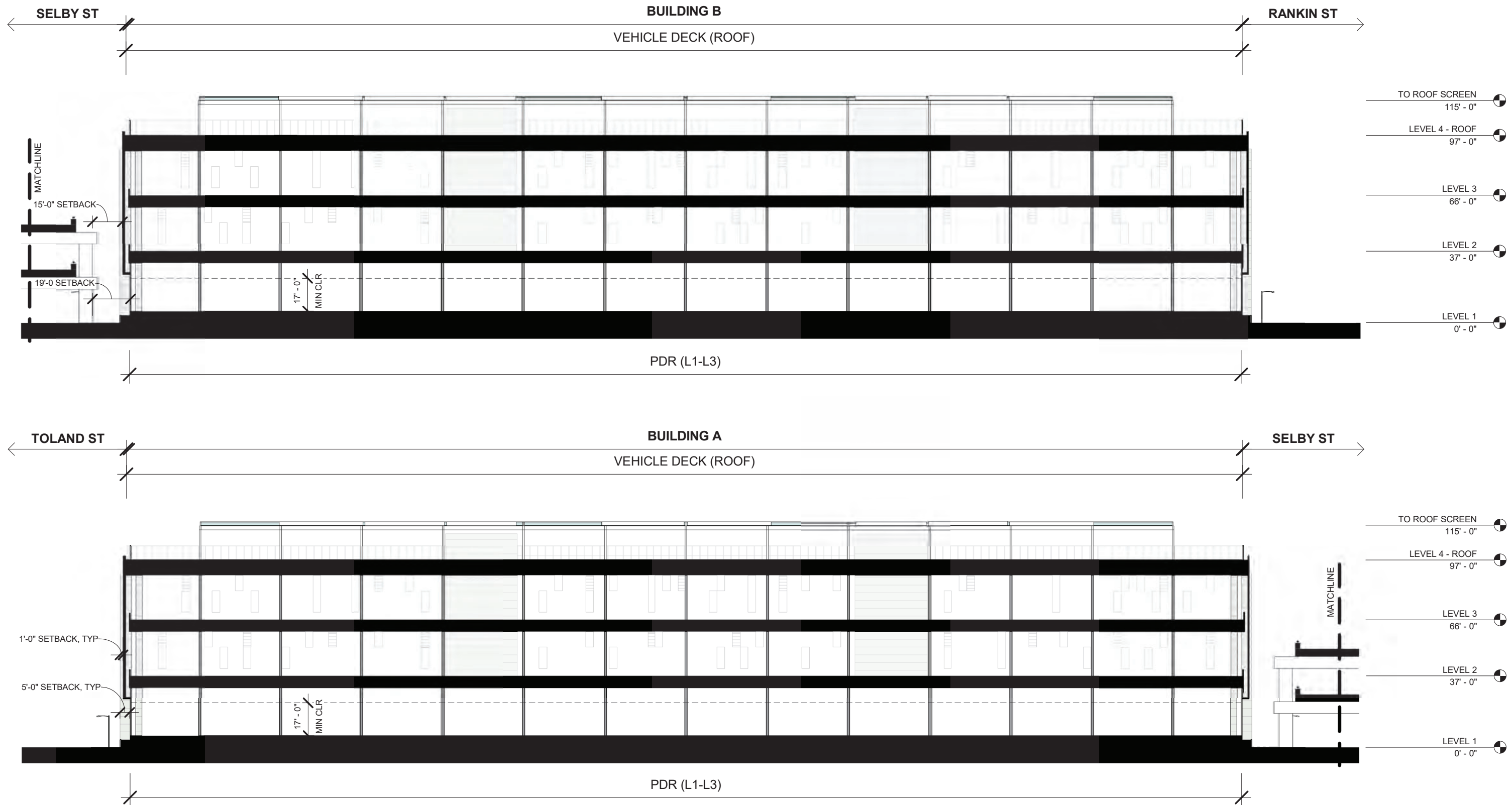


**PD-2.6**  
Revised 11.18.24  
3/32" = 1'-0"  
11.01.24

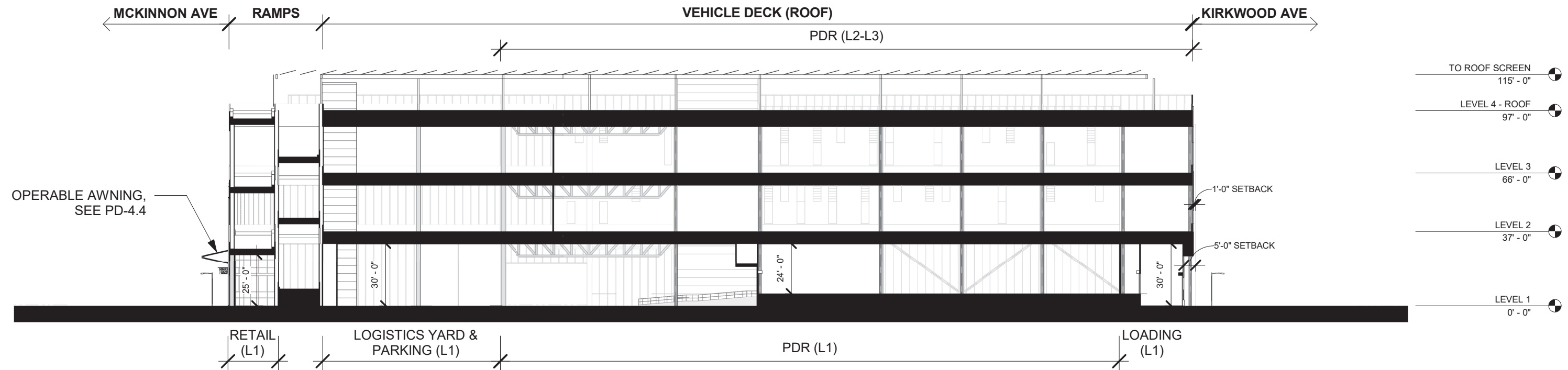
**SAN FRANCISCO  
GATEWAY**  
749 Toland St. / 2000 McKinnon Ave.  
San Francisco, CA 94124



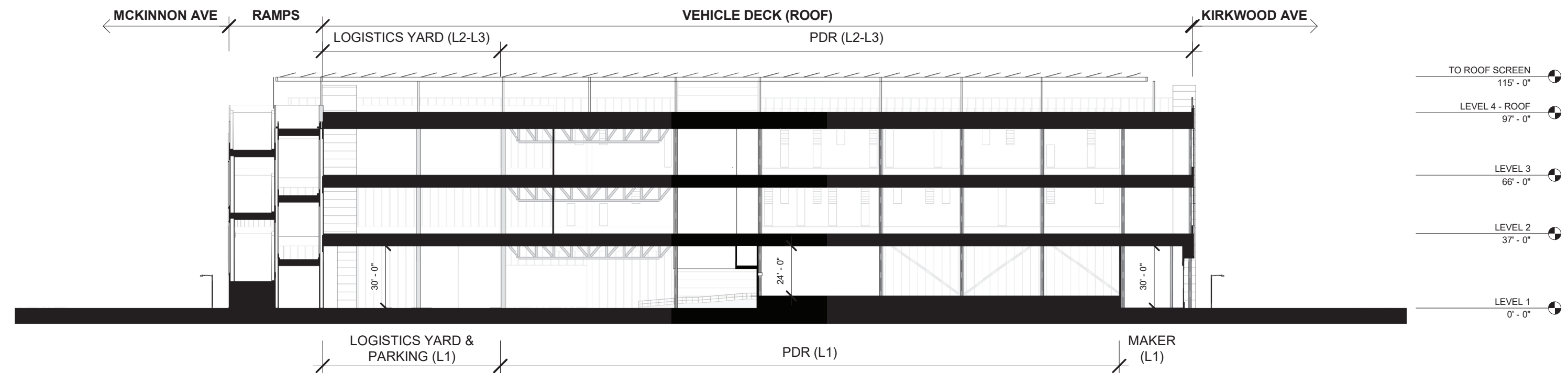
1 BUILDINGS A & B - LONGITUDINAL SECTION  
1" = 50'-0"



1 BUILDINGS A & B - LONGITUDINAL SECTION  
1" = 50'-0"

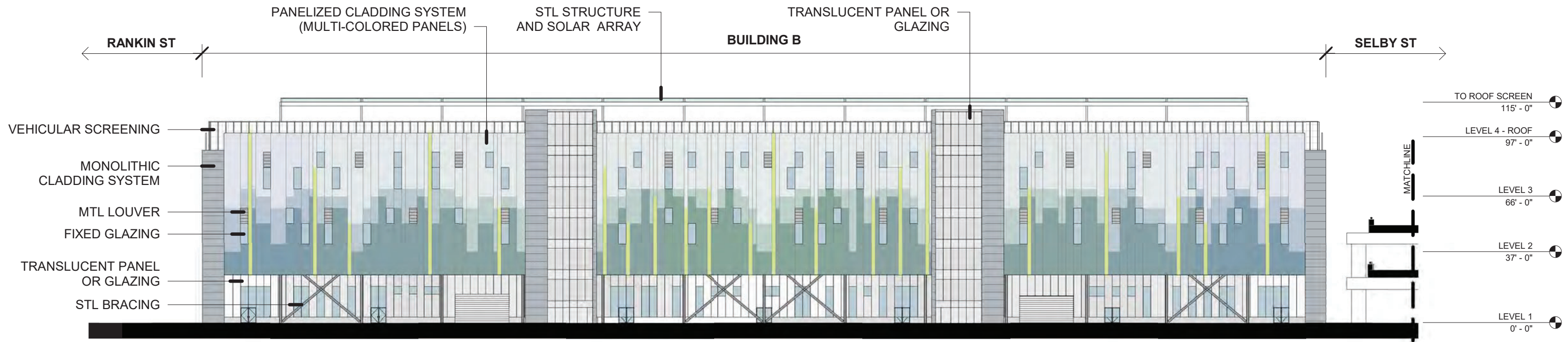


2 BUILDINGS A & B - TRANSVERSE SECTION AT LOADING  
1" = 50'-0"



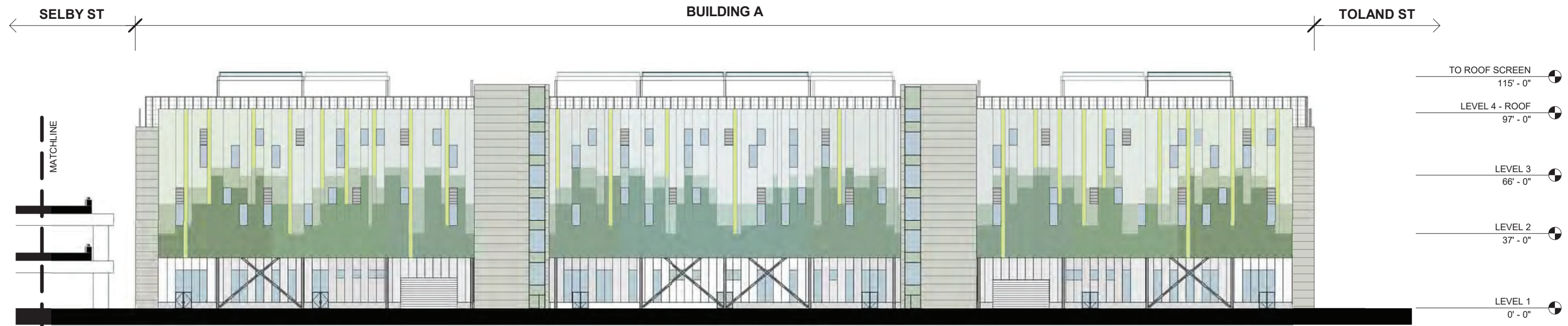
1 BUILDINGS A & B - TRANSVERSE SECTION AT MAKER SPACE  
1" = 50'-0"



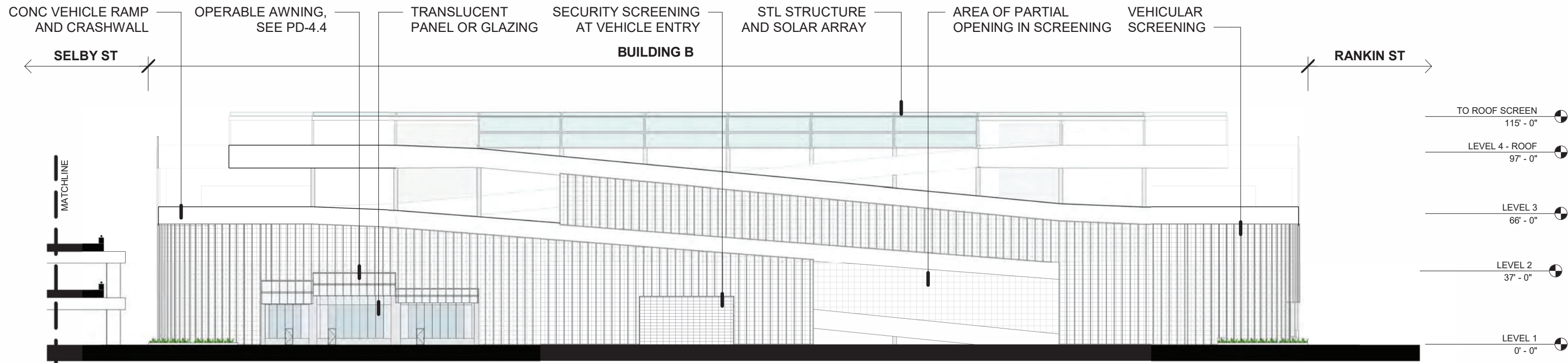


2 BUILDING B - NORTH ELEVATION  
1" = 50'-0"

NOTE: SEE 2 / PD-4.0  
FOR TYPICAL MATERIALS

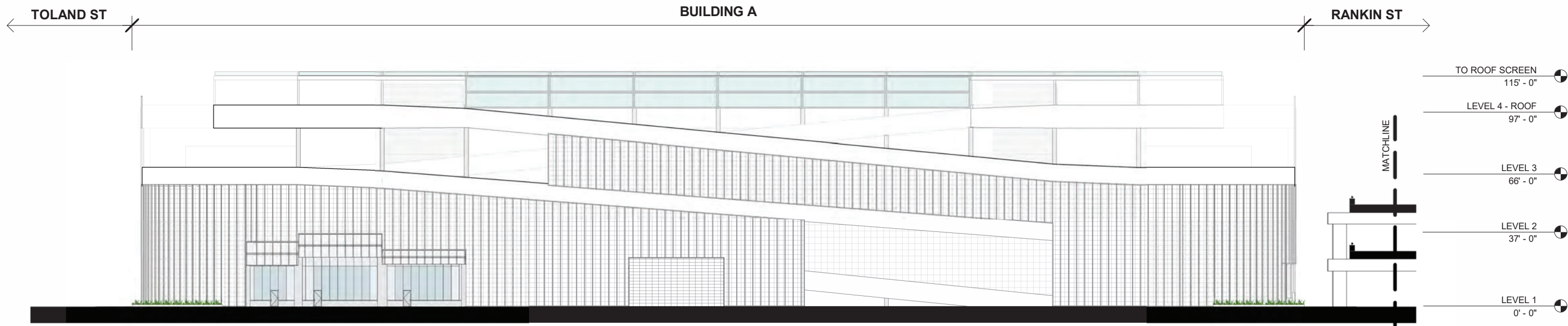


1 BUILDING A - NORTH ELEVATION  
1" = 50'-0"



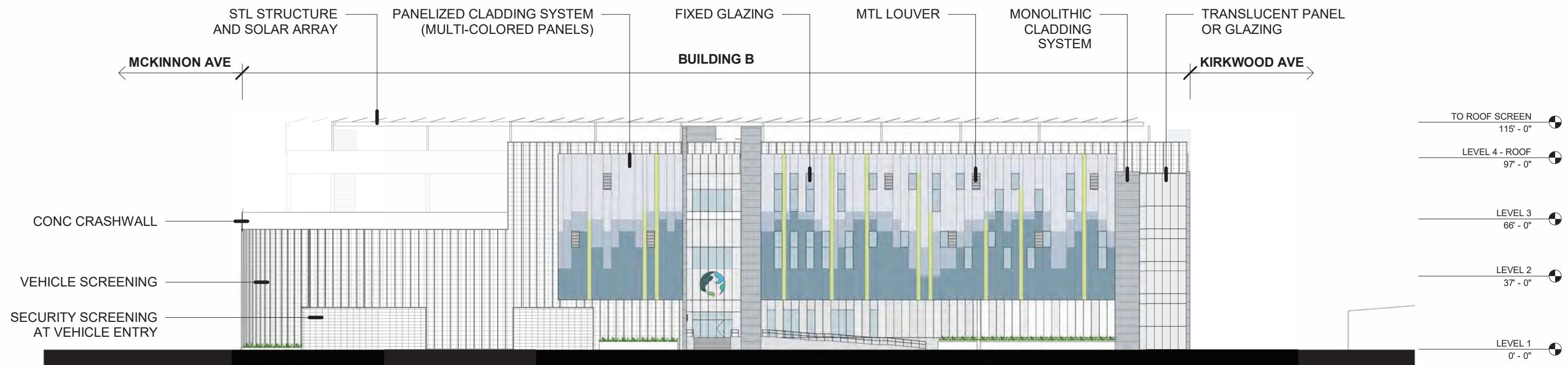
2 BUILDING B - SOUTH ELEVATION  
1" = 50'-0"

NOTE: SEE 2 / PD-4.1  
FOR TYPICAL MATERIALS



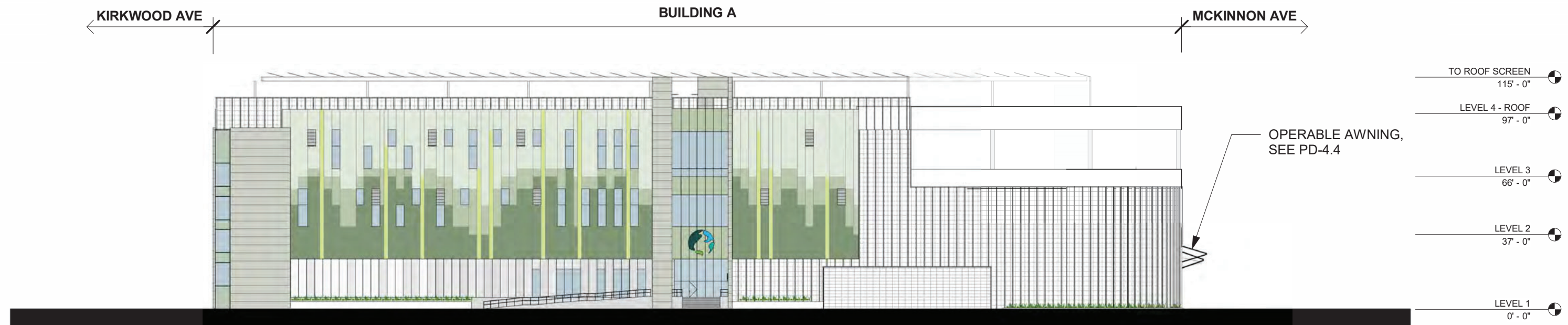
1 BUILDING A - SOUTH ELEVATION  
1" = 50'-0"



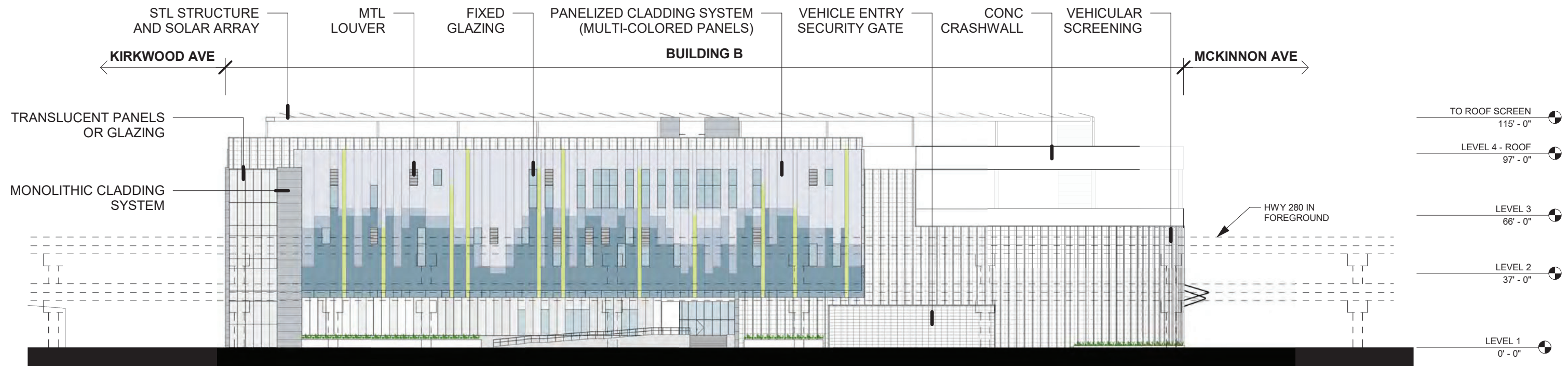


2 BUILDING B - EAST ELEVATION  
1" = 50'-0"

NOTE: SEE 2 / PD-4.2  
FOR TYPICAL MATERIALS

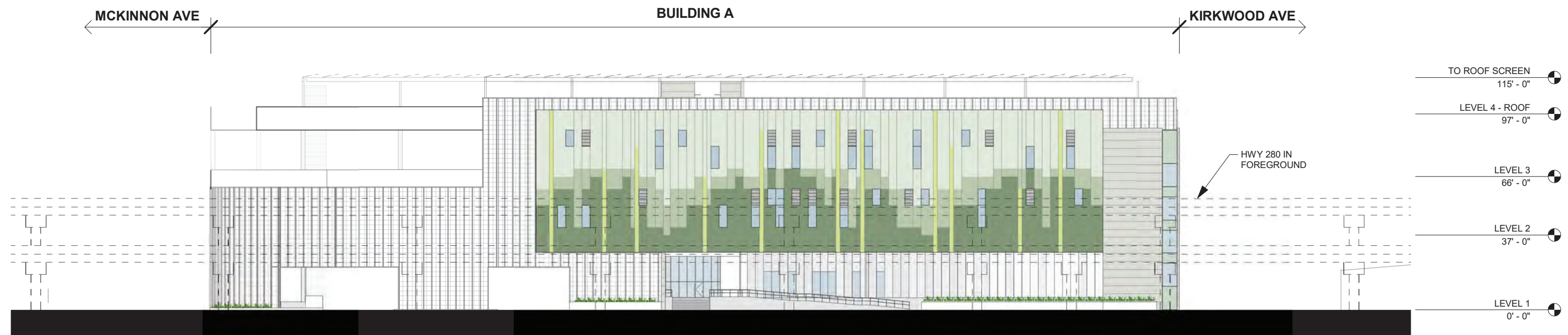


1 BUILDING A - WEST ELEVATION  
1" = 50'-0"



2 BUILDING B - WEST ELEVATION  
1" = 50'-0"

NOTE: SEE 2 / PD-4.3  
FOR TYPICAL MATERIALS

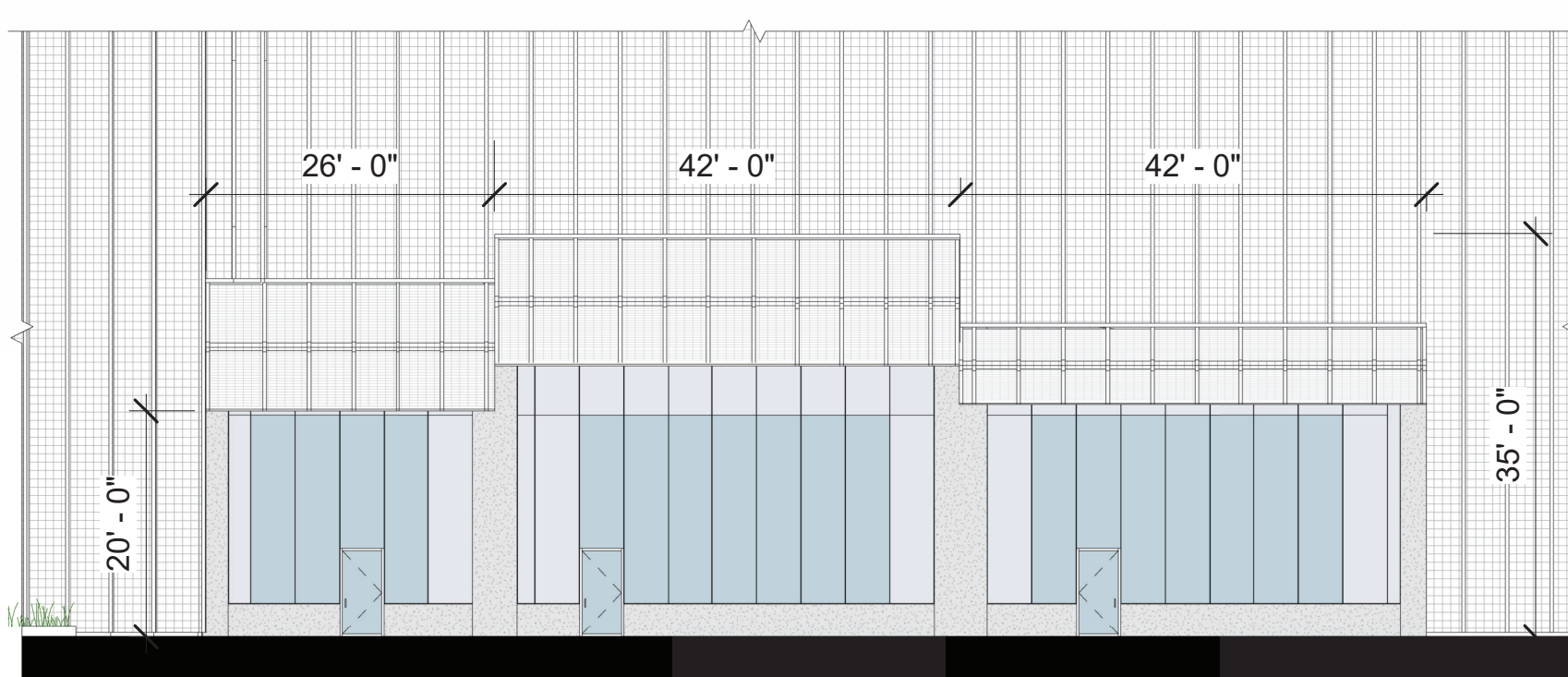


1 BUILDING A - EAST ELEVATION  
1" = 50'-0"

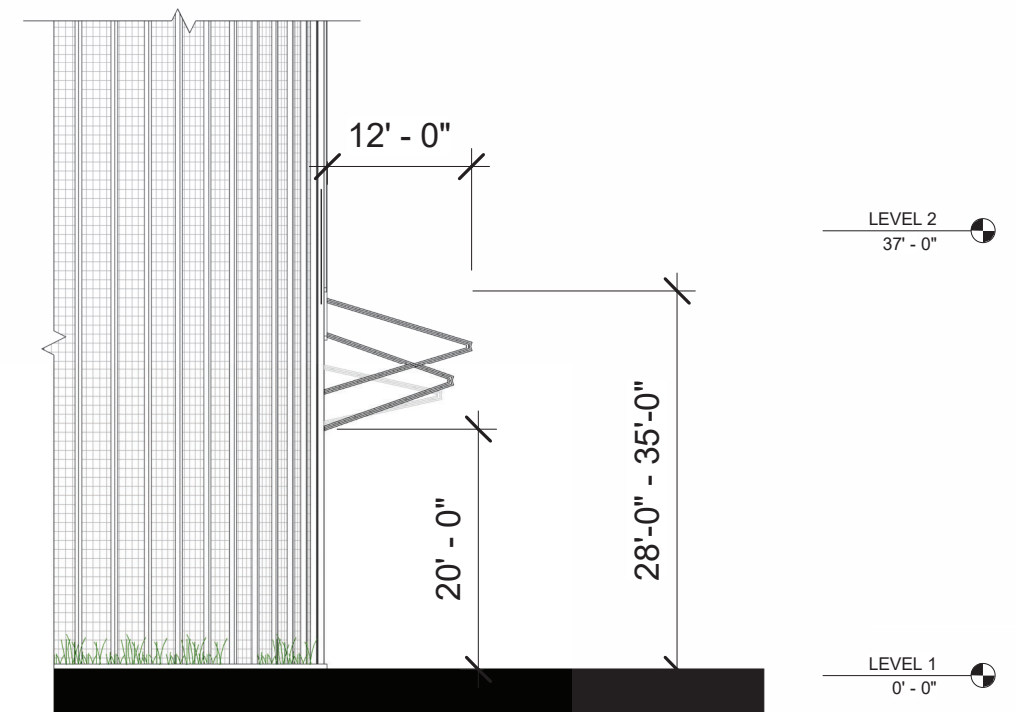
## ELEVATIONS - @ HIGHWAY 280 - EAST & WEST

PROJECT DRAWINGS  
CONDITIONAL USE REVISION 4





2 AWNINGS @ MCKINNON AVE  
1/16" = 1'-0"

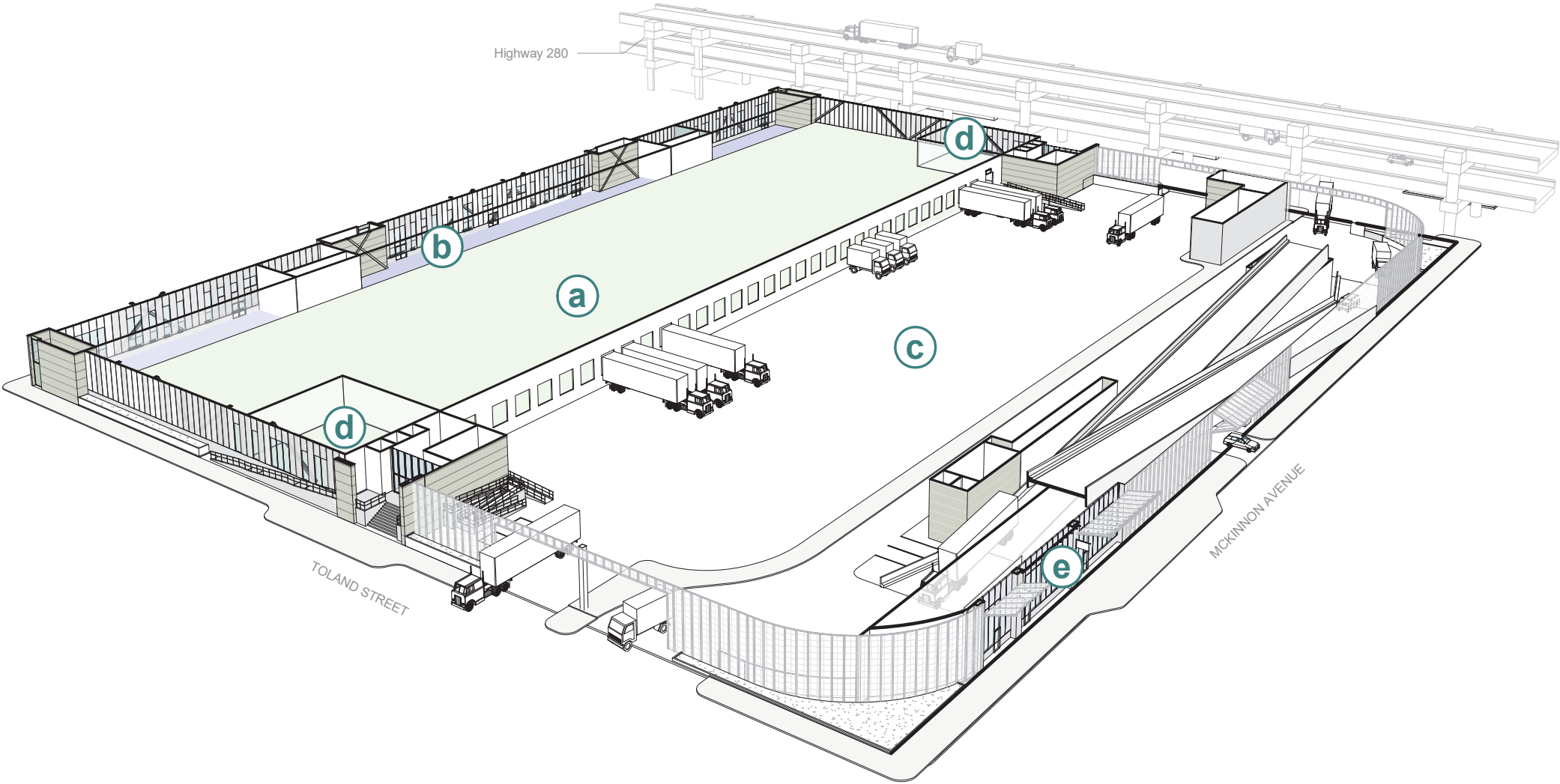


1 AWNING @ MCKINNON AVE  
1/16" = 1'-0"

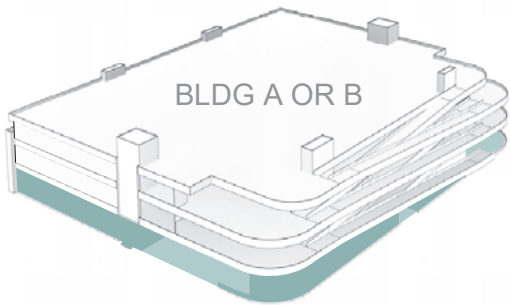


DESCRIPTION

*This level features traditional dock-high warehouse space to serve a variety of PDR uses and street-oriented maker and retail spaces to animate the surrounding streetscape. Separate ramp access to and from the upper levels provides direct unencumbered access to bring vehicles into the project staging areas.*



LEVEL 1 - OVERVIEW

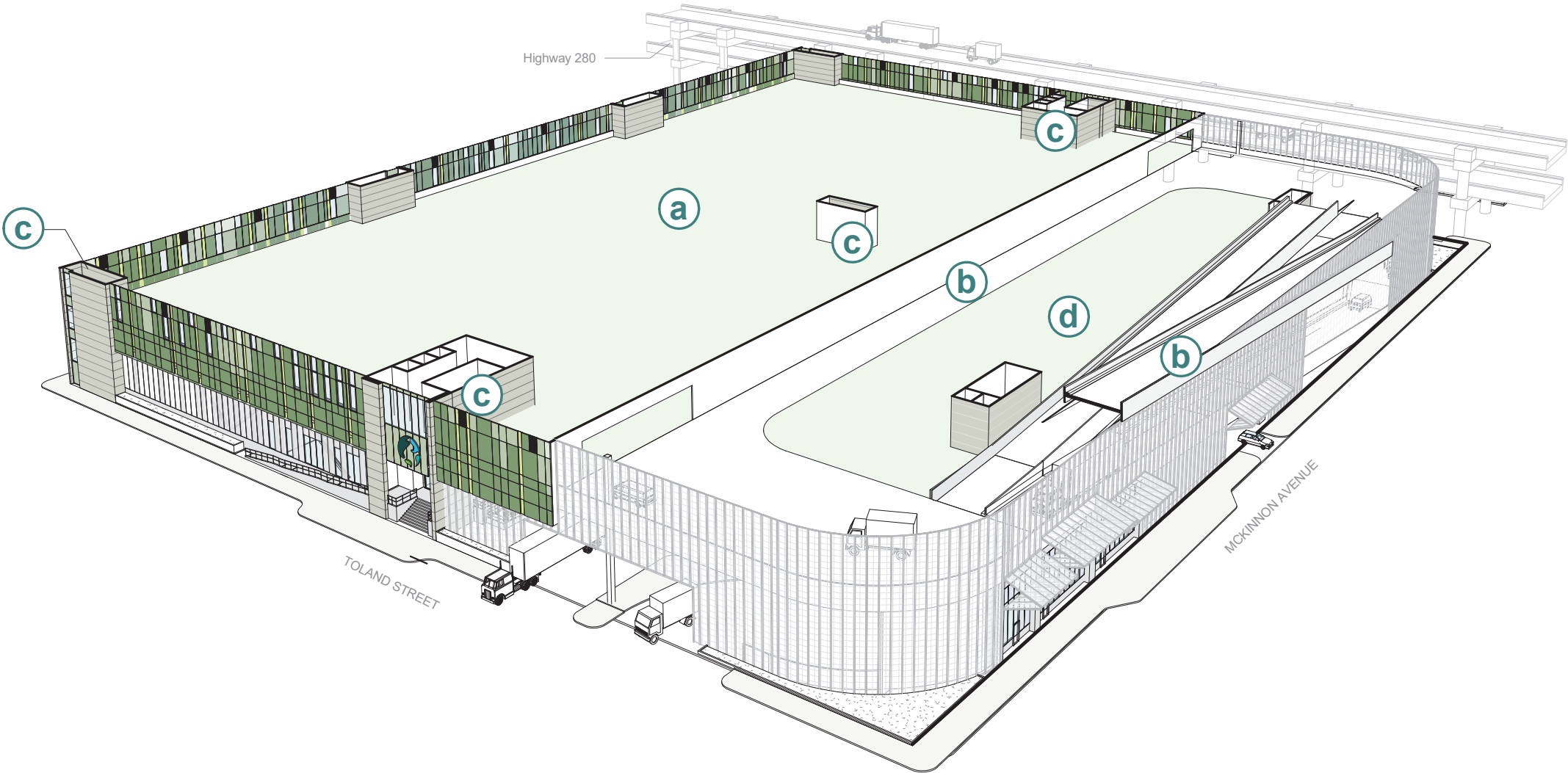


Key Features

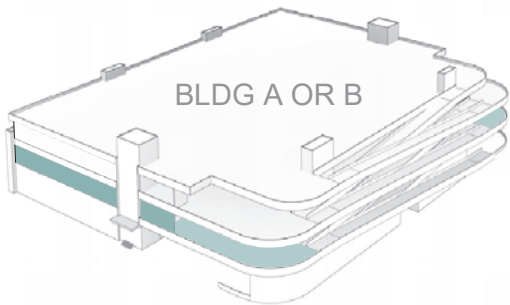
- a PDR**  
Dock-high space. 180' deep with a 24' clear height.
- b PDR/Maker Space**  
10,000 - 17,500 sf per building
- c Logistics Yard**  
An ample yard provides room for vehicle staging and space for flexible logistics support activities including fleet staging, storage, and goods transfer.
- d Accessory Office**  
Flexible space to support PDR operations.
- e Retail**  
Provide amenities (eg. cafe).

DESCRIPTION

This level features multi-functional space which supports a wide variety of PDR type users. This level is served by a ramp that accommodates vehicles including trucks, buses and smaller vehicles.



LEVEL 2 - OVERVIEW



Key Features

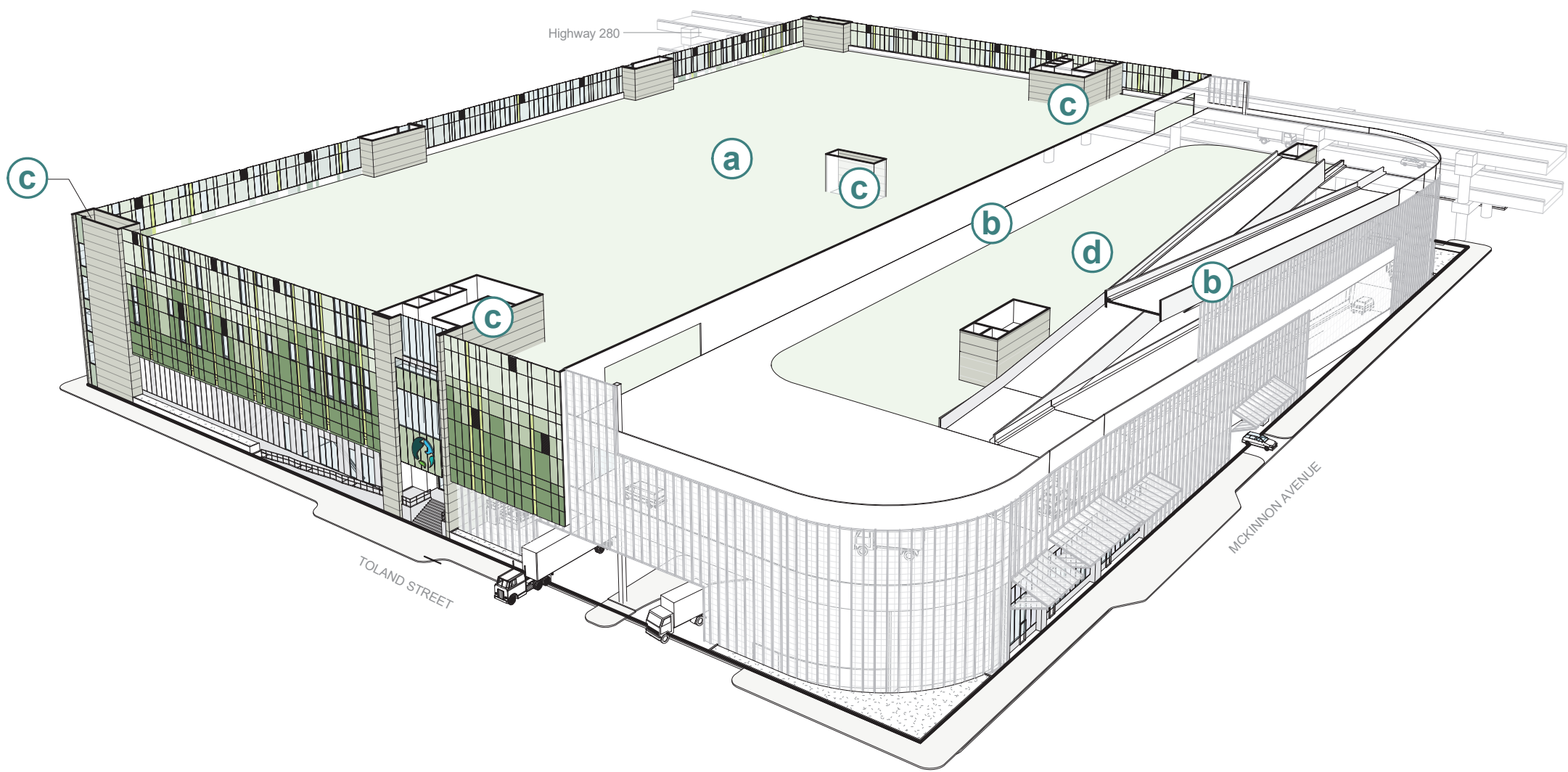
- a PDR**  
22'-24' high clear space at this level.
- b Common Vehicle Circulation**  
Scissor ramp and bypass lane provide one-way circulation up and down throughout building.
- c Elevators & Stairs**  
Common circulation cores connect all levels.
- d Logistics Yard**  
Provides space for flexible logistics support activities including fleet staging, storage and goods transfer.

FOR POTENTIAL TENANT LAYOUTS,  
SEE SHEETS CD-5 THROUGH CD-9

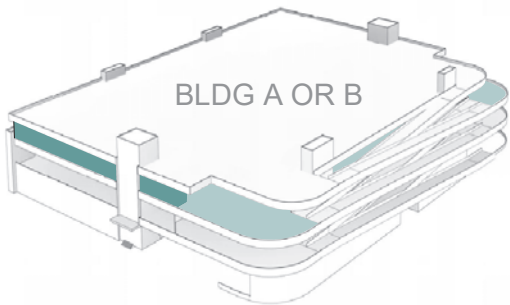


DESCRIPTION

This level features multi-functional space which supports a wide variety of PDR type users. This level is served by a ramp that accommodates vehicles including trucks, buses and smaller vehicles.



LEVEL 3 - OVERVIEW



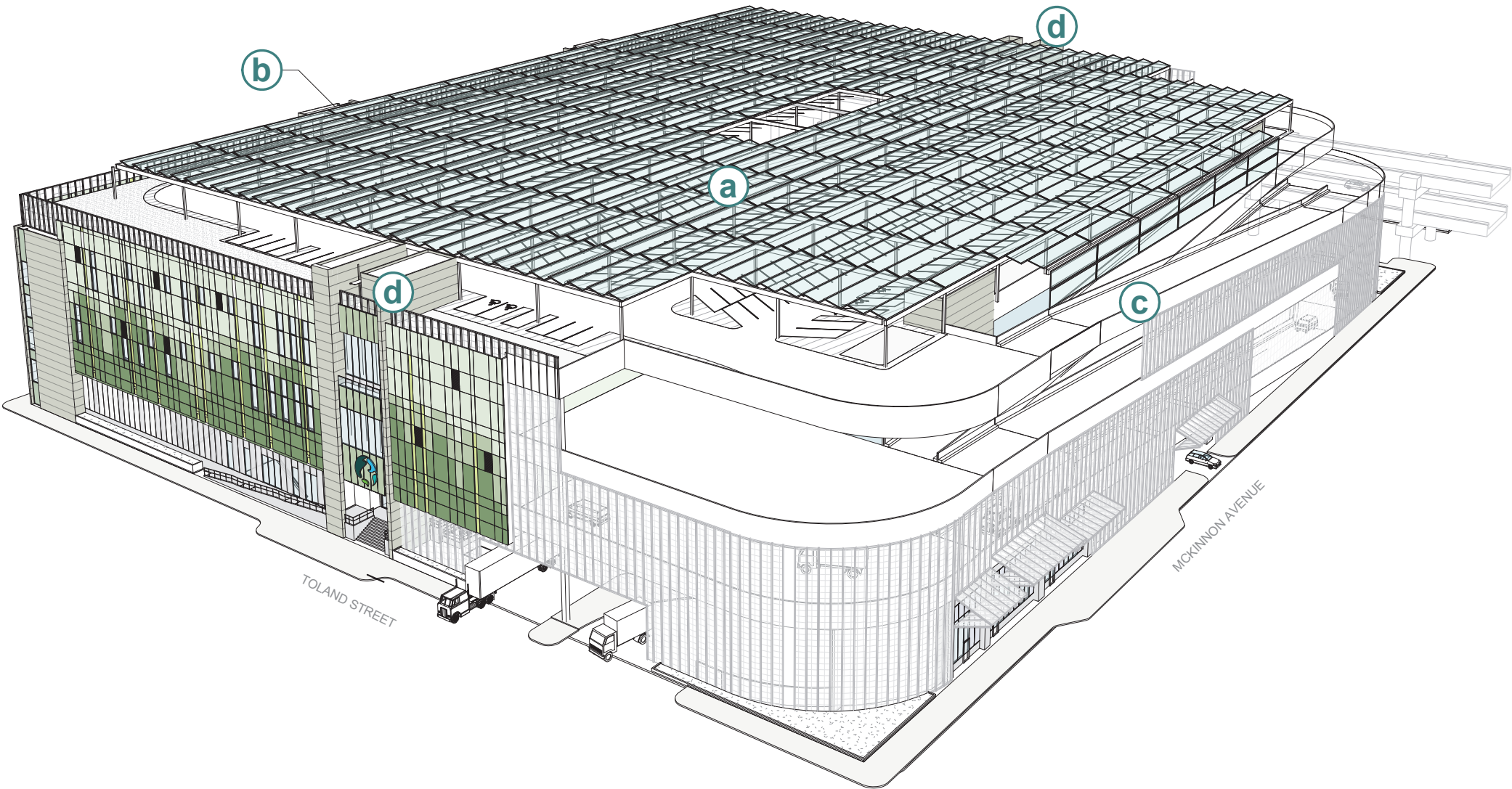
Key Features

- a PDR**  
22'-24' high clear space at this level.
- b Common Vehicle Circulation**  
Scissor ramp and bypass lane provide one-way circulation up and down throughout building.
- c Elevators & Stairs**  
Common circulation cores connect all levels.
- d Logistics Yard**  
Provides space for flexible logistics support activities including fleet staging, storage and goods transfer.

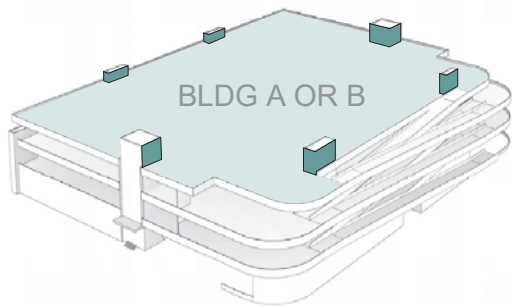
FOR POTENTIAL TENANT LAYOUTS,  
SEE SHEETS CD-5 THROUGH CD-9

DESCRIPTION

*This level features a screened, open air, multi-purpose deck that can be used for employee parking and vehicle staging for box trucks, vans, and smaller passenger vehicles. Additional screening is provided by a solar array. Ramps provide access to this level for vehicles as large as a 24' box truck.*



LEVEL 4 - OVERVIEW



Key Features

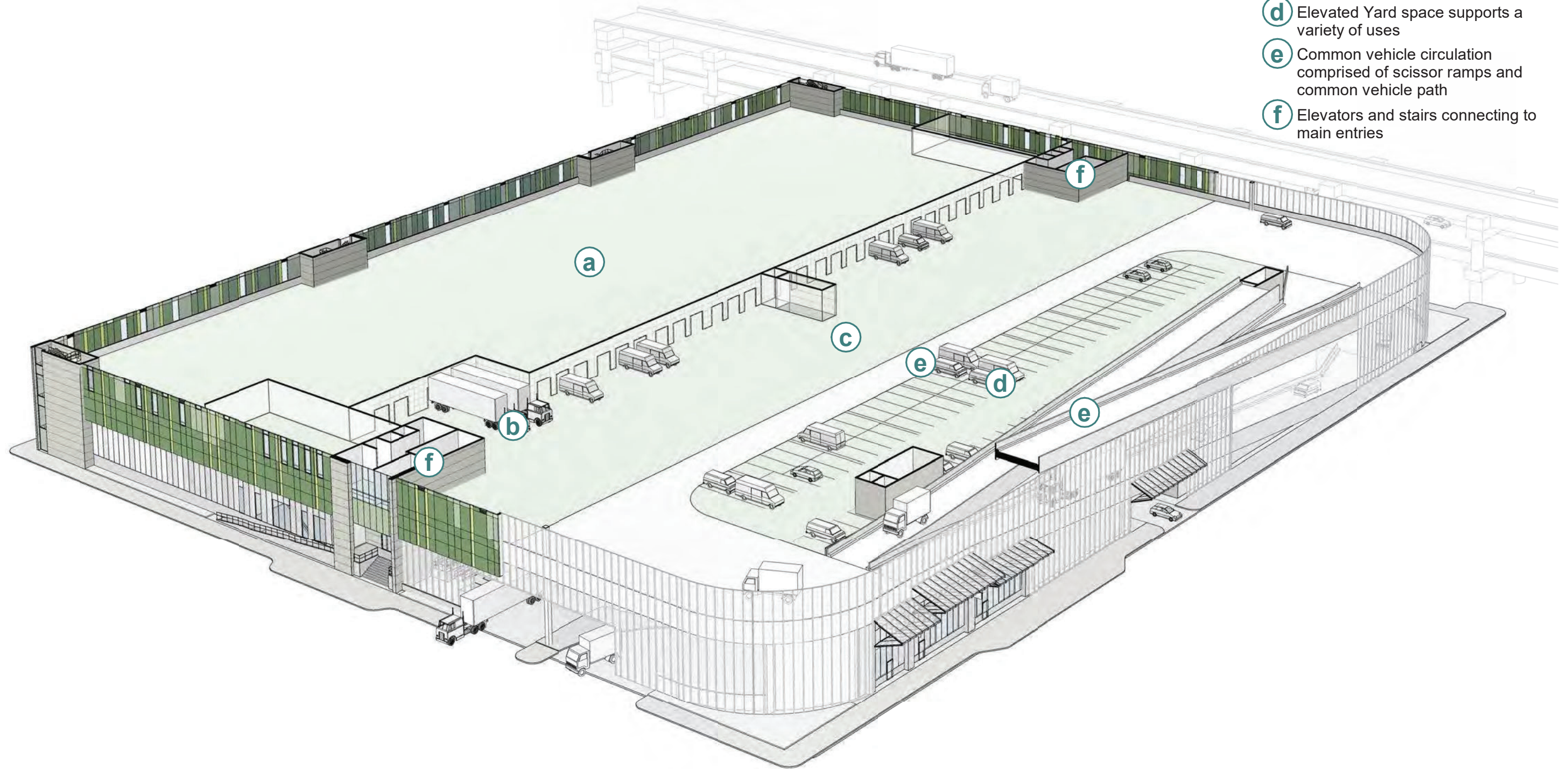
- a Vehicle Deck**  
Layout for staging box trucks and vans, and accessory automobile parking.
- b Solar Array**  
Roof is screened by a solar array, which will generate electricity for vehicle charging.
- c Ramps up to Roof**  
Scissor ramp provides one-way traffic access to and from roof.
- d Elevators & Stairs**  
Provide common circulation to all levels.



## DISTRIBUTION LAYOUT

### Key Features

- a** Warehouse type space divisible into several units, if desired
- b** Long haul truck capacity
- c** Tenant controlled staging area
- d** Elevated Yard space supports a variety of uses
- e** Common vehicle circulation comprised of scissor ramps and common vehicle path
- f** Elevators and stairs connecting to main entries



## DISTRIBUTION LAYOUT

### CONCEPT DRAWINGS

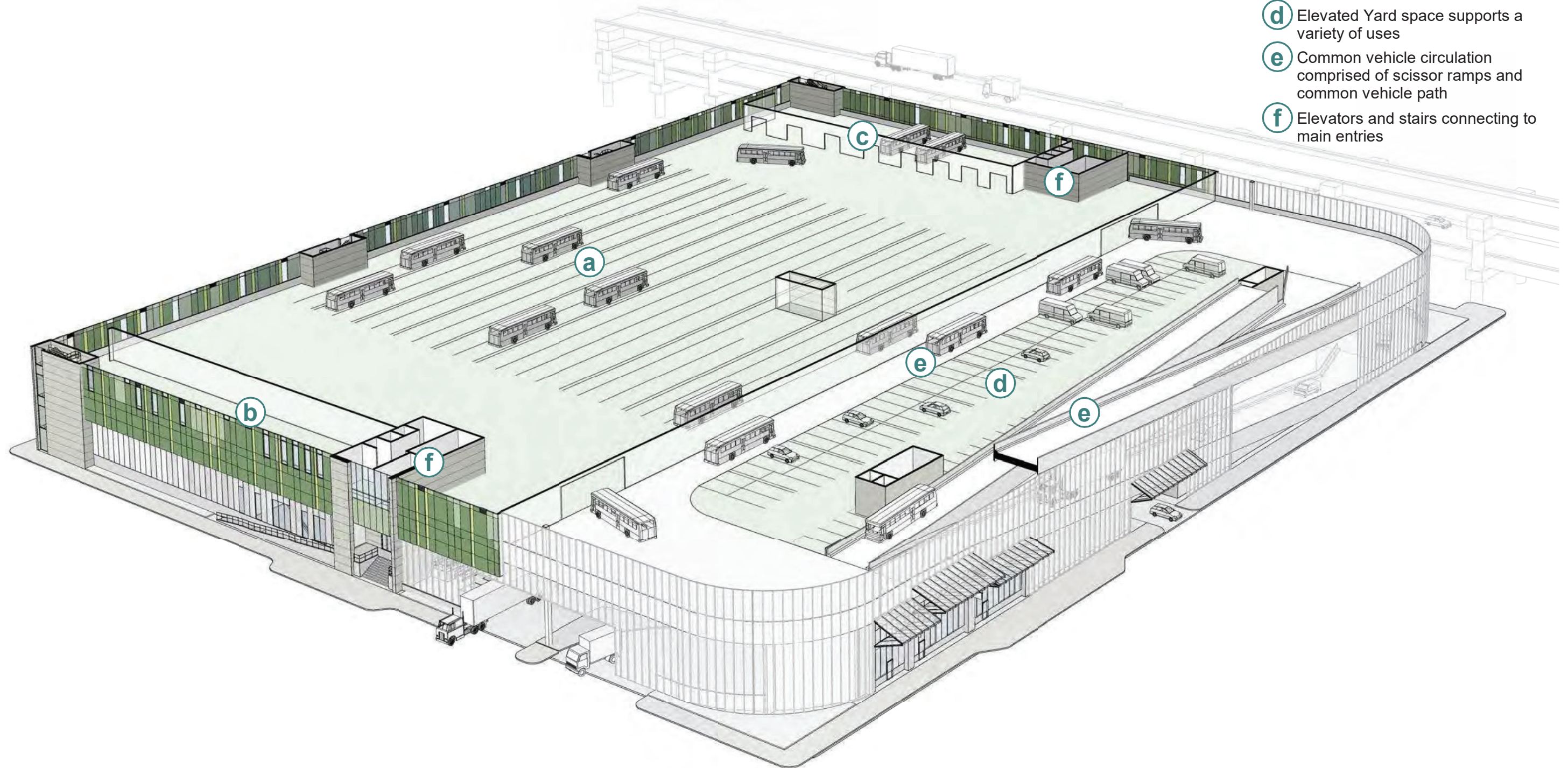
PROJECT APPLICATION RE-SUBMITTAL



## FLEET LAYOUT

### Key Features

- (a)** Bus staging lanes
- (b)** Operations and Office space
- (c)** Bus maintenance area, light maintenance only
- (d)** Elevated Yard space supports a variety of uses
- (e)** Common vehicle circulation comprised of scissor ramps and common vehicle path
- (f)** Elevators and stairs connecting to main entries

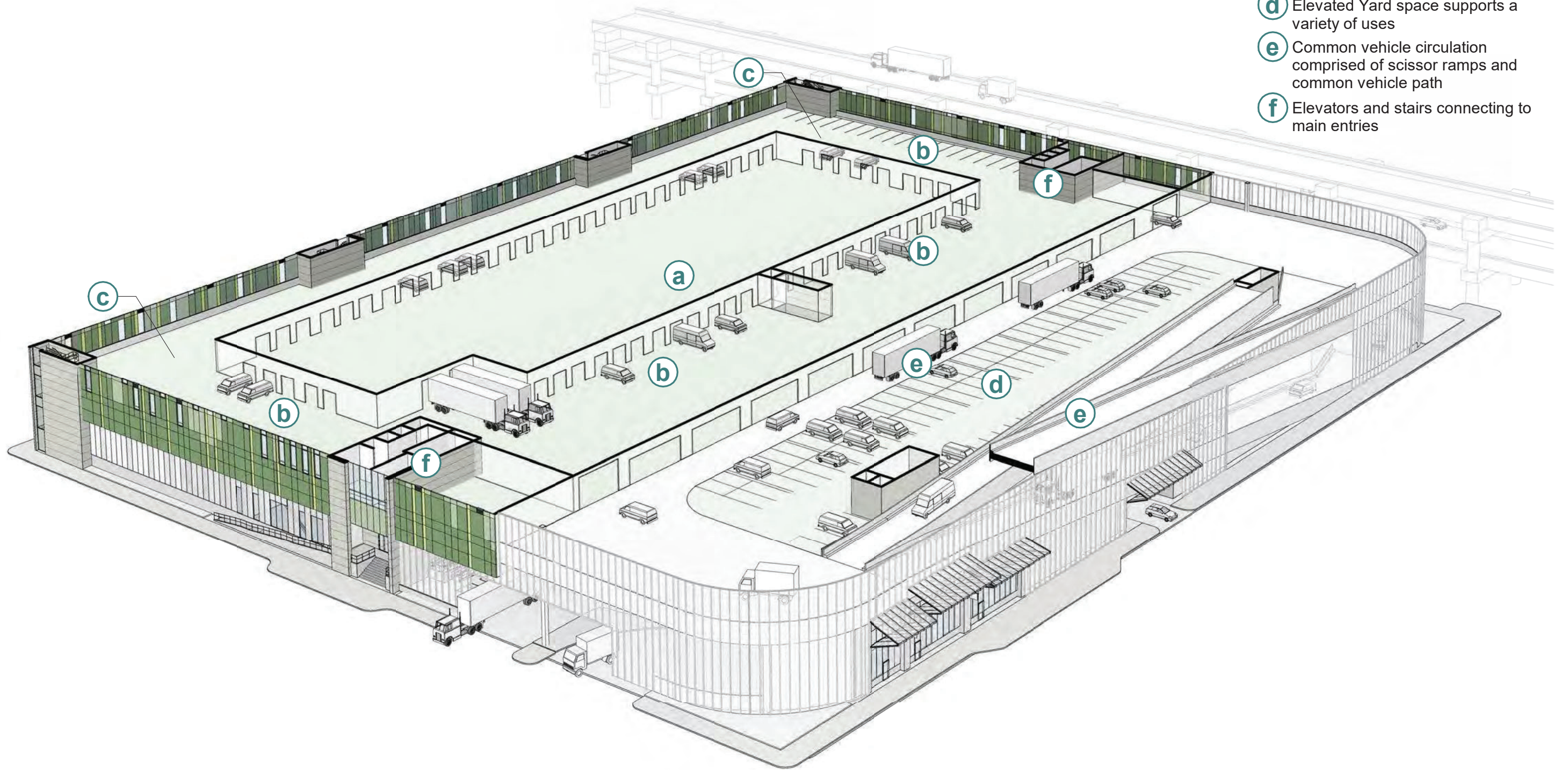




PARCEL DELIVERY LAYOUT

Key Features

- (a) Distribution space
- (b) Van loading area
- (c) Vehicle path around Distribution space
- (d) Elevated Yard space supports a variety of uses
- (e) Common vehicle circulation comprised of scissor ramps and common vehicle path
- (f) Elevators and stairs connecting to main entries



PARCEL DELVIERY SERVICE LAYOUT

CONCEPT DRAWINGS

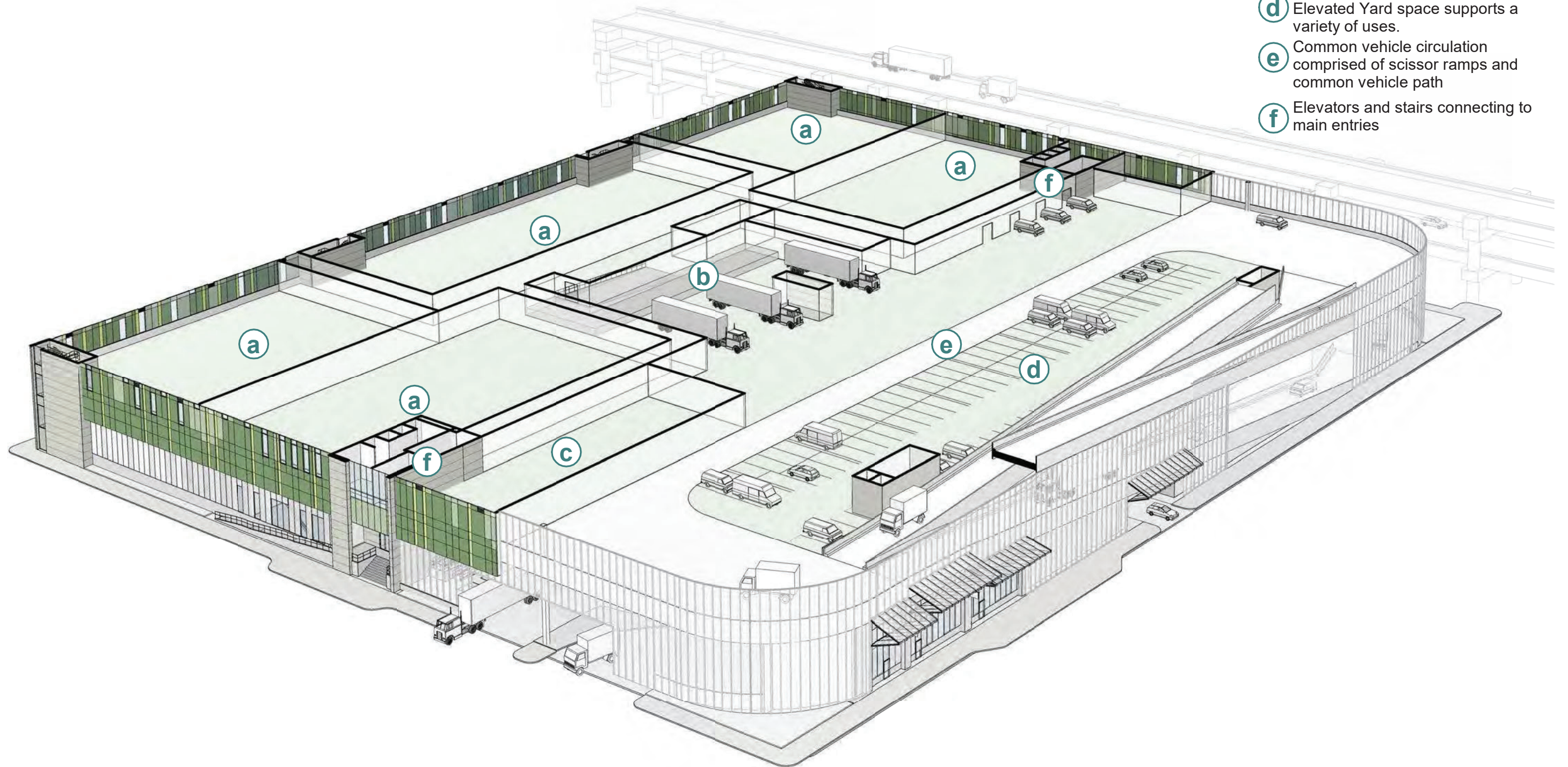
PROJECT APPLICATION RE-SUBMITTAL



## MULTI - TENANT A

### Key Features

- a** Maker or Laboratory space
- b** Common loading area
- c** Common amenities (meeting room, bathrooms, etc.)
- d** Elevated Yard space supports a variety of uses.
- e** Common vehicle circulation comprised of scissor ramps and common vehicle path
- f** Elevators and stairs connecting to main entries



## MULTI-TENANT LAYOUT A

CONCEPT DRAWINGS

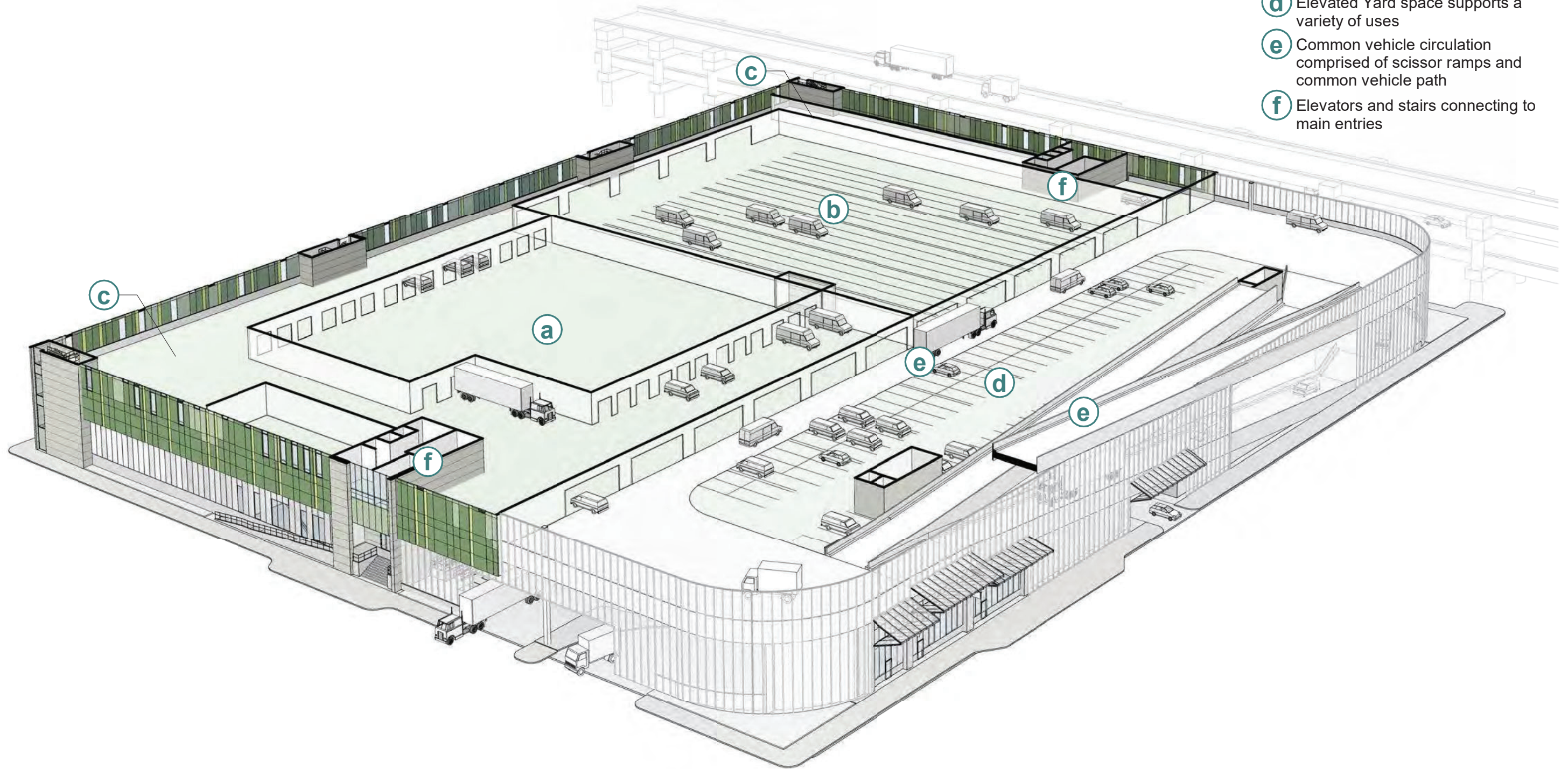
PROJECT APPLICATION RE-SUBMITTAL



## MULTI-TENANT B

### Key Features

- (a)** Distribution space
- (b)** Fleet Management space
- (c)** Shared vehicular circulation
- (d)** Elevated Yard space supports a variety of uses
- (e)** Common vehicle circulation comprised of scissor ramps and common vehicle path
- (f)** Elevators and stairs connecting to main entries

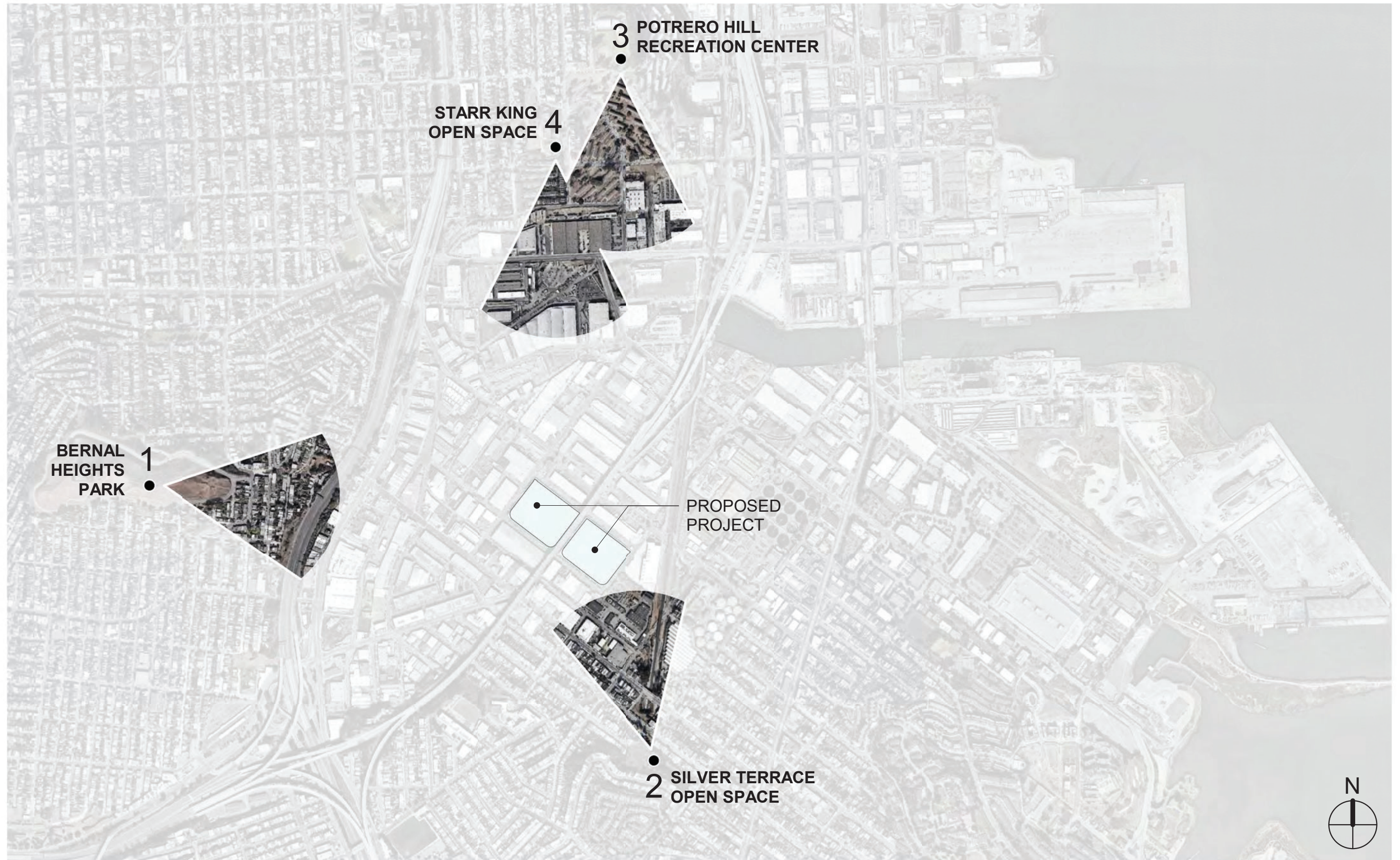


## MULTI-TENANT LAYOUT B

### CONCEPT DRAWINGS

PROJECT APPLICATION RE-SUBMITTAL

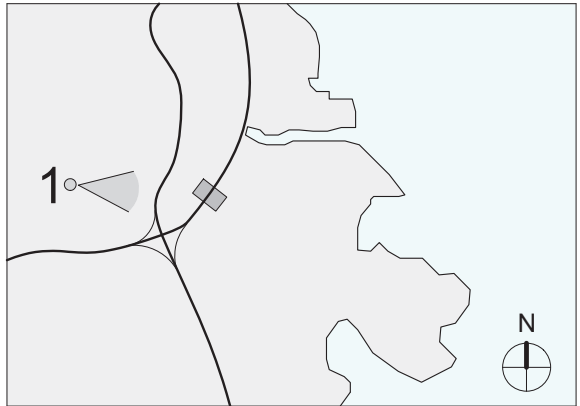








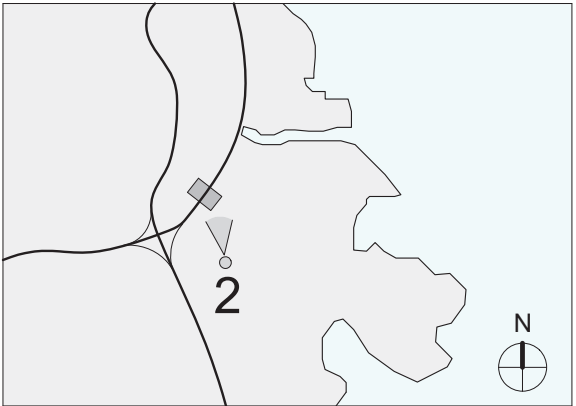
KEY PLAN







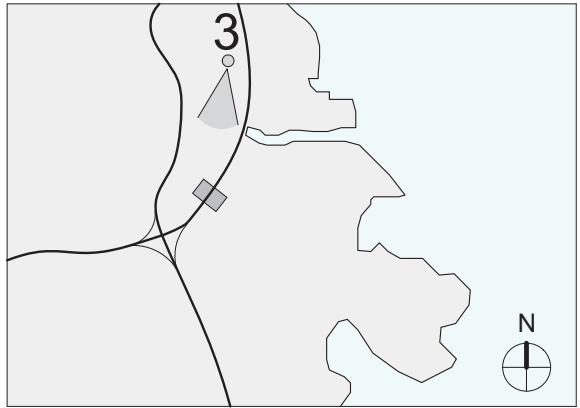
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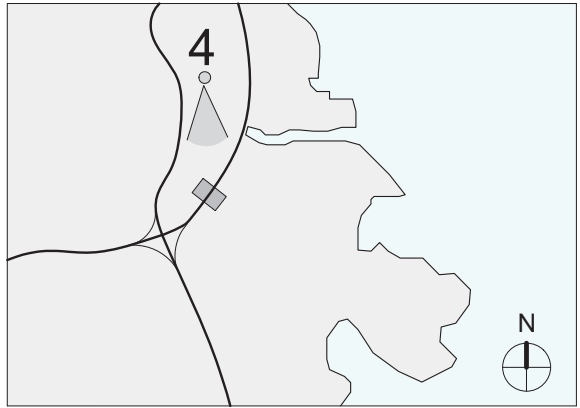
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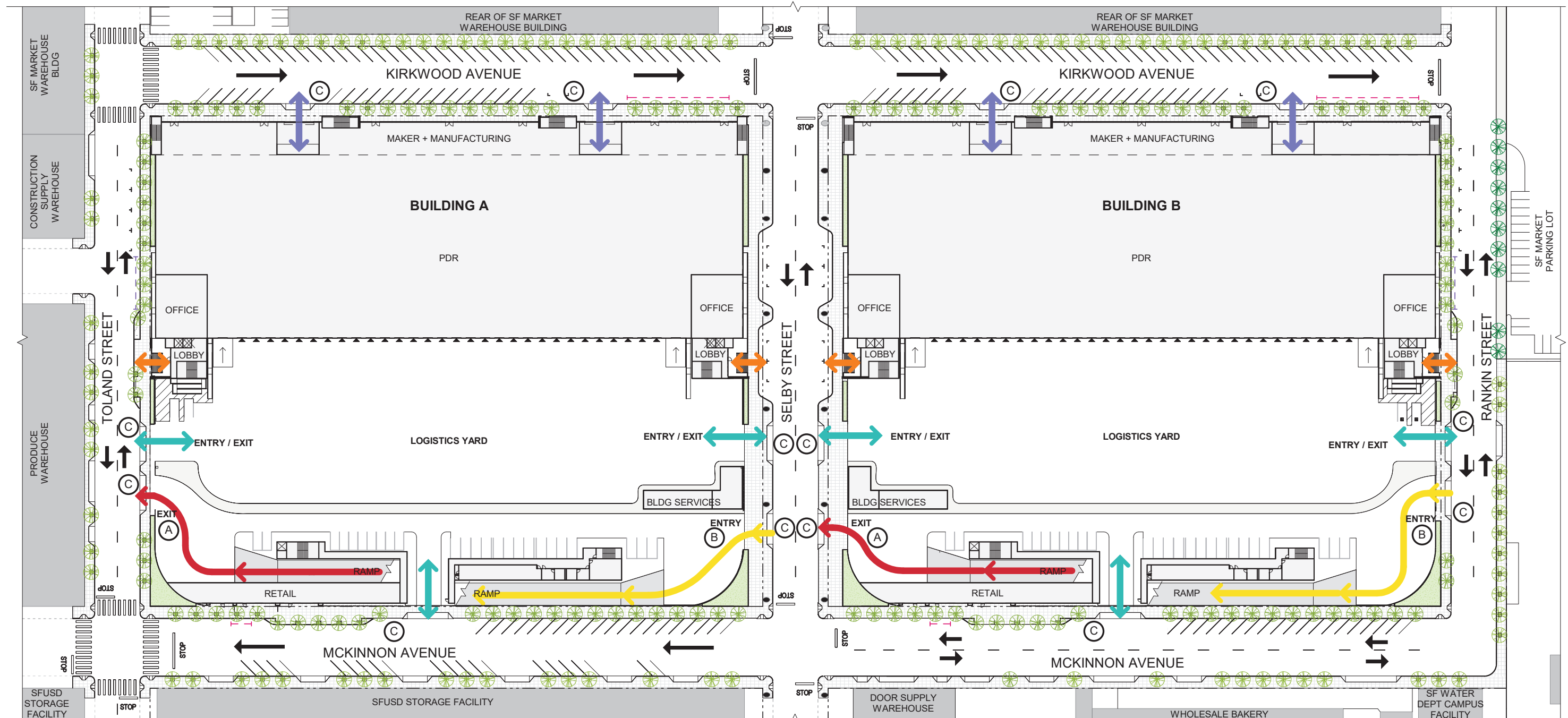




KEY PLAN







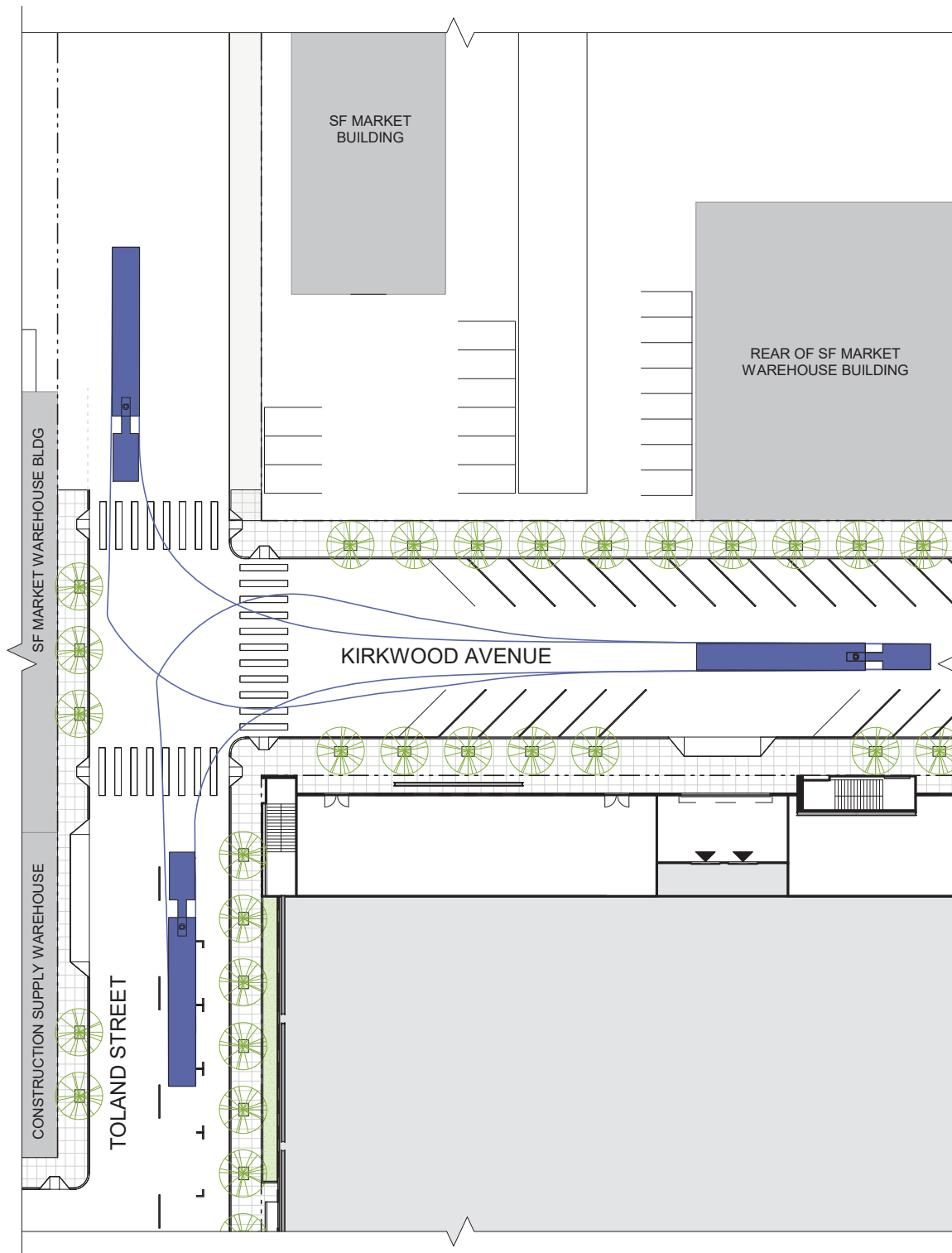
## VEHICLE ACCESS

- |  |  |
|--|--|
| <span style="display: inline-block; width: 20px; height: 10px; background-color: yellow; border: 1px solid black;"></span> VEHICLE ENTRY TO UPPER FLOORS | <span style="display: inline-block; width: 20px; height: 10px; background-color: orange; border: 1px solid black;"></span> PEDESTRIAN ACCESS |
| <span style="display: inline-block; width: 20px; height: 10px; background-color: red; border: 1px solid black;"></span> VEHICLE EXIT FROM UPPER FLOORS   | <span style="display: inline-block; width: 20px; height: 10px; border-bottom: 2px dashed pink;"></span> COMMERCIAL LOADING                   |
| <span style="display: inline-block; width: 20px; height: 10px; background-color: teal; border: 1px solid black;"></span> LEVEL 1 VEHICLE ENTRY AND EXIT  | <span style="display: inline-block; width: 20px; height: 10px; border-bottom: 2px dashed blue;"></span> PASSENGER LOADING                    |
| <span style="display: inline-block; width: 20px; height: 10px; background-color: blue; border: 1px solid black;"></span> MAKER SPACE LOADING             |  |

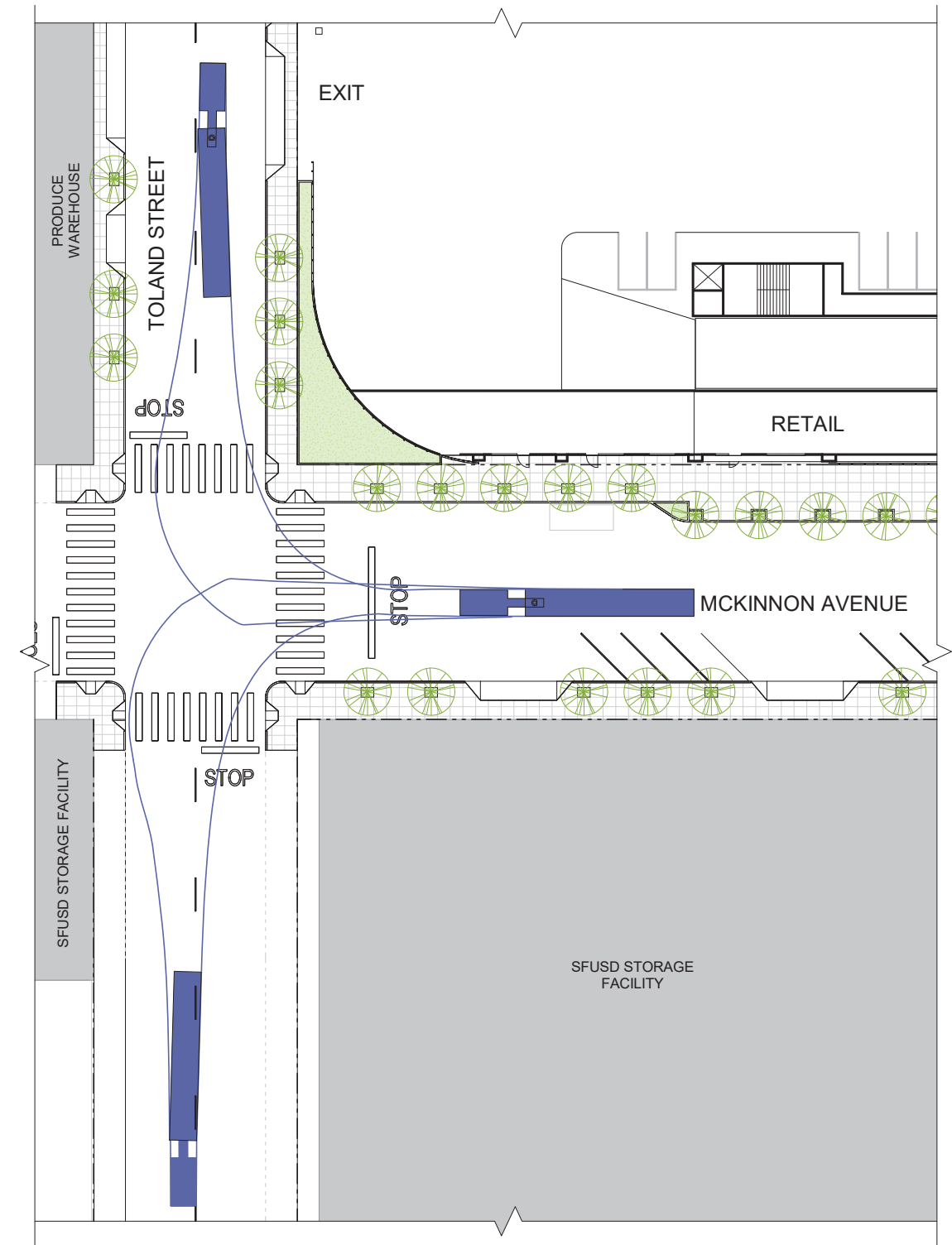
## SHEET NOTES

- (A) ARTICULATED TRUCK EXIT RIGHT TURN ONLY  
(ALL OTHER VEHICLES UNRESTRICTED)
- (B) ARTICULATED TRUCK ENTRY RIGHT TURN ONLY  
(ALL OTHER VEHICLES UNRESTRICTED)
- ALL VEHICLE MOTION UNRESTRICTED UNLESS NOTED ABOVE
- (C) DRIVEWAYS WILL BE EQUIPPED WITH AUDIO AND VISUAL ALARMS TO IDENTIFY VEHICLES EXITING BUILDING





2 KIRKWOOD AND TOLAND INTERSECTION - ONE WAY  
1" = 50'-0"



1 MCKINNON AND TOLAND INTERSECTION - ONE WAY  
1" = 50'-0"

## INTERSECTION DETAIL - ONE WAY TRAFFIC

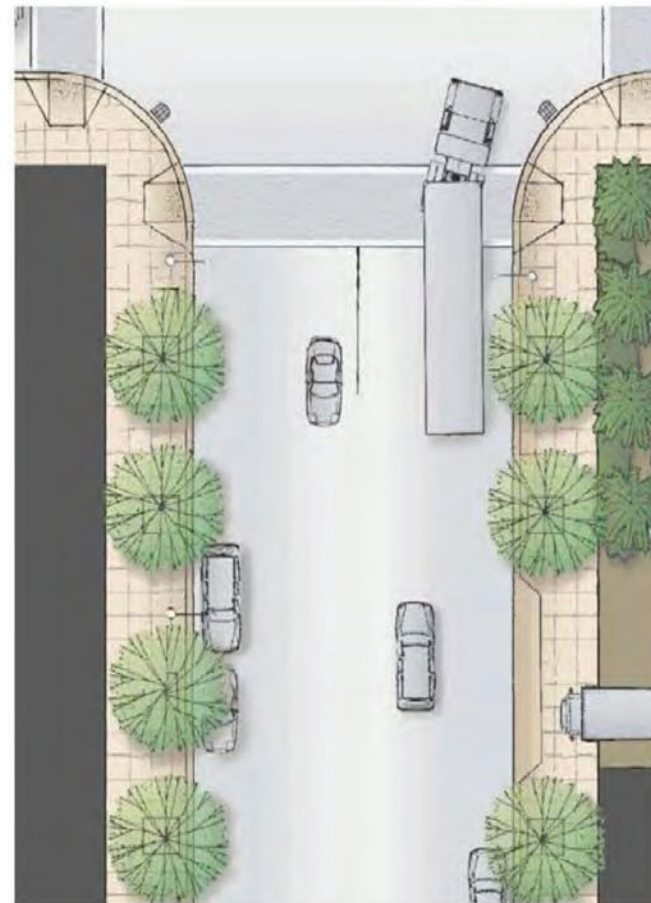
ROADWAY & STREETSCAPE OVERVIEW  
CONDITIONAL USE REVISION 4



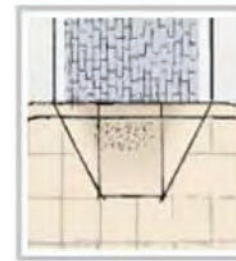




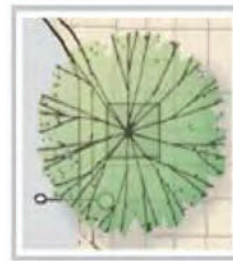
TYPICAL SECTION



TYPICAL PLAN



CURB RAMPS



STREET TREES

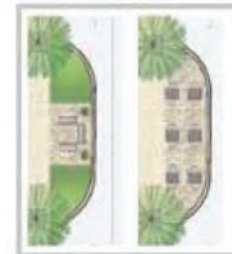
#### REQUIRED COMPONENTS



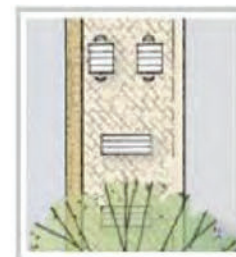
PERPENDICULAR PARKING



EXTENDED BULB-OUT



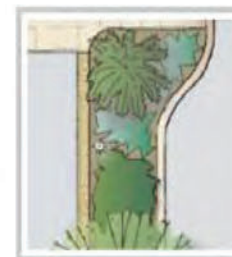
MID-BLOCK BULB-OUT



SITE FURNISHINGS

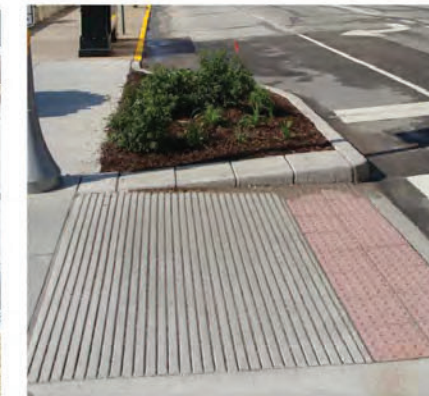


CURB EXTENSION

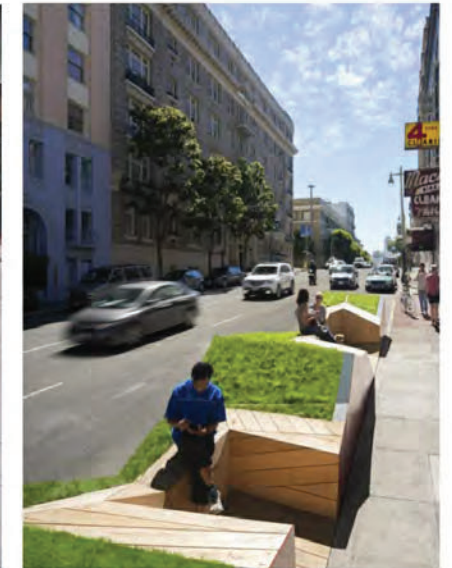


PLANTERS

#### CASE BY CASE ADDITIONS

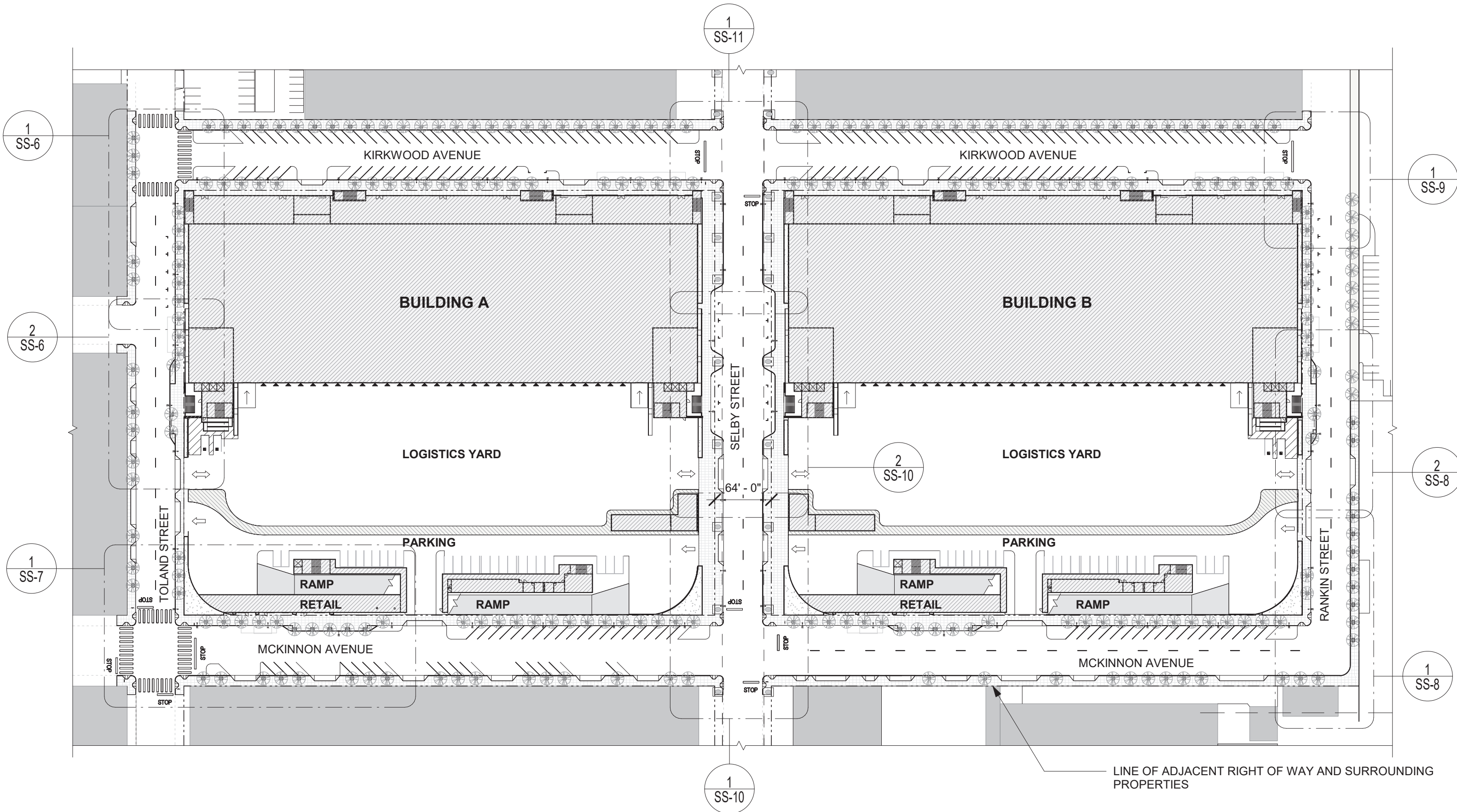


#### CURB EXTENTIONS



#### SITE FURNISHINGS



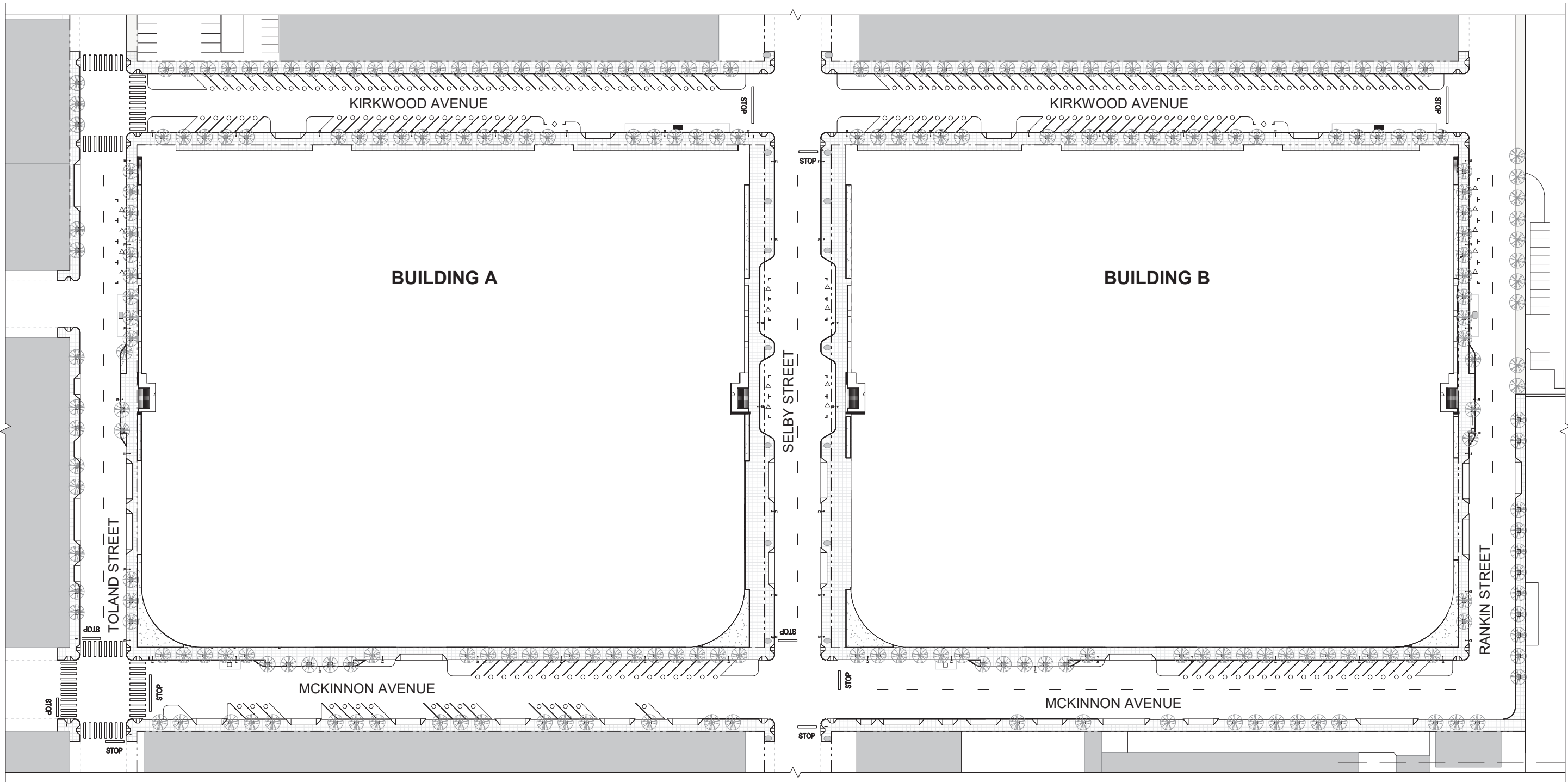


**STREETSCAPE SITE PLAN**  
 ROADWAY & STREETSCAPE OVERVIEW  
 CONDITIONAL USE REVISION 4



**SS-4**  
 Revised 9.11.24  
 1" = 100'-0"  
 11.18.22

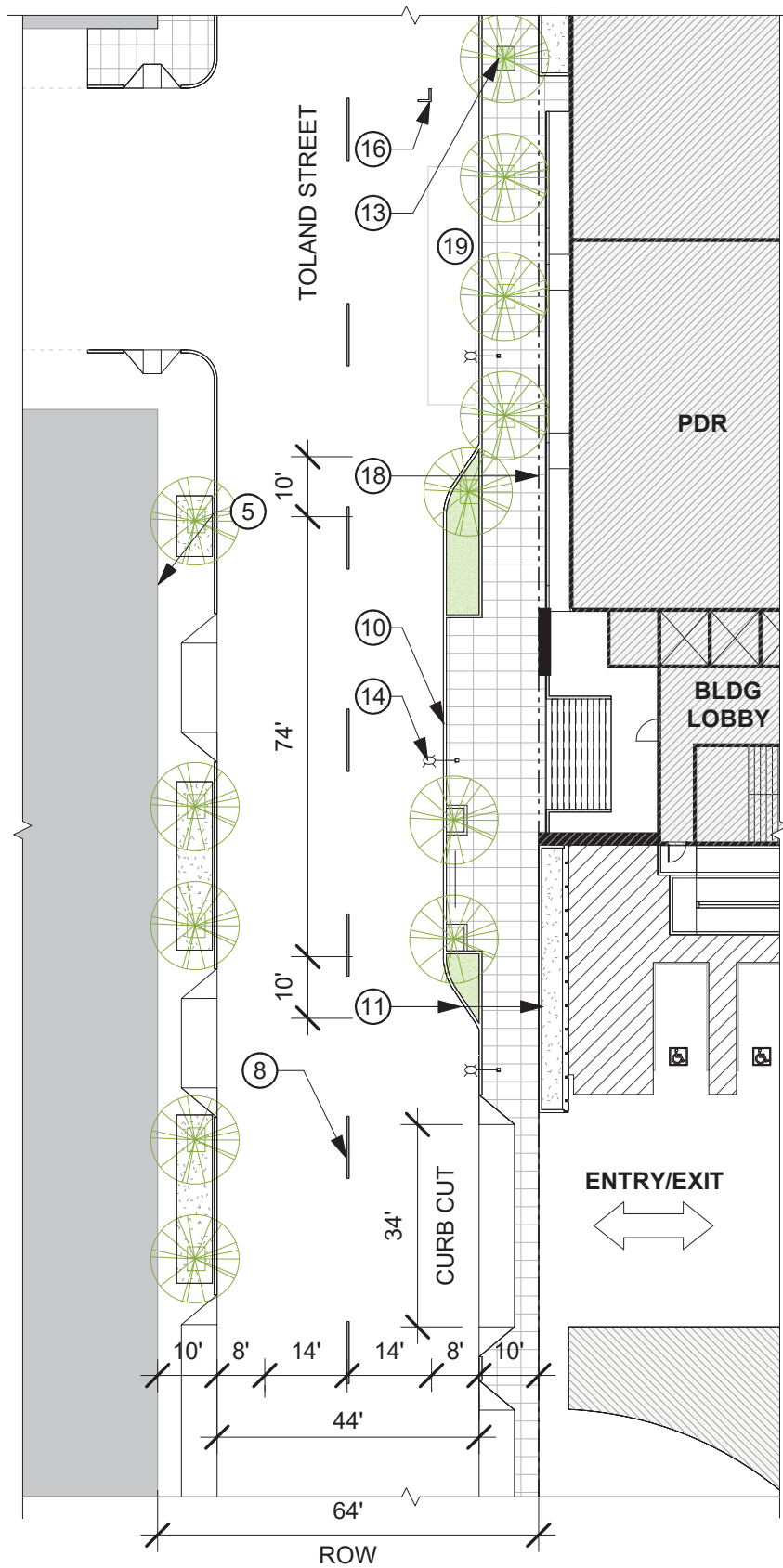
**SAN FRANCISCO GATEWAY**  
 749 Toland St. / 2000 McKinnon Ave.  
 San Francisco, CA 94124



TOTAL ON-STREET PARKING AND LOADING (NEW)

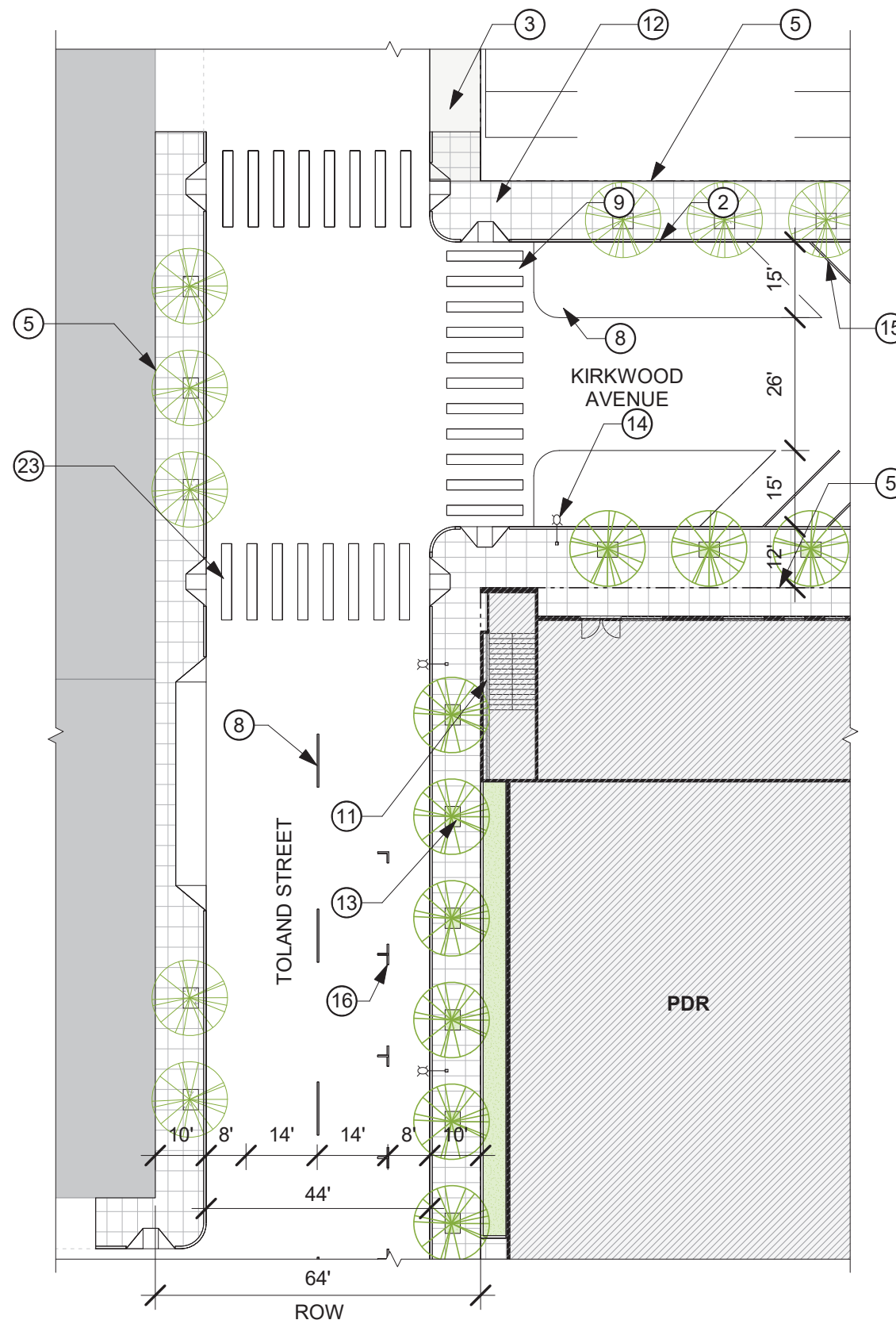
SYMBOL	DESCRIPTION	QUANTITY
◇	ACCESSIBLE PARKING (PARALLEL)	2
○	AUTOMOBILE PARKING (45° BACK-IN)	175
△	AUTOMOBILE PARKING (PARALLEL)	17
□	COMMERCIAL LOADING (20 FT)	2
■	COMMERCIAL LOADING (100 FT)	2
■	PASSENGER LOADING (40 FT)	2





STREET PLAN DETAIL - TOLAND ST

1" = 30'-0"

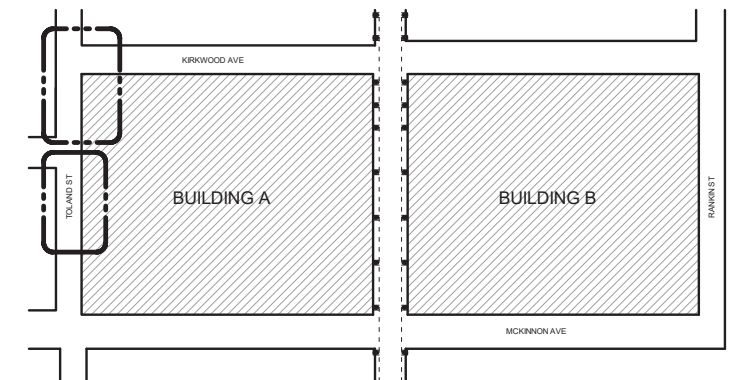


STREET PLAN DETAIL - TOLAND AT KIRKWOOD

1" = 30'-0"

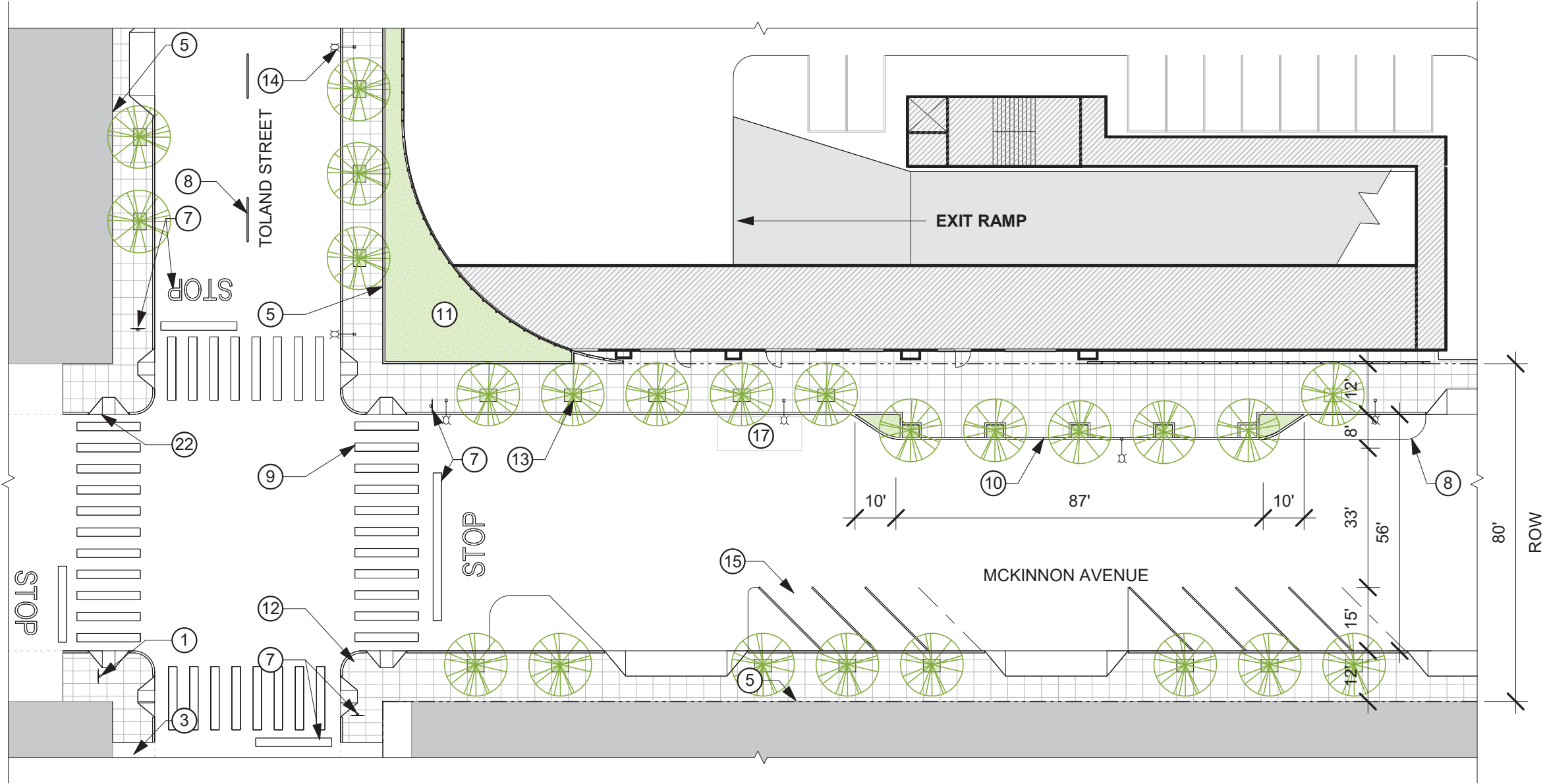
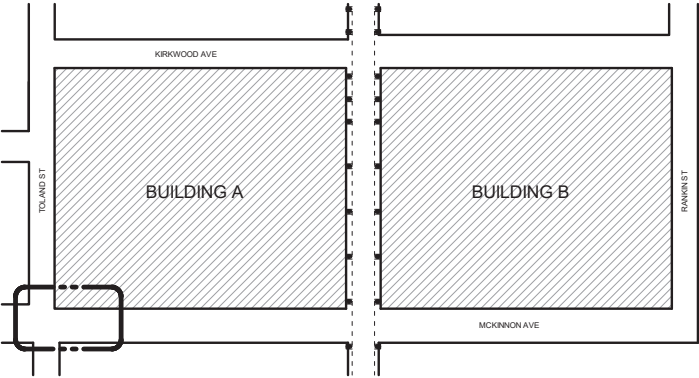
## SHEET NOTES ALL ELEMENTS TO CITY STANDARDS

- ① (E) STOP SIGN AND STRIPING
  - ② (N) CURB
  - ③ (E) SIDEWALK. NO IMPROVEMENTS IN SCOPE
  - ④ NOT USED
  - ⑤ LINE OF EXTENT OF (E) RIGHT OF WAY
  - ⑥ (E) HWY 280 STRUCTURE
  - ⑦ (N) STOP SIGN AND STRIPING
  - ⑧ (N) STRIPING
  - ⑨ (N) CROSSWALK W/ ACCESSIBLE CURB RAMP ON BOTH SIDES
  - ⑩ (N) BULB OUT W/ PERMEABLE PAVING, PLANTERS, AND STREET FURNITURE
  - ⑪ (N) PLANTER
  - ⑫ (N) CURB, SIDEWALK AND ACCESSIBLE CURB RAMP
  - ⑬ (N) STREET TREE W/ 3'X4' TREE WELL, TYP
  - ⑭ (N) STREETLIGHT, TYP
  - ⑮ (N) DIAGONAL BACK-IN PARKING, TYP
  - ⑯ (N) PARALLEL PARKING, TYP
  - ⑰ (N) ACCESSIBLE PARKING SPOT
  - ⑱ (N) ACCESSIBLE PEDESTRIAN RAMP
  - ⑲ (N) WHITE ZONE, PASSENGER LOADING
  - ⑳ (N) YELLOW ZONE, COMMERCIAL LOADING
  - ㉑ (N) BIKE RACK, TYP
  - ㉒ NOT USED
  - ㉓ NOT USED
  - ㉔ NOT USED
  - ㉕ AREA OF FUTURE ROW VACATION, PER SF WHOLESALE PRODUCE MARKET APPROVALS
- SEE SS-2 FOR PARKING COUNTS



**SHEET NOTES** ALL ELEMENTS TO CITY STANDARDS

- 1 (E) STOP SIGN AND STRIPING
  - 2 (N) CURB
  - 3 (E) SIDEWALK. NO IMPROVEMENTS IN SCOPE
  - 4 NOT USED
  - 5 LINE OF EXTENT OF (E) RIGHT OF WAY
  - 6 (E) HWY 280 STRUCTURE
  - 7 (N) STOP SIGN AND STRIPING
  - 8 (N) STRIPING
  - 9 (N) CROSSWALK W/ ACCESSIBLE CURB RAMP ON BOTH SIDES
  - 10 (N) BULB OUT W/ PERMEABLE PAVING, PLANTERS, AND STREET FURNITURE
  - 11 (N) PLANTER
  - 12 (N) CURB, SIDEWALK AND ACCESSIBLE CURB RAMP
  - 13 (N) STREET TREE W/ 3'X4' TREE WELL, TYP
  - 14 (N) STREETLIGHT, TYP
  - 15 (N) DIAGONAL BACK-IN PARKING, TYP
  - 16 (N) PARALLEL PARKING, TYP
  - 17 (N) ACCESSIBLE PARKING SPOT
  - 18 (N) ACCESSIBLE PEDESTRIAN RAMP
  - 19 (N) WHITE ZONE, PASSENGER LOADING
  - 20 (N) YELLOW ZONE, COMMERCIAL LOADING
  - 21 (N) BIKE RACK, TYP
  - 22 NOT USED
  - 23 NOT USED
  - 24 NOT USED
  - 25 AREA OF FUTURE ROW VACATION, PER SF WHOLESALE PRODUCE MARKET APPROVALS
- SEE SS-2 FOR PARKING COUNTS



1

**STREET PLAN DETAIL - TOLAND AT MCKINNON**

1" = 30'-0"

**STREETSCAPE PLAN DETAIL**

ROADWAY & STREETSCAPE OVERVIEW

CONDITIONAL USE REVISION 4

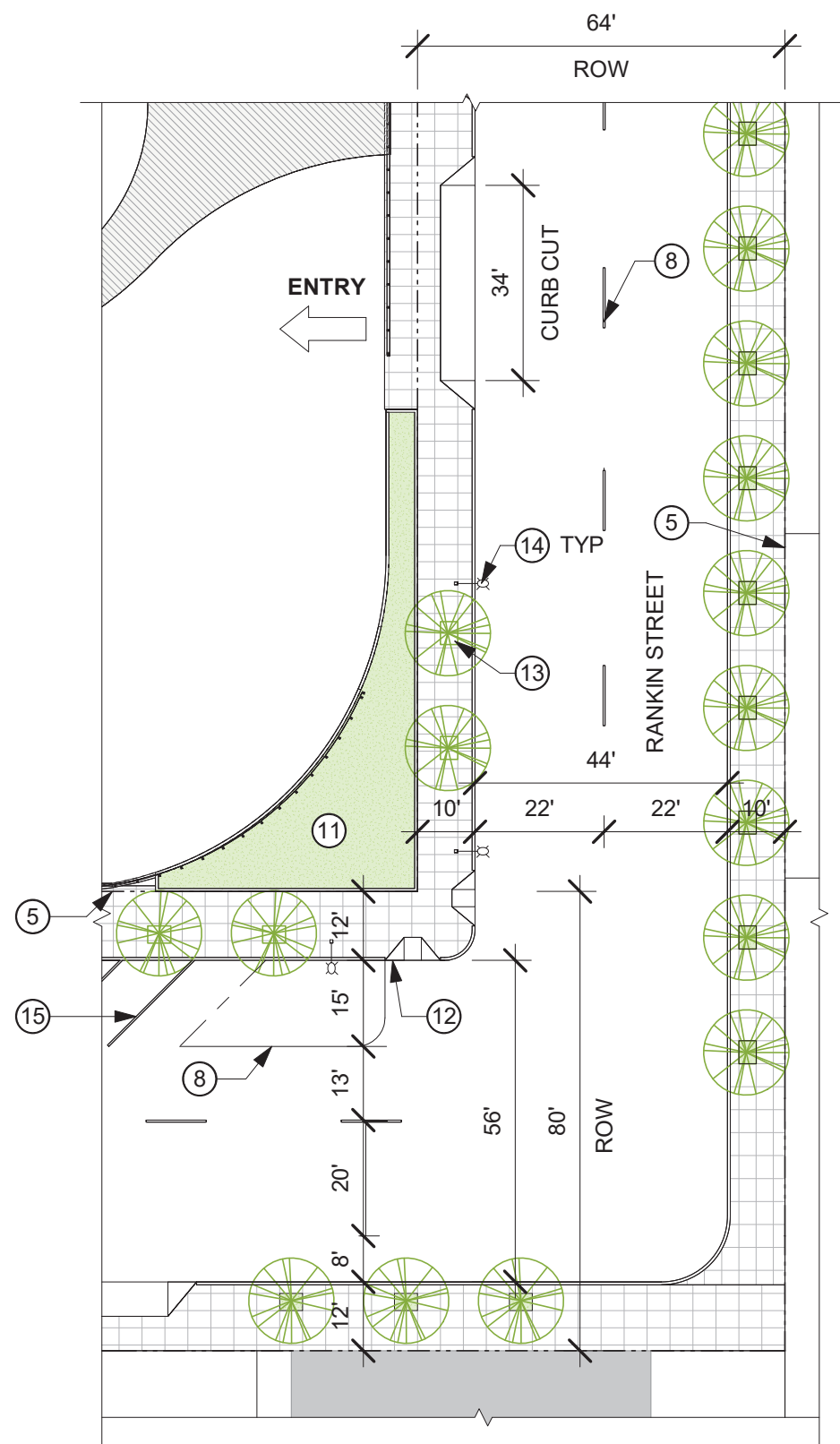


**SS-7**

Revised 9.11.24  
As indicated  
11.18.22

**SAN FRANCISCO GATEWAY**

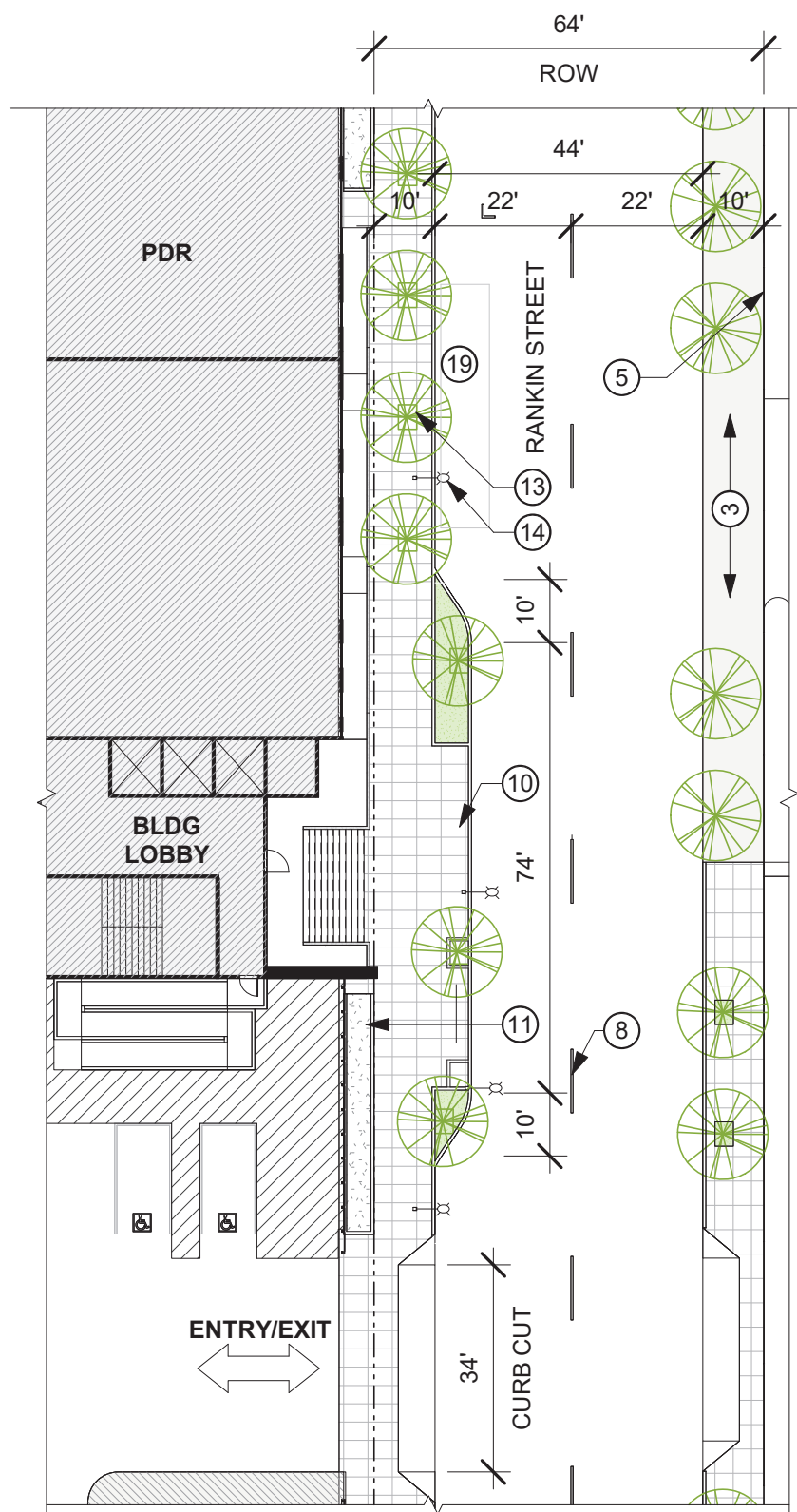
749 Toland St. / 2000 McKinnon Ave.  
San Francisco, CA 94124



### STREET PLAN DETAIL - RANKIN AT MCKINNON

---

1" = 30'-0"

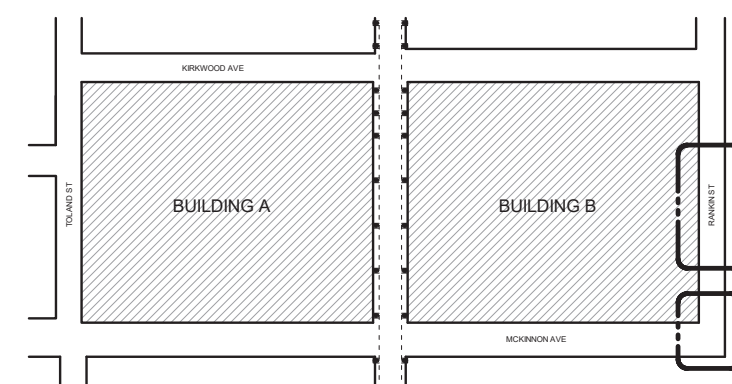


### STREET PLAN DETAIL - RANKIN ST

---

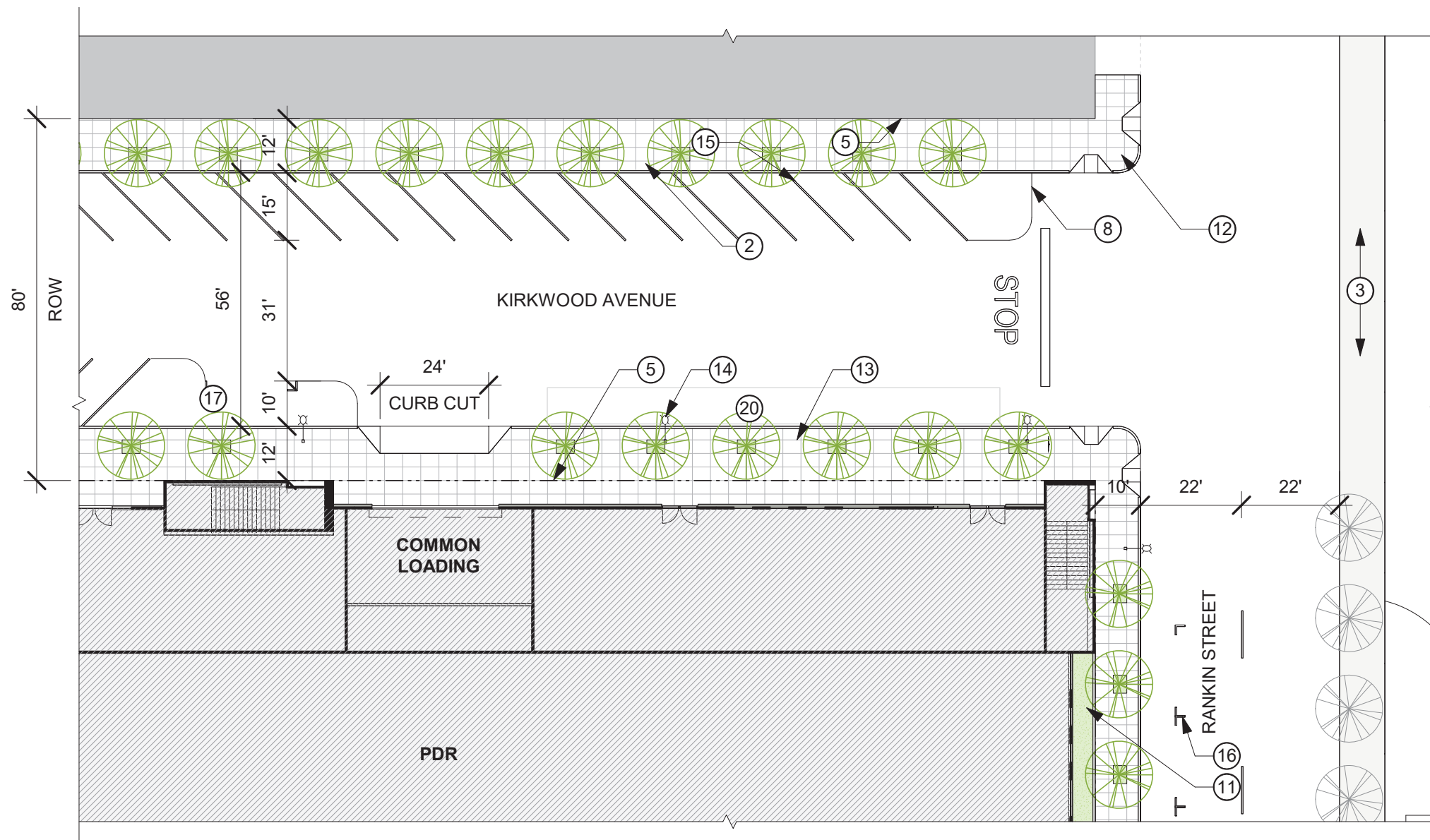
1" = 30'-0"

- ## SHEET NOTES
- ALL ELEMENTS TO CITY STANDARDS
- ① (E) STOP SIGN AND STRIPING
  - ② (N) CURB
  - ③ (E) SIDEWALK. NO IMPROVEMENTS IN SCOPE
  - ④ NOT USED
  - ⑤ LINE OF EXTENT OF (E) RIGHT OF WAY
  - ⑥ (E) HWY 280 STRUCTURE
  - ⑦ (N) STOP SIGN AND STRIPING
  - ⑧ (N) STRIPING
  - ⑨ (N) CROSSWALK W/ ACCESSIBLE CURB RAMP ON BOTH SIDES
  - ⑩ (N) BULB OUT W/ PERMEABLE PAVING, PLANTERS, AND STREET FURNITURE
  - ⑪ (N) PLANTER
  - ⑫ (N) CURB, SIDEWALK AND ACCESSIBLE CURB RAMP
  - ⑬ (N) STREET TREE W/ 3'X4' TREE WELL, TYP
  - ⑭ (N) STREETLIGHT, TYP
  - ⑮ (N) DIAGONAL BACK-IN PARKING, TYP
  - ⑯ (N) PARALLEL PARKING, TYP
  - ⑰ (N) ACCESSIBLE PARKING SPOT
  - ⑱ (N) ACCESSIBLE PEDESTRIAN RAMP
  - ⑲ (N) WHITE ZONE, PASSENGER LOADING
  - ⑳ (N) YELLOW ZONE, COMMERCIAL LOADING
  - ㉑ (N) BIKE RACK, TYP
  - ㉒ NOT USED
  - ㉓ NOT USED
  - ㉔ NOT USED
  - ㉕ AREA OF FUTURE ROW VACATION, PER SF WHOLESALE PRODUCE MARKET APPROVALS
- SEE SS-2 FOR PARKING COUNTS



**SS-8** | **SAN FRANCISCO GATEWAY**  
 Revised 9.11.24  
 As indicated  
 11.18.22  
 749 Toland St. / 2000 McKinnon Ave.  
 San Francisco, CA 94124



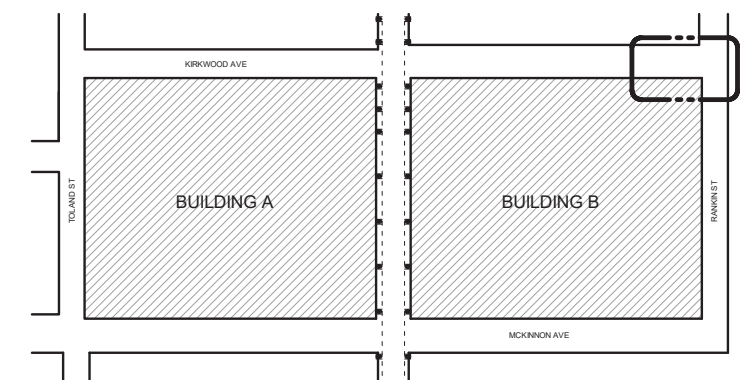


**STREET PLAN DETAIL - RANKIN AT KIRKWOOD**

1" = 30'-0"

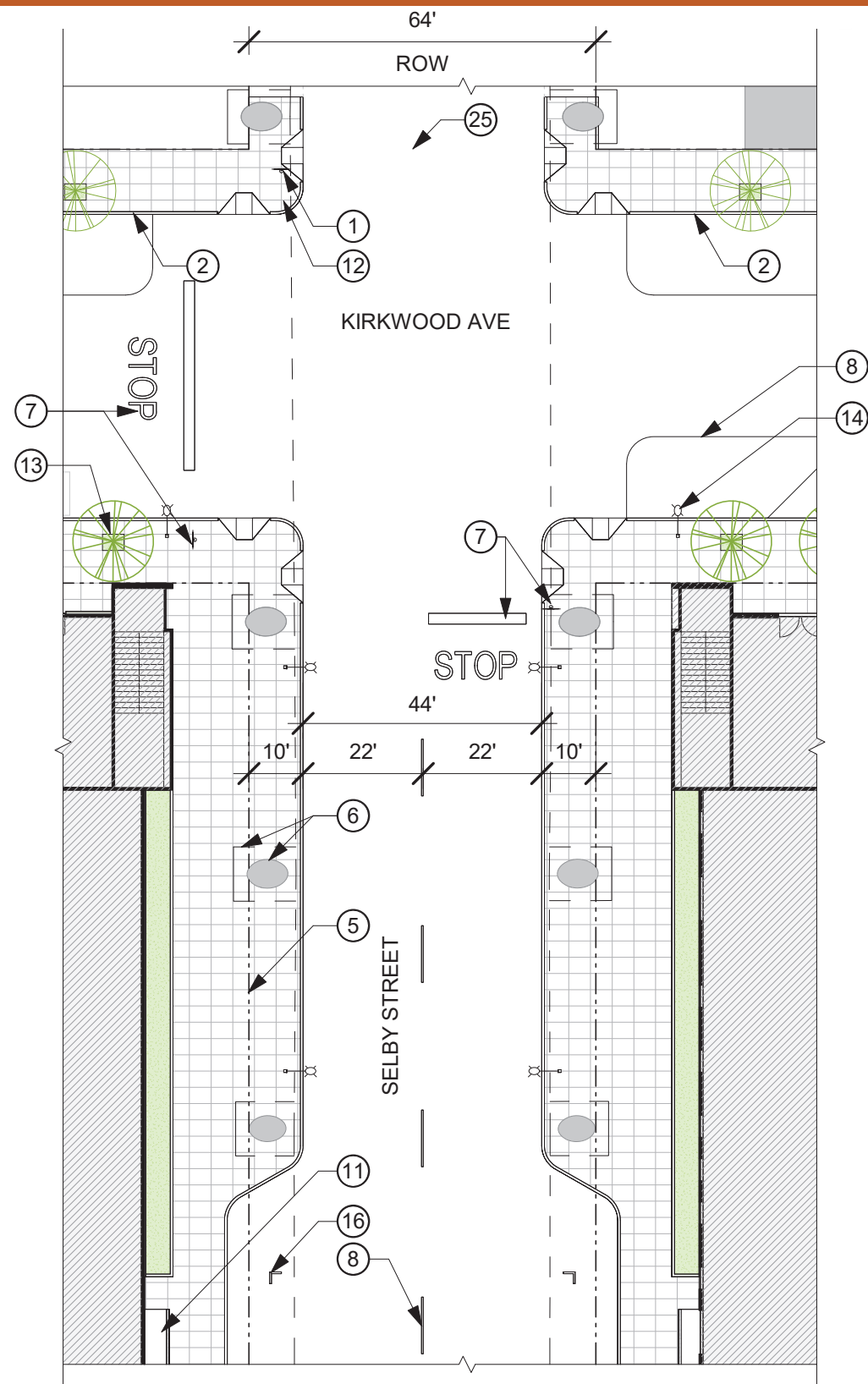
## SHEET NOTES ALL ELEMENTS TO CITY STANDARDS

- ① (E) STOP SIGN AND STRIPING
  - ② (N) CURB
  - ③ (E) SIDEWALK. NO IMPROVEMENTS IN SCOPE
  - ④ NOT USED
  - ⑤ LINE OF EXTENT OF (E) RIGHT OF WAY
  - ⑥ (E) HWY 280 STRUCTURE
  - ⑦ (N) STOP SIGN AND STRIPING
  - ⑧ (N) STRIPING
  - ⑨ (N) CROSSWALK W/ ACCESSIBLE CURB RAMP ON BOTH SIDES
  - ⑩ (N) BULB OUT W/ PERMEABLE PAVING, PLANTERS, AND STREET FURNITURE
  - ⑪ (N) PLANTER
  - ⑫ (N) CURB, SIDEWALK AND ACCESSIBLE CURB RAMP
  - ⑬ (N) STREET TREE W/ 3'X4' TREE WELL, TYP
  - ⑭ (N) STREETLIGHT, TYP
  - ⑮ (N) DIAGONAL BACK-IN PARKING, TYP
  - ⑯ (N) PARALLEL PARKING, TYP
  - ⑰ (N) ACCESSIBLE PARKING SPOT
  - ⑱ (N) ACCESSIBLE PEDESTRIAN RAMP
  - ⑲ (N) WHITE ZONE, PASSENGER LOADING
  - ⑳ (N) YELLOW ZONE, COMMERCIAL LOADING
  - ㉑ (N) BIKE RACK, TYP
  - ㉒ NOT USED
  - ㉓ NOT USED
  - ㉔ NOT USED
  - ㉕ AREA OF FUTURE ROW VACATION, PER SF WHOLESALE PRODUCE MARKET APPROVALS
- SEE SS-2 FOR PARKING COUNTS









STREET PLAN DETAIL - SELBY AT KIRKWOOD

1" = 30'-0"

## STREETSCAPE PLAN DETAIL

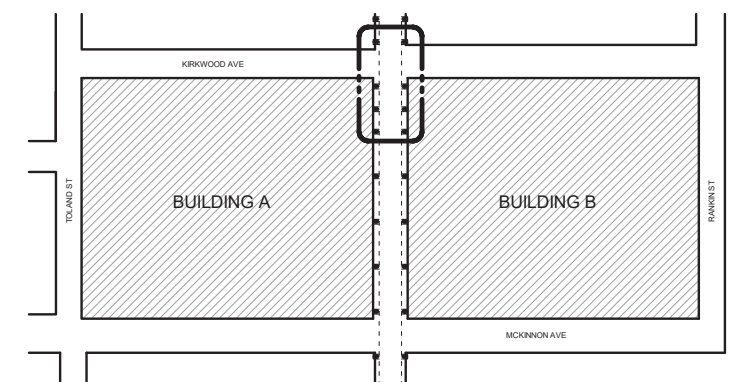
ROADWAY & STREETSCAPE OVERVIEW

CONDITIONAL USE REVISION 4

## SHEET NOTES ALL ELEMENTS TO CITY STANDARDS

- ① (E) STOP SIGN AND STRIPING
- ② (N) CURB
- ③ (E) SIDEWALK. NO IMPROVEMENTS IN SCOPE
- ④ NOT USED
- ⑤ LINE OF EXTENT OF (E) RIGHT OF WAY
- ⑥ (E) HWY 280 STRUCTURE
- ⑦ (N) STOP SIGN AND STRIPING
- ⑧ (N) STRIPING
- ⑨ (N) CROSSWALK W/ ACCESSIBLE CURB RAMP ON BOTH SIDES
- ⑩ (N) BULB OUT W/ PERMEABLE PAVING, PLANTERS, AND STREET FURNITURE
- ⑪ (N) PLANTER
- ⑫ (N) CURB, SIDEWALK AND ACCESSIBLE CURB RAMP
- ⑬ (N) STREET TREE W/ 3'X4' TREE WELL, TYP
- ⑭ (N) STREETLIGHT, TYP
- ⑮ (N) DIAGONAL BACK-IN PARKING, TYP
- ⑯ (N) PARALLEL PARKING, TYP
- ⑰ (N) ACCESSIBLE PARKING SPOT
- ⑱ (N) ACCESSIBLE PEDESTRIAN RAMP
- ⑲ (N) WHITE ZONE, PASSENGER LOADING
- ⑳ (N) YELLOW ZONE, COMMERCIAL LOADING
- ㉑ (N) BIKE RACK, TYP
- ㉒ NOT USED
- ㉓ NOT USED
- ㉔ NOT USED
- ㉕ AREA OF FUTURE ROW VACATION, PER SF WHOLESALE PRODUCE MARKET APPROVALS

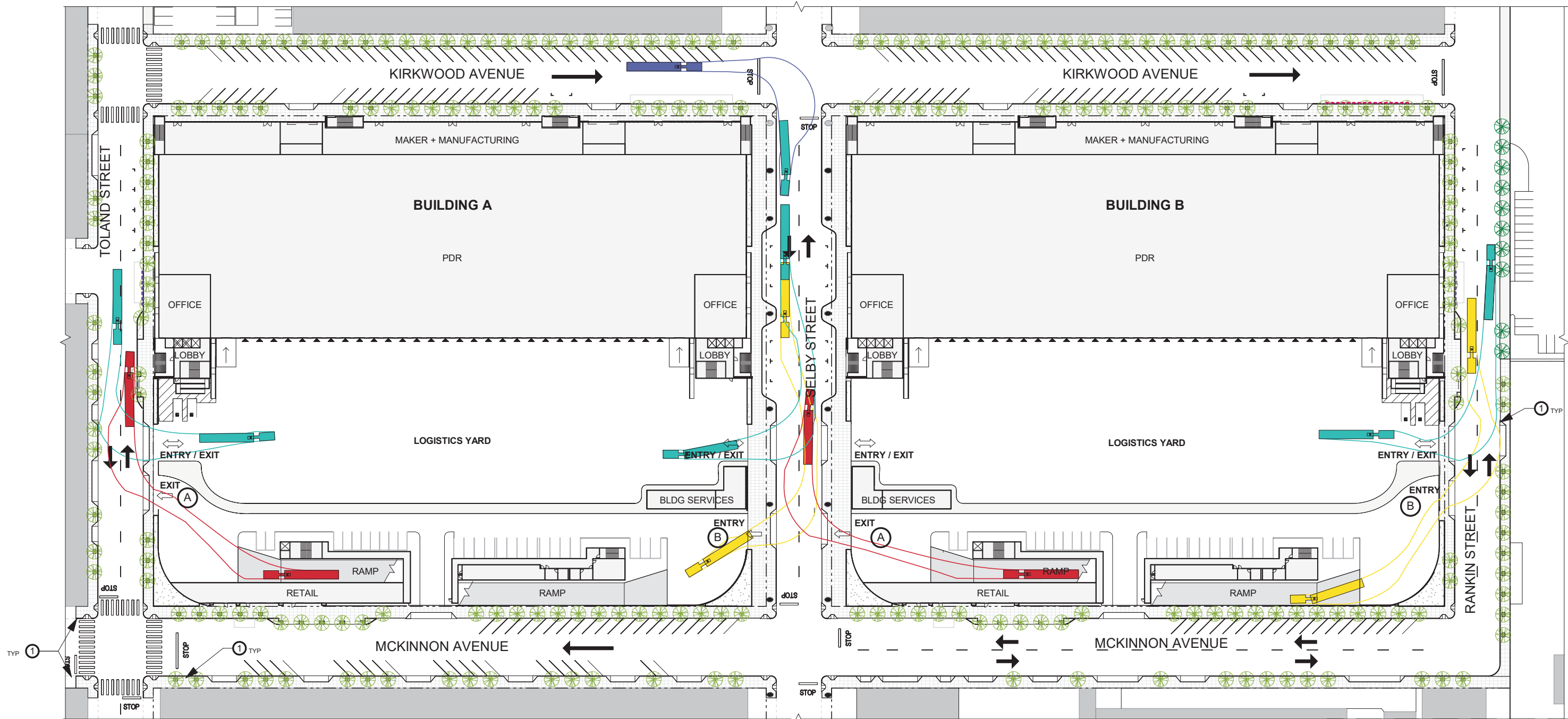
SEE SS-2 FOR PARKING COUNTS



**SS-11**  
Revised 9.11.24  
As indicated  
11.18.22

## SAN FRANCISCO GATEWAY

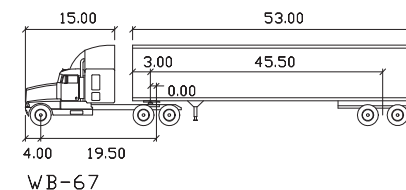
749 Toland St. / 2000 McKinnon Ave.  
San Francisco, CA 94124



### VEHICLE ACCESS

- |   |   |
|---|---|
| <span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> VEHICLE ENTRY TO UPPER FLOORS | <span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> PEDESTRIAN ACCESS           |
| <span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span> VEHICLE EXIT FROM UPPER FLOORS   | <span style="display:inline-block; width:15px; height:15px; border-top:1px dashed red; border-bottom:1px dashed red;"></span> COMMERCIAL LOADING  |
| <span style="display:inline-block; width:15px; height:15px; background-color:teal; border:1px solid black;"></span> LEVEL 1 VEHICLE ENTRY AND EXIT  | <span style="display:inline-block; width:15px; height:15px; border-top:1px dashed blue; border-bottom:1px dashed blue;"></span> PASSENGER LOADING |
| <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> MAKER SPACE LOADING             |   |

### DESIGN VEHICLE: 74' TRUCK

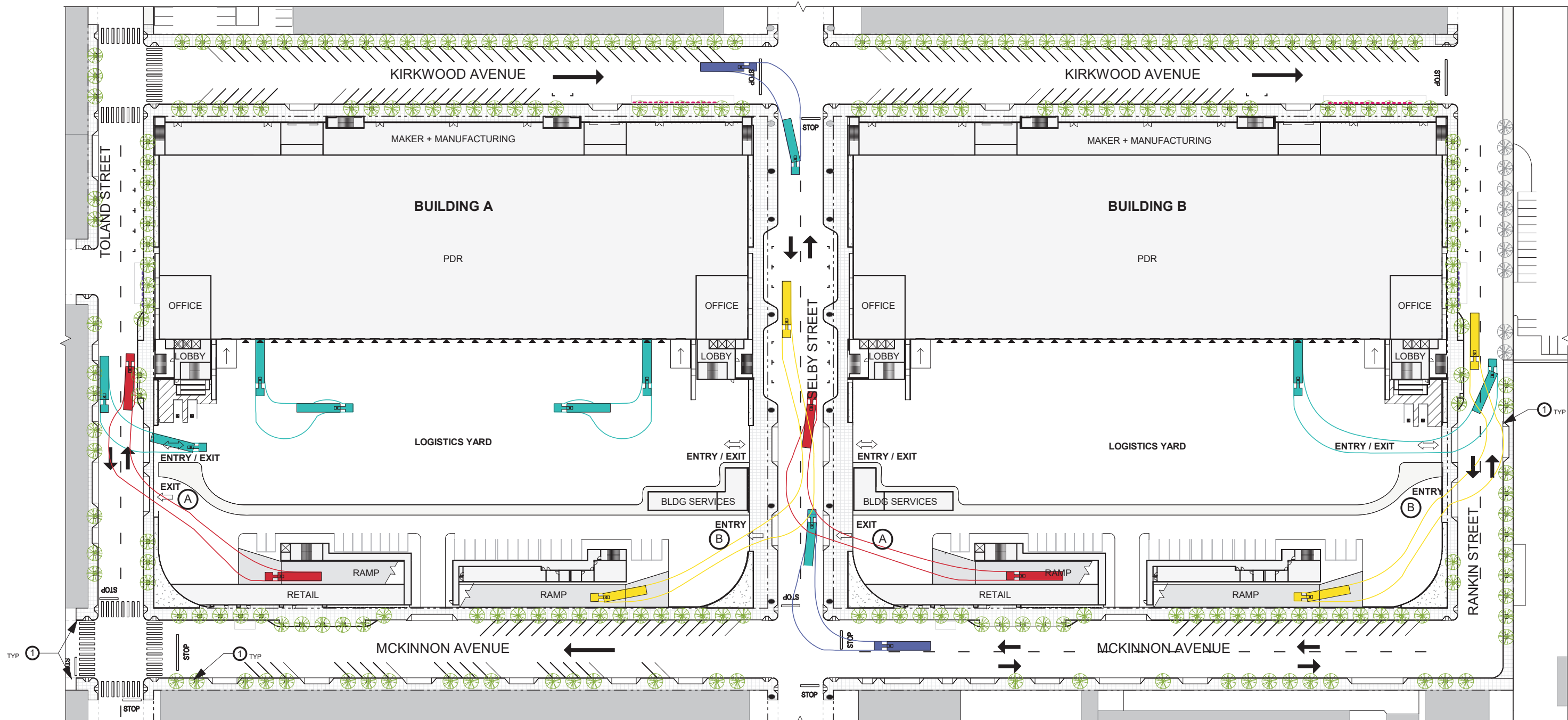


### SHEET NOTES

- (A) ARTICULATED TRUCK EXIT RIGHT TURN ONLY (ALL OTHER VEHICLES UNRESTRICTED)
- (B) ARTICULATED TRUCK ENTRY RIGHT TURN ONLY (ALL OTHER VEHICLES UNRESTRICTED)
- ALL VEHICLE MOTION UNRESTRICTED UNLESS NOTED ABOVE
- (C) DRIVEWAYS WILL BE EQUIPPED WITH AUDIO AND VISUAL ALARMS TO IDENTIFY VEHICLES EXITING BUILDING



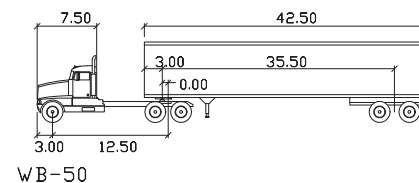




### VEHICLE ACCESS

<span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span>	VEHICLE ENTRY TO UPPER FLOORS	<span style="background-color: orange; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span>	PEDESTRIAN ACCESS
<span style="background-color: red; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span>	VEHICLE EXIT FROM UPPER FLOORS	<span style="border-bottom: 2px dashed red; width: 20px;"></span>	COMMERCIAL LOADING
<span style="background-color: teal; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span>	LEVEL 1 VEHICLE ENTRY AND EXIT	<span style="border-bottom: 2px dashed blue; width: 20px;"></span>	PASSENGER LOADING
<span style="background-color: blue; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span>	MAKER SPACE LOADING		

### DESIGN VEHICLE: 55' TRUCK

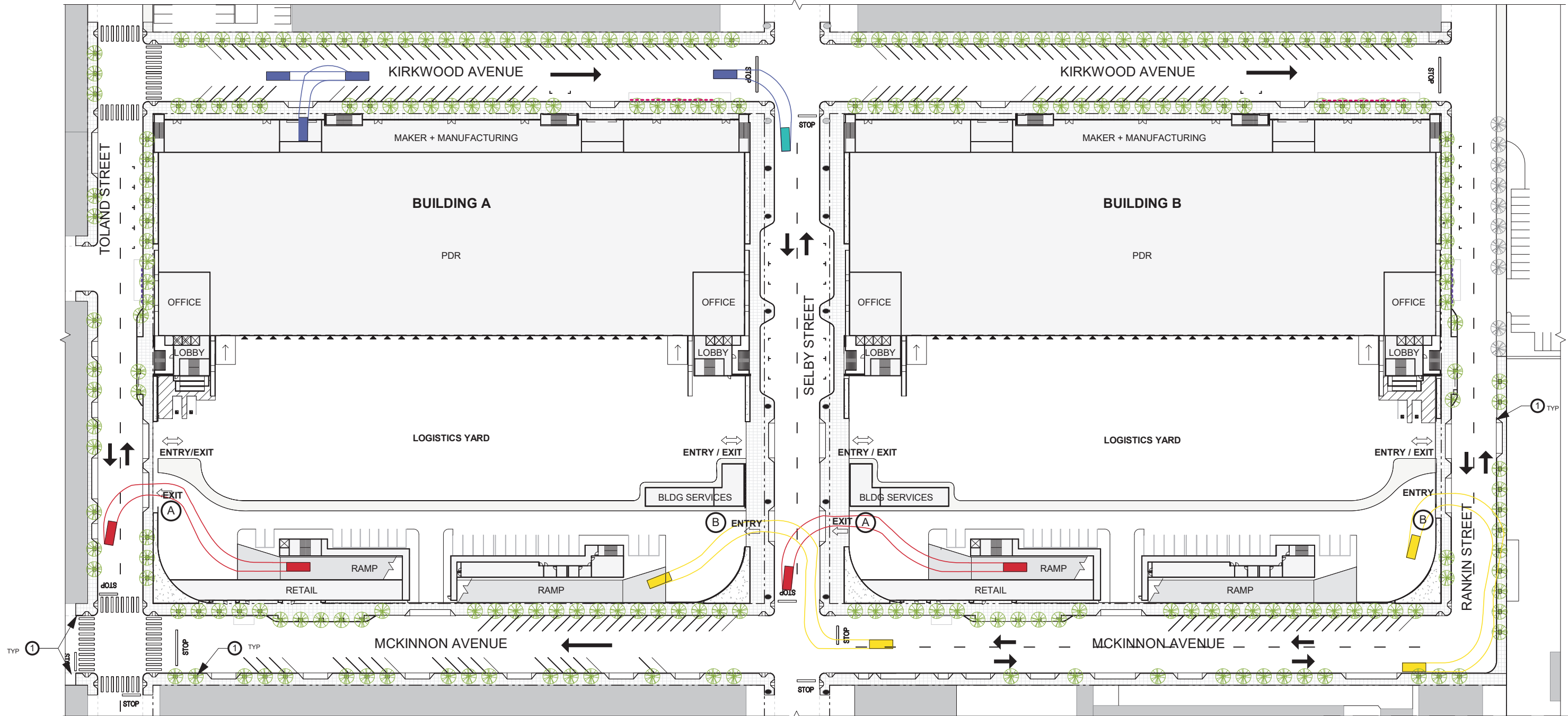


### SHEET NOTES

- (A) ARTICULATED TRUCK EXIT RIGHT TURN ONLY (ALL OTHER VEHICLES UNRESTRICTED)
- (B) ARTICULATED TRUCK ENTRY RIGHT TURN ONLY (ALL OTHER VEHICLES UNRESTRICTED)
- ALL VEHICLE MOTION UNRESTRICTED UNLESS NOTED ABOVE
- (C) DRIVEWAYS WILL BE EQUIPPED WITH AUDIO AND VISUAL ALARMS TO IDENTIFY VEHICLES EXITING BUILDING



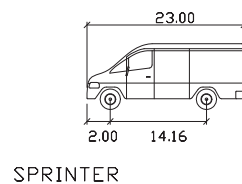




### VEHICLE ACCESS

- |   |   |
|---|---|
| <span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> VEHICLE ENTRY TO UPPER FLOORS | <span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> PEDESTRIAN ACCESS           |
| <span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span> VEHICLE EXIT FROM UPPER FLOORS   | <span style="display:inline-block; width:15px; height:15px; border-top:1px dashed red; border-bottom:1px dashed red;"></span> COMMERCIAL LOADING  |
| <span style="display:inline-block; width:15px; height:15px; background-color:teal; border:1px solid black;"></span> LEVEL 1 VEHICLE ENTRY AND EXIT  | <span style="display:inline-block; width:15px; height:15px; border-top:1px dashed blue; border-bottom:1px dashed blue;"></span> PASSENGER LOADING |
| <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> MAKER SPACE LOADING             |   |

### DESIGN VEHICLE: 23' VAN



### SHEET NOTES

- (A) ARTICULATED TRUCK EXIT RIGHT TURN ONLY (ALL OTHER VEHICLES UNRESTRICTED)
- (B) ARTICULATED TRUCK ENTRY RIGHT TURN ONLY (ALL OTHER VEHICLES UNRESTRICTED)
- ALL VEHICLE MOTION UNRESTRICTED UNLESS NOTED ABOVE
- (C) DRIVEWAYS WILL BE EQUIPPED WITH AUDIO AND VISUAL ALARMS TO IDENTIFY VEHICLES EXITING BUILDING

## SITE PLAN - TRUCK TURNING - SPRINTER VAN

ROADWAY & STREETSCAPE OVERVIEW

CONDITIONAL USE REVISION 4



**SS-14**  
Revised 9.11.24  
1" = 100'-0"  
11.18.22

**SAN FRANCISCO GATEWAY**  
749 Toland St. / 2000 McKinnon Ave.  
San Francisco, CA 94124





TOLAND | RANKIN STREET ENTRY

## EXTERIOR RENDERING

EXTERIOR RENDERINGS  
CONDITIONAL USE REVISION 4





KIRKWOOD AVENUE STREETSCAPE





MCKINNON AVENUE STREETSCAPE

## EXTERIOR RENDERING

EXTERIOR RENDERINGS  
CONDITIONAL USE REVISION 4

**EXT-3**  
Revised 9.11.24  
11.18.22

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MCKINNON AVENUE AT SELBY STREET

## EXTERIOR RENDERING

EXTERIOR RENDERINGS  
CONDITIONAL USE REVISION 4





ILLUSTRATIVE SECTION PERSPECTIVE

LEGEND
NEW / ADDED
REVISED
NO CHANGE / SHEET NUMBER CHANGE ONLY
REMOVED FROM SET / NOT APPLICABLE

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PLANNING CODE SUMMARY				PD-1.2	PD-1.2	PD-1.2
PLANNING CODE SUMMARY				PD-1.3	PD-1.3	PD-1.3
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SHEET ISSUANCE LOG

ISSUANCE LOG

CONDITIONAL USE REVISION 4

CUA-100.0

11.18.24

11.18.22

SAN FRANCISCO GATEWAY

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LEGEND
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CONCEPT DRAWINGS

	EE REV 2 SUBMITTAL 8/16/18	SDAT SUBMITTAL 9/4/19	CUA REV 2 SUBMITTAL 10/8/19	PRJ RE-SUBMITTAL 11/18/22	CUA REV 3 SUBMITTAL 09/11/24	CUA REV 4 SUBMITTAL 11/18/24
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DISTRIBUTION LAYOUT			CD-5	CD-5	CD-5	CD-5
FLEET LAYOUT			CD-6	CD-6	CD-6	CD-6
LAST MILE LAYOUT			CD-7	CD-7	CD-7	CD-7
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EXTERIOR RENDERINGS

EXTERIOR RENDERING				EXT-1	EXT-1	EXT-1
EXTERIOR RENDERING				EXT-2	EXT-2	EXT-2
EXTERIOR RENDERING				EXT-3	EXT-3	EXT-3
EXTERIOR RENDERING				EXT-4	EXT-4	EXT-4
EXTERIOR RENDERING				EXT-5	EXT-5	EXT-5



SHEET ISSUANCE LOG

ISSUANCE LOG  
CONDITIONAL USE REVISION 4

CUA-100.1

11.18.24

11.18.22

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FLEET MANAGEMENT VARIANT

	EE REV 2 SUBMITTAL 8/16/18	SDAT SUBMITTAL 9/4/19	CUA REV 2 SUBMITTAL 10/8/19	PRJ RE-SUBMITTAL 11/18/22	CUA REV 3 SUBMITTAL 09/11/24	CUA REV 4 SUBMITTAL 11/18/24
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USE MATRIX	EE-0.4					
USE DIAGRAM	EE-11.1					
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ISSUANCE LOG

SHEET ISSUANCE LOG	EE-100.0		CUA-100.0	PRJ-100.0	CUA-100.0	CUA-100.0
SHEET ISSUANCE LOG	EE-100.1		CUA-100.1	PRJ-100.1	CUA-100.1	CUA-100.1
SHEET ISSUANCE LOG	EE-100.2		CUA-100.2	PRJ-100.2	CUA-100.2	CUA-100.2

## AGREEMENT TO IMPLEMENT MITIGATION MONITORING AND REPORTING PROGRAM

*Record No.:* 2015-012491ENV  
*Project Title:* 749 Toland Street and 2000 McKinnon Avenue/San Francisco Gateway Project  
*BPA Nos:* N/A  
*Zoning:* PDR-2 – Production, Distribution, and Repair  
 65-J Height and Bulk District

*Block/Lot:* 5284A/008 and 5287/002  
*Lot Size:* 743,800 square feet  
*Project Sponsor:* Courtney Bell, Prologis Inc., (510) 661-4038  
*Lead Agency:* San Francisco Planning Department  
*Staff Contact:* Tina Tam, [Tina.Tam@sfgov.org](mailto:Tina.Tam@sfgov.org), 628.652.7385  
[CPC.EnvironmentalMonitoring@sfgov.org](mailto:CPC.EnvironmentalMonitoring@sfgov.org)

The table below indicates when compliance with each mitigation measure must occur. Some mitigation measures span multiple phases. Substantive descriptions of each mitigation measure's requirements are provided on the following pages in the Mitigation Monitoring and Reporting Program.

**Please note that the city will not accept the building permit application for this project until a Pre-Construction Environmental Compliance Letter has been issued. If you have questions about the monitoring status of your project, please contact the staff listed above, or email [CPC.EnvironmentalMonitoring@sfgov.org](mailto:CPC.EnvironmentalMonitoring@sfgov.org). Generally, if the mitigation measure has requirements prior to the start of construction (see the Period of Compliance Table below), these measures will require compliance prior to the issuance of the Pre-Construction Environmental Compliance Letter.**


Adopted Mitigation Measure	Period of Compliance			Compliance with Mitigation Measure Completed?
	Prior to the Start of Construction*	During Construction**	Post-construction or Operational	
Mitigation Measure M-CR-2: Archeological Testing	X	X		
Mitigation Measure M-TCR-1: Tribal Cultural Resources Interpretive Program		X	X	
Mitigation Measure M-WI-1a: Wind Hazard Evaluation for Building Design and Streetscape Modifications	X			
Mitigation Measure M-WI-1b: Maintenance of Landscaping Features that Reduce Wind Hazards			X	
Mitigation Measure M-GE-5: Inadvertent Discovery of Paleontological Resources	X	X		
Mitigation Measure M-NO-3a: Fixed-Source Noise Attenuation for Buildings A and B	X		X	
Mitigation Measure M-NO-3b: Fixed-Source Noise Attenuation for Building Tenants	X		X	
Mitigation Measure M-AQ-3a: Electrification of Yard Equipment			X	

Adopted Mitigation Measure	Period of Compliance			Compliance with Mitigation Measure Completed?
	Prior to the Start of Construction*	During Construction**	Post-construction or Operational	
Mitigation Measure M-AQ-3b: Electrification of Transportation Refrigeration Units	X		X	
Mitigation Measure M-AQ-3c: Prohibition of Truck and Van Idling for More than Two Minutes			X	
Mitigation Measure M-AQ-3d: Limitation on Model Year of Visiting Trucks			X	
Mitigation Measure M-AQ-3e: Diesel Backup Generator Specifications			X	
Mitigation Measure M-AQ-3f: Limitation on Manufacturing and Maker Space Emissions			X	
Mitigation Measure M-AQ-3g: Compliance with CalGreen Tier 2 Green Building Standards	X		X	
Mitigation Measure M-AQ-3h: Requirements for Off-Road Construction Equipment	X	X		
Mitigation Measure M-AQ-3i: Development and Implementation of Operational Emission Management Plan			X	

NOTES:

\* Prior to any ground disturbing activities at the project site or subsequent construction activities. See mitigation measure text for details.

\*\* Construction is broadly defined to include any physical activities associated with construction of a development project including, but not limited to: site preparation, clearing, demolition, excavation, shoring, foundation installation, and building construction.

 I agree to implement the attached mitigation measure(s) as a condition of project approval.

DocuSigned by:  
  
BD4173CD70C6441

Courtney Bell

01 May 2025

Property Owner or Legal Agent (Signature)

Printed Name

Date

**Note to sponsor:** Please contact [Tina.Tam@sfgov.org](mailto:Tina.Tam@sfgov.org) and copy [CPC.EnvironmentalMonitoring@sfgov.org](mailto:CPC.EnvironmentalMonitoring@sfgov.org) to begin the environmental monitoring process prior to the submittal of your building permits to the San Francisco Department of Building Inspection. A building permit application cannot be submitted for this project until a Pre-Construction Environmental Compliance letter has been received.

## MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measure	Monitoring and Reporting Program <sup>a</sup>			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
<b>MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR</b>				
<b>CULTURAL RESOURCES</b>				
<p><b>Mitigation Measure M-CR-2: Archeological Testing.</b></p> <p><b>Archeological Testing.</b> Based on a reasonable presumption that archeological resources may be present in the project site, the following measures shall be undertaken to avoid any potentially significant adverse effects from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archeological consultant from the rotational qualified archeological consultants list maintained by the planning department. After the first project approval action or as directed by the environmental review officer, the project sponsor shall contact the department archeologist to obtain the names and contact information for the next three archeological consultants on the qualified archeological consultants list. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the environmental review officer. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the environmental review officer for review and comment and shall be considered draft reports subject to revision until final approval by the environmental review officer. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for a maximum of four weeks. At the direction of the environmental review officer, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in CEQA Guidelines section 15064.5 (a)(c).</p>	Project sponsor's qualified archeological consultant and construction contractor at the direction of the Environmental Review Officer	Prior to issuance of construction permits and throughout the construction period	Environmental Review Officer/Planning Department cultural resources staff	Considered complete after final Archeological Resources Report is approved by the Environmental Review Officer/Planning Department cultural resources staff



Adopted Mitigation Measure	Monitoring and Reporting Program <sup>a</sup>			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
<p><b>Archeological Testing Program.</b> The purpose of the archeological testing program shall be to determine, to the extent possible, the presence or absence of archeological resources and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.</p> <p>The archeological testing program shall be conducted in accordance with the approved archeological testing plan. The archeological consultant and the environmental review officer shall consult on the scope of the archeological testing plan, which shall be approved by the environmental review officer prior to commencing any project-related soil-disturbing activities. The archeological testing plan shall be submitted first and directly to the environmental review officer for review and comment and shall be considered a draft subject to revision until final approval by the environmental review officer. The archeologist shall implement the testing as specified in the approved archeological testing plan prior to and/or during construction.</p> <p>The archeological testing plan shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project and lay out what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The archeological testing plan shall also identify the testing method to be used, the depth or horizontal extent of testing, the locations recommended for testing, and the archeological monitoring requirements for construction soil disturbance, as warranted.</p> <p><b>Archeological Sensitivity Training.</b> If it is determined that the project would require ongoing archeological monitoring, the archeological consultant shall provide a training to the prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soil-disturbing activities within the project site. The training shall advise all project contractors to be on the alert for evidence of the presence of the expected archeological</p>	Project sponsor/ qualified archeological consultant at the direction of the Environmental Review Officer	After the first project approval action or as directed by the Environmental Review Officer and prior to issuance of construction permits and throughout the construction period	Environmental Review Officer/Planning Department cultural resources staff	Considered complete after approval of archeological testing program by the Environmental Review Officer

Adopted Mitigation Measure	Monitoring and Reporting Program <sup>a</sup>			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
resource(s), how to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an				
<p>archeological resource by the construction crew. If the project site is determined to be sensitive for Native American archeological resources, a local Native American representative, at their discretion, shall provide a Native American cultural sensitivity training to all project contractors.</p> <p><b>Paleoenvironmental Analysis of Paleosols.</b> When a submerged paleosol is identified during the testing program, irrespective of whether cultural material is present, samples shall be extracted and processed for dating, flotation for paleobotanical analysis, and other applicable special analyses pertinent to identification of possible cultural soils and for environmental reconstruction. The archeological resources report, described below, shall include analysis of collected samples.</p> <p><b>Discovery Treatment Determination.</b> At the completion of the archeological testing program, the archeological consultant shall submit a written summary of the findings to the environmental review officer. The findings memorandum shall describe and identify each resource and provide an initial assessment of the integrity and significance of encountered archeological deposits.</p> <p>If the environmental review officer, in consultation with the archeological consultant, determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, the environmental review officer, in consultation with the project sponsor, shall determine whether preservation of the resource in place is feasible. If so, the proposed project shall be redesigned to avoid any adverse effect on the significant archeological resource, and the archeological consultant shall prepare an archeological resource preservation plan, which shall be implemented by the project sponsor during construction. The consultant shall submit a draft archeological resource preservation plan to the planning department for review and approval.</p> <p>If preservation in place is not feasible, a data recovery program shall be implemented, unless the environmental review officer determines that the archeological resource is of greater interpretive than research significance, and that interpretive use of the resource is feasible. The environmental</p>				

Adopted Mitigation Measure	Monitoring and Reporting Program <sup>a</sup>			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
review officer, in consultation with the archeological consultant, shall also determine whether additional treatment is warranted, which may include additional testing and/or construction monitoring.				
<p><b>Consultation with Descendant Communities.</b> On discovery of an archeological site associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group, the environmental review officer and an appropriate representative of the descendant group shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the environmental review officer regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the archeological resources report shall be provided to the representative of the descendant group.</p> <p><b>Archeological Data Recovery Plan.</b> An archeological data recovery program shall be conducted in accordance with an archeological data recovery plan if all three of the following apply: 1) a resource has potential to be significant, 2) preservation in place is not feasible, and 3) the environmental review officer determines that an archeological data recovery program is warranted. The archeological consultant, project sponsor, and environmental review officer shall meet and consult on the scope of the archeological data recovery plan prior to preparation of a draft archeological data recovery plan. The archeological consultant shall submit a draft archeological data recovery plan to the environmental review officer. The archeological data recovery plan shall identify how the proposed data recovery program shall preserve the significant information the archeological resource is expected to contain. That is, the archeological data recovery plan shall identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery</p>	Project sponsor, archeological consultant, Environmental Review Officer, tribal representative (if requested)	After determination by the Environmental Review Officer that an archeological data recovery program is required	Planning Department cultural resources staff	Considered complete upon approval of final archeological data recovery program by the Environmental Review Officer

Adopted Mitigation Measure	Monitoring and Reporting Program <sup>a</sup>			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
<p>methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the archeological data recovery plan shall include the following elements:</p> <ul style="list-style-type: none"> <li>• <i>Field Methods and Procedures</i>: descriptions of proposed field strategies, procedures, and operations</li> <li>• <i>Cataloguing and Laboratory Analysis</i>: description of selected cataloguing system and artifact analysis procedures</li> <li>• <i>Discard and Deaccession Policy</i>: description of and rationale for field and post-field discard and deaccession policies</li> <li>• <i>Security Measures</i>: recommended security measures to protect the archeological resource from vandalism, looting, and unintentionally damaging activities</li> <li>• <i>Final Report</i>: description of proposed report format and distribution of results</li> <li>• <i>Curation</i>: description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities</li> </ul> <p><b>Coordination of Archeological Data Recovery Investigations.</b> In cases in which the same resource has been or is being affected by another project for which data recovery has been conducted, is in progress, or is planned, to maximize the scientific and interpretive value of the data recovered from both archeological investigations, the following measures shall be implemented:</p> <p>A) In cases where neither investigation has yet begun, both archeological consultants and the environmental review officer shall consult on coordinating and collaboration on archeological research design, data recovery methods, analytical methods, reporting, curation and interpretation to ensure consistent data recovery and treatment of the resource.</p>	Project sponsor, archeological consultant, Environmental Review Officer, tribal representative (if requested)	After determination by the Environmental Review Officer that an archeological data recovery program is required	Planning Department cultural resources staff	Considered complete upon approval of final archeological data recovery program by the Environmental Review Officer



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<p>B) In cases where archeological data recovery investigation is already underway or has been completed for a prior project, the archeological consultant for the subsequent project shall consult with the archeological consultant for the prior project, if available; review prior treatment plans, findings, and reporting; inspect and assess existing archeological collections/inventories from the site prior to preparation of</p> <p>the archeological treatment plan for the subsequent discovery; and incorporate prior findings in the final report of the subsequent investigation. The objectives of this coordination and review of prior methods and findings shall be to identify refined research questions; determine appropriate data recovery methods and analyses; assess new findings relative to prior research findings; and integrate prior findings into subsequent reporting and interpretation.</p> <p><b>Human Remains and Funerary Objects.</b> The treatment of any human remains and funerary objects discovered during any soil-disturbing activity shall comply with applicable state laws, including Section 7050.5 of the Health and Safety Code and Public Resources Code 5097.98. If human remains or suspected human remains are encountered during construction, the contractor and project sponsor shall ensure that ground-disturbing work within 50 feet of the remains is halted immediately and shall arrange for the protection in place of the remains until appropriate treatment and disposition have been agreed upon and implemented in accordance with this section. Upon determining that the remains are human, the project archeologist shall immediately notify the Office of the Chief Medical Examiner of the City and County of San Francisco (Medical Examiner) of the find. The archeologist shall also immediately notify the environmental review officer and the project sponsor of the find. In the event of the Medical Examiner's determination that the human remains are Native American in origin, the Medical Examiner shall notify the California State Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall immediately appoint and notify a most likely descendant. The most likely descendant shall complete his or her inspection of the remains and make recommendations or preferences for treatment within 48 hours of being granted access to the site.</p>	<p>Project sponsor, archeological consultant in consultation with the San Francisco Medical Examiner, Environmental Review Officer, and Native American Heritage Commission and most likely descendant as warranted</p>	<p>In the event that human remains are uncovered during the construction period</p>	<p>Planning Department cultural resources staff, Medical Examiner, and Native American Heritage Commission and most likely descendant as warranted</p>	<p>Considered complete on finding by the Environmental Review Officer that all state laws regarding human remains/burial objects have been adhered to, consultation with the most likely descendant is completed as warranted, and disposition of human remains, if any have been identified, has occurred as specified in burial agreement</p>

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If the remains cannot be permanently preserved in place, the land owner may consult with the project archeologist, project sponsor, and CEQA lead agency and shall consult with the most likely descendant on recovery of the remains and any scientific treatment alternatives. The land owner shall then make all reasonable efforts to develop a burial agreement with the most likely descendant, as expeditiously as possible, for the treatment and disposition, with appropriate dignity, of human remains and funerary				
<p>objects (as detailed in CEQA Guidelines section 15064.5(d)). In accordance with Public Resources Code 5097.98 (c)(1), the burial agreement shall address, as applicable and to the degree consistent with the wishes of the most likely descendant, the appropriate excavation, removal, recordation, scientific analysis, custodianship prior to reinterment or curation, and final disposition of the human remains and funerary objects. If the most likely descendant agrees to scientific analyses of the remains and/or funerary objects, the archeological consultant shall retain possession of the remains and funerary objects until completion of any such analyses, after which the remains and funerary objects shall be reinterred or curated as specified in the burial agreement.</p> <p>Both parties are expected to make a concerted and good faith effort to arrive at an agreement, consistent with the provisions of Public Resources Code 5097.98. However, if the land owner and the most likely descendant are unable to reach an agreement, the land owner, environmental review officer, and project sponsor shall ensure that the remains and/or mortuary materials are stored securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance, consistent with state law.</p> <p>Treatment of historic-period human remains and/or funerary objects discovered during any soil-disturbing activity shall be in accordance with protocols laid out in the project archeological treatment document, and other relevant agreements established between the project sponsor, Medical Examiner, and environmental review officer. The project archeologist shall retain custody of the remains and associated materials while any scientific study scoped in the treatment document is conducted,</p>				

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after which the remains shall be curated or respectfully reinterred by arrangement on a case-by-case basis.				
<p><b>Cultural Resources Public Interpretation Plan.</b> The project archeological consultant shall submit a Cultural Resources Public Interpretation Plan (CRPIP) if a significant archeological resource is discovered during a project. As directed by the environmental review officer, a qualified design professional with demonstrated experience in displaying information and graphics to the public in a visually interesting manner, local artists, or community groups may also be required to assist the project archeological consultant in preparation of the CRPIP. If the resource to be interpreted is a tribal cultural resource, the CRPIP shall be prepared in consultation with and developed with the participation of Ohlone tribal representatives. The CRPIP shall describe the interpretive product(s), locations or distribution of interpretive materials or displays, the proposed content and materials, the producers or artists of the displays or installation, and a long-term maintenance program. The CRPIP shall be sent to the environmental review officer for review and approval. The CRPIP shall be implemented prior to occupancy of the project.</p>	Consultant at the direction of the Environmental Review Officer will prepare Cultural Resources Public Interpretation Plan. Measures laid out in Cultural Resources Public Interpretation Plan are implemented by project sponsor and consultant. Native American representative (if warranted and requested)	Following completion of treatment and analysis of significant archeological resource by archeological consultant	Planning Department cultural resources staff	Cultural Resources Public Interpretation Plan is complete on review and approval by the Environmental Review Officer. Interpretive program is complete on notification to the Environmental Review Officer from the project sponsor that program has been implemented
<p><b>Archeological Resources Report.</b> Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the testing program to the environmental review officer. The archeological consultant shall submit a draft archeological resources report to the environmental review officer that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken, and if applicable, discusses curation arrangements. Formal site recordation forms (CA DPR 523 series) shall be attached to the archeological resources report as an appendix.</p> <p>Once approved by the environmental review officer, copies of the archeological resources report shall be distributed as follows: California Archeological Site Survey Northwest Information Center shall receive one copy, and the environmental review officer shall receive a copy of the</p>	Archeological consultant at the direction of the Environmental Review Officer	Following completion of treatment by archeological consultant as determined by the Environmental Review Officer	Planning Department cultural resources staff	Complete on certification to the Environmental Review Officer that copies of the approved Archeological Resources Report have been distributed

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transmittal of the archeological resources report to the Northwest Information Center. The environmental planning division of the planning department shall receive one bound hardcopy of the archeological				
resources report. Digital files that shall be submitted to the environmental division include an unlocked, searchable PDF version of the archeological resources report, GIS shapefiles of the site and feature locations, any formal site recordation forms (CA DPR 523 series), and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. The PDF archeological resources report, GIS files, recordation forms, and/or nomination documentation should be submitted via USB or other stable storage device. If a descendant group was consulted during archeological treatment, a PDF of the archeological resources report shall be provided to the representative of the descendant group.				
<b>Curation.</b> Significant archeological collections and paleoenvironmental samples of future research value shall be permanently curated at an established curatorial facility or Native American cultural material shall be returned to local Native American tribal representatives at their discretion. The facility shall be selected in consultation with the environmental review officer. Upon submittal of the collection for curation, the sponsor or archeologist shall provide a copy of the signed curatorial agreement to the environmental review officer.	Archeological consultant prepares collection for curation and project sponsor pays for curation costs	In the event a significant archeological resource is discovered and upon acceptance by the Environmental Review Officer of the Archeological Resources Report	Planning Department cultural resources staff	Considered complete upon acceptance of the collection by the curatorial facility or Native American tribal representative
<b>TRIBAL CULTURAL RESOURCES</b>				
<b>Mitigation Measure M-TCR-1: Tribal Cultural Resources Interpretive Program.</b> <b>Preservation in Place.</b> In the event of the discovery of a potential tribal cultural resource, the environmental review officer, the project sponsor, and the local Native American representative shall consult to determine whether preservation in place would be feasible and effective. Coordination shall take place with local Native American representatives, including the Association of Ramaytush Ohlone and other interested Ohlone parties. If it is determined that preservation-in-place of the tribal cultural resource would be both feasible and effective, then the project sponsor, the	Project sponsor, archeological consultant as relevant, and Environmental Review Officer, in consultation with the affiliated Native American tribal representatives	In the event of discovery of potential tribal cultural resource	Planning Department cultural resources staff	Considered complete upon project redesign and completion of tribal cultural resource preservation plan



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archeological consultant as relevant, in consultation with the local Native American representative and environmental review officer, shall prepare a tribal cultural resource preservation plan, which shall be implemented by the project sponsor during construction.				
<b>Interpretive Program.</b> The project sponsor, archeological and/or design consultant, as relevant, in consultation with local Native American representatives (including the Association of Ramaytush Ohlone), shall prepare a Tribal Cultural Resources Public Interpretation Plan (TCRIP) to guide the Tribal Cultural Resource interpretive program in coordination with the project sponsor and planning department cultural resources staff. The TCRIP may be prepared in tandem with the CRPIP if required. The TCRIP shall be submitted to environmental review officer for review and approval prior to implementation of the program. The plan shall identify, as appropriate, proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, cultural displays, educational panels, or other interpretive elements agreed upon by the environmental review officer, sponsor, and local Native American representatives. Upon approval of the TCRIP and prior to project occupancy, the interpretive program shall be implemented by the project sponsor. The environmental review officer and project sponsor shall work with the tribal representative to identify the scope of work to fulfill the requirements of this mitigation measure, which may include participation in preparation and review of deliverables (e.g., plans, interpretive materials, artwork). Tribal representatives shall be compensated for their work as identified in the agreed upon scope of work.	Project sponsor in consultation with the tribal representative	After determination that preservation in place is not feasible, and subsequent to archeological data recovery, if required.	Planning Department cultural resources staff	Complete upon sponsor verification to the Environmental Review Officer that interpretive program was implemented
<b>WIND RESOURCES</b>				
<b>Mitigation Measure M-WI-1a: Wind Hazard Evaluation for Building Design and Streetscape Modifications.</b> If the proposed project's design, including the wind mitigation measures (M-WI-1b), is modified in any way that could affect ground-level wind conditions, the new design shall be evaluated by a qualified wind expert to determine the potential for the modified project to result in a new wind hazard exceedance (defined as the one-hour wind hazard criterion of 26 miles per hour equivalent wind speed). The evaluation may require wind tunnel testing by the qualified expert to determine whether the modified	Project sponsor and qualified wind expert	Prior to issuance of construction permits if the proposed project's design, including the wind mitigation measures (M-WI-1b), is modified in any way that could affect	Planning department and Development Performance Coordinator	Considered complete upon approval of the wind analysis and construction of building with wind baffling measures

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project would result in an exceedance of the wind hazard criterion. If the modified project could exceed the wind hazard criterion, the project buildings shall be shaped (e.g., by including setbacks or using other building design techniques) or other wind-baffling measures shall be implemented, so that the project does not result in an exceedance of the one-hour wind hazard criterion of 26 miles per hour equivalent wind speed.		ground-level wind conditions		
<b>Mitigation Measure M-WI-1b: Maintenance of Landscaping Features that Reduce Wind Hazards.</b> The project sponsor shall maintain, for the life of the proposed project buildings, all landscaping features required to ensure that the proposed project does not result in an exceedance of the one-hour wind hazard criterion of 26 miles per hour equivalent wind speed. These features include installation of nine evergreen street trees, each approximately 25 feet tall with a 15-foot-diameter canopy, along the eastern sidewalk of Toland Street or any landscaping features required pursuant to Mitigation Measure M-WI-1a: Wind Hazard Evaluation for Building Design and Streetscape Modifications.	Project sponsor	During construction and ongoing and in perpetuity for the lifetime of the building	Planning Department and Development Performance Coordinator, in coordination with San Francisco Public Works	Ongoing and in perpetuity for the lifetime of the building
GEOLOGY AND SOILS				
<b>Mitigation Measure M-GE-5: Inadvertent Discovery of Paleontological Resources.</b> <b>Worker Environmental Awareness Training.</b> Prior to commencing construction, the project sponsor shall engage a paleontologist meeting the standards of the Society of Vertebrate Paleontology to conduct training for all onsite construction workers regarding paleontological resources and the contents of the paleontological resources alert sheet, as provided by the planning department. The paleontological resources alert sheet shall be prominently displayed at the construction site, during ground-disturbing activities. In addition, the project sponsor (through a designated representative) shall inform construction personnel of the immediate stop work procedures and contact information to be followed if bones or other potential fossils are unearthed at the project site, and the laws and regulations protecting paleontological resources. As new workers arrive at the project site for ground-disturbing activities, they shall be trained by the construction supervisor.	Project sponsor, qualified paleontologist	Prior to the start of construction and ongoing throughout ground-disturbing activities	Environmental Review Officer and Development Performance Coordinator	Ongoing during construction. Considered complete once ground-disturbing activities are complete or once the Environmental Review Officer approves the Paleontological Resources Report, if required.

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The paleontologist shall submit a letter confirming the timing of the worker training to the planning department. The letter shall confirm the project's location, the date of training, the location of the informational handout display, and the number of participants. The letter shall be transmitted to the planning department within five business days of conducting the training.				
<p><b>Discovery of Unanticipated Paleontological Resources.</b> In the event of the inadvertent discovery of a paleontological resource during construction, excavations within 25 feet of the find shall temporarily be halted until the discovery is examined by a qualified paleontologist (as defined by the Society of Vertebrate Paleontology). Work in the sensitive area shall resume only when deemed appropriate by the qualified paleontologist, in consultation with the planning department.</p> <p>The qualified paleontologist shall determine: 1) whether the discovery is scientifically significant; 2) the necessity for involving other agencies and stakeholders; 3) the significance of the resource; and 4) methods for resource recovery. If a paleontological resource assessment results in a determination that the resource is not scientifically important, this conclusion shall be documented in a paleontological evaluation letter to demonstrate compliance with applicable statutory requirements. The paleontological evaluation letter shall be submitted to the planning department for review within 30 days of the discovery.</p> <p>If a paleontological resource is determined to be of scientific importance and there are no feasible avoidance measures, a paleontological mitigation program must be prepared by the qualified paleontologist engaged by the project sponsor. The mitigation program shall include measures to fully document and recover the resource and shall be approved by the planning department. Ground-disturbing activities in the project area shall resume and be monitored, as determined by the qualified paleontologist in collaboration with the planning department, for the duration of such activities.</p> <p>The mitigation program shall include: 1) procedures for construction monitoring at the project site; 2) fossil preparation and identification procedures; 3) curation into an appropriate repository; and 4) preparation of a paleontological resources report at the conclusion of ground-disturbing activities. The report shall include dates of field work, results of monitoring,</p>				

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fossil identifications to the lowest possible taxonomic level, analysis of the fossil collection, a discussion of the scientific significance of the fossil collection, conclusions, locality forms, an itemized list of specimens, and a repository receipt from the curation facility. The project sponsor shall be responsible for the preparation and implementation of the mitigation program, in addition to any costs necessary to prepare and identify collected				
fossils, and for any curation fees charged by the paleontological repository. The mitigation program shall be submitted to the planning department for review within 10 business days of the discovery. The paleontology report shall be submitted to the planning department for review within 30 business days from conclusion of ground-disturbing activities, or as negotiated following consultation with the planning department.				
NOISE AND VIBRATION				
<b>Mitigation Measure M-NO-3a: Fixed-Source Noise Attenuation for Buildings A and B</b> Prior to the issuance of the relevant building permit for improvements that include fixed mechanical equipment in buildings A and/or B, the project sponsor shall demonstrate that the project meets the noise limits in article 29, section 2909(b). Specifically, the project sponsor shall demonstrate that fixed-mechanical equipment does not exceed 8 dBA above the ambient noise level at any property plane. The noise level limits for each property plane are as follows, but may be updated based on empirical measurements conducted at a later date as approved by the city: <ul style="list-style-type: none"> <li>Property plane along Toland Street, Selby Street, and McKinnon Avenue: 59 dBA, <math>L_{eq}</math></li> <li>Property plane along Rankin Street: 58 dBA, <math>L_{eq}</math></li> <li>Property plane along Kirkwood Avenue: 60 dBA, <math>L_{eq}</math></li> </ul> Feasible noise reduction measures to achieve the property plane thresholds identified above may include, but are not limited to, a combination of the following: <ul style="list-style-type: none"> <li><b>Ventilation Routing and Relocation:</b> Route or direct the ventilation units to exhaust away from the adjacent land uses (i.e., outside the</li> </ul>	Project sponsor, qualified acoustical or engineering consultant	Prior to issuance of a building permit for improvements that include fixed mechanical equipment	Planning Department and Development Performance Coordinator	Considered complete after planning department approval of the analysis completed by an acoustical consultant and issuance of the building permit



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<p>property planes) and toward I-280. Relocate ventilation units away from the building edge and to a more-central location in each logistics yard.</p> <ul style="list-style-type: none"> <li>• <b>Acoustically Treated Ducting:</b> Implement an acoustically lined duct to the exhaust of each logistics yard fan in a manner that maintains the above ventilation routing requirement.</li> <li>• <b>Project Rooftop HVAC System:</b> Implement one of the following two options for rooftop HVAC unit noise reduction: <ul style="list-style-type: none"> <li>○ Install a 12-foot-tall noise barrier surrounding each of the six rooftop unit areas; or</li> <li>○ Centralize all rooftop HVAC units at the rooftop center and install a 14-foot-tall barrier around the centralized unit area.</li> </ul> </li> </ul> <p>Alternatively, or in addition, the project sponsor also may implement quieter ventilation fan units, quieter HVAC units, duct silencers at the outlet of the ventilation systems, and/or acoustical louvers at ventilation system terminations at the two building edges to achieve compliance with the article 29, section 2909(b) requirement. The final design of the rooftop HVAC units and logistics yard ventilation system shall be analyzed and assessed for article 29, section 2909(b) compliance by an acoustical consultant as a requirement for building permit approval.</p> <p>Upon installation of the proposed project's mechanical equipment, the project sponsor shall take noise measurements of the equipment to ensure that the equipment complies with article 29, section 2909(b). Noise measurements shall be provided to the planning department prior to receipt of a certificate of occupancy. Should noise measurements indicate that the project's fixed-source mechanical equipment noise does not comply with article 29, section 2909(b), the project sponsor, with analysis from an acoustical consultant, shall install additional noise attenuation measures necessary to meet the article 29, section 2909(b) requirement. Any additional noise attenuation measures shall be approved by the planning department; installed; and verified to meet the article 29, section 2909(b) requirement.</p>				
<p><b>Mitigation Measure M-NO-3b: Fixed-Source Noise Attenuation for Building Tenants</b></p> <p>Prior to the issuance of a building permit that allows for the installation of fixed sources that generate noise (e.g., mechanical systems), the project sponsor's acoustical consultant shall demonstrate that the project meets the noise limits</p>	Project sponsor, qualified acoustical or engineering consultant	Prior to issuance of a building permit for installation of fixed sources that generate noise	Planning Department and Development Performance Coordinator	Considered complete after planning department approval of the analysis completed by an

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in article 29 section 2909(b) (8 dBA above the ambient noise level at any property plane) and 2909(d) (45 dBA between the hours of 10 p.m. and 7 a.m., and 55 dBA between the hours of 7 a.m. and 10 p.m., with windows open—except where building ventilation is achieved through mechanical systems that allow windows to remain closed). All recommendations in the acoustical analysis necessary to ensure that noise sources would meet the noise limits in article 29 section 2909(b) and 2909(d) shall be incorporated into the building design and operations. Acoustical treatments may include, but are not limited to:				acoustical consultant and issuance of the building permit
<ul style="list-style-type: none"> <li>enclosing noise-generating mechanical equipment;</li> <li>installing relatively quiet models of air handlers, exhaust fans, and other mechanical equipment;</li> <li>using mufflers or silencers on equipment exhaust fans;</li> <li>orienting or shielding equipment to protect noise-sensitive receptors to the greatest extent feasible;</li> <li>increasing the distance between noise-generating equipment and noise-sensitive receptors; and</li> <li>placing barriers around the equipment to facilitate the attenuation of noise.</li> </ul> <p>The project sponsor shall provide noise measurements of the installed equipment at the department's request. Should noise measurements indicate that the above-listed performance standards in article 29 that are provided above are not met, the project sponsor shall install additional noise attenuation measures necessary to ensure that the performance standards are met.</p>				
AIR QUALITY				
<b>Mitigation Measure M-AQ-3a: Electrification of Yard Equipment</b> The project sponsor shall stipulate in tenant lease agreements that all yard equipment, such as forklifts, be electric to reduce NO <sub>x</sub> emissions from these sources.	Project sponsor	Prior to tenant occupancy. Ongoing during operations, and in perpetuity for the lifetime of the building	Planning Department and Development Performance Coordinator	Ongoing and in perpetuity for the lifetime of the building
<b>Mitigation Measure M-AQ-3b: Electrification of Transportation Refrigeration Units</b> The project sponsor shall require that all transportation refrigeration units operating on the project site be electric or alternative zero-emissions technology, including hydrogen fuel cell transport refrigeration and cryogenic transport refrigeration, to reduce emissions of NO <sub>x</sub> without substantially	Project sponsor	Prior to issuance of a building permit for improvements that include dock doors or other infrastructure for electrification.	Planning Department and Development Performance Coordinator	Ongoing and in perpetuity for the lifetime of the building

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increasing other emissions. Any electric or hybrid transportation refrigeration units shall be charged via the grid power (i.e., not an idling truck or diesel engine). The project design shall also include necessary infrastructure; for example, requiring all dock doors serving transportation refrigeration units to be equipped with charging infrastructure to accommodate the necessary plug-in requirements for electric transportation refrigeration units while docked or otherwise idling, as well as the electrical capacity to support the onsite power demand associated with electric transportation refrigeration unit charging requirements.		Ongoing during operations, and in perpetuity for the lifetime of the building		
<b>Mitigation Measure M-AQ-3c: Prohibition of Truck and Van Idling for More than Two Minutes</b> The project sponsor shall require that onsite idling of all visiting gasoline- or diesel-powered vans and trucks not exceed two minutes, and that appropriate signage and training for onsite workers and truck drivers be provided to support effective implementation of this limit.	Project sponsor	Prior to tenant occupancy. Ongoing during operations and in perpetuity for the lifetime of the building	Planning Department and Development Performance Coordinator	Ongoing and in perpetuity for the lifetime of the building
<b>Mitigation Measure M-AQ-3d: Limitation on Model Year of Visiting Trucks</b> The project sponsor shall require any gasoline- or diesel-powered vehicle, whether owned or operated by tenant(s), that enters or operates on the project site and has a gross vehicle weight rating greater than 14,000 pounds, have a model year dated no more than nine years upon the completion of project construction activities (e.g., should construction be completed in year 2026, visiting trucks must be model year 2017 or newer).	Project sponsor	Prior to tenant occupancy. Ongoing during operations, and in perpetuity for the lifetime of the building	Planning Department and Development Performance Coordinator	Ongoing and in perpetuity for the lifetime of the building
<b>Mitigation Measure M-AQ-3e: Diesel Backup Generator Specifications</b> The project sponsor shall ensure that the diesel backup generators meet or exceed the air board's Tier 4 final off-road emission standards. Additionally, once operational, the diesel backup generators shall be maintained in good working order for the life of the equipment, and any future replacement of the diesel backup generators shall be required to be consistent with these emissions specifications. The project sponsor shall ensure that records of the testing schedule for the diesel backup generator are maintained for the life of the diesel backup generators. If the planning department requests additional information about these tests, the project sponsor shall provide the information within three months.	Project sponsor	Prior to tenant occupancy. Ongoing during operations and in perpetuity for the lifetime of the building	Planning Department and Development Performance Coordinator	Equipment specifications portion considered complete when equipment specifications approved by the Environmental Review Officer.  Maintenance is ongoing and records are subject to

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				Planning Department review upon request.
<b>Mitigation Measure M-AQ3-f: Limitation on Manufacturing and Maker Space Emissions</b> The project sponsor shall prohibit the use of stationary equipment sources, such as boilers, whose combined emissions for the manufacturing and maker space uses would exceed 10 pounds per day in NO <sub>x</sub> emissions.	Project sponsor	Prior to tenant occupancy. Ongoing during operations, and in perpetuity for the lifetime of the building	Planning Department and Development Performance Coordinator	Ongoing and in perpetuity for the lifetime of the building



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<b>Mitigation Measure M-AQ-3g: Compliance with CalGreen Tier 2 Green Building Standards</b> Prior to the issuance of building permits for any project building, the project sponsor shall demonstrate compliance with the Tier 2 voluntary green building standards related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking in the 2022 California Green Building Standards (CalGreen) with July 2024 Supplement, or the mandatory requirements of the most recently adopted version of the city building code, whichever are more stringent. The installation of all electric vehicle charging equipment shall be included on the project drawings submitted for the site permit(s) and construction addenda, as appropriate, or on other documentation submitted to the city.	Project sponsor	Prior to issuance of a building permit.	Planning Department and Development Performance Coordinator	Considered complete after review of project drawings or other documentation confirming compliance and the issuance of a building permit
<b>Mitigation Measure M-AQ-3h: Requirements for Off-Road Construction Equipment</b> The project sponsor shall comply with the following: A. Engine Requirements 1. The project sponsor shall require that the construction contractor use electric-powered construction equipment for all equipment that is readily available as plug-in or battery-electric equipment, to the maximum extent feasible during each construction phase and activity. Electric equipment may include, but is not limited to, concrete/ industrial saws, sweepers/scrubbers, aerial lifts, welders, air compressors, fixed cranes, forklifts, cement and mortar mixers, pressure washers, and pumps. Where access to alternative sources of power is available (i.e., grid power), portable diesel engines (e.g., generators) shall be prohibited. If grid power is not available, alternative power such as battery storage or hydrogen fuel cells shall be used, if available. If such alternative power is not available, portable diesel engines shall meet Tier 4 Final off-road emissions standards.	Project sponsor and construction contractor(s)	Prior to issuance of a building permit. Ongoing during operations.	Planning Department and Development Performance Coordinator	Considered complete upon Environmental Review Officer review and acceptance of a signed construction emissions minimization plan, implementation of the plan, and submittal of final report summarizing use of construction equipment pursuant to the plan, and issuance of a final certificate of occupancy

Adopted Mitigation Measure	Monitoring and Reporting Program <sup>a</sup>			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
<p>2. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. EPA's or air board's Tier 4 Final off-road emission standards. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions and safe operating conditions). The contractor shall post legible and visible signs in English, Spanish, and Chinese in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.</p> <p>3. The project sponsor shall instruct construction workers and equipment operators in the maintenance and tuning of construction equipment and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.</p> <p>B. Waivers</p> <p>The planning department's environmental review officer (ERO) or designee may waive the alternative source of power requirement of subsection (A)(1) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the contractor must use the next cleanest piece of off-road equipment, or another alternative that results in comparable NO<sub>x</sub> reductions.</p> <p>C. Construction Emissions Minimization Plan</p> <p>Before starting onsite construction activities, the contractor shall submit a construction emissions minimization plan (plan) to the ERO for review and approval. The plan shall state, in reasonable detail, how the contractor will meet the engine requirements of section A.</p>				

Adopted Mitigation Measure	Monitoring and Reporting Program <sup>a</sup>			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
<p>1. The plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include but is not limited to equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, engine serial number, and expected fuel use and hours of operation. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.</p> <p>2. The project sponsor shall ensure that all applicable requirements of the plan have been incorporated into the contract specifications. The plan shall include a certification statement that the project sponsor agrees to comply fully with the plan.</p> <p>3. The project sponsor shall make the plan available to the public for review on site during working hours. The project sponsor shall post at the construction site a legible and visible sign summarizing the plan. The sign shall also state that the public may ask to inspect the plan for the project at any time during working hours and shall explain how to request to inspect the plan. The project sponsor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.</p> <p>D. Monitoring</p> <p>After start of construction activities, the contractor shall submit reports every six months to the ERO or designee, documenting compliance with the plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the plan.</p>				

Adopted Mitigation Measure	Monitoring and Reporting Program <sup>a</sup>			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
<p><b>Mitigation Measure M-AQ-3i: Development and Implementation of Operational Emission Management Plan</b></p> <p>The project sponsor shall develop and implement an Operational Emissions Management Plan (OEMP) that shall demonstrate that the project's net operational NO<sub>x</sub> emissions do not exceed the performance standard of 54 pounds per day and 10 tons per year. "Net operational NO<sub>x</sub> emissions" refers to the NO<sub>x</sub> emissions generated by the proposed project minus the NO<sub>x</sub> emissions occurring at the site as of 2017 that would be removed with implementation of the proposed project. The OEMP shall consist of the components described in this mitigation measure. Development, implementation, and reporting of the OEMP shall follow the timeline and appropriate triggers set forth below. The project sponsor shall identify one or more individuals who shall be responsible for overseeing implementation of the OEMP and shall work directly with the ERO or designee to ensure that implementation meets the following requirements and demonstrates attainment of the performance standard.</p> <p>A. Performance Standard</p> <p>The OEMP and related emissions assessments/operational emissions reports, as required below, shall be developed by the project sponsor and approved by the ERO or designee, and shall demonstrate that the proposed project does not exceed the performance standard of a net increase of NO<sub>x</sub> emissions consistent with the air district thresholds of 54 pounds per day and 10 tons per year.</p>	Project sponsor	<p>Prior to occupancy by each PDR tenant: complete emissions assessment.</p> <p>Ongoing during operations: prior to one or more tenants occupying a combined total of 500,000 square feet of floor area, and subsequently prior to executing a new lease agreement with a PDR tenant in perpetuity for the lifetime of the building.</p>	Environmental Review Officer and Development Performance Coordinator	<p>Considered complete when the first of either of the two milestones identified in Section C.8 of the mitigation measure is reached:</p> <ol style="list-style-type: none"> <li>1. 10 years after commencement of operations pursuant to the initial approved OEMP, or</li> <li>2. Three sequential annual reports demonstrating to the satisfaction of the Environmental Review Officer that the project's actual reported emissions have remained below the performance standard.</li> <li>3. Obligations for preparation of emissions assessments and implementation of control measures shall continue in perpetuity unless the Environmental Review Officer</li> </ol>



Adopted Mitigation Measure	Monitoring and Reporting Program <sup>a</sup>			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
				determines otherwise.
<p><b>B. Emissions Assessment</b></p> <p>Prior to occupancy for each PDR tenant, the project sponsor shall require the tenant to conduct an emissions assessment. Prior to the requirement to submit an OEMP, the project sponsor shall retain all emissions assessments from individual tenants. The emissions assessment shall include:</p> <ol style="list-style-type: none"> <li>1. A brief description of proposed tenant activities that are reasonably expected to generate NO<sub>x</sub> emissions, and written confirmation that the tenant can and will comply with Mitigation Measures M-AQ-3a through M-AQ-3g as applicable, including compliance with requirements to provide periodic reporting and necessary evidence that the tenant is implementing the applicable measures after the start of occupancy.</li> <li>2. Estimates of expected NO<sub>x</sub> emissions in annual tons and average pounds per day for all activities associated with the tenant's use (inclusive of onsite and offsite mobile emission sources). Emission estimation methods shall generally follow the approach used in this EIR and in Appendix F, Air Quality Supporting Information, taking into account current air board- or air district-recommended emissions factors (vehicle types, model year, fleet mix, etc.), or another agreed-upon method (subject to approval by the ERO or designee and provided that such method is supported by substantial evidence).</li> <li>3. The tenant's estimated expected NO<sub>x</sub> emissions shall be itemized for each of the following sources and summed for a total of all emissions in terms of the maximum potential annual emission (tons per year) and average daily emissions (pounds per day): <ul style="list-style-type: none"> <li>• stationary sources such as generators and specialized equipment;</li> <li>• estimated mobile source emissions accounting for offsite travel and onsite activity; and</li> <li>• other emissions sources, such as area sources.</li> </ul> </li> </ol>				

Adopted Mitigation Measure	Monitoring and Reporting Program <sup>a</sup>			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
<p>C. Operational Emissions Management Plan</p> <p>The project sponsor shall submit an OEMP to the ERO or designee for review and approval prior to one or more tenants in the project site occupying a combined total of 500,000 square feet of floor area. The OEMP shall describe, in reasonable detail, how the sum of all tenants' and total project NO<sub>x</sub> emissions will not exceed the performance standard. Specifically, the OEMP shall include the following:</p> <ol style="list-style-type: none"> <li>1. Responsibility. The OEMP will identify one or more individuals who shall be responsible to oversee implementation, monitoring, and reporting for the OEMP.</li> <li>2. Reporting Template. The OEMP will identify, in reasonable detail, the format template and required contents of the operational emissions reports (described further below).</li> <li>3. Emissions Assessments. Emissions assessments will be performed for each proposed tenant in the project, as described above.</li> <li>4. Total Emissions Estimate. The project's performance will be documented in relation to the performance standard of daily and annual NO<sub>x</sub> emissions, taking into account all tenancies/operations at the project site.</li> <li>5. Additional Emissions Reduction Measures. If the total emissions estimate described above is projected to result in an exceedance of the NO<sub>x</sub> performance standard, the OEMP shall identify additional specific operational emissions reduction measures to lessen the project's emissions to a level that does not exceed the performance standard. To ensure that the proposed project NO<sub>x</sub> emissions do not exceed the performance standard, these measures shall be implemented prior to any operational activities that were projected to exceed that standard. To the extent that the identified emissions reductions can be quantified, the OEMP shall quantify the expected reductions. The OEMP shall quantitatively demonstrate that total project operations meet the daily and annual NO<sub>x</sub> performance standard. To the extent that required emissions reduction and reporting measures are applicable to individual tenants, the OEMP shall provide that these measures be incorporated into lease terms for</li> </ol>				

Adopted Mitigation Measure	Monitoring and Reporting Program <sup>a</sup>			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
individual tenants of the project. Such operational emission reduction measures may include, but are not limited to, the following:				
<ul style="list-style-type: none"> <li>modification of project operations, including through the use of different equipment, limitations on types of tenants/uses, or limitations on the size or intensity of specific uses;</li> <li>implementation of specific fleet performance metrics, including electric vehicle and zero-emission vehicle standards; minimum model year requirements that are more stringent than those required by Mitigation Measure M-AQ-3d; or achievement of regulatory requirements ahead of compliance schedules;</li> <li>reductions in onsite or offsite worker vehicle trips, including through implementation of additional travel demand management (TDM) measures such as providing contributions or incentives for sustainable transportation;</li> <li>funding or completing projects in coordination with community groups, as applicable, to directly reduce or eliminate sources of existing NO<sub>x</sub> emissions not generated by the project, with emission reduction projects occurring in the following locations in order of priority to the extent available: (1) in the neighborhood surrounding the project site (i.e., Bayview Hunters Point); (2) in the city of San Francisco; and (3) in the air basin; and</li> <li>other emission reduction measures that become feasible due to advances in technology, economic changes, or other factors during the lifetime of the project.</li> </ul> <p>6. Updates. The OEMP shall be updated and resubmitted to the ERO or designee for review and approval prior to occupancy by any subsequent PDR tenant until the reporting period has concluded, as described below in the “Monitoring and Reporting” section of this mitigation measure. Additionally, each tenant shall verify periodically that its emissions assessment remains accurate, and at least: (1) upon a substantial change in the tenant operations, and (2) every other year.</p>				

Adopted Mitigation Measure	Monitoring and Reporting Program <sup>a</sup>			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
<p>7. Exceptions. The following list identifies allowable exceptions for certain uses to provide an emissions assessment and for the need to update the OEMP upon a change in tenancy at the project site.</p> <ul style="list-style-type: none"> <li>• Retail uses less than 8,400 square feet and manufacturing and maker uses less than 35,000 square feet shall not be required to submit an emissions assessment unless they include any stationary source(s) that would result in NO<sub>x</sub> emissions and would require permitting by the air district. Although uses below the identified square footages are not required to submit emissions assessments, the total project operational emissions, which are calculated (by summing all tenant emissions assessments) and compared against the performance standard for all project operations, shall include 1.3 pounds per day of NO<sub>x</sub> for retail uses totaling up to 8,400 square feet and 12.2 pounds per day of NO<sub>x</sub> from manufacturing and maker uses totaling up to 35,000 square feet. Should an individual retail or manufacturing and maker tenant or the cumulative total of multiple retail or manufacturing and maker uses exceed the square footages for each respective use or include any stationary source(s) that would result in NO<sub>x</sub> emissions and would require permitting by the air district, an emissions assessment must be prepared for that tenant's operations to be included in the total project site operational emissions estimate for the project site.</li> <li>• The termination of a proposed or existing tenancy, or the substitution of any terminated use with a new use that is equally or less intensive based on an updated emissions assessment of estimated NO<sub>x</sub> emissions, shall not trigger a requirement to submit an updated OEMP as long as any requirements in the former plan remain relevant and in effect.</li> </ul>				



Adopted Mitigation Measure	Monitoring and Reporting Program <sup>a</sup>			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
<p>8. Monitoring and Reporting. After the start of operations under an approved OEMP, the project sponsor shall submit annual operational emissions reports to the ERO, documenting compliance with the OEMP.</p> <p>Each report shall include a summary of compliance with operational controls for all applicable activities completed in the period covered by the annual report. If the project has complied with all required operational controls and no emissions-generating activity levels increase, then no further estimation of emissions is required.</p> <p>If any operational controls are modified or if an increase in emissions-generating activity levels has occurred, then the report shall include an estimate of NO<sub>x</sub> emissions for the relevant emissions source. For example, if generators were operated for more hours during the reporting period than allotted in the OEMP, then the report shall include actual generator emissions, summarized from logs. In all cases, the reporting shall demonstrate that the project does not exceed the NO<sub>x</sub> performance standard through implementation of the additional emissions reduction measures or other equivalent measures, subject to approval by the ERO or designee.</p> <p>The reporting period for this measure shall conclude at the earlier of (1) 10 years after commencement of operations pursuant to the initial approved OEMP, or (2) the project sponsor submitting three sequential annual reports demonstrating, to the satisfaction of the ERO or designee, that the project's actual reported emissions have not exceeded the performance standard, as described above. If the total NO<sub>x</sub> emissions from the emissions assessments for all tenants indicate an increase or change in tenancy that would materially increase the net operational NO<sub>x</sub> emissions to a level that would approach or exceed the performance standard, the requirements for the OEMP would be reinstated.</p>				

Adopted Mitigation Measure	Monitoring and Reporting Program <sup>a</sup>			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
The obligations for the preparation of emissions assessments and implementation of control measures to limit NO <sub>x</sub> emissions to not exceed the performance standard shall remain in effect for the life of the project, subject to periodic review and monitoring by the ERO or designee. If the ERO or designee determines, on the basis of substantial evidence, that it is no longer necessary for the project sponsor to complete emissions assessments to meet the performance standard, the ERO or designee may temporarily or permanently waive the assessment requirement.				

NOTES:

<sup>a</sup>Definitions of MMRP Column Headings:

*Adopted Mitigation Measure:* Full text of the mitigation measure(s) copied verbatim from the final CEQA document.

*Implementation Responsibility:* Entity who is responsible for implementing the mitigation measure. The SF Gateway project sponsor may also include the project sponsor's contractor/consultant.

*Mitigation Schedule:* Identifies milestones for when the actions in the mitigation measure need to be implemented.

*Monitoring/Reporting Responsibility:* Identifies who is responsible for monitoring compliance with the mitigation measure and any reporting responsibilities. In most cases it is the Planning Department who is responsible for monitoring compliance with the mitigation measure. If a department or agency other than the planning department is identified as responsible for monitoring, there should be an expressed agreement between the planning department and that other department/agency. In most cases the SF Gateway project sponsor, their contractor, or consultant are responsible for any reporting requirements.

*Monitoring Actions/Completion Criteria:* Identifies the milestone at which the mitigation measure is considered complete. This may also identify requirements for verifying compliance.



## NOTICE OF ELECTRONIC TRANSMITTAL

**DATE:** May 7, 2025  
**TO:** Angela Calvillo, Clerk of the Board of Supervisors  
**FROM:** Elizabeth White, EIR Coordinator, 628.652.7557 or [elizabeth.white@sfgov.org](mailto:elizabeth.white@sfgov.org)  
**RE:** Responses to Comments on the EIR for the San Francisco Gateway Project  
(749 Toland Street and 2000 McKinnon Avenue)

In compliance with San Francisco's Administrative Code Section 8.12.5 "Electronic Distribution of Multi-Page Documents," the Planning Department is submitting a link to the Responses to Comments (RTC) on the Environmental Impact Report for the San Francisco Gateway Project (749 Toland Street and 2000 McKinnon Avenue) document in digital format to the Clerk of the Board for distribution to the members of the board of supervisors. The Planning Commission will hold an EIR certification hearing on the San Francisco Gateway Project on May 22, 2025.

Approvals for the San Francisco Gateway Project are tentatively scheduled to be heard at the Board of Supervisors during summer 2025; this RTC document is associated with Board Files [250426](#) and [250427](#). For questions regarding the environmental review for this project, please contact Elizabeth White at the above contact information.

Links: [SF Gateway Project Responses to Comments](#)

[SF Gateway Project Draft EIR](#)

BOARD of SUPERVISORS



City Hall  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco 94102-4689  
Tel. No. (415) 554-5184  
Fax No. (415) 554-5163  
TDD/TTY No. (415) 554-5227

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MEMORANDUM

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Date: April 25, 2025

To: Planning Department/Planning Commission

From: John Carroll, Assistant Clerk, Land Use and Transportation Committee

Subject: Board of Supervisors Legislation Referral - File No. 250426  
Planning Code, Zoning Map - San Francisco Gateway Special Use District

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California Environmental Quality Act (CEQA) Determination  
(*California Public Resources Code, Sections 21000 et seq.*)



Ordinance / Resolution  
Ballot Measure

CEQA clearance under Planning Department  
Case No 2015-01249ENV, SF Gateway Project  
Environmental Impact Report certified  
9/25/2025 (M-21826).



Amendment to the Planning Code, including the following Findings:  
(*Planning Code, Section 302(b): 90 days for Planning Commission review*)

☒ General Plan    ☒ Planning Code, Section 101.1    ☒ Planning Code, Section 302

*Joy Navarrete*



Amendment to the Administrative Code, involving Land Use/Planning  
(*Board Rule 3.23: 30 days for possible Planning Department review*)



General Plan Referral for Non-Planning Code Amendments  
(*Charter, Section 4.105, and Administrative Code, Section 2A.53*)

(Required for legislation concerning the acquisition, vacation, sale, or change in use of City property; subdivision of land; construction, improvement, extension, widening, narrowing, removal, or relocation of public ways, transportation routes, ground, open space, buildings, or structures; plans for public housing and publicly-assisted private housing; redevelopment plans; development agreements; the annual capital expenditure plan and six-year capital improvement program; and any capital improvement project or long-term financing proposal such as general obligation or revenue bonds.)



Historic Preservation Commission



Landmark (*Planning Code, Section 1004.3*)  
Cultural Districts (*Charter, Section 4.135 & Board Rule 3.23*)  
Mills Act Contract (*Government Code, Section 50280*)  
Designation for Significant/Contributory Buildings (*Planning Code, Article 11*)

Please send the Planning Department/Commission recommendation/determination to John Carroll at [john.carroll@sfgov.org](mailto:john.carroll@sfgov.org).



BOARD of SUPERVISORS



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1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco, CA 94102-4689  
Tel. No. (415) 554-5184  
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TDD/TTY No. (415) 554-5227

**NOTICE OF PUBLIC HEARING**  
**LAND USE AND TRANSPORTATION COMMITTEE**  
**BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO**

NOTICE IS HEREBY GIVEN THAT the Board of Supervisors of the City and County of San Francisco's Land Use and Transportation Committee will hold a public hearing to consider the following proposal and said public hearing will be held as follows, at which time all interested parties may attend and be heard:

**Date:** Monday, November 3, 2025

**Time:** 1:30 p.m.

**Location:** Legislative Chamber, Room 250, located at City Hall  
1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102

**Subject:** File No. 250426. Ordinance amending the Planning Code and the Zoning Map to establish the San Francisco Gateway Special Use District generally bounded by Kirkwood Avenue to the northeast, Rankin Street to the southeast, McKinnon Avenue to the southwest, and Toland Street to the northwest; making findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare under Planning Code, Section 302.

**Subject:** File No. 250427. Ordinance approving a Development Agreement between the City and County of San Francisco and Prologis, L.P., a Delaware limited partnership, for the development of an approximately 17.1-acre site located at Toland Street at Kirkwood Avenue with two multi-story production, distribution, and repair buildings in a core industrial area, including 1,646,000 square feet of production, distribution, and repair, space for non-retail sales and service, automotive, and retail uses, a rooftop solar array, ground-floor maker space, and streets built to City standard; making findings under the California Environmental Quality Act; making findings of conformity with the General Plan, and with the eight priority policies of Planning Code, Section 101.1(b); making findings of public convenience, necessity, and welfare under Planning Code, Section 302; approving certain development impact fees for the Project and waiving certain Planning Code fees and requirements; confirming compliance with or waiving certain provisions of Labor and Employment Code, Articles 131, 132, 103, 104, and 106, and Administrative Code, Chapters 56, 14B, 82, 83, and 23; and ratifying certain actions taken in connection therewith, as defined herein.

**NOTICE OF PUBLIC HEARING**

**File Nos. 250426 and 250427 (Zoning Map Amend and Development Agreement)**


**Hearing Date: November 3, 2025**

**Page 2**

In accordance with Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on this matter may submit written comments. These comments will be added to the official public record in this matter and shall be brought to the attention of the Board of Supervisors. Written comments should be addressed to Angela Calvillo, Clerk of the Board, City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA, 94102 or sent via email ([bos@sfgov.org](mailto:bos@sfgov.org)). Information relating to this matter is available with the Office of the Clerk of the Board or the Board of Supervisors' Legislative Research Center (<https://sfbos.org/legislative-research-center-lrc>). Agenda information relating to this matter will be available for public review on Friday, October 31, 2025.

For any questions about this hearing, please contact the Assistant Clerk for the Land Use and Transportation Committee:

John Carroll ([john.carroll@sfgov.org](mailto:john.carroll@sfgov.org)) ~ (415) 554-4445



Angela Calvillo  
Clerk of the Board of Supervisors  
City and County of San Francisco

jec:bjj:ams

GOVERNMENT

**NOTICE OF PUBLIC HEARING BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO LAND USE AND TRANSPORTATION COMMITTEE MONDAY NOVEMBER 3, 2025 - 1:30 PM** Legislative Chamber, Room 250, City Hall 1 Dr. Carlton B. Goodlett Place, San Francisco. CA 94102

NOTICE IS HEREBY GIVEN THAT the Board of Supervisors of the City and County of San Francisco's Land Use and Transportation Committee will hold a public hearing to consider the following proposal and said public hearing will be held as follows, at which time all interested parties may attend and be heard:

**File No. 250426.** Ordinance amending the Planning Code and the Zoning Map to establish the San Francisco Gateway Special Use District generally bounded by Kirkwood Avenue to the northeast, Rankin Street to the southeast, McKinnon Avenue to the southwest, and Toland Street to the northwest; making findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare under Planning Code, Section 302.

**File No. 250427.** Ordinance approving a Development Agreement between the City and County of San Francisco and Prologis, L.P., a Delaware limited partnership, for the development of an approximately 17.1-acre site located at Toland Street at Kirkwood Avenue with two multi-story production, distribution, and repair buildings in a core industrial area, including 1,646,000 square feet of production, distribution, and repair, space for non-retail sales and service, automotive, and retail uses, a rooftop solar array, ground-floor maker space, and streets built to City standard; making findings under the California Environmental Quality Act; making findings of conformity with the General Plan, and the eight priority policies of Planning Code, Section 101.1(b); making findings of public convenience, necessity, and welfare under Planning Code, Section 302; approving certain development impact fees for the Project and waiving certain Planning Code fees and requirements; confirming compliance with or waiving certain provisions of Labor and Employment Code, Articles 131, 132, 103, 104, and 106, and Administrative Code, Chapters 56, 14B, 82, 83, and 23; and ratifying certain actions taken in connection therewith, as defined herein.

In accordance with Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on this matter may submit written comments. These comments will be added to the official public record in this matter and shall be

brought to the attention of the Board of Supervisors. Written comments should be addressed to Angela Calvillo, Clerk of the Board, City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA, 94102, or sent via email (bos@sfgov.org). Information relating to this matter is available with the Office of the Clerk of the Board or the Board of Supervisors' Legislative Research Center (https://sfbos.org/legislative-research-center-lrc). Agenda information relating to this matter will be available for public review on Friday, October 31, 2025.

For any questions about this hearing, please contact the Assistant Clerk for the Land Use and Transportation Committee: John Carroll (john.carroll@sfgov.org - (415) 554-4445)

**EXM-3980535#**

**NOTICE OF REGULAR MEETING SAN FRANCISCO BOARD OF SUPERVISORS LAND USE AND TRANSPORTATION COMMITTEE CITY HALL, LEGISLATIVE CHAMBER, ROOM 250 1 DR. CARLTON B. GOODLETT PLACE, SAN FRANCISCO, CA 94102 MONDAY, OCTOBER 27, 2025 - 1:30 PM**

The agenda packet and legislative files are available for review at https://sfbos.org/legislative-research-center-lrc, in Room 244 at City Hall, or by calling (415) 554-5184.

**EXM-3980421#**

**NOTICE OF REGULAR MEETING SAN FRANCISCO BOARD OF SUPERVISORS RULES COMMITTEE CITY HALL, LEGISLATIVE CHAMBER, ROOM 250 1 DR. CARLTON B. GOODLETT PLACE, SAN FRANCISCO, CA 94102 October 27, 2025 - 10:00 AM**

The agenda packet and legislative files are available for review at https://sfbos.org/legislative-research-center-lrc, in Room 244 at City Hall, or by calling (415) 554-5184.

**EXM-3980018#**

CIVIL

**ORDER TO SHOW CAUSE FOR CHANGE OF NAME**  
Case No. CNC-25-560165  
Superior Court of California, County of SAN FRANCISCO  
Petition of: JORGE ARIEL SALAZAR VARGAS for Change of Name  
TO ALL INTERESTED PERSONS:  
Petitioner JORGE ARIEL SALAZAR VARGAS filed a petition with this court for a decree changing names as follows:  
JORGE ARIEL SALAZAR VARGAS TO ARIEL VARGAS FLORERO

The Court orders that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file a written objection that includes the reasons for the objection at least two court days before

the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing.

Notice of Hearing:  
Date: NOVEMBER 20, 2025, Time: 9:00 A.M., Dept.: 103, Room: 103

The address of the court is 400 MCALLISTER STREET, SAN FRANCISCO, CA 94102 (To appear remotely, check in advance of the hearing for information about how to do so on the court's website. To find your court's website, go to www.courts.ca.gov/find-my-court.htm.)

A copy of this Order to Show Cause must be published at least once each week for four successive weeks before the date set for hearing on the petition in a newspaper of general circulation, printed in this county: SAN FRANCISCO EXAMINER  
Date: OCTOBER 6, 2025  
MICHELLE TONG  
Judge of the Superior Court 10/24, 10/31, 11/7, 11/14/25  
**CNS-3977377#**  
**SAN FRANCISCO EXAMINER**

**ORDER TO SHOW CAUSE FOR CHANGE OF NAME**

Case No. 25-CIV-0667  
Superior Court of California, County of SAN MATEO  
Petition of: MAY D XIAO for Change of Name  
TO ALL INTERESTED PERSONS:  
Petitioner MAY D XIAO filed a petition with this court for a decree changing names as follows:  
MAY D XIAO TO SAPTONPAN CHAVALITHAMRONG

The Court orders that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file a written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing.

Notice of Hearing:  
Date: 11/13/2025, Time: 9:00 A.M., Dept.: MC, Room: N/A  
The address of the court is 400 COUNTY CENTER, REDWOOD CITY, CA 94063 (To appear remotely, check in advance of the hearing for information about how to do so on the court's website. To find your court's website, go to www.courts.ca.gov/find-my-court.htm.)

A copy of this Order to Show Cause must be published at least once each week for four successive weeks before the date set for hearing on the petition in a newspaper of general circulation, printed in this county: THE EXAMINER REDWOOD CITY TRIBUNE  
Date: 9/15/2025

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Judge of the Superior Court 10/10, 10/17, 10/24, 10/31/25  
**SPEN-397777#**  
**EXAMINER - REDWOOD CITY TRIBUNE**

**ORDER TO SHOW CAUSE FOR CHANGE OF NAME**

Case No. 25-CIV-06720  
Superior Court of California, County of SAN MATEO  
Petition of: ADELA GOTZ & JONATHAN MICHAEL SOULIERE ON BEHALF OF RYAN SOULIERE, A MINOR for Change of Name  
TO ALL INTERESTED PERSONS:

Petitioner ADELA GOTZ & JONATHAN MICHAEL SOULIERE ON BEHALF OF RYAN SOULIERE, A MINOR filed a petition with this court for a decree changing names as follows:  
RYAN SOULIERE to EVAN SOULIERE

The Court orders that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file a written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing.

Notice of Hearing:  
Date: 11/13/2025, Time: 9:00 A.M., Dept.: MC, Room: N/A  
The address of the court is 400 COUNTY CENTER, REDWOOD CITY, CA 94063 (To appear remotely, check in advance of the hearing for information about how to do so on the court's website. To find your court's website, go to www.courts.ca.gov/find-my-court.htm.)

A copy of this Order to Show Cause must be published at least once each week for four successive weeks before the date set for hearing on the petition in a newspaper of general circulation, printed in this county: THE EXAMINER - REDWOOD CITY TRIBUNE  
Date: 9/22/2025  
RACHEL HOLT  
Judge of the Superior Court 10/10, 10/17, 10/24, 10/31/25  
**SPEN-3972771#**  
**EXAMINER - REDWOOD CITY TRIBUNE**

**ORDER TO SHOW CAUSE FOR CHANGE OF NAME**

Case No. 25-CIV-06825  
Superior Court of California, County of SAN MATEO  
Petition of: SHANGWEI LIN & CHIH-YU HSU ON BEHALF OF CHIH-HSIEN LIN, A MINOR for Change of Name  
TO ALL INTERESTED PERSONS:  
Petitioner SHANGWEI LIN & CHIH-YU HSU ON BEHALF OF CHIH-HSIEN LIN, A MINOR filed a petition with this court for a decree changing names as follows:  
CHIH-HSIEN LIN to CHLOE CHIHHSIEN LIN

The Court orders that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file a written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be

granted. If no written objection is timely filed, the court may grant the petition without a hearing.

Notice of Hearing:  
Date: 11/12/2025, Time: 9:00 A.M., Dept.: MC, Room: N/A  
The address of the court is 400 COUNTY CENTER, REDWOOD CITY, CA 94063 (To appear remotely, check in advance of the hearing for information about how to do so on the court's website. To find your court's website, go to www.courts.ca.gov/find-my-court.htm.)

A copy of this Order to Show Cause must be published at least once each week for four successive weeks before the date set for hearing on the petition in a newspaper of general circulation, printed in this county: THE EXAMINER REDWOOD CITY TRIBUNE  
Date: 9/24/2025  
RACHEL HOLT  
Judge of the Superior Court 10/10, 10/17, 10/24, 10/31/25  
**SPEN-3972770#**  
**EXAMINER - REDWOOD CITY TRIBUNE**

**ORDER TO SHOW CAUSE FOR CHANGE OF NAME**

Case No. CNC-25-560120  
Superior Court of California, County of San Francisco  
Petition of: Azar Saedi for Change of Name  
TO ALL INTERESTED PERSONS:  
Petitioner Azar Saedi filed a petition with this court for a decree changing names as follows:  
Azar Saedi to Azar Sona Saedi

The Court orders that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file a written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing.

Notice of Hearing:  
Date: 11/04/2025, Time: 9 am, Dept.: 103, Room: 103  
The address of the court is 400 McAllister Street San Francisco, CA-94102

A copy of this Order to Show Cause shall be published at least once each week for four successive weeks prior to the date set for hearing on the petition in the following newspaper of general circulation, printed in this county: - SAN FRANCISCO EXAMINER  
Date: 09/18/2025  
Michelle Tong  
Judge of the Superior Court 9/26, 10/3, 10/10, 10/17/25  
**CNS-3971228#**

**ORDER TO SHOW CAUSE FOR CHANGE OF NAME**

Case No. CNC-25-560132  
Superior Court of California, County of SAN FRANCISCO  
Petition of: JORDAN SUGAR-CARLSGAARD ON BEHALF OF MONROE MARGOT SUGAR-PICKLES, A MINOR for Change of Name  
TO ALL INTERESTED PERSONS:

Petitioner JORDAN SUGAR-CARLSGAARD filed a petition with this court for a decree changing names as follows:  
MONROE MARGOT SUGAR-

PICKLES to MONROE MARGOT SUGAR

The Court orders that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file a written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing.

Notice of Hearing:  
Date: NOVEMBER 6, 2025, Time: 9:00 A.M., Dept.: 103, Room: 103  
The address of the court is 400 MCALLISTER STREET, SAN FRANCISCO, CA 94102 (To appear remotely, check in advance of the hearing for information about how to do so on the court's website. To find your court's website, go to www.courts.ca.gov/find-my-court.htm.)

A copy of this Order to Show Cause must be published at least once each week for four successive weeks before the date set for hearing on the petition in a newspaper of general circulation, printed in this county: SAN FRANCISCO EXAMINER  
Date: SEPTEMBER 23, 2025  
MICHELLE TONG  
Judge of the Superior Court 10/3, 10/10, 10/17, 10/24/25  
**CNS-3971201#**  
**SAN FRANCISCO EXAMINER**

FICTITIOUS BUSINESS NAMES

**FICTITIOUS BUSINESS NAME STATEMENT**

File No. M-301925  
The following person(s) is (are) doing business as: LOVE SAGE, 2026 MONROE AVE, BELMONT, CA 94002  
County of SAN MATEO  
HAILEY PAGAN, 2026 MONROE AVE, BELMONT, CA 94002  
This business is conducted by AN INDIVIDUAL

The registrant(s) commenced to transact business under the fictitious business name or names listed above on N/A. I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.)  
S/ HAILEY PAGAN - OWNER  
This statement was filed with the County Clerk of San Mateo County on 10/16/2025.  
Mark Church, County Clerk [Deputy], Deputy Original  
10/24, 10/31, 11/7, 11/14/25  
**NPEN-3979074#**  
**EXAMINER - BOUTIQUE & VILLAGER**

**FICTITIOUS BUSINESS NAME STATEMENT**

File No. M-301890  
The following person(s) is (are) doing business as: Purpose Made Design, 1259 El Camino Real, Unit 1336, Menlo Park, CA 94025 County of XXX

Mailing Address: 1259 El Camino Real, Unit 1336, Menlo Park, CA 94025

Sean McCusker, 1259 El Camino Real, Unit 1336, Menlo Park, CA 94025

This business is conducted by an Individual

The registrant(s) commenced to transact business under the fictitious business name or names listed above on N/A. I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.)  
S/ Sean McCusker,

This statement was filed with the County Clerk of San Mateo County on 10/09/2025.  
Mark Church, County Clerk [Deputy], Deputy Original  
10/17, 10/24, 10/31, 11/7/25  
**NPEN-3976921#**  
**EXAMINER - BOUTIQUE & VILLAGER**

**FICTITIOUS BUSINESS NAME STATEMENT**

File No. M-301785  
The following person(s) is (are) doing business as:

1. FOCUS PARTNERS I WEALTH, 2. FOCUS PARTNERS I RETIREMENT SOLUTIONS, 3. FOCUS PARTNERS I INSTITUTIONAL, 1550 EL CAMINO REAL, SUITE 100, MENLO PARK, CA 94025, MAILING ADDRESS: 875 THIRD AVENUE, 28TH FLOOR, NEW YORK, NY 10022  
County of SAN MATEO  
FOCUS PARTNERS WEALTH, LLC, 875 THIRD AVENUE, 28TH FLOOR, NEW YORK, NY 10022

This business is conducted by A LIMITED LIABILITY COMPANY  
STATE OF ORGANIZATION: DELAWARE

The registrant(s) commenced to transact business under the fictitious business name or names listed above on N/A. I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.)  
S/ GREGORY WOODS - GENERAL COUNSEL OF FOCUS OPERATING, LLC  
MANAGER OF FOCUS PARTNERS WEALTH, LLC

This statement was filed with the County Clerk of San Mateo County on 09/30/2025.  
Mark Church, County Clerk 10/10, 10/17, 10/24, 10/31/25  
**NPEN-3975647#**  
**EXAMINER - BOUTIQUE & VILLAGER**

**FICTITIOUS BUSINESS NAME STATEMENT**

File No. 2025-0407448  
Fictitious Business Name(s)/ Trade Name (DBA): VESSTRA, 1937 17TH AVE, SAN FRANCISCO, CA 94116  
County of SAN FRANCISCO  
MAILING ADDRESS: 2549 IRVING ST., #1004, SAN FRANCISCO, CA 94122  
Registered Owner(s): SVETLANA VESTEL, 1937 17TH AVE, SAN FRANCISCO, CA 94116  
This business is conducted by: AN INDIVIDUAL

The registrant commenced to transact business under the fictitious business name or names listed above on N/A. I declare that all information in this statement is true and correct. (A registrant who declares as true any material matter pursuant to Section 17913 of the Business and Professions code that the

registrant knows to be false is guilty of a misdemeanor punishable by a fine not to exceed one thousand dollars (\$1,000).)

S/ SVETLANA VESTEL  
This statement was filed with the County Clerk of San Francisco County on 10/03/2025.

NOTICE-In accordance with Subdivision (a) of Section 17920, a Fictitious Name Statement generally expires at the end of five years from the date on which it was filed in the office of the County Clerk, except, as provided in Subdivision (b) of Section 17920, where it expires 40 days after any change in the facts set forth in the statement pursuant to Section 17913 other than a change in the residence address of a registered owner. A new Fictitious Business Name Statement must be filed before the expiration. The filing of this statement does not of itself authorize the use in this state of a Fictitious Business Name in violation of the rights of another under federal, state, or common law (See Section 14411 et seq., Business and Professions Code).  
10/10, 10/17, 10/24, 10/31/25  
**CNS-3975259#**  
**SAN FRANCISCO EXAMINER**

**FICTITIOUS BUSINESS NAME STATEMENT**

File No. M-301904  
The following person(s) is (are) doing business as: BRIDGET HAHN, 733 OLD COUNTY ROAD APT C, BELMONT, CA 94002  
County of SAN MATEO  
BRIDGET HAHN, 733 OLD COUNTY ROAD APT C, BELMONT, CA 94002  
This business is conducted by an Individual

The registrant(s) commenced to transact business under the fictitious business name or names listed above on 09/18/2025.

I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.)  
S/ BRIDGET HAHN,

This statement was filed with the County Clerk of San Mateo County on 10/14/2025.  
Mark Church, County Clerk KAMILLE SANTOS, Deputy Original  
10/24, 10/31, 11/7, 11/14/25  
**NPEN-3975186#**  
**EXAMINER - BOUTIQUE & VILLAGER**

**FICTITIOUS BUSINESS NAME STATEMENT**

File No. 2025-0407217  
Fictitious Business Name(s)/ Trade Name (DBA): OMEN & AETHER, 1640 KIRKHAM ST APT 8, SAN FRANCISCO, CA 94122  
County of SAN FRANCISCO  
Registered Owner(s): MARIA KEEHN, 1640 KIRKHAM ST APT 8, SAN FRANCISCO, CA 94122  
This business is conducted by: AN INDIVIDUAL

The registrant commenced to transact business under the fictitious business name or names listed above on 9/02/2025.  
I declare that all information in this statement is true and correct. (A registrant who declares as true any material matter pursuant to Section 17913 of the Business and Professions code that the registrant knows to be false is guilty of a misdemeanor



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1 DR CARLTON B GOODLETT PL #244  
SAN FRANCISCO, CA 94102

### COPY OF NOTICE

Notice Type: GPN GOVT PUBLIC NOTICE

#### Ad Description

JEC - LUT HEARING - NOVEMBER 3, 2025 - FILE NOS. 250426 and 250427

To the right is a copy of the notice you sent to us for publication in the SAN FRANCISCO EXAMINER. Thank you for using our newspaper. Please read this notice carefully and call us with ny corrections. The Proof of Publication will be filed with the County Clerk, if required, and mailed to you after the last date below. Publication date(s) for this notice is (are):

10/24/2025

The charge(s) for this order is as follows. An invoice will be sent after the last date of publication. If you prepaid this order in full, you will not receive an invoice.

Publication	\$831.60
Set aside for CCSF Outreach Fund	\$92.40
Total	\$924.00

EXM# 3980535

**NOTICE OF PUBLIC HEARING BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO LAND USE AND TRANSPORTATION COMMITTEE**  
**MONDAY NOVEMBER 3, 2025 - 1:30 PM Legislative Chamber, Room 250, City Hall 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102**

NOTICE IS HEREBY GIVEN THAT the Board of Supervisors of the City and County of San Francisco's Land Use and Transportation Committee will hold a public hearing to consider the following proposal and said public hearing will be held as follows at which time all interested parties may attend and be heard:

**File No. 250426.** Ordinance amending the Planning Code and the Zoning Map to establish the San Francisco Gateway Special Use District generally bounded by Kirkwood Avenue to the northeast, Rankin Street to the southeast, McKinnon Avenue to the southwest, and Toland Street to the northwest; making findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare under Planning Code, Section 302.

**File No. 250427.** Ordinance approving a Development Agreement between the City and County of San Francisco and Prologis, L.P., a Delaware limited partnership, for the development of an approximately 17.1-acre site located at Toland Street at Kirkwood Avenue with two multi-story production, distribution, and repair buildings in a core industrial area, including 1,646,000 square feet of production, distribution, and repair, space for non-retail sales and service, automotive, and retail uses, a rooftop solar array, ground-floor maker space, and streets built to City standard; making findings under the California Environmental Quality Act; making findings of conformity with the General Plan, and with the eight priority policies of Planning Code, Section 101.1(b); making findings of public necessity, convenience, and welfare under Planning Code, Section 302; approving certain development impact fees for the Project and waiving certain Planning Code fees and requirements; confirming

compliance with or waiving certain provisions of Labor and Employment Code, Articles 131, 132, 103, 104, and 106, and Administrative Code, Chapters 56, 14B, 82, 83, and 23; and ratifying certain actions taken in connection therewith, as defined herein.

In accordance with Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on this matter may submit written comments. These comments will be added to the official public record in this matter and shall be brought to the attention of the Board of Supervisors. Written comments should be addressed to Angela Calvillo, Clerk of the Board, City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA, 94102 or sent via email ([bos@sfgov.org](mailto:bos@sfgov.org)). Information relating to this matter is available with the Office of the Clerk of the Board or the Board of Supervisors' Legislative Research Center (<https://sfbos.org/legislative-research-center-lrc>). Agenda information relating to this matter will be available for public review on Friday, October 31, 2025.

For any questions about this hearing, please contact the Assistant Clerk for the Land Use and Transportation Committee: John Carroll ([john.carroll@sfgov.org](mailto:john.carroll@sfgov.org)) - (415) 554-4445

EXM-3980535#



\* A 0 0 0 0 0 7 2 3 4 6 1 2 \*



BOARD of SUPERVISORS



City Hall  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco, CA 94102-4689  
Tel. No. (415) 554-5184  
Fax No. (415) 554-5163  
TDD/TTY No. (415) 554-5227

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MEMORANDUM

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Date: August 4, 2025

To: Sarah Dennis-Phillips, Director, Planning Department

From: *ACE* Angela Calvillo, Clerk of the Board, Board of Supervisors

Subject: Approval of a 90-Day Extension for Planning Code, Zoning Map - San Francisco Gateway Special Use District - File No. 250426 (File No. 250731)

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On July 8, 2025, the Board of Supervisors approved Resolution No. 315-25 (File No. 250731 - Approval of a 90-Day Extension for Planning Code, Zoning Map - San Francisco Gateway Special Use District - File No. 250426) which was enacted on July 11, 2025.

Please find a copy for your office's information and consideration.

If you have any questions or concerns, please contact the Office of the Clerk of the Board at (415) 554-5184.

cc: Member of the Board of Supervisors, Supervisor Shamann Walton  
Dan Sider, Chief of Staff, Planning Department  
Corey Teague, Zoning Administrator, Planning Department  
Tina Tam, Deputy Zoning Administrator, Planning Department  
Lisa Gibson, Environmental Review Officer, Planning Department  
Aaron Starr, Manager of Legislative Affairs, Planning Department  
Josh Switzky, Acting Director of Citywide Planning, Planning Department  
Joy Navarrete, Environmental Planning, Planning Department  
Debra Dwyer, Principal Environmental Planner, Planning Department  
Elizabeth Watty, Current Planning Division, Planning Department  
Adam Thongsavat, Liaison to the Board of Supervisors, Mayor's Office  
Aly Bonde, Policy Director, Mayor's Office

1 [Approval of a 90-Day Extension for Planning Code, Zoning Map - San Francisco Gateway  
2 Special Use District (File No. 250426)]

3 **Resolution extending by 90 days the prescribed time within which the Planning**  
4 **Commission may render its decision on an Ordinance (File No. 250426), amending the**  
5 **Planning Code and the Zoning Map to establish the San Francisco Gateway Special**  
6 **Use District generally bounded by Kirkwood Avenue to the northeast, Rankin Street to**  
7 **the southeast, McKinnon Avenue to the southwest, and Toland Street to the northwest;**  
8 **making findings under the California Environmental Quality Act; making findings of**  
9 **consistency with the General Plan, and the eight priority policies of Planning Code,**  
10 **Section 101.1; and making findings of public necessity, convenience, and welfare**  
11 **under Planning Code, Section 302.**

12  
13 WHEREAS, On April 22, 2025, Supervisor Shaman Walton introduced legislation to  
14 amend the Planning Code and the Zoning Map to establish the San Francisco Gateway  
15 Special Use District (File No. 250426); and

16 WHEREAS, On April 25, 2025, the Clerk of the Board of Supervisors referred the  
17 proposed Ordinance to the Planning Commission; and

18 WHEREAS, The Planning Commission shall, in accordance with Planning Code,  
19 Section 306.4(d), render a decision on the proposed Ordinance within 90 days from the date  
20 of referral of the proposed amendment or modification by the Board to the Commission; and

21 WHEREAS, Failure of the Commission to act within 90 days shall be deemed to  
22 constitute disapproval; and

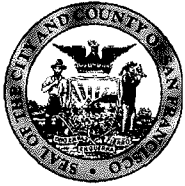
23 WHEREAS, The Board, in accordance with Planning Code Section 306.4(d), may, by  
24 Resolution, extend the prescribed time within which the Planning Commission is to render its  
25

1 decision on proposed amendments to the Planning Code that the Board of Supervisors  
2 initiates; and

3 WHEREAS, Supervisor Shamann Walton has requested additional time for the  
4 Planning Commission to review the proposed Ordinance; and

5 WHEREAS, The Board deems it appropriate in this instance to grant to the Planning  
6 Commission additional time to review the proposed Ordinance and render its decision; now,  
7 therefore, be it

8 RESOLVED, That by this Resolution, the Board hereby extends the prescribed time  
9 within which the Planning Commission may render its decision on the proposed Ordinance for  
10 approximately 90 additional days, until October 22, 2025.



**City and County of San Francisco**  
**Tails**  
**Resolution**

City Hall  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102-4689

**File Number:** 250731

**Date Passed:** July 08, 2025

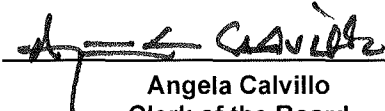
Resolution extending by 90 days the prescribed time within which the Planning Commission may render its decision on an Ordinance (File No. 250426), amending the Planning Code and the Zoning Map to establish the San Francisco Gateway Special Use District generally bounded by Kirkwood Avenue to the northeast, Rankin Street to the southeast, McKinnon Avenue to the southwest, and Toland Street to the northwest; making findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare under Planning Code, Section 302.


July 08, 2025 Board of Supervisors - ADOPTED

Ayes: 11 - Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill and Walton

File No. 250731

I hereby certify that the foregoing  
Resolution was ADOPTED on 7/8/2025 by  
the Board of Supervisors of the City and  
County of San Francisco.

  
Angela Calvillo  
Clerk of the Board

  
Daniel Lurie  
Mayor

7/11/25  
Date Approved



## Introduction Form

(by a Member of the Board of Supervisors or the Mayor)

I hereby submit the following item for introduction (select only one):

- ☐ 1. For reference to Committee (Ordinance, Resolution, Motion or Charter Amendment)
- ☐ 2. Request for next printed agenda (For Adoption Without Committee Reference)  
(Routine, non-controversial and/or commendatory matters only)
- ☐ 3. Request for Hearing on a subject matter at Committee
- ☐ 4. Request for Letter beginning with "Supervisor  inquires..."
- ☐ 5. City Attorney Request
- ☐ 6. Call File No.  from Committee.
- ☐ 7. Budget and Legislative Analyst Request (attached written Motion)
- ☐ 8. Substitute Legislation File No.
- ☐ 9. Reactivate File No.
- ☐ 10. Topic submitted for Mayoral Appearance before the Board on

The proposed legislation should be forwarded to the following (please check all appropriate boxes):

- ☐ Small Business Commission      ☐ Youth Commission      ☐ Ethics Commission
- ☐ Planning Commission      ☐ Building Inspection Commission      ☐ Human Resources Department

General Plan Referral sent to the Planning Department (proposed legislation subject to Charter 4.105 & Admin 2A.53):

- ☐ Yes      ☐ No

(Note: For Imperative Agenda items (a Resolution not on the printed agenda), use the Imperative Agenda Form.)

Sponsor(s):

Subject:

Long Title or text listed:

Signature of Sponsoring Supervisor: