



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
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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.

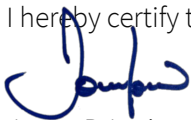
The Planning Commission has reviewed and considered the FEIR and the record as a whole and incorporates by reference herein the CEQA Findings contained in Motion No. 21827 and MMRP, included as “EXHIBIT E”. All required mitigation measures identified in “EXHIBIT E” of Motion No. 21831 are included as 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

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

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

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

- 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

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

- 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

- 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

- 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

- 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.sfpbpublicworks.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

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 or 628.652.7340, 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 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

- 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

- 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

- 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

- 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

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

- 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

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

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

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

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

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.sfpublicworks.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

- 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

SAN FRANCISCO GATEWAY

A CENTER FOR PRODUCTION, DISTRIBUTION, AND REPAIR



SUMMARY OF CONTENT

- I. GENERAL INFORMATION
- II. PROJECT OVERVIEW
- III. PROJECT DRAWINGS
- IV. CONCEPT DRAWINGS
- V. ROADWAY & STREETScape OVERVIEW
- VI. EXTERIOR RENDERINGS
- VII. ISSUANCE LOG

SAN FRANCISCO GATEWAY

A CENTER FOR PRODUCTION, DISTRIBUTION, AND REPAIR

TABLE OF CONTENTS

I. GENERAL INFORMATION

CUA-0.1	TITLE PAGE
CUA-0.2	TABLE OF CONTENTS
CUA-0.3	PROJECT OVERVIEW
CUA-0.4	SURVEY & KEY ZONING PROVISIONS
CUA-0.5	ALTA SURVEY
GEN-1	SITE PLAN - EXISTING
GEN-2	SITE PHOTOS
GEN-3	SITE PHOTOS
GEN-4	SITE PHOTOS
GEN-5	DISTRIBUTION CONSOLIDATION
GEN-6	SITE CONTEXT - ACCESS
GEN-7	SITE CONTEXT - SUN + WIND

II. PROJECT OVERVIEW

PO-2	CONCEPTUAL BUILDING SECTION
PO-3	PROJECT USES MATRIX
PO-4	PROJECT USES DIAGRAM

III. PROJECT DRAWINGS

PD-1.0	PROJECT SUMMARY
PD-1.1	PLANNING CODE SUMMARY
PD-1.2	PLANNING CODE SUMMARY
PD-1.3	PLANNING CODE SUMMARY
PD-1.4	PLANNING CODE SUMMARY
PD-1.5	PLANNING CODE SUMMARY
PD-2.0	SITE PLAN
PD-2.1	FLOOR PLAN - LEVEL 1
PD-2.2	FLOOR PLAN - LEVEL 2
PD-2.3	FLOOR PLAN - LEVEL 3
PD-2.4	FLOOR PLAN - ROOF PLAN
PD-2.5	SETBACK DIAGRAM
PD-2.6	ENLARGED FLOOR PLAN - BIKE STORAGE AND LOCKERS
PD-3.0	SECTIONS - LONGITUDINAL
PD-3.1	SECTIONS - LONGITUDINAL
PD-3.2	SECTIONS - TRANSVERSE
PD-4.0	ELEVATIONS - NORTH
PD-4.1	ELEVATIONS - SOUTH
PD-4.2	ELEVATIONS - EAST & WEST
PD-4.3	ELEVATIONS - @ HIGHWAY 280 - EAST & WEST
PD-4.4	ENLARGED ELEVATION - AWNINGS

IV. CONCEPT DRAWINGS

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

V. ROADWAY & STREETScape OVERVIEW

SS-1	ROADWAY PROPOSAL
SS-2	INTERSECTION DETAIL - ONE WAY TRAFFIC
SS-3	BETTER STREETS COMPONENTS
SS-4	STREETScape SITE PLAN
SS-5	STREETScape PARKING
SS-6	STREETScape PLAN DETAIL
SS-7	STREETScape PLAN DETAIL
SS-8	STREETScape PLAN DETAIL
SS-9	STREETScape PLAN DETAIL
SS-10	STREETScape PLAN DETAIL
SS-11	STREETScape PLAN DETAIL
SS-12	SITE PLAN - TRUCK TURNING - WB-67
SS-13	SITE PLAN - TRUCK TURNING - WB-50
SS-14	SITE PLAN - TRUCK TURNING - SPRINTER VAN

VI. EXTERIOR RENDERINGS

EXT-1	EXTERIOR RENDERING
EXT-2	EXTERIOR RENDERING
EXT-3	EXTERIOR RENDERING
EXT-4	EXTERIOR RENDERING
EXT-5	EXTERIOR RENDERING

VII. ISSUANCE LOG

CUA-100.0	SHEET ISSUANCE LOG
CUA-100.1	SHEET ISSUANCE LOG
CUA-100.2	SHEET ISSUANCE LOG

SAN FRANCISCO GATEWAY: A CENTER FOR PRODUCTION, DISTRIBUTION, AND REPAIR

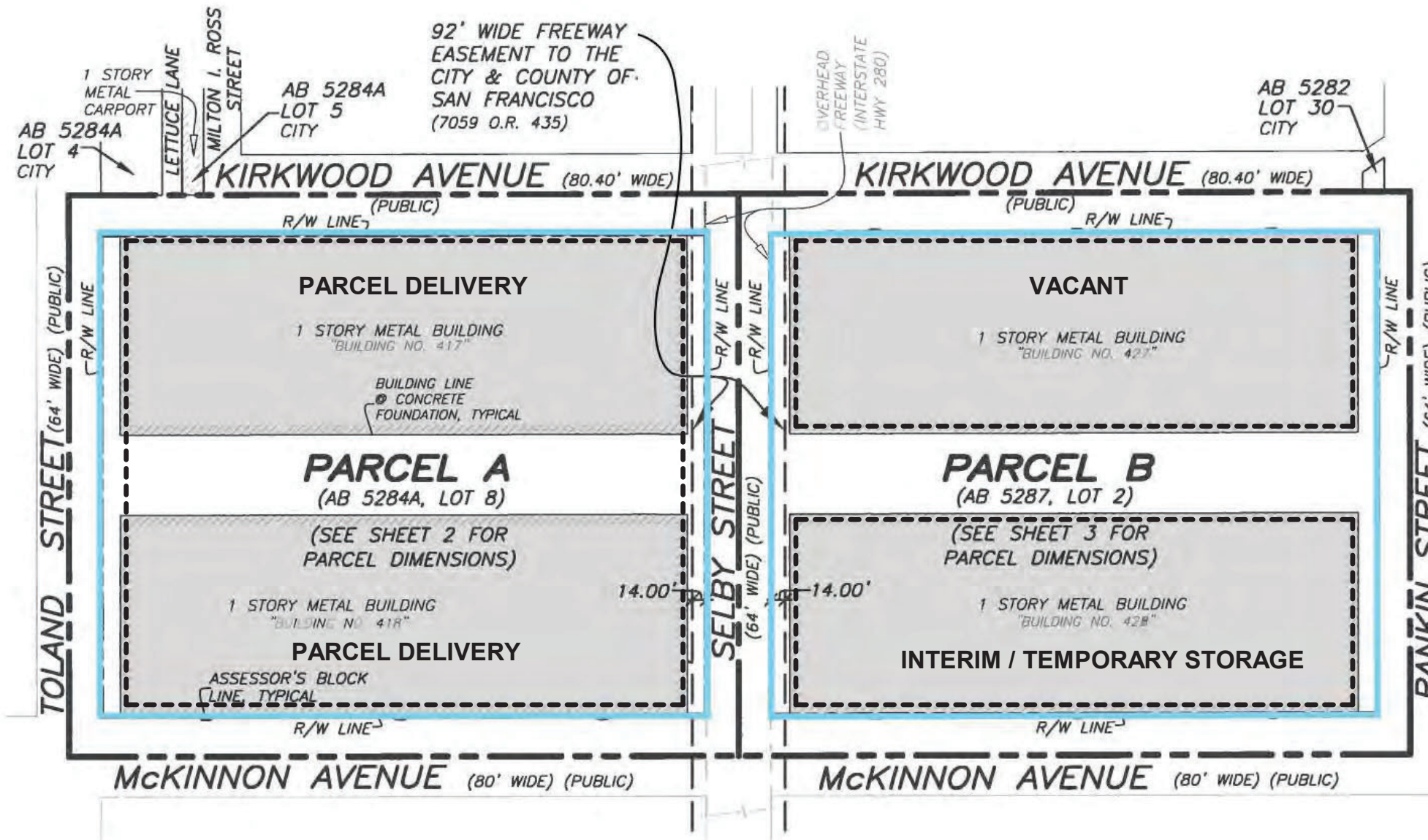
The SF Gateway project is designed to provide much-needed modern space for PDR to evolve, thrive and serve critical community needs. Because of limited space and aging buildings, these businesses (and the jobs they provide) face significant challenges and, in some cases, have been forced to leave San 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
GROSS SITE AREA			
SQUARE FEET	371,865	371,865	743,730
ACRES	8.53	8.53	17.06
NET SITE AREA (LESS RIGHT OF WAYS)			
SQUARE FEET	288,264	288,264	576,528
ACRES	6.62	6.62	13.24

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
TOTAL	448,000	448,000

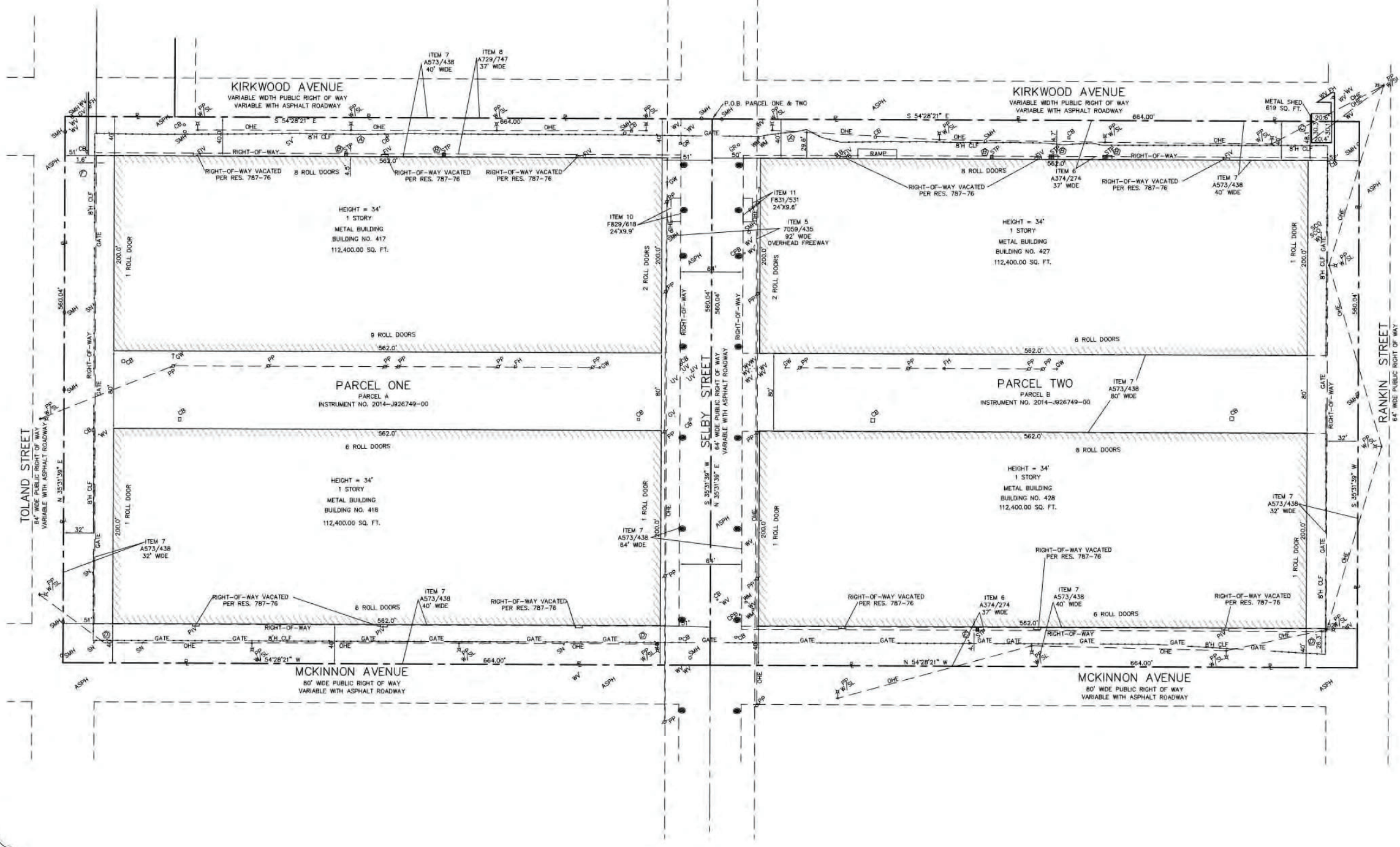




Commercial Real Estate
Due Diligence Management
4125 State Route 43
Kent, OH 44240
866.290.8121
www.amnational.net



SCALE: 1"=50'



LEGEND

- ASPH ASPHALT
- APN ASSESSORS PARCEL NUMBER
- B BOLLARD
- CB CATCH BASIN
- OC 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
- DR 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

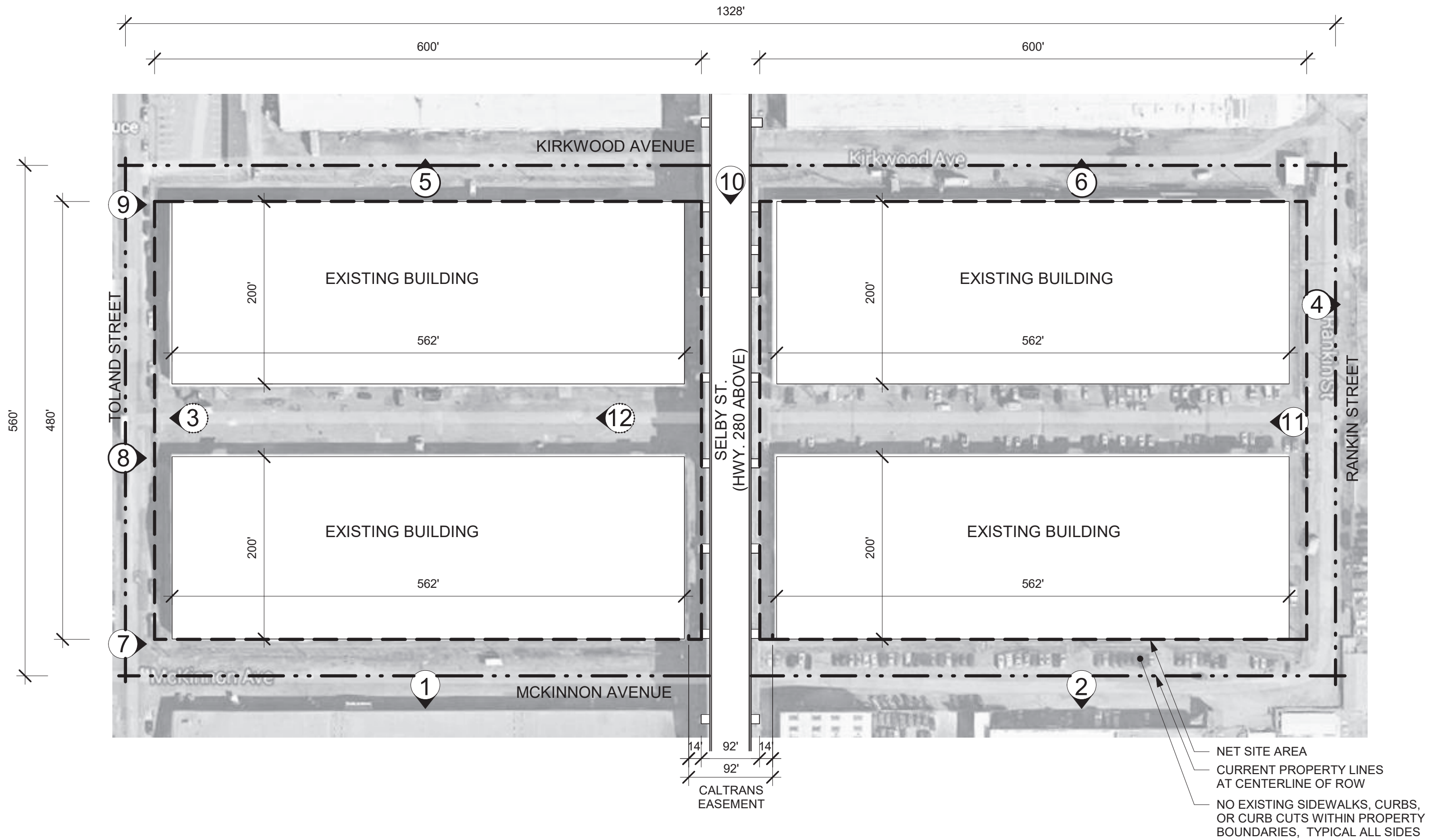


ALTA SURVEY
GENERAL INFORMATION
CONDITIONAL USE REVISION 4



CUA-0.5
Revised 9.11.24
08/22/24

SAN FRANCISCO GATEWAY
749 Toland St. / 2000 McKinnon Ave.
San Francisco, CA 94124



SITE PLAN - EXISTING

GENERAL INFORMATION
CONDITIONAL USE REVISION 4





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

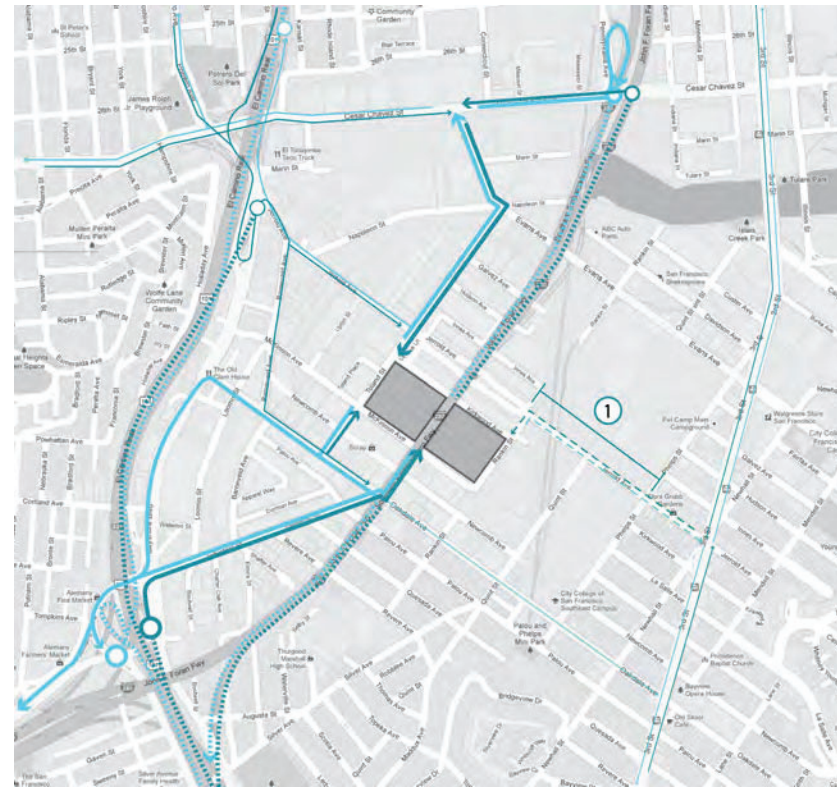


POTENTIAL DISTRIBUTION CONSOLIDATION CREATED BY PROJECT

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

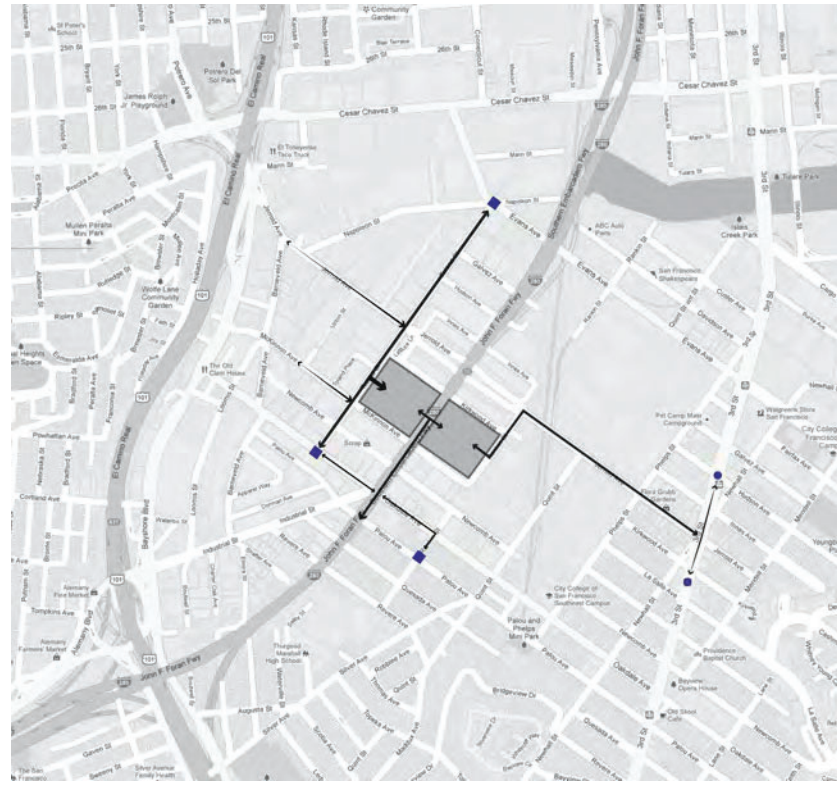
LEGEND

- 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

1. Portion of Jerrold to be closed during PUC construction



BIKE ACCESS



PEDESTRIAN ACCESS

SITE CONTEXT - ACCESS

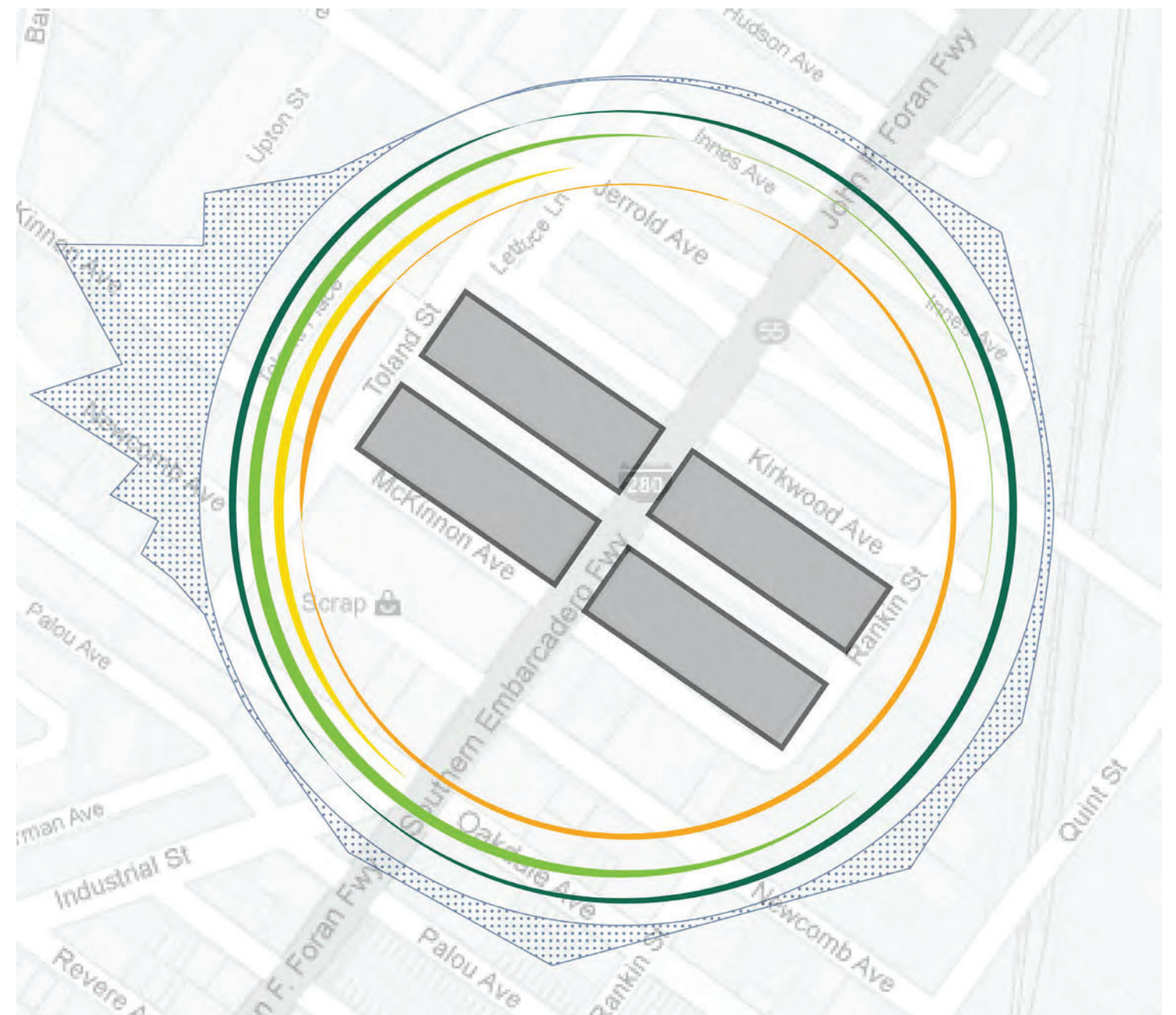
GENERAL INFORMATION
CONDITIONAL USE REVISION 4





- SUMMER SUN PATH
- SPRING/FALL SUN PATH
- WINTER SUN PATH

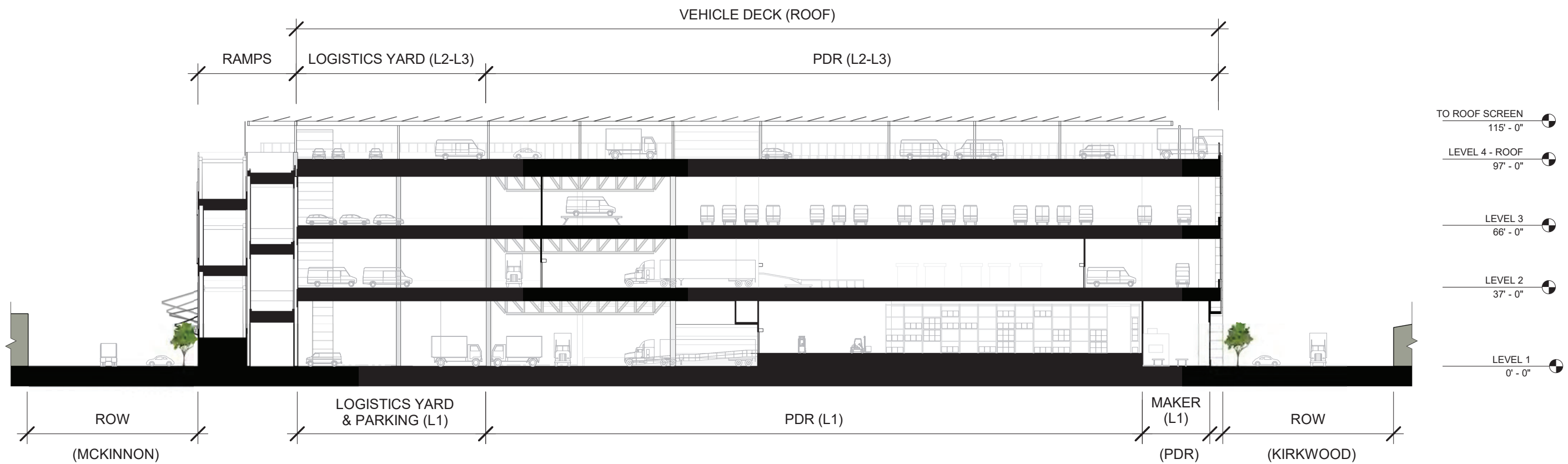
SUN PATH
NTS



- AVG ANNUAL
- AVG WINTER
- AVG SPRING
- AVG SUMMER
- AVG FALL

WIND DIRECTION, INTENSITY AND SEASONAL FLUCTUATION
NTS





CONCEPTUAL BUILDING SECTION

PROJECT OVERVIEW
CONDITIONAL USE REVISION 4

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 PDR incubator, craft, small assembly	A2 food + beverage	A3 advanced manufacturing large assembly	B1 scientific testing + development lab	C1 parcel hub	C2 last mile	D1 construction supplies - wholesale	D2 food + beverage - wholesale & distribution	D3 freight forward + storage	E1 vehicle dealer	E2 vehicle rental agency	F1 private company fleet	G1 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	receiving 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			-		-	-

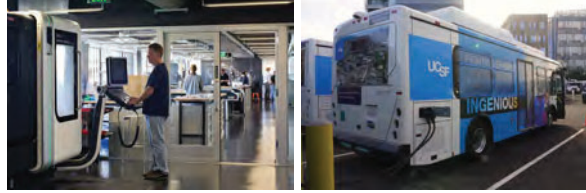
ACTIVE ROOF WITH SOLAR

PARKING, VEHICLE STAGING, & SOLAR ARRAY



LEVEL 3

PDR OPERATIONS AND SUPPORT



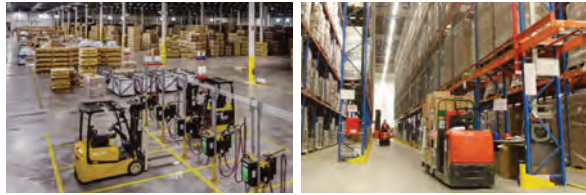
LEVEL 2

PDR OPERATIONS AND SUPPORT

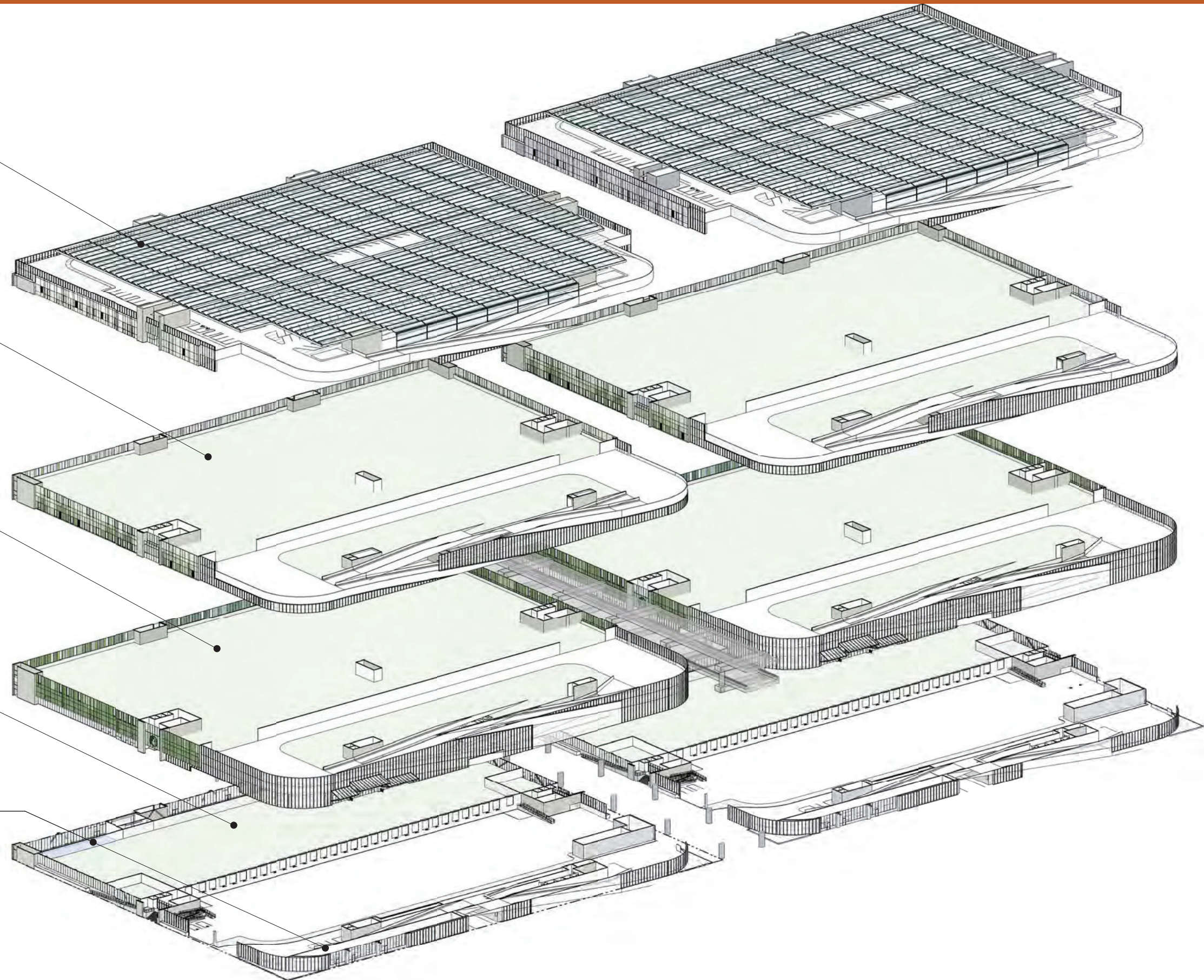


LEVEL 1

PDR OPERATIONS AND SUPPORT



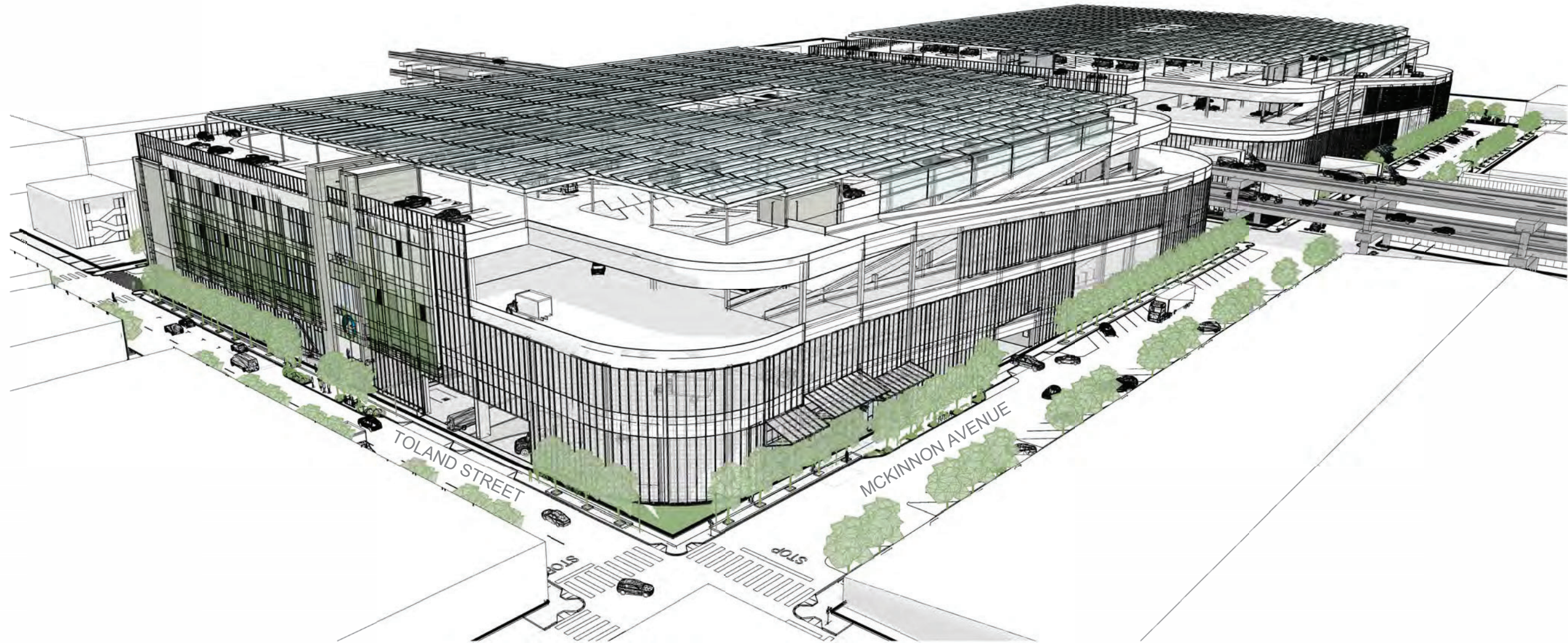
MAKER AND RETAIL SPACES



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 600' x 480.4'
2000 MCKINNON AVE 600' x 480.4'

LOT AREA:
749 TOLAND STREET 288,264 SF
2000 MCKINNON AVE 288,264 SF
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)	

	BUILDING 1	BUILDING 2	TOTALS
TOTAL PROJECT AREA (SF): (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
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
NET PDR INCREASE	594,800	594,800	1,189,600



PLANNING CODE SUMMARY

PROJECT DRAWINGS
CONDITIONAL USE REVISION 4

PD-1.1
Revised 11.18.24
11.18.22

SAN FRANCISCO GATEWAY
749 Toland St. / 2000 McKinnon Ave.
San Francisco, CA 94124

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	PERMITTED 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



PLANNING CODE SUMMARY

PROJECT OVERVIEW
CONDITIONAL USE REVISION 4

PD-1.2
Revised 11.18.24
07/09/24

SAN FRANCISCO GATEWAY
749 Toland St. / 2000 McKinnon Ave.
San Francisco, CA 94124

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	NONE REQUIRED. MAXIMUM 1.5 FOR EACH 2,000 SQUARE FEET OF OCCUPIED FLOOR AREA, WHERE THE OCCUPIED FLOOR AREA EXCEEDS 10,000 SQUARE FEET						
USE OR ACTIVITY	SQUARE FOOTAGE		PROPOSED REQUIREMENT	MAX PARKING PROPOSED			ACTION REQ'D
				BUILDING 1	BUILDING 2	SITE TOTAL	
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*	SEE SUD FOR COMPLIANCE
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	
RETAIL SALES AND SERVICES	4,200 PER BLDG	8,400 TOTAL	OVER 100,000 SF: 3 PLUS 1 FOR EACH ADD'L 80,000 OFA	0 PER BLDG	0 TOTAL	36 SPACES	36 SPACES	72 SPACES PROPOSED	NONE
INDUSTRIAL USES*	583,400 PER BLDG	1,166,800 TOTAL	OVER 100,000 SF: 3 PLUS 1 FOR EACH ADD'L 80,000 OFA	9 PER BLDG	16 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
	PER BLDG	TOTAL	CLASS I 1 SPACE PER 7,500 OFA	PER BLDG	TOTAL	BUILDING 1	BUILDING 2	SITE TOTAL	
RETAIL SALES AND SERVICES	4,200	8,400	CLASS I 1 SPACE PER 7,500 OFA	1	2	50	50	100 CLASS I SPACES	NONE
	PER BLDG	TOTAL		PER BLDG	TOTAL				
AUTOMOTIVE AND INDUSTRIAL*	583,400	1,166,800	CLASS I 1 SPACE : 12,000 OFA	49	98				
	PER BLDG	TOTAL		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
	PER BLDG	TOTAL	CLASS II 2 SPACES MIN; 1 SPACE FOR EVERY 2,500 OFA	PER BLDG	TOTAL	BUILDING 1	BUILDING 2	SITE TOTAL	
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	NONE
	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				
	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	SQUARE FOOTAGE		SHOWERS AND LOCKERS REQUIRED			TOTAL PROPOSED			ACTION REQ'D
	PER BLDG	TOTAL	UNDER 25,000 OFA: NONE REQUIRED	PER BLDG	TOTAL	BUILDING 1	BUILDING 2	SITE TOTAL	
RETAIL SALES AND SERVICES	4,200	8,400	UNDER 25,000 OFA: NONE REQUIRED	0	0	4 SHOWERS AND 24 LOCKERS	4 SHOWERS AND 24 LOCKERS	8 SHOWERS AND 48 LOCKERS	NONE
	PER BLDG	TOTAL		PER BLDG	TOTAL				
INDUSTRIAL USES AND NON-RETAIL SALES AND SERVICES*	583,400	1,166,800	OVER 50,000 OFA: 4 SHOWERS AND 24 CLOTHES LOCKERS	4, 24	8, 48				
	PER BLDG	TOTAL		PER BLDG	TOTAL				
TDM MINIMUMS	50 SPACES	100 SPACES	1 SHOWER AND 6 LOCKERS PER 30 CLASS 1 BIKE SPACES	2, 10	4, 20				
	PER BLDG	TOTAL		PER BLDG	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

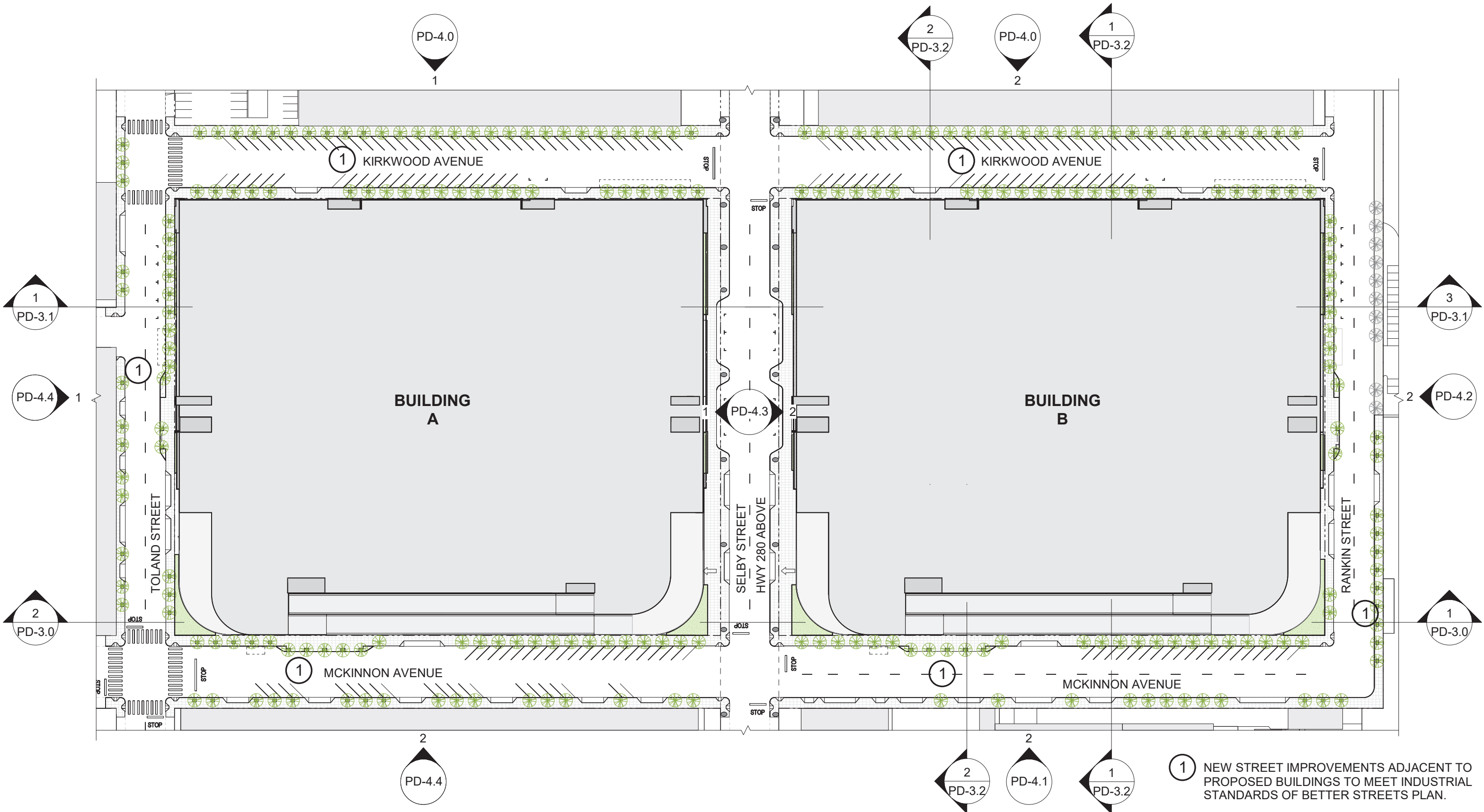


PLANNING CODE SUMMARY

PROJECT DRAWINGS
CONDITIONAL USE REVISION 4

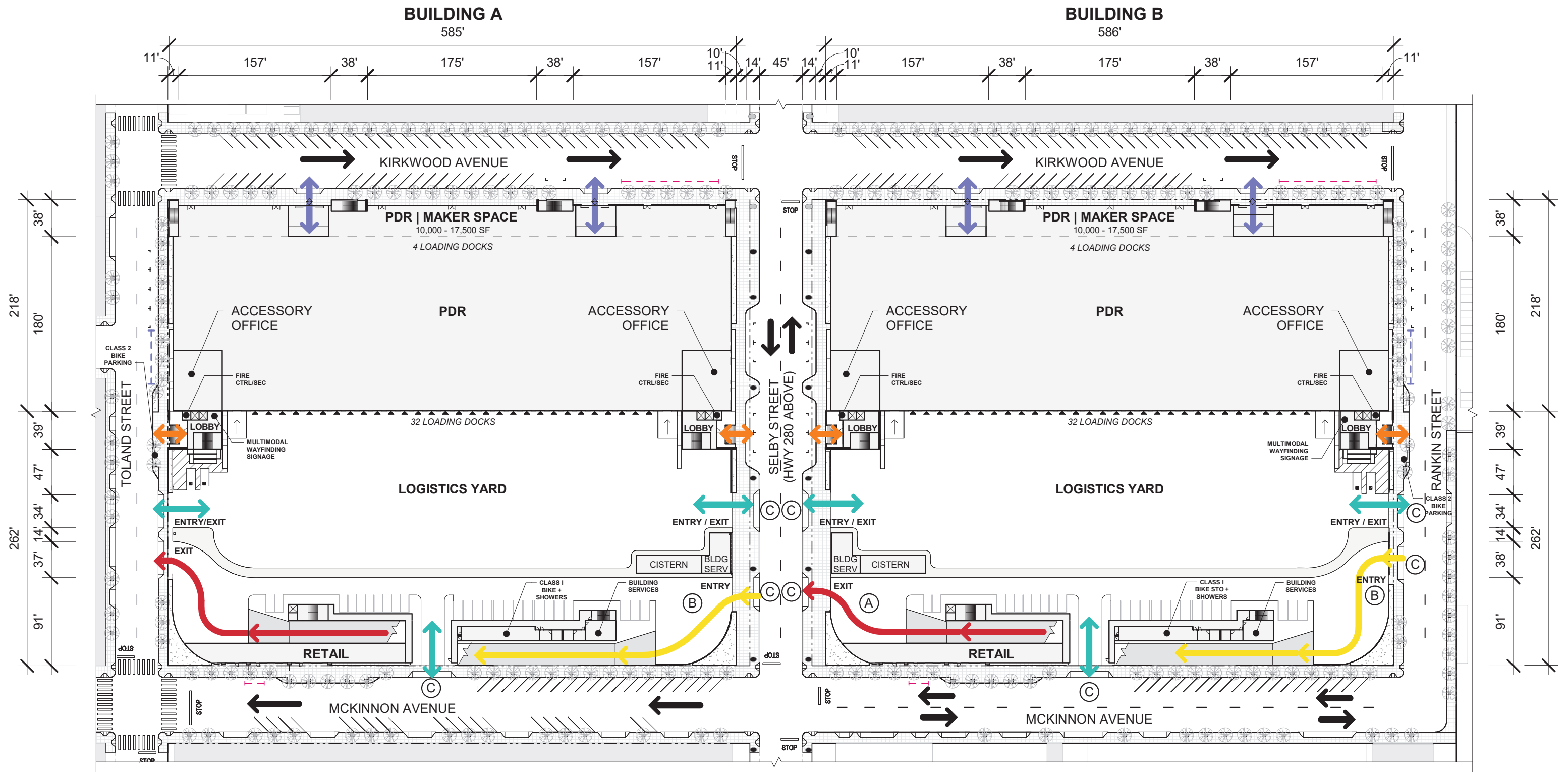
PD-1.5
Revised 11.18.24
11.18.22

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San Francisco, CA 94124



① NEW STREET IMPROVEMENTS ADJACENT TO PROPOSED BUILDINGS TO MEET INDUSTRIAL STANDARDS OF BETTER STREETS PLAN.





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

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



FLOOR PLAN - LEVEL 1

PROJECT DRAWINGS
CONDITIONAL USE REVISION 4

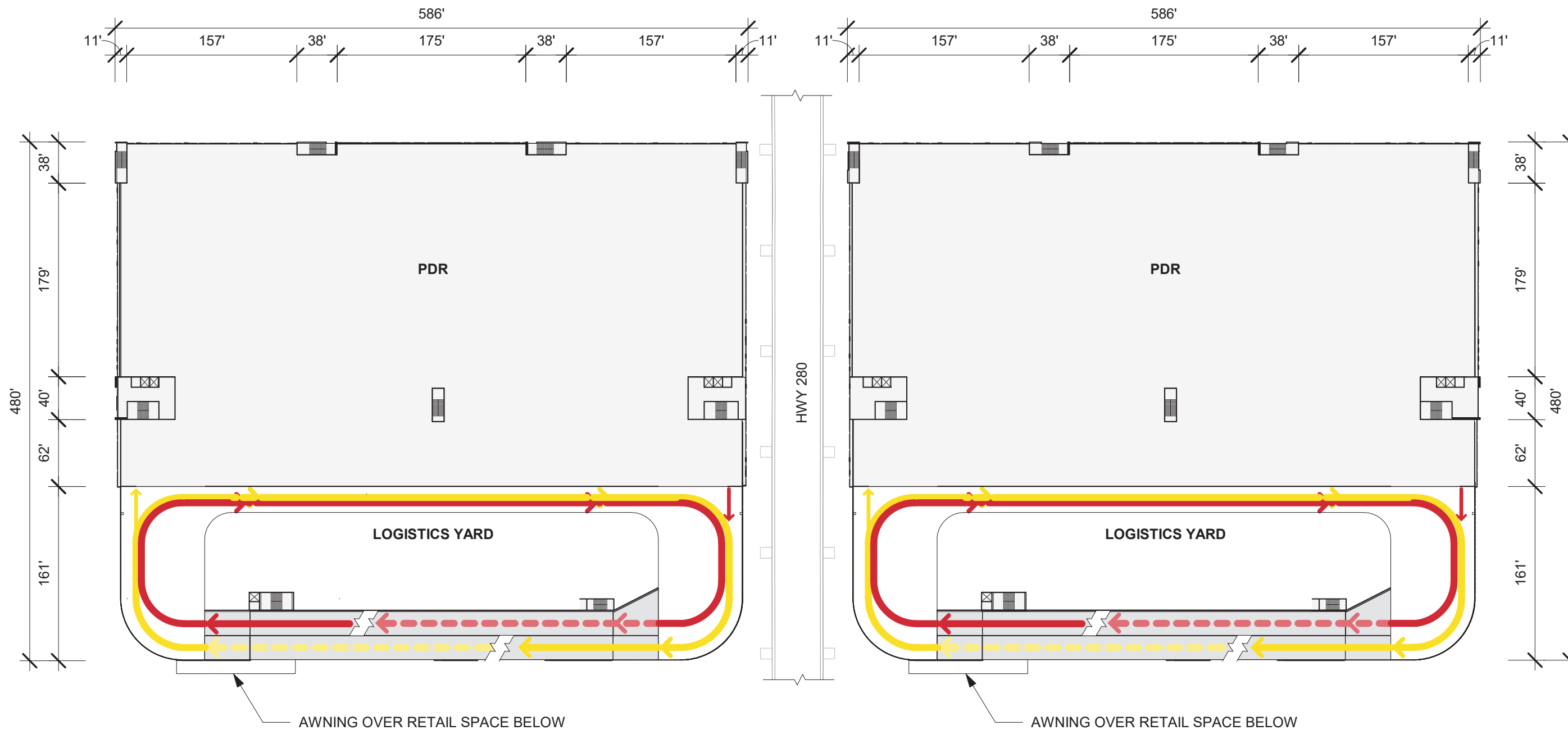


PD-2.1
Revised 11.18.24
1" = 100'-0"
11.18.22

SAN FRANCISCO GATEWAY
749 Toland St. / 2000 McKinnon Ave.
San Francisco, CA 94124

BUILDING A

BUILDING B



LEGEND

- | | | | |
|----------------------------|---|-----------------------|---------------------------------|
| ✂ DOCK DOOR | ➡ 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

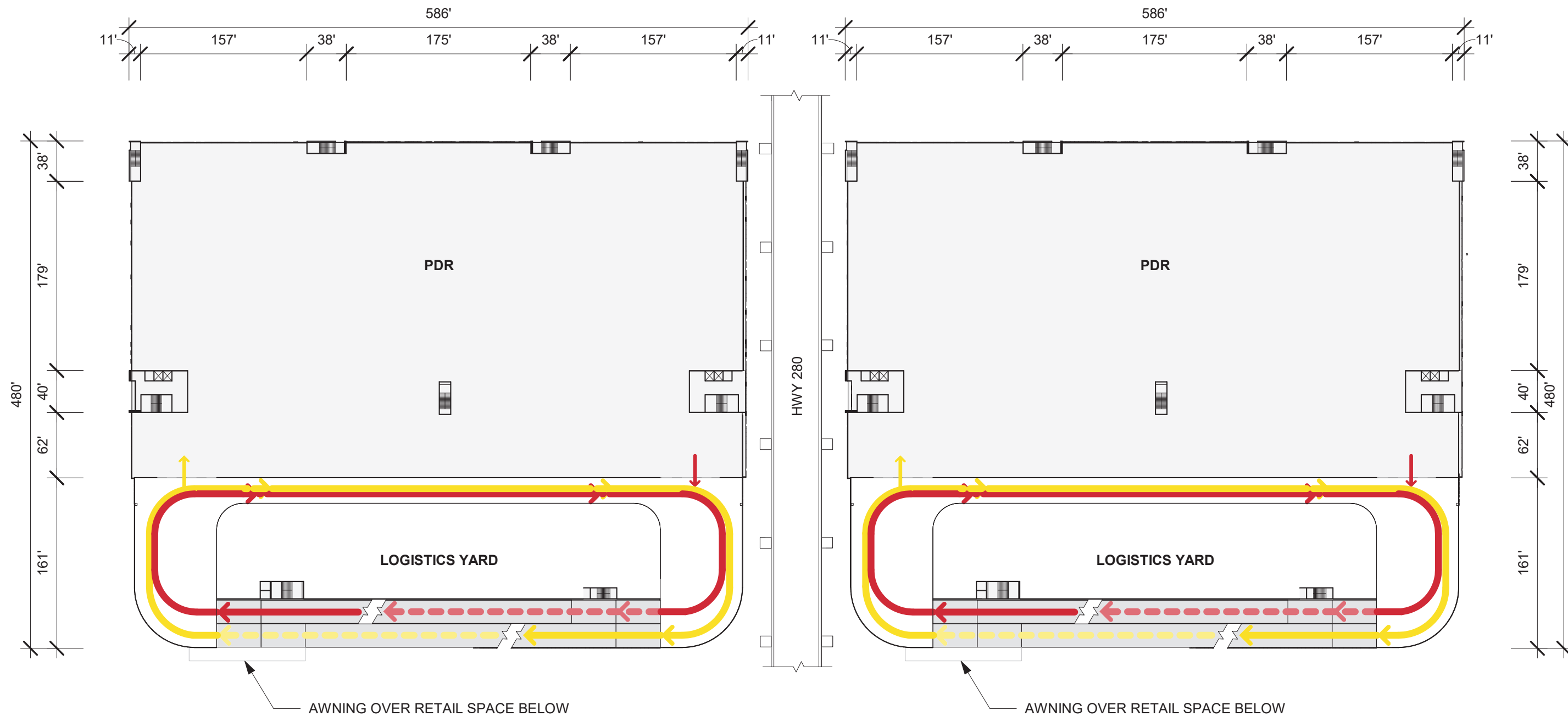


PD-2.2
Revised 11.18.24
1" = 100'-0"
11.18.22

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

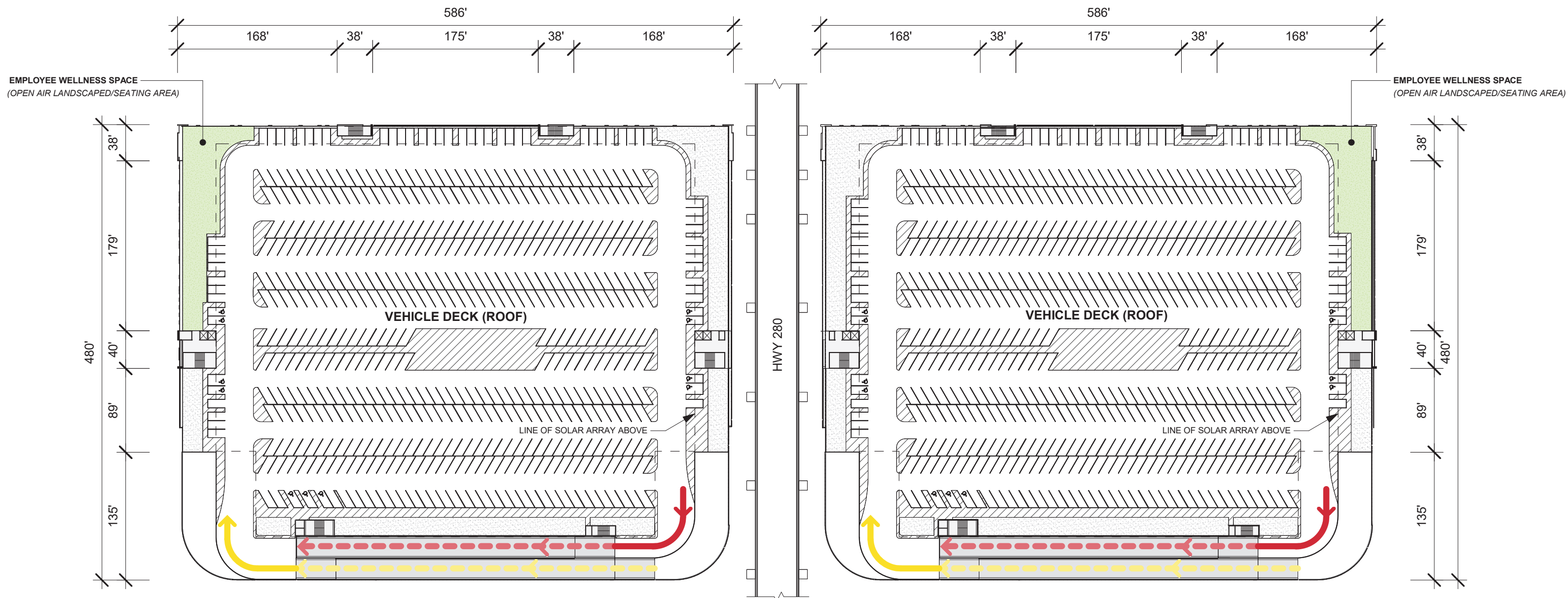


PD-2.3
Revised 11.18.24
1" = 100'-0"
11.18.22

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

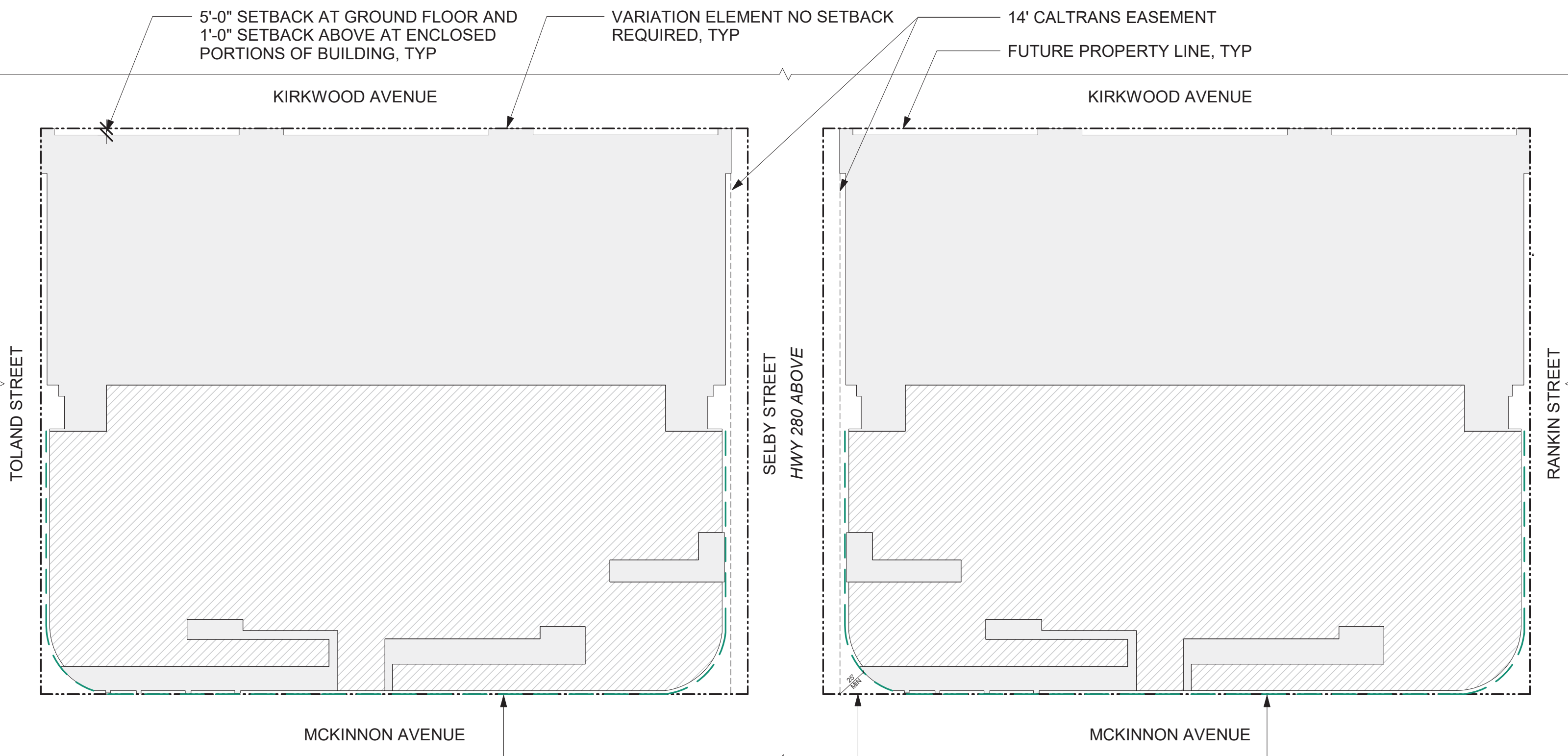
FLOOR PLAN - ROOF PLAN

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

-  ENCLOSED BUILDING AREA
-  PARTIALLY ENCLOSED VEHICULAR AREA
-  VEHICLE SCREENING

NO SETBACK REQUIRED AT SCREENED VEHICULAR CIRCULATION FRONTAGE, TYP

50' RADIUSED CORNER WITH 25' SETBACK, 1 of 4 ALONG MCKINNON AVE INTERSECTIONS

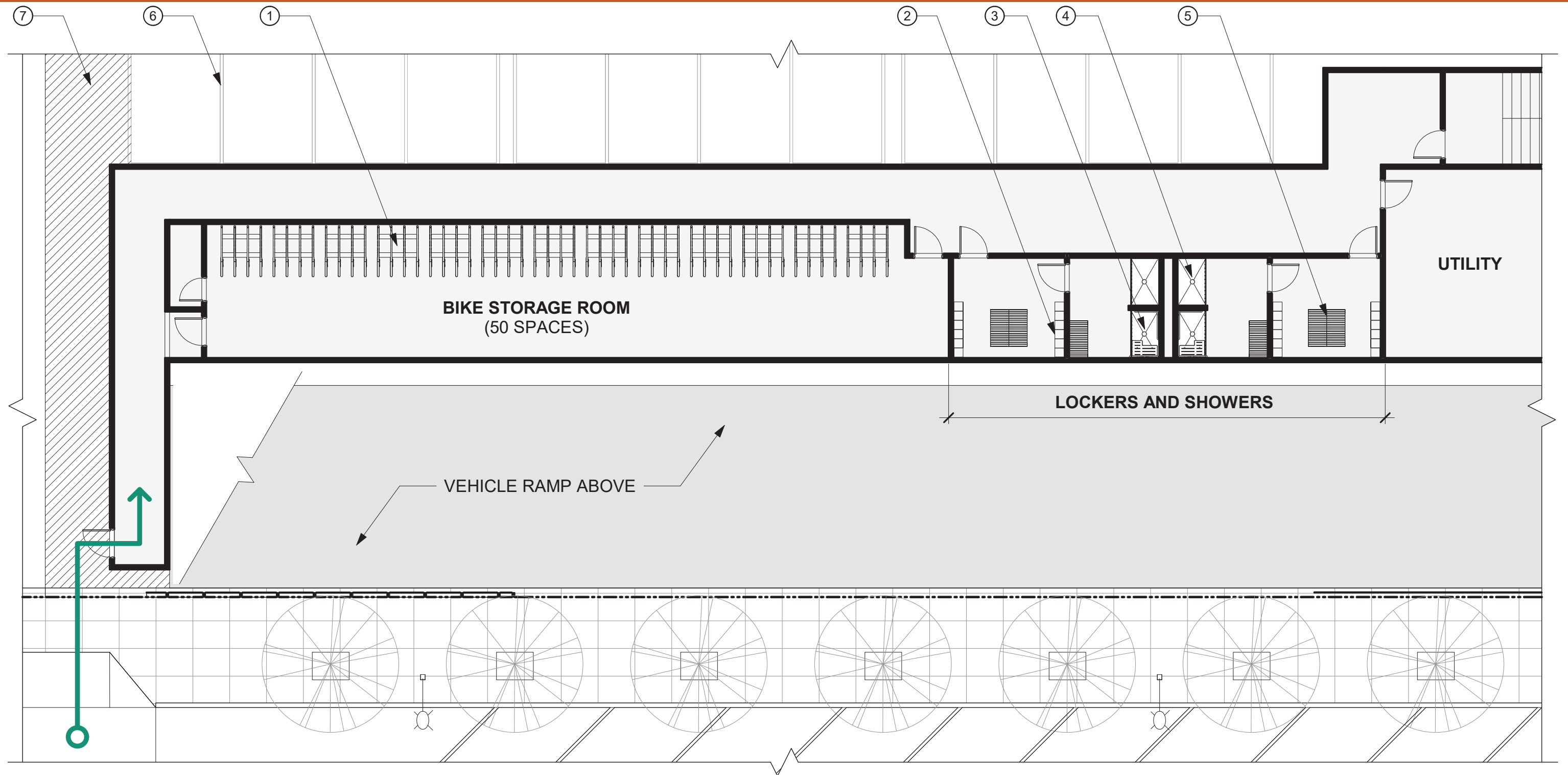
NO SETBACK REQUIRED AT SCREENED VEHICULAR CIRCULATION FRONTAGE, TYP

SETBACK DIAGRAM

CONDITIONAL USE REVISION 4



PD-2.5 | SAN FRANCISCO GATEWAY
 Revised 11.18.24 | 749 Toland St. / 2000 McKinnon Ave.
 1" = 80'-0" | San Francisco, CA 94124
 11.01.24



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

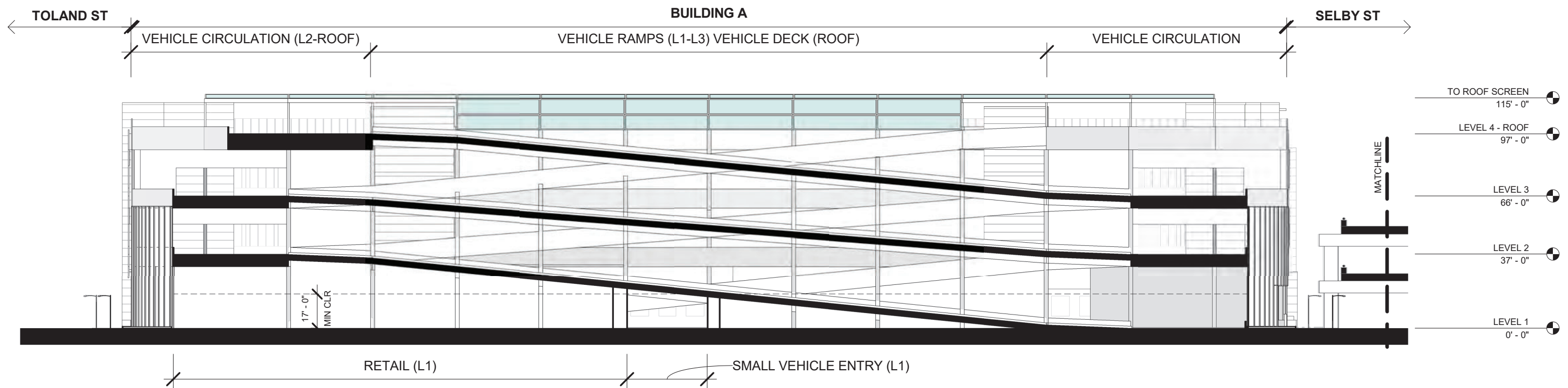
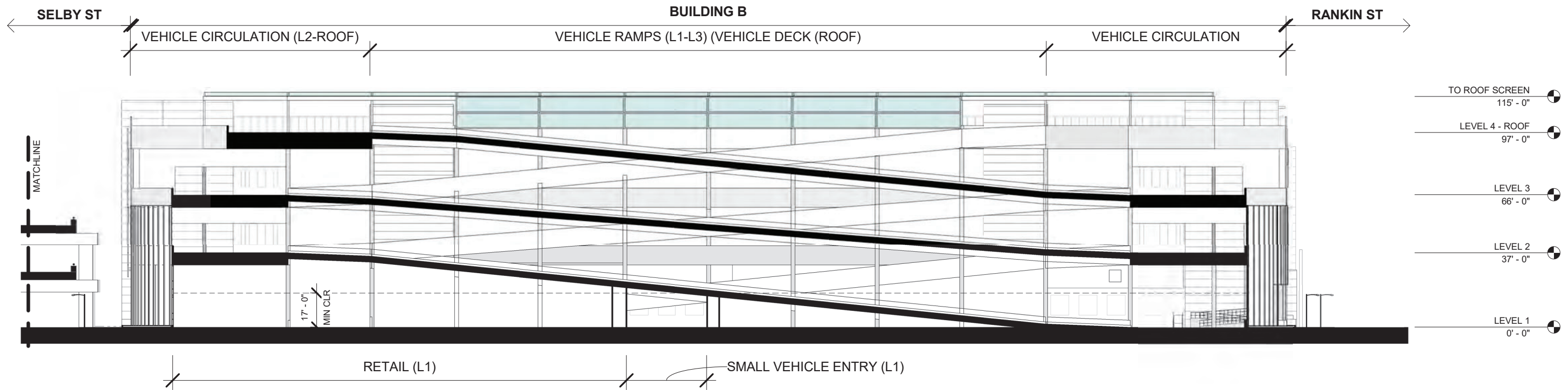
ENLARGED FLOOR PLAN - BIKE STORAGE AND LOCKERS

PROJECT DRAWINGS
CONDITIONAL USE REVISION 4

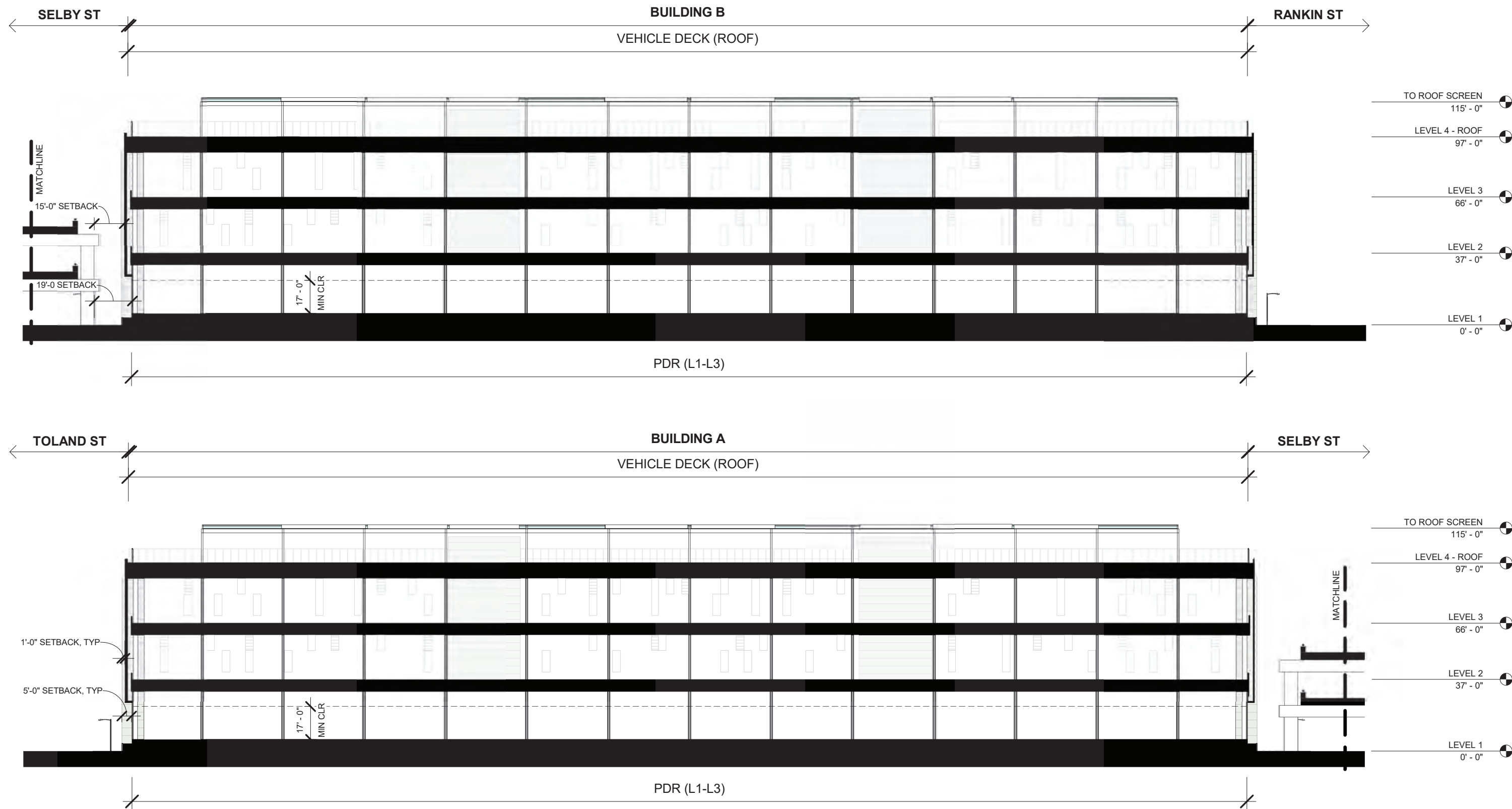


PD-2.6
Revised 11.18.24
3/32" = 1'-0"
11.01.24

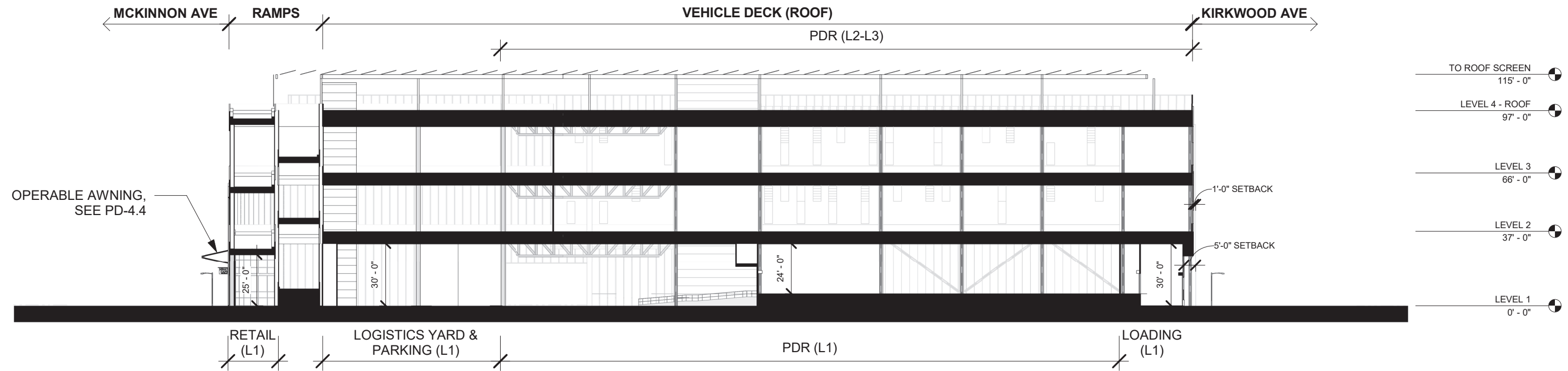
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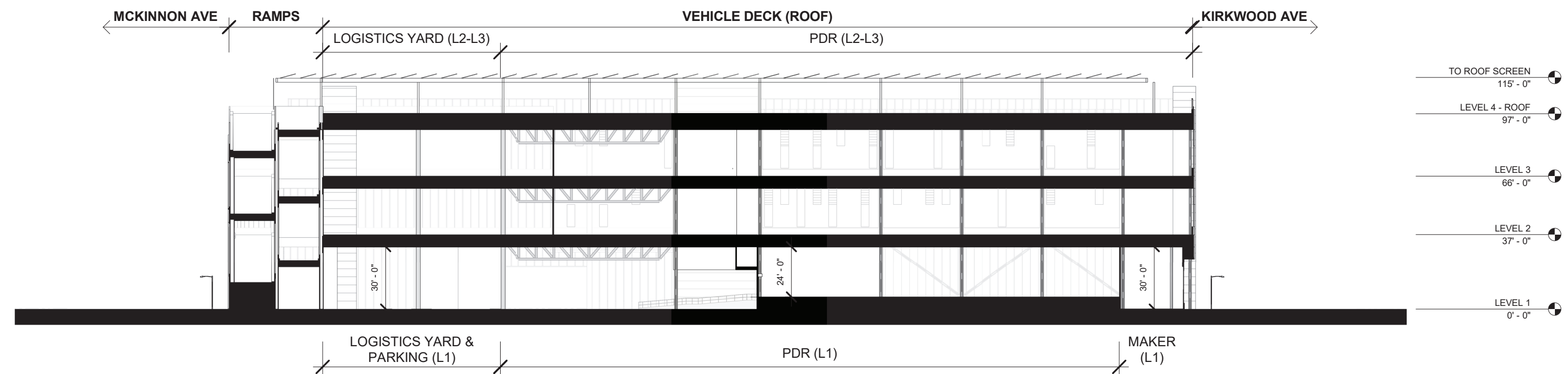
1 BUILDINGS A & B - LONGITUDINAL SECTION
1" = 50'-0"



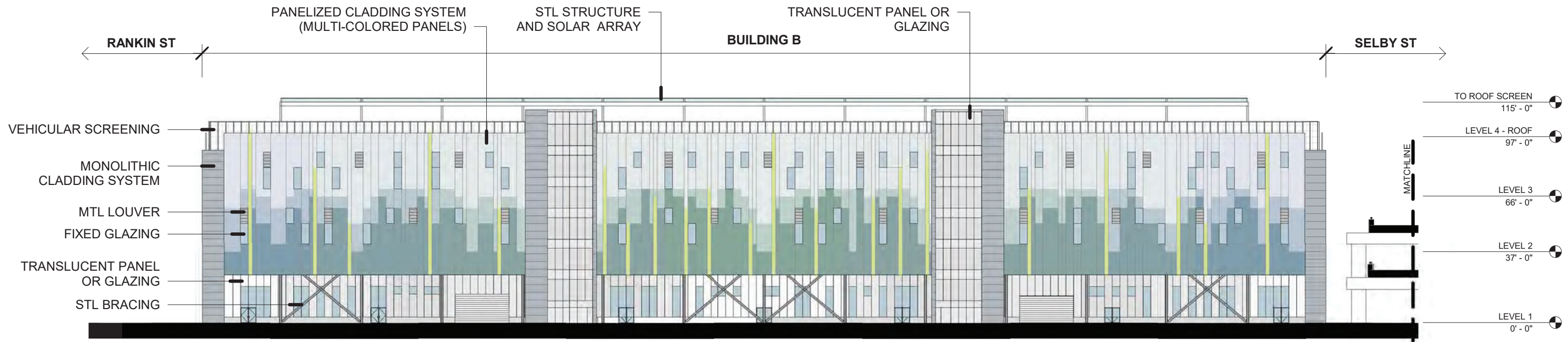
1 BUILDINGS A & B - LONGITUDINAL SECTION
1" = 50'-0"



2 BUILDINGS A & B - TRANSVERSE SECTION AT LOADING
1" = 50'-0"

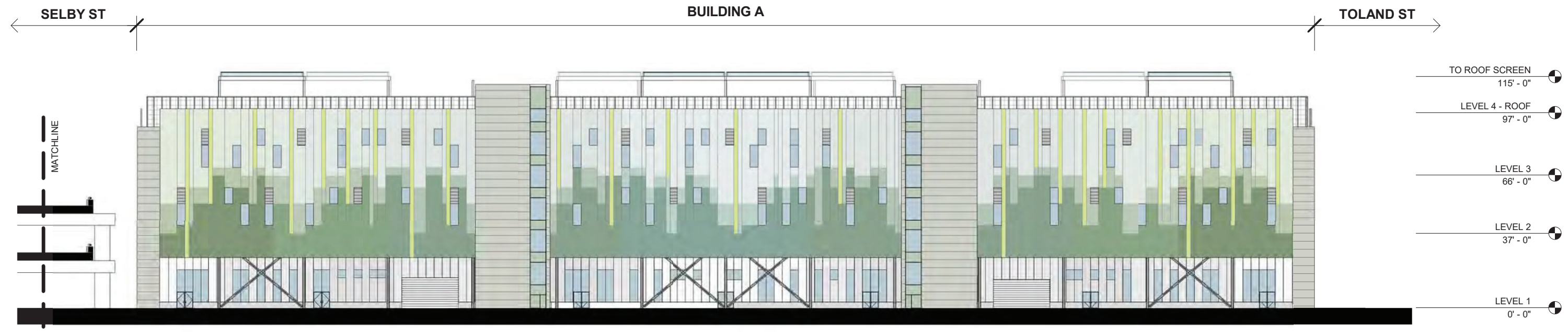


1 BUILDINGS A & B - TRANSVERSE SECTION AT MAKER SPACE
1" = 50'-0"

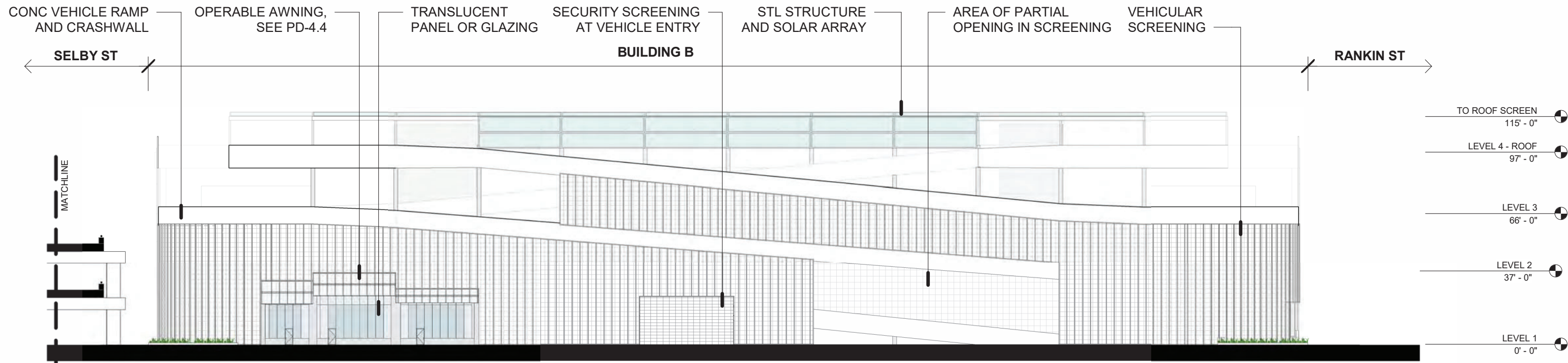


2 BUILDING B - NORTH ELEVATION
1" = 50'-0"

NOTE: SEE 2 / PD-4.0 FOR TYPICAL MATERIALS

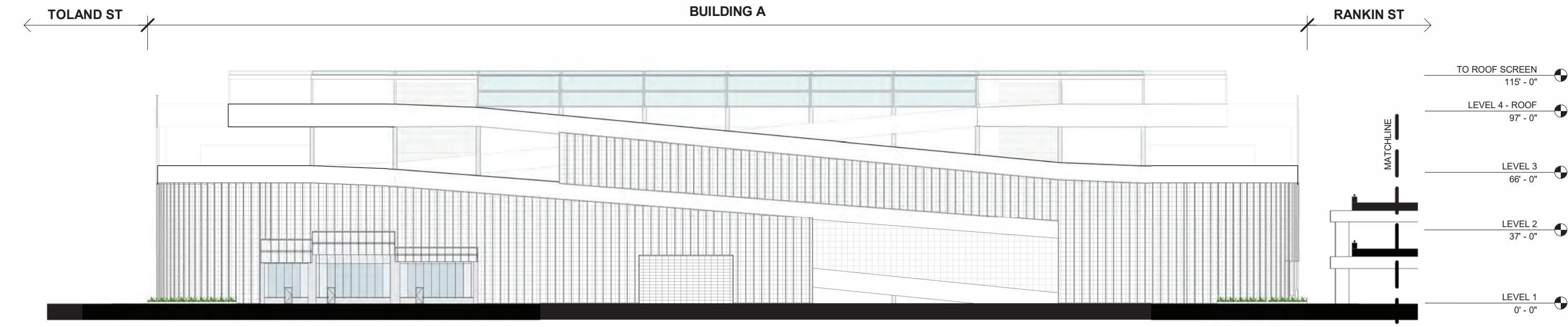


1 BUILDING A - NORTH ELEVATION
1" = 50'-0"

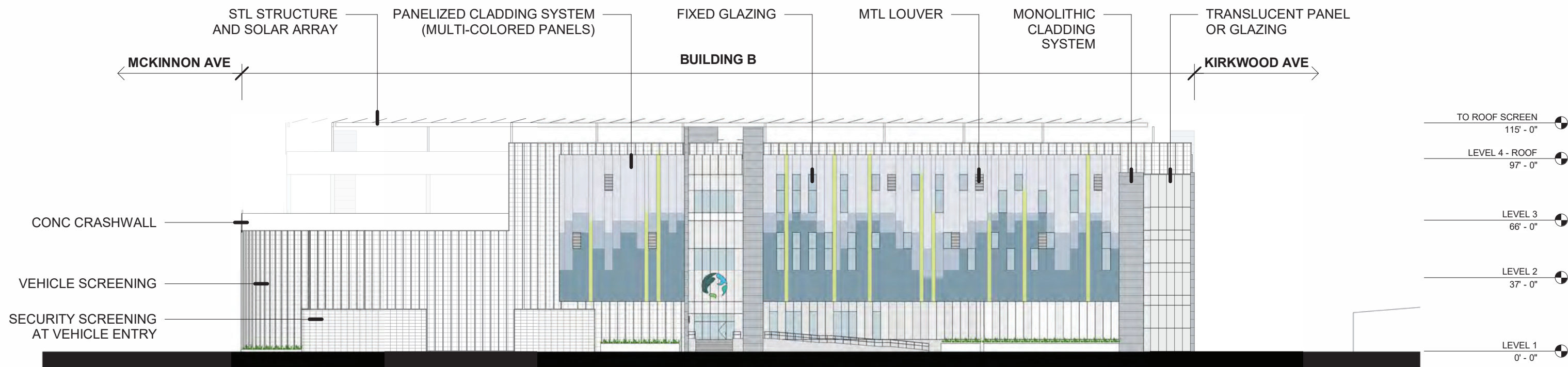


2 BUILDING B - SOUTH ELEVATION
1" = 50'-0"

NOTE: SEE 2 / PD-4.1 FOR TYPICAL MATERIALS

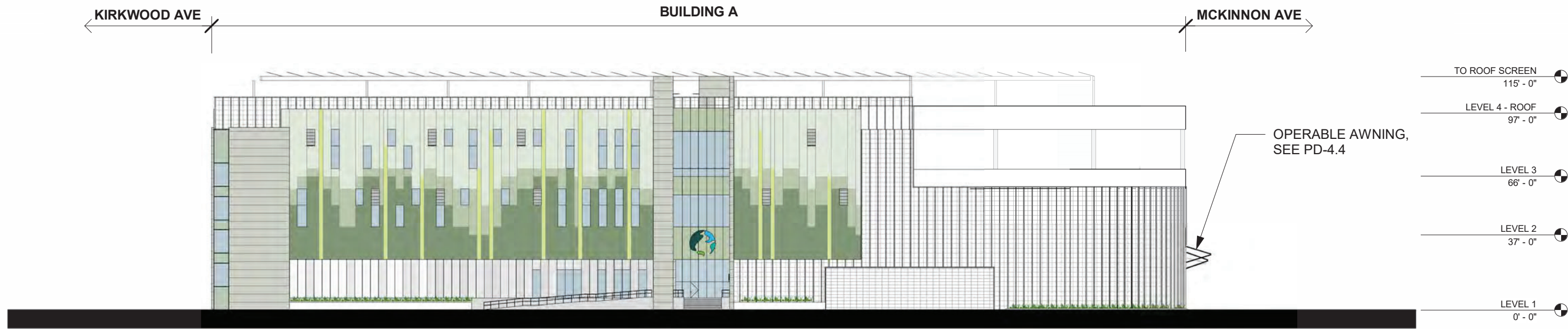


1 BUILDING A - SOUTH ELEVATION
1" = 50'-0"

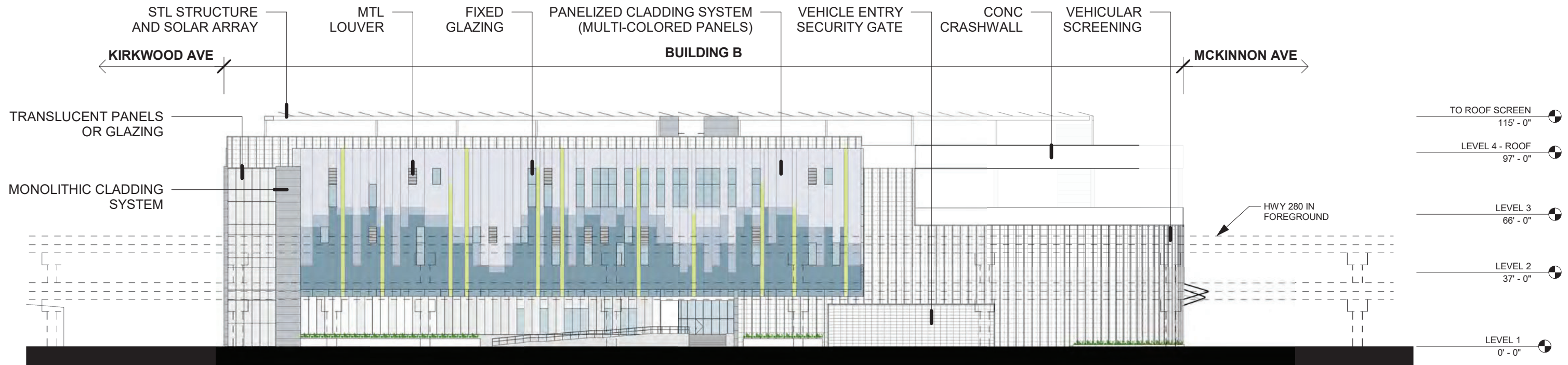


2 BUILDING B - EAST ELEVATION
1" = 50'-0"

NOTE: SEE 2 / PD-4.2 FOR TYPICAL MATERIALS

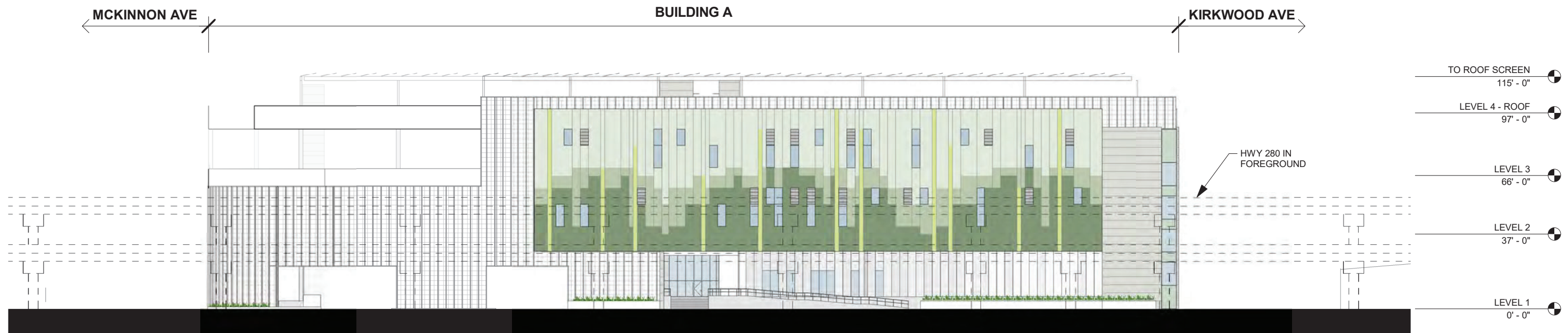


1 BUILDING A - WEST ELEVATION
1" = 50'-0"

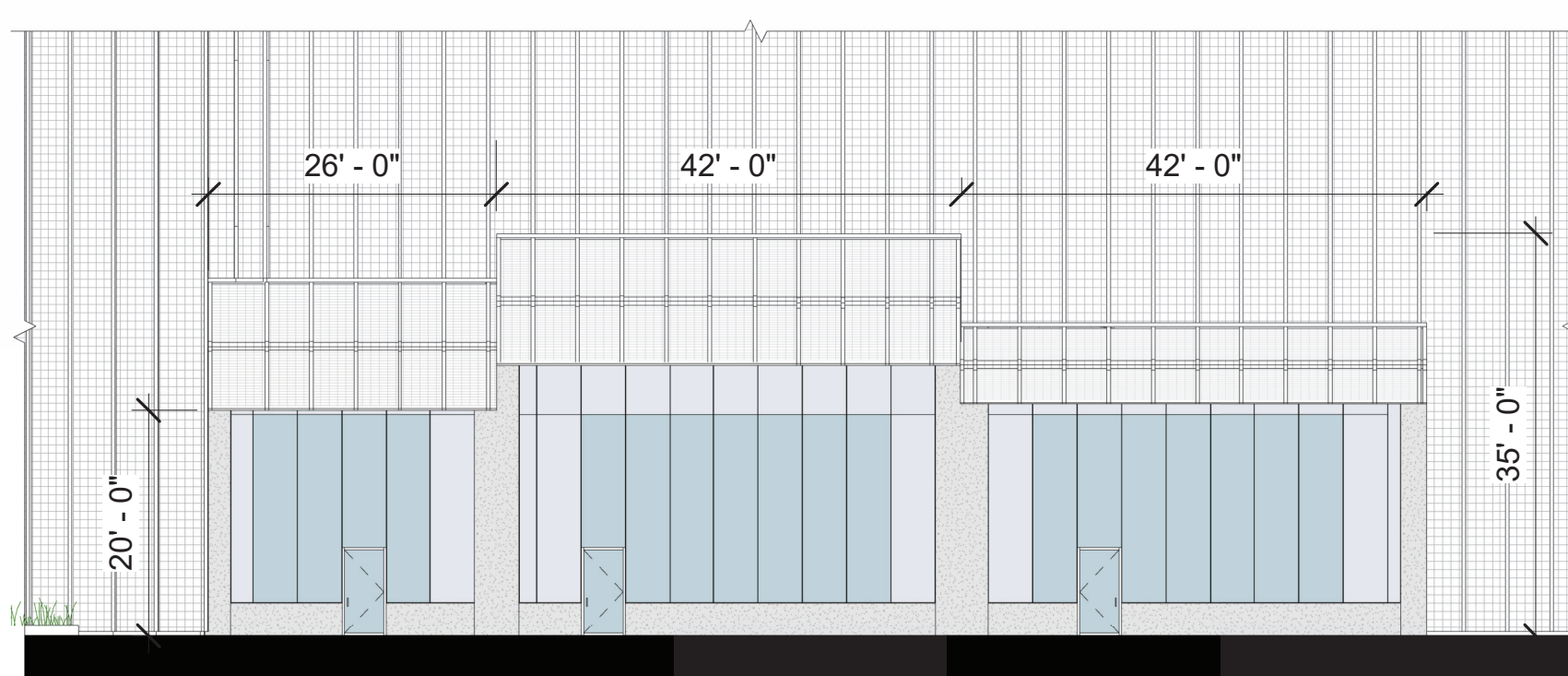


2 BUILDING B - WEST ELEVATION
1" = 50'-0"

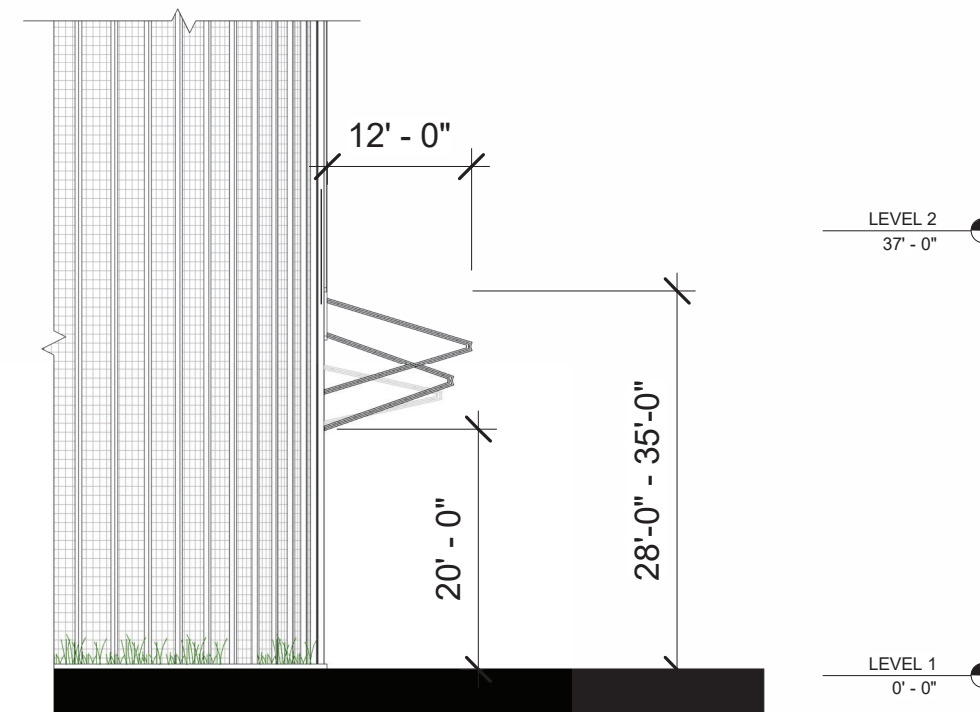
NOTE: SEE 2 / PD-4.3 FOR TYPICAL MATERIALS



1 BUILDING A - EAST ELEVATION
1" = 50'-0"



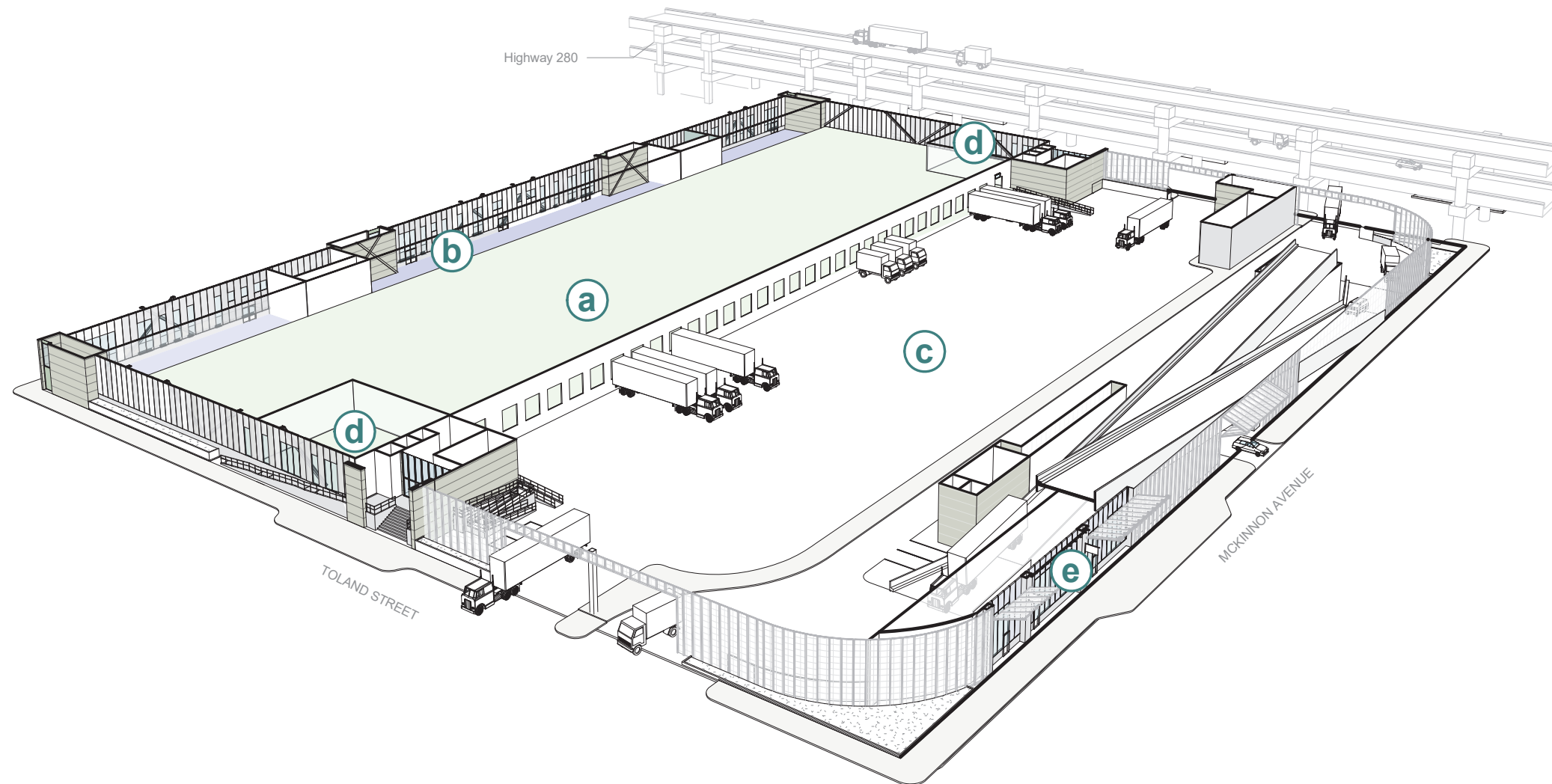
2 AWNINGS @ MCKINNON AVE
1/16" = 1'-0"



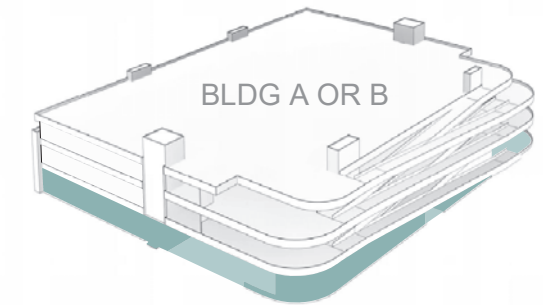
1 AWNING @ MCKINNON AVE
1/16" = 1'-0"

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

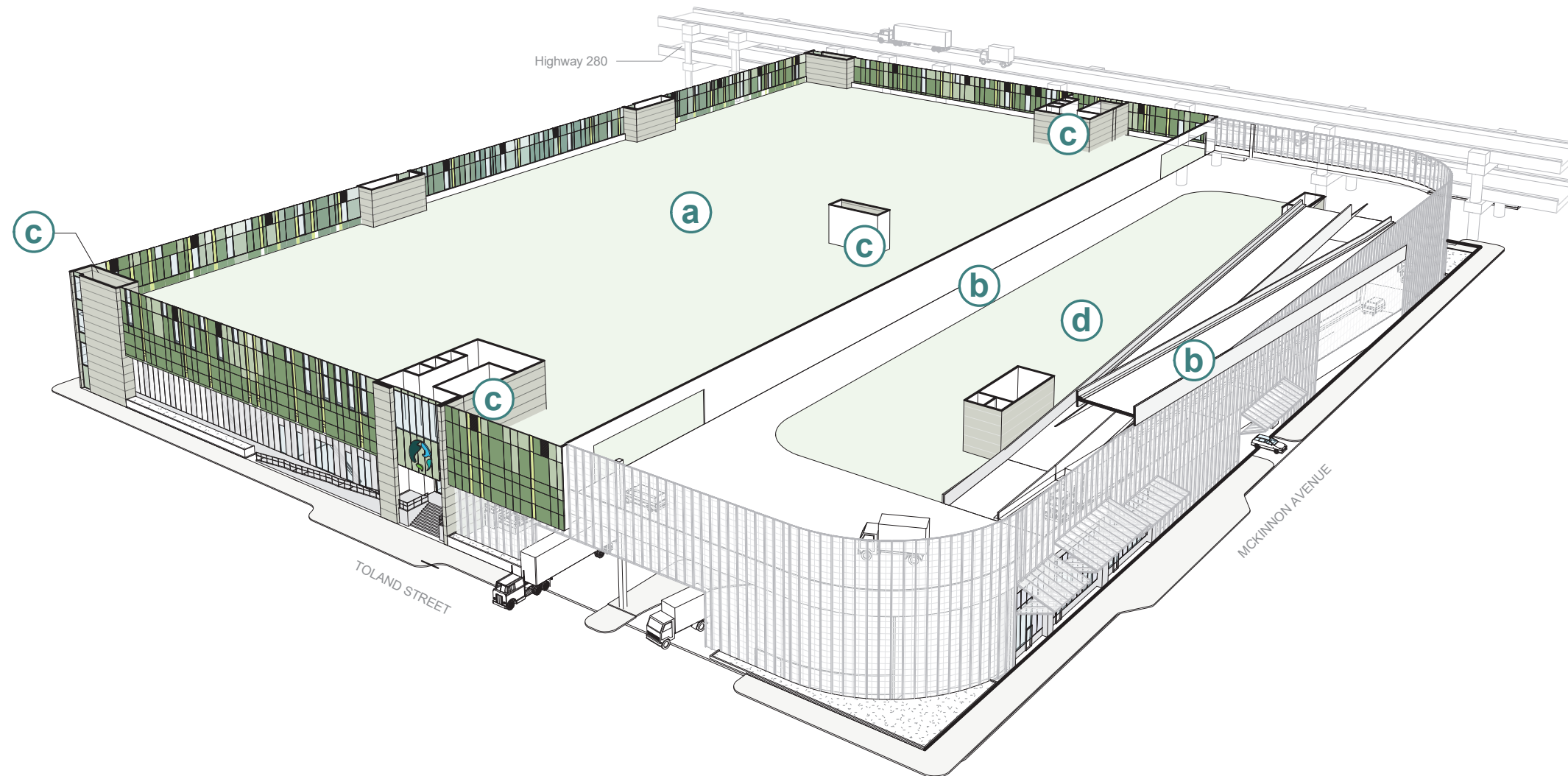


Key Features

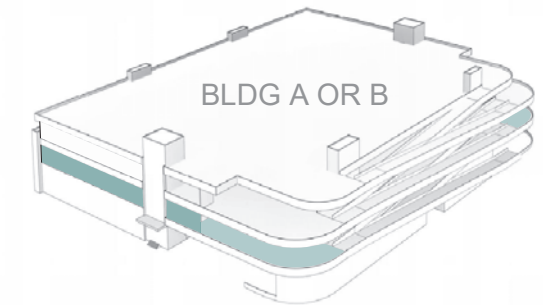
- a PDR**
Dock-high space. 180' deep with a 24' clear height.
- b PDR/Maker Space**
10,000 - 17,500 sf per building
- c Logistics Yard**
An ample yard provides room for vehicle staging and space for flexible logistics support activities including fleet staging, storage, and goods transfer.
- d Accessory 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



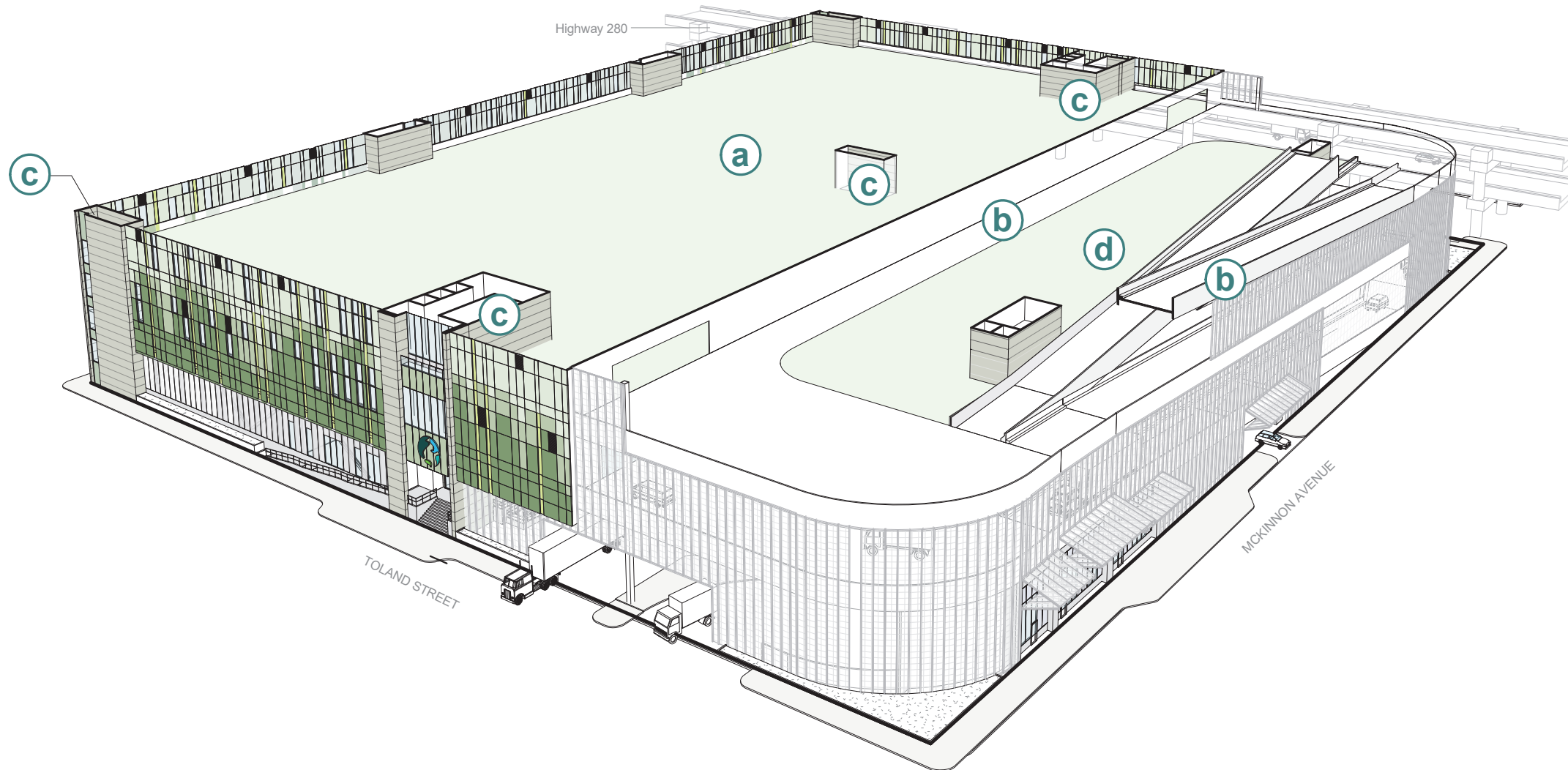
Key Features

- 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.

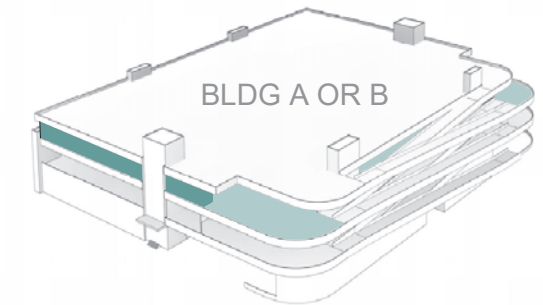
FOR POTENTIAL TENANT LAYOUTS,
SEE SHEETS CD-5 THROUGH CD-9

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



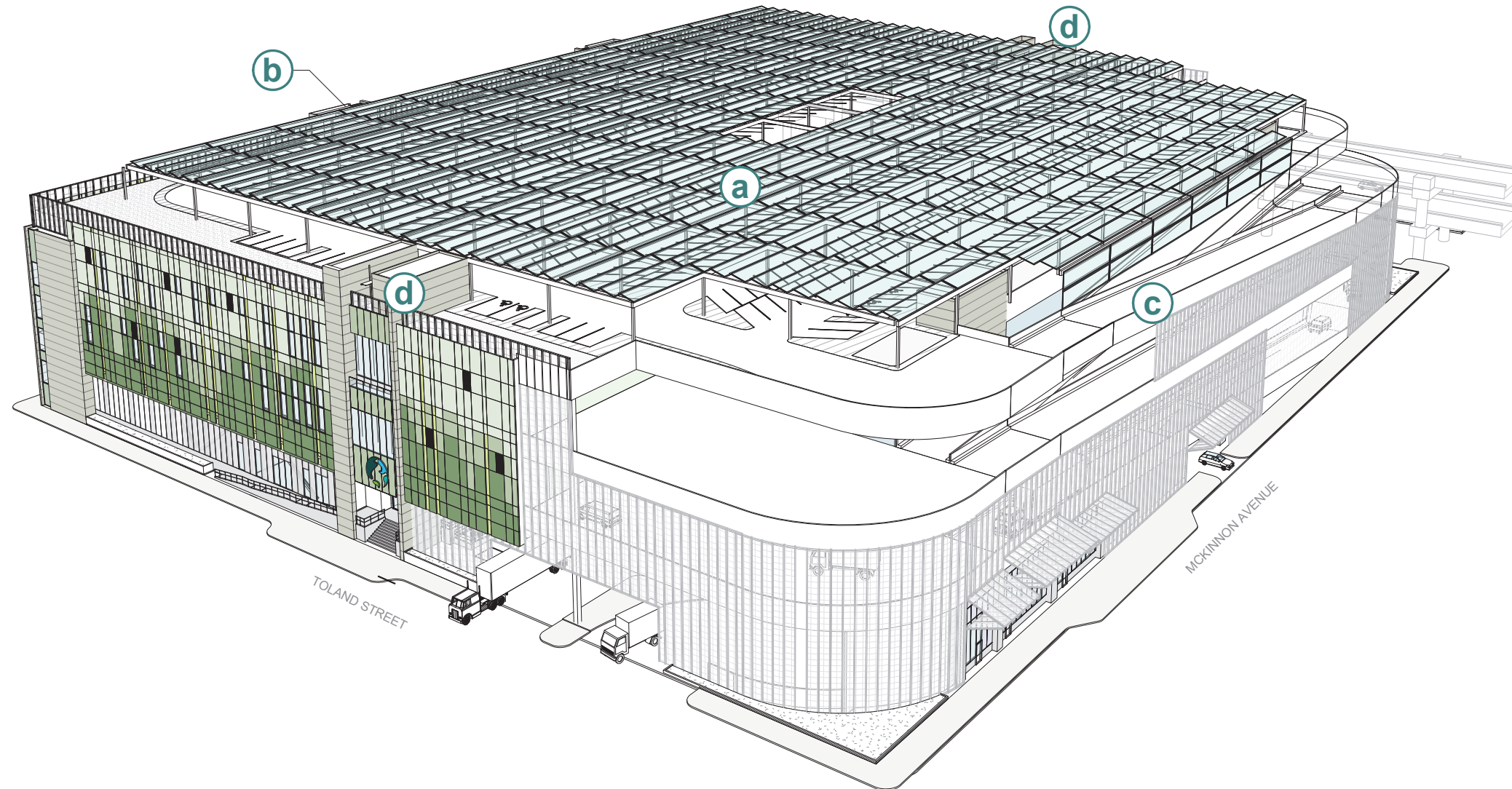
Key Features

- 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.

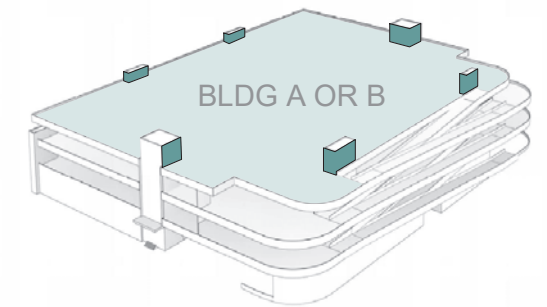
FOR POTENTIAL TENANT LAYOUTS,
SEE SHEETS CD-5 THROUGH CD-9

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



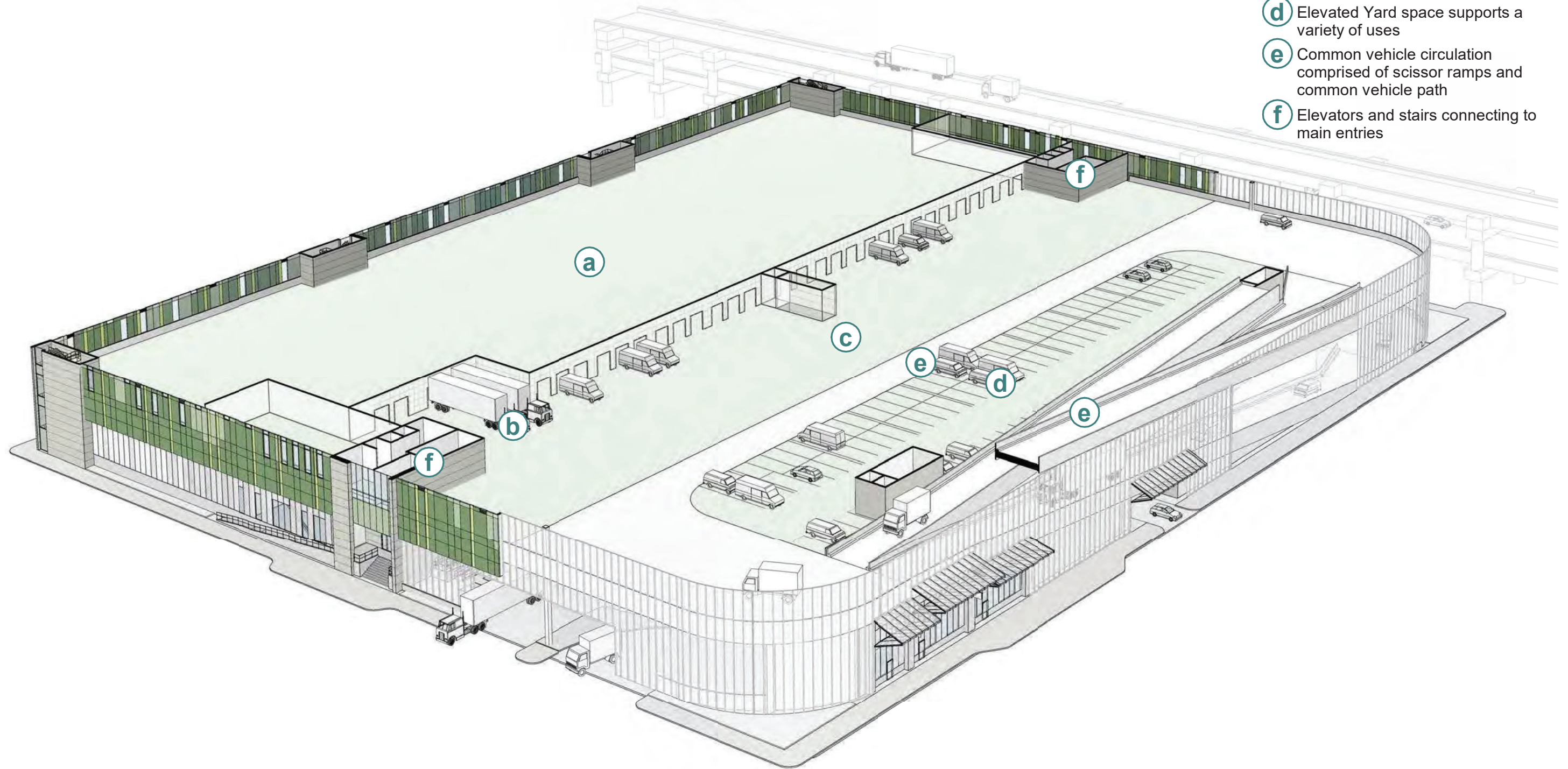
Key Features

- 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

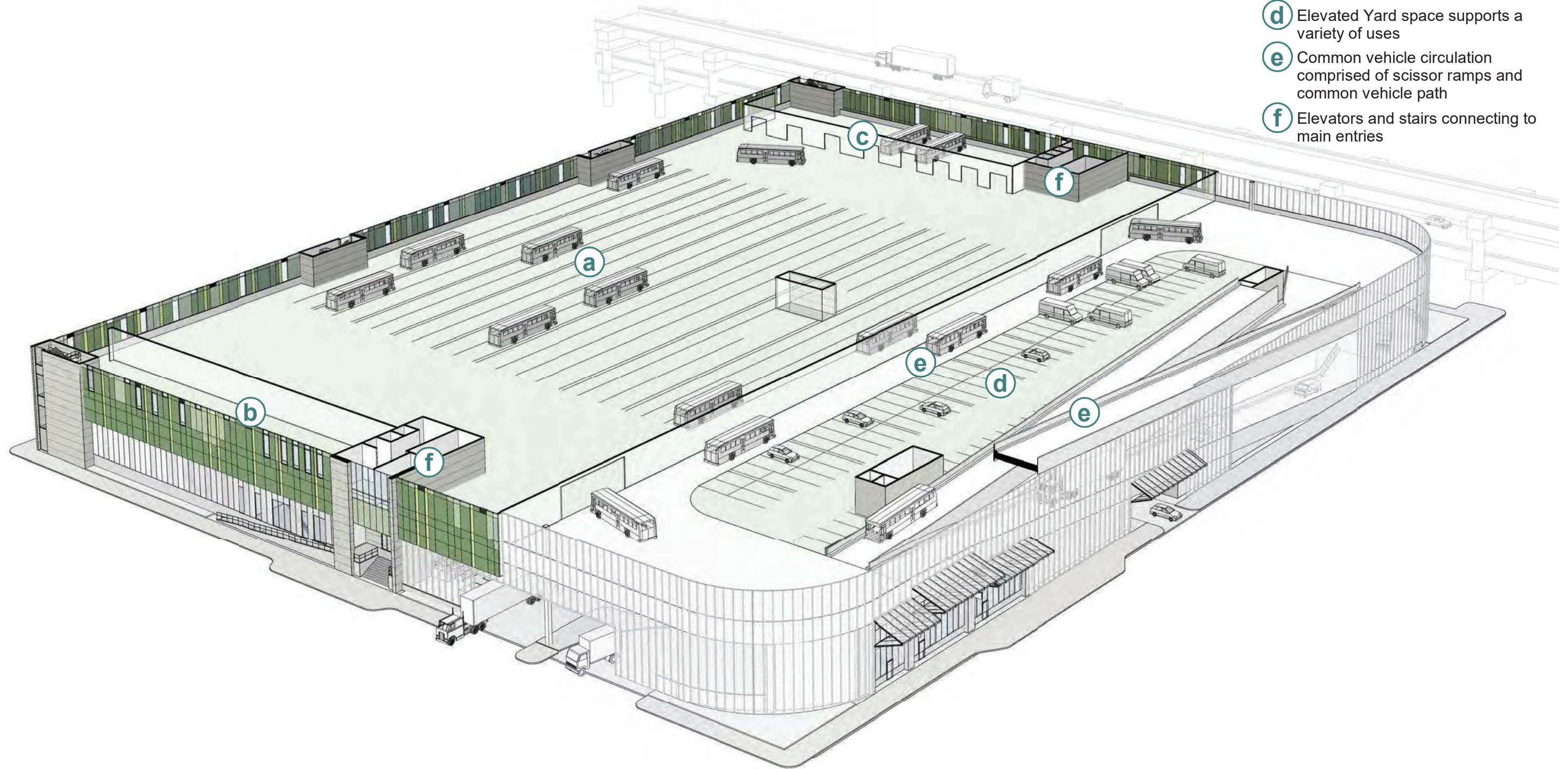
CONCEPT DRAWINGS

PROJECT APPLICATION RE-SUBMITTAL

FLEET LAYOUT

Key Features

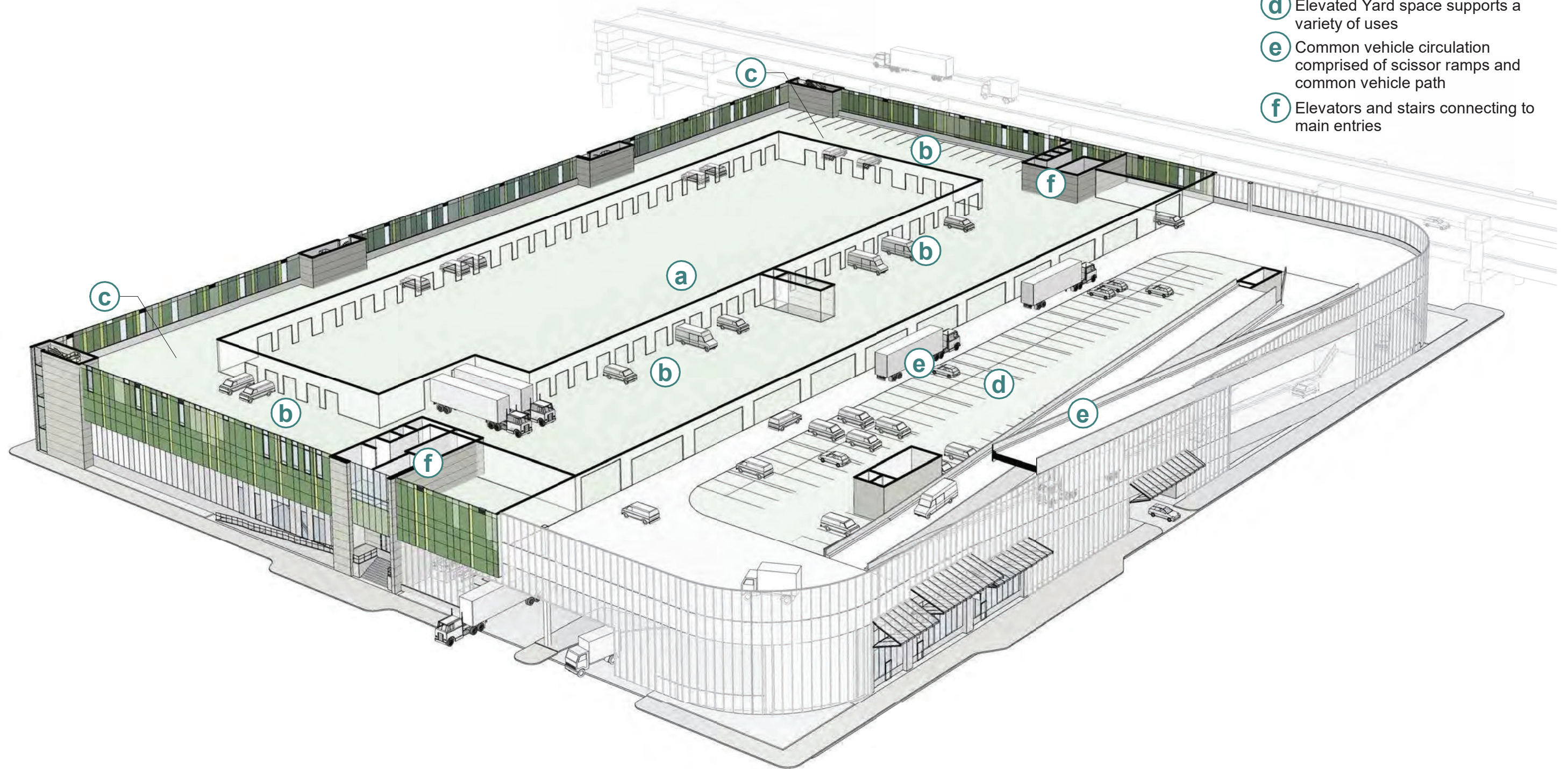
- a** Bus staging lanes
- b** Operations and Office space
- c** Bus maintenance area, light maintenance only
- d** Elevated Yard space supports a variety of uses
- e** Common vehicle circulation comprised of scissor ramps and common vehicle path
- f** Elevators and stairs connecting to main entries



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 DELIVERY SERVICE LAYOUT

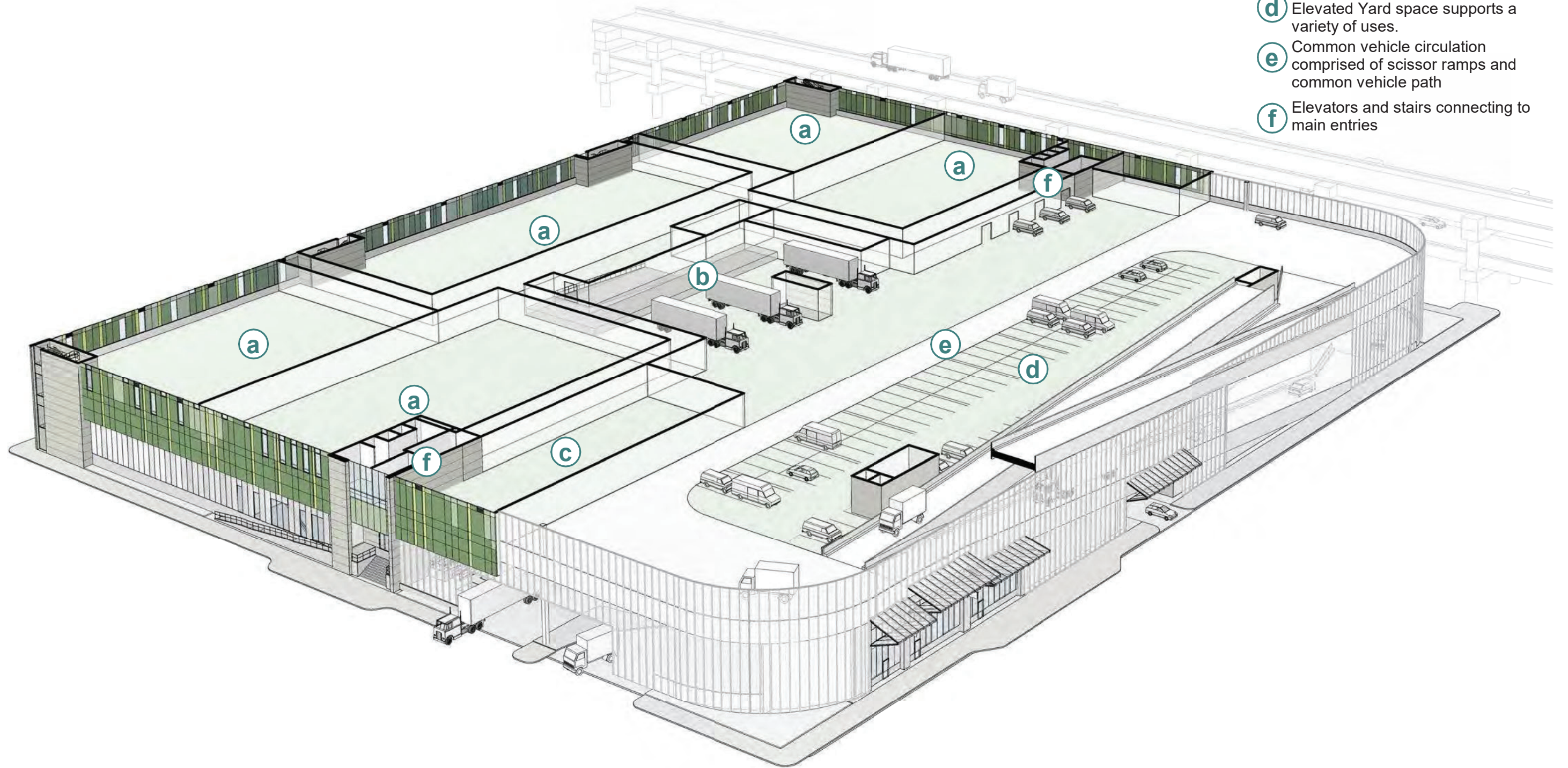
CONCEPT DRAWINGS

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

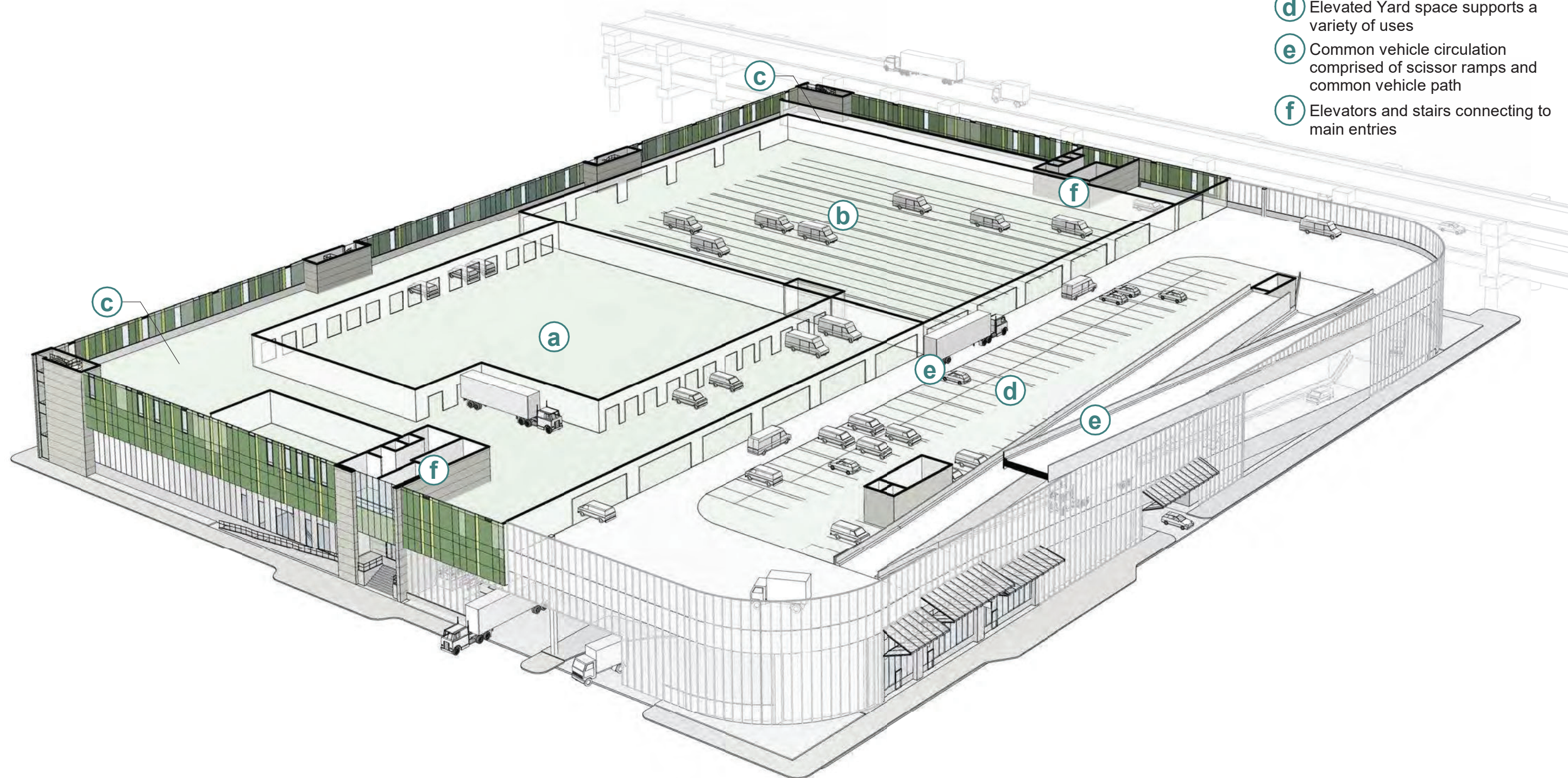
CONCEPT DRAWINGS

PROJECT APPLICATION RE-SUBMITTAL

MULTI-TENANT B

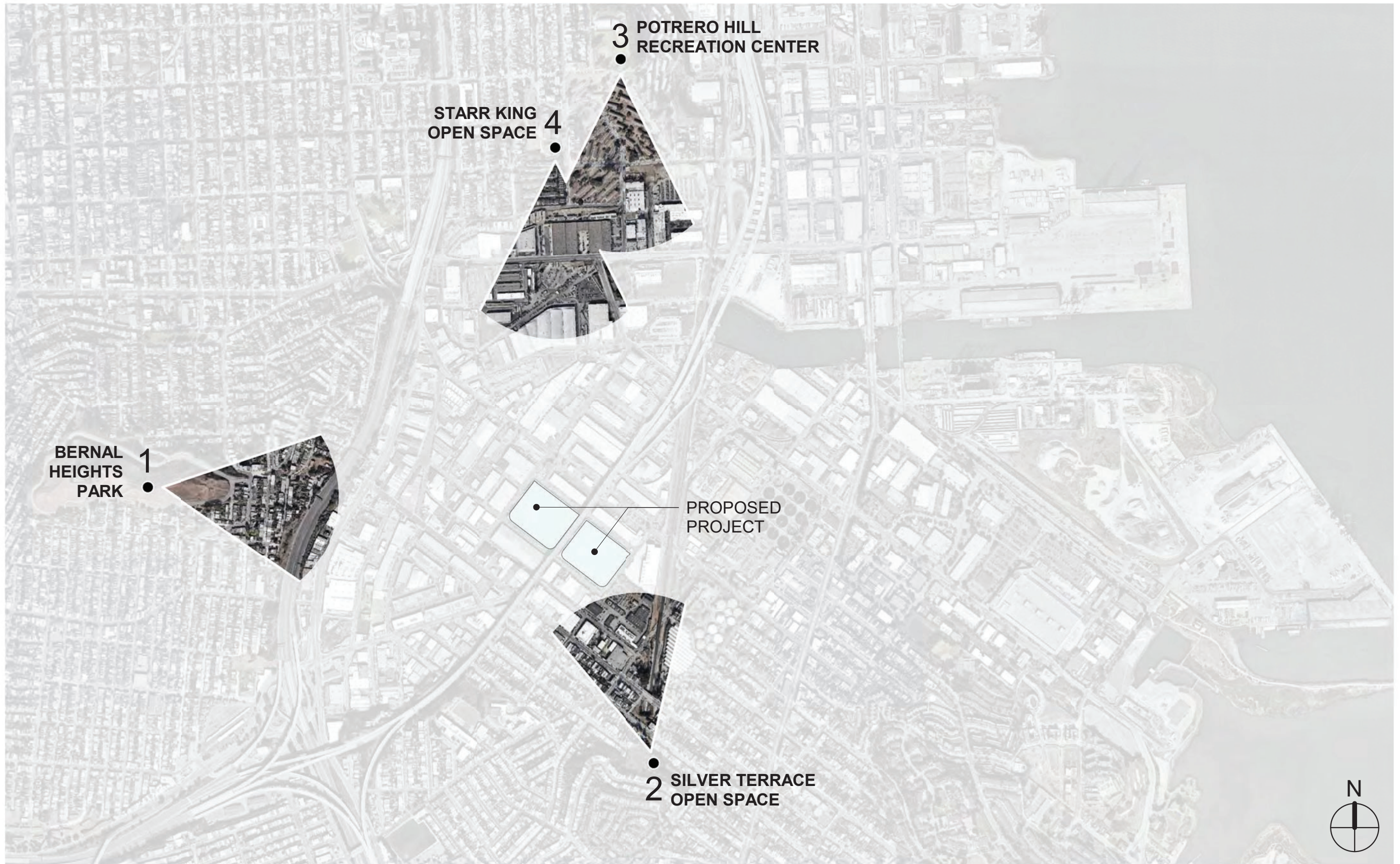
Key Features

- 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



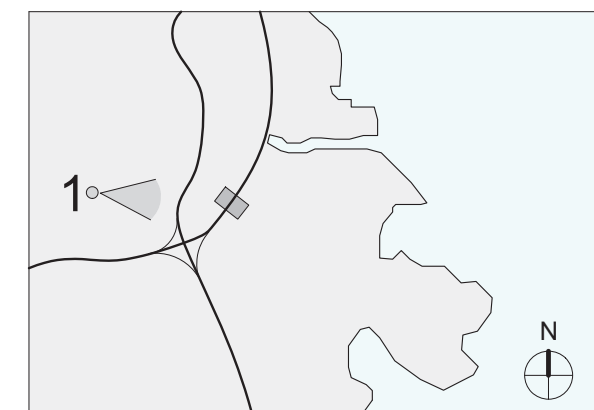
MULTI-TENANT LAYOUT B

CONCEPT DRAWINGS
PROJECT APPLICATION RE-SUBMITTAL



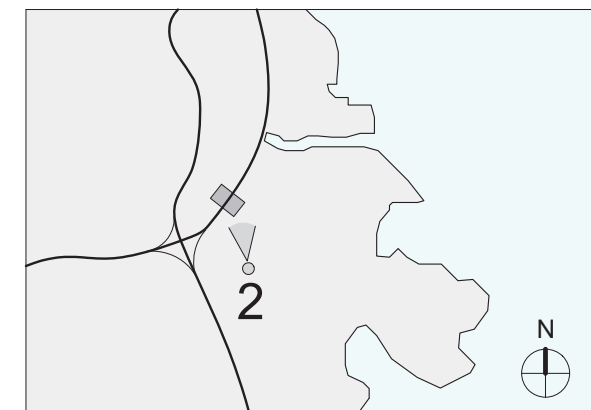


KEY PLAN





KEY PLAN



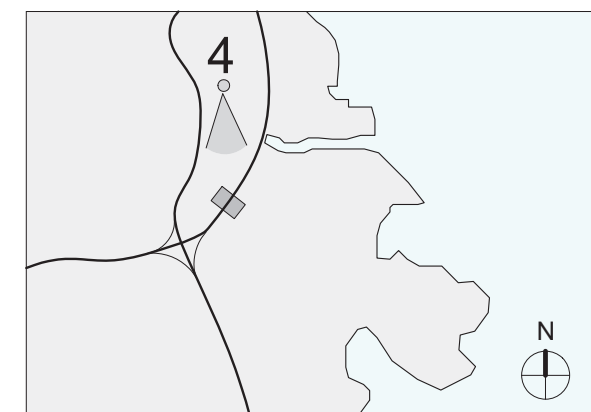


KEY PLAN



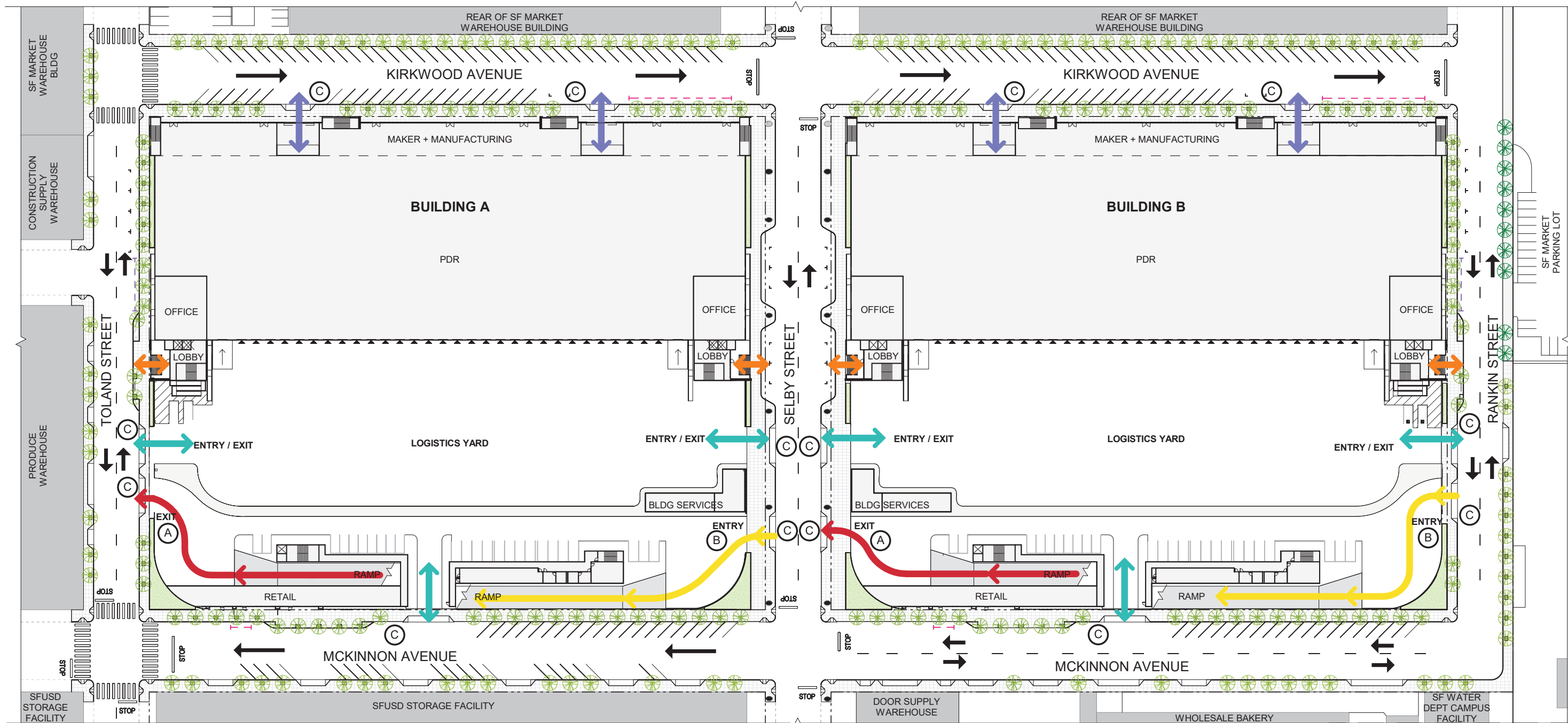


KEY PLAN



STARR KING OPEN SPACE - VIEW SHED

CONCEPT DRAWINGS
CONDITIONAL USE REVISION 4

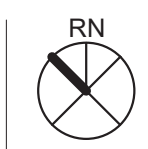


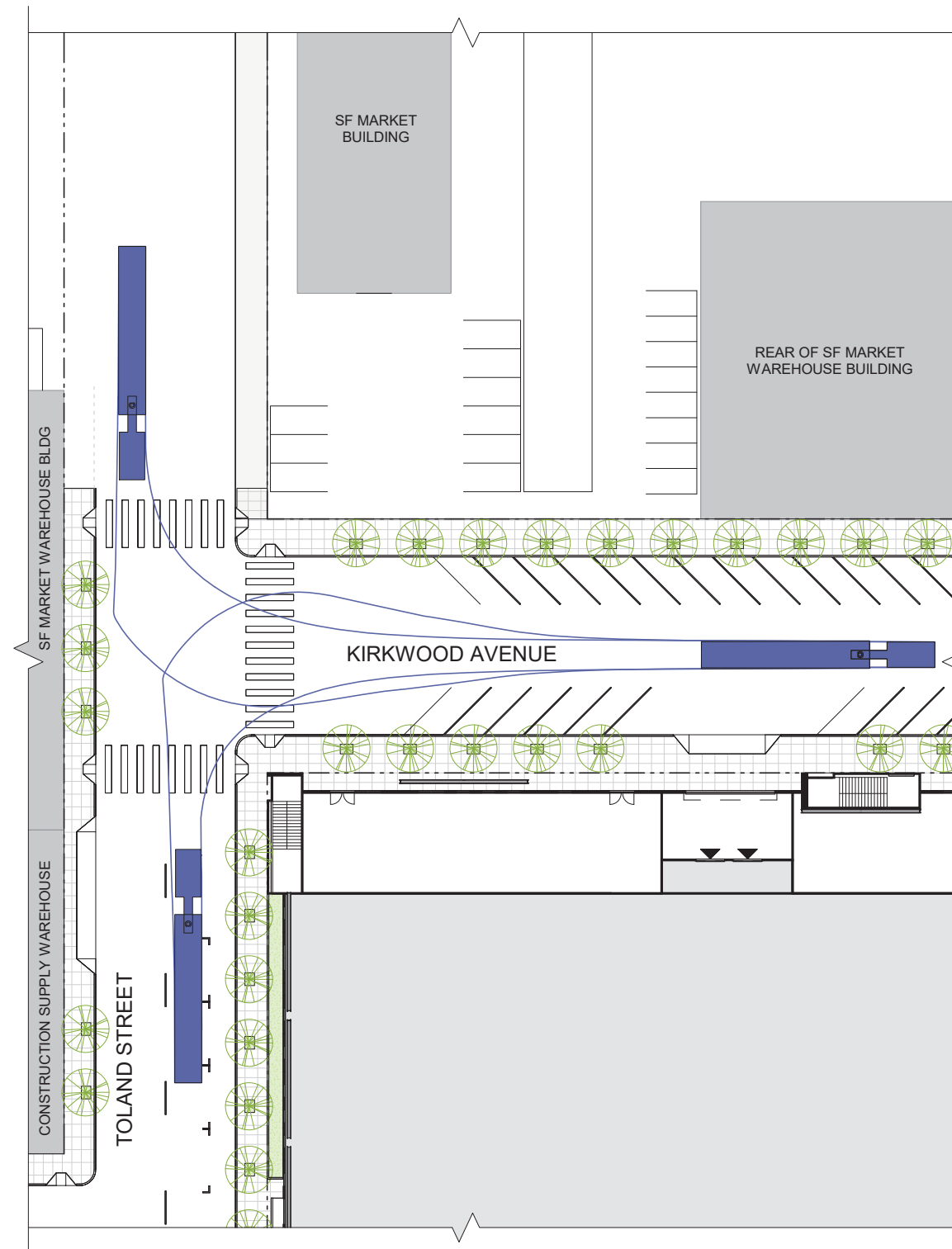
VEHICLE ACCESS

- VEHICLE ENTRY TO UPPER FLOORS
- VEHICLE EXIT FROM UPPER FLOORS
- LEVEL 1 VEHICLE ENTRY AND EXIT
- MAKER SPACE LOADING
- PEDESTRIAN ACCESS
- COMMERCIAL LOADING
- PASSENGER LOADING

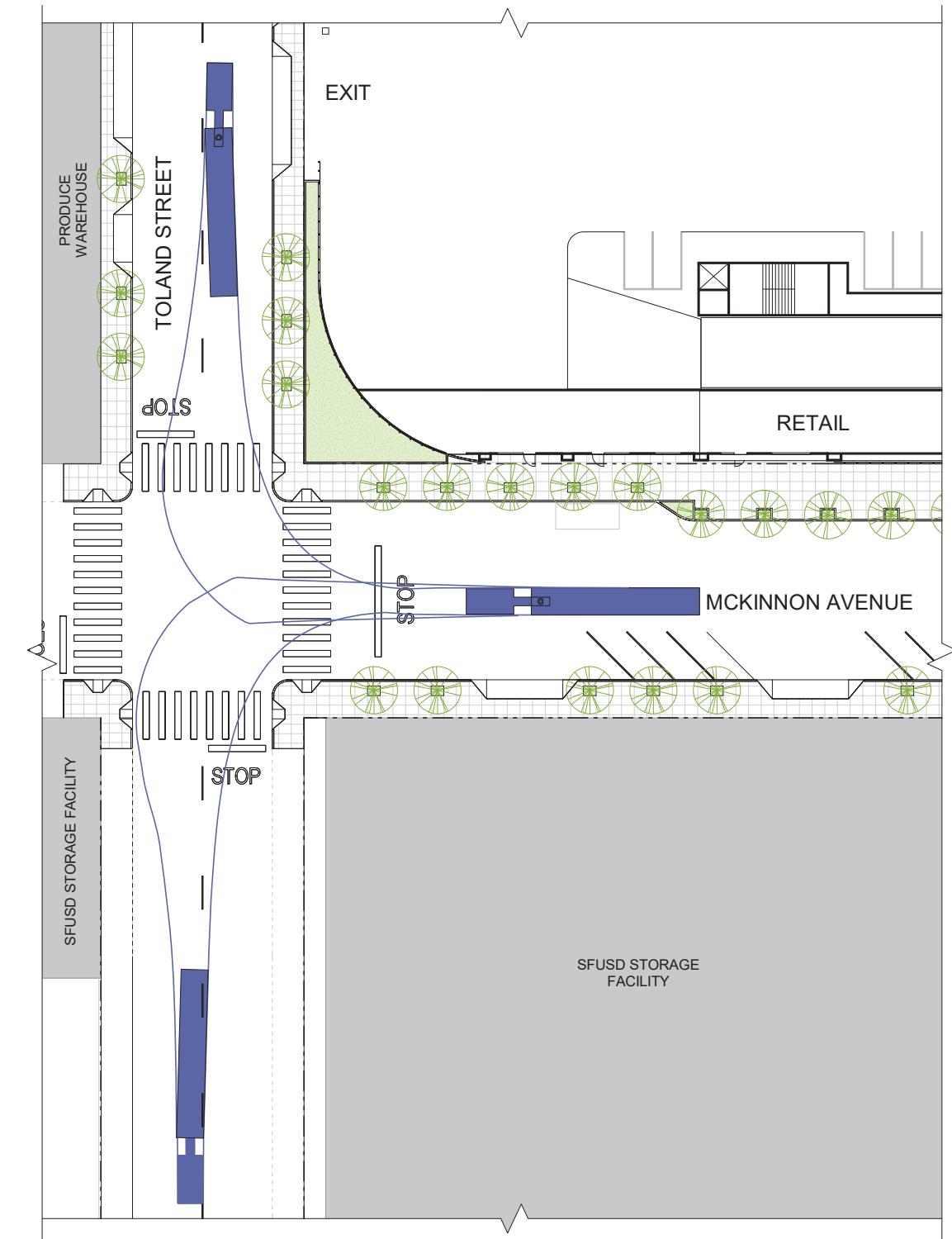
SHEET NOTES

- (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"



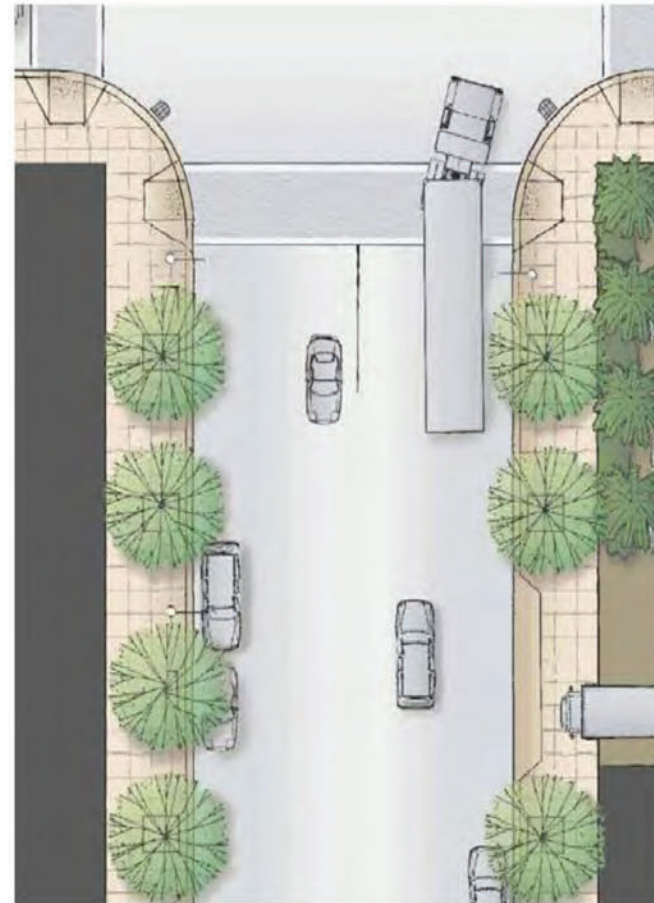
1 MCKINNON AND TOLAND INTERSECTION - ONE WAY
1" = 50'-0"

INTERSECTION DETAIL - ONE WAY TRAFFIC
ROADWAY & STREETScape OVERVIEW
CONDITIONAL USE REVISION 4

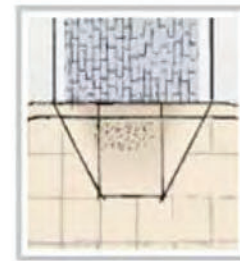




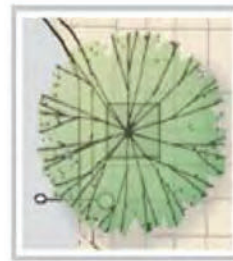
TYPICAL SECTION



TYPICAL PLAN



CURB RAMPS



STREET TREES

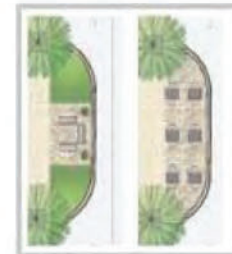
REQUIRED COMPONENTS



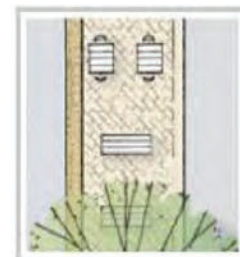
PERPENDICULAR PARKING



EXTENDED BULB-OUT



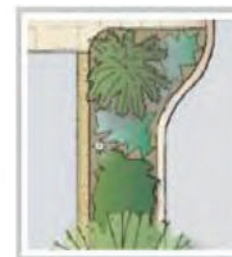
MID-BLOCK BULB-OUT



SITE FURNISHINGS



CURB EXTENSION

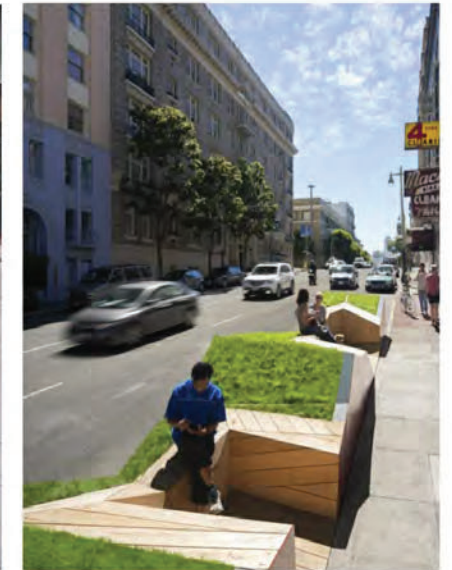


PLANTERS

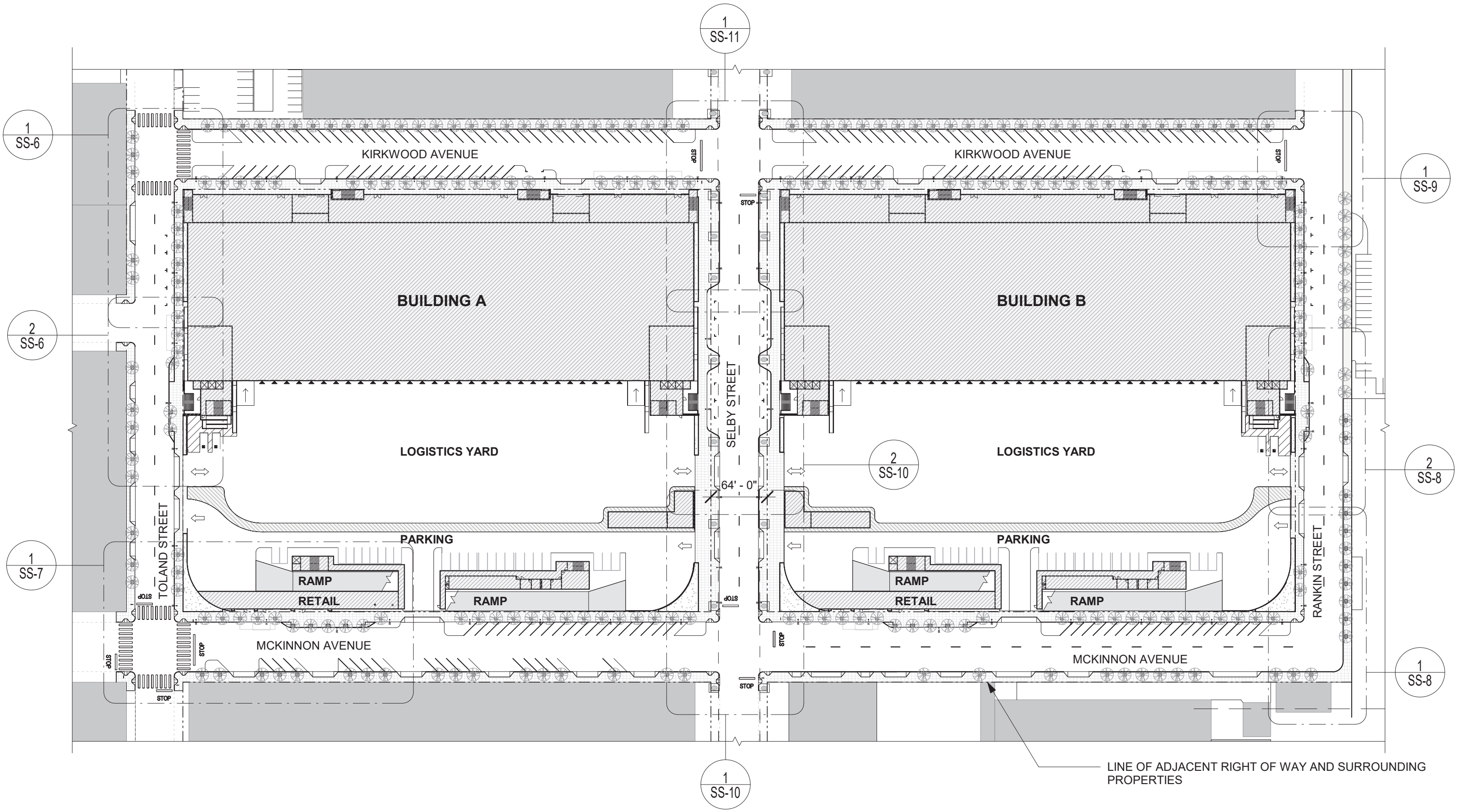
CASE BY CASE ADDITIONS



CURB EXTENTIONS



SITE FURNISHINGS

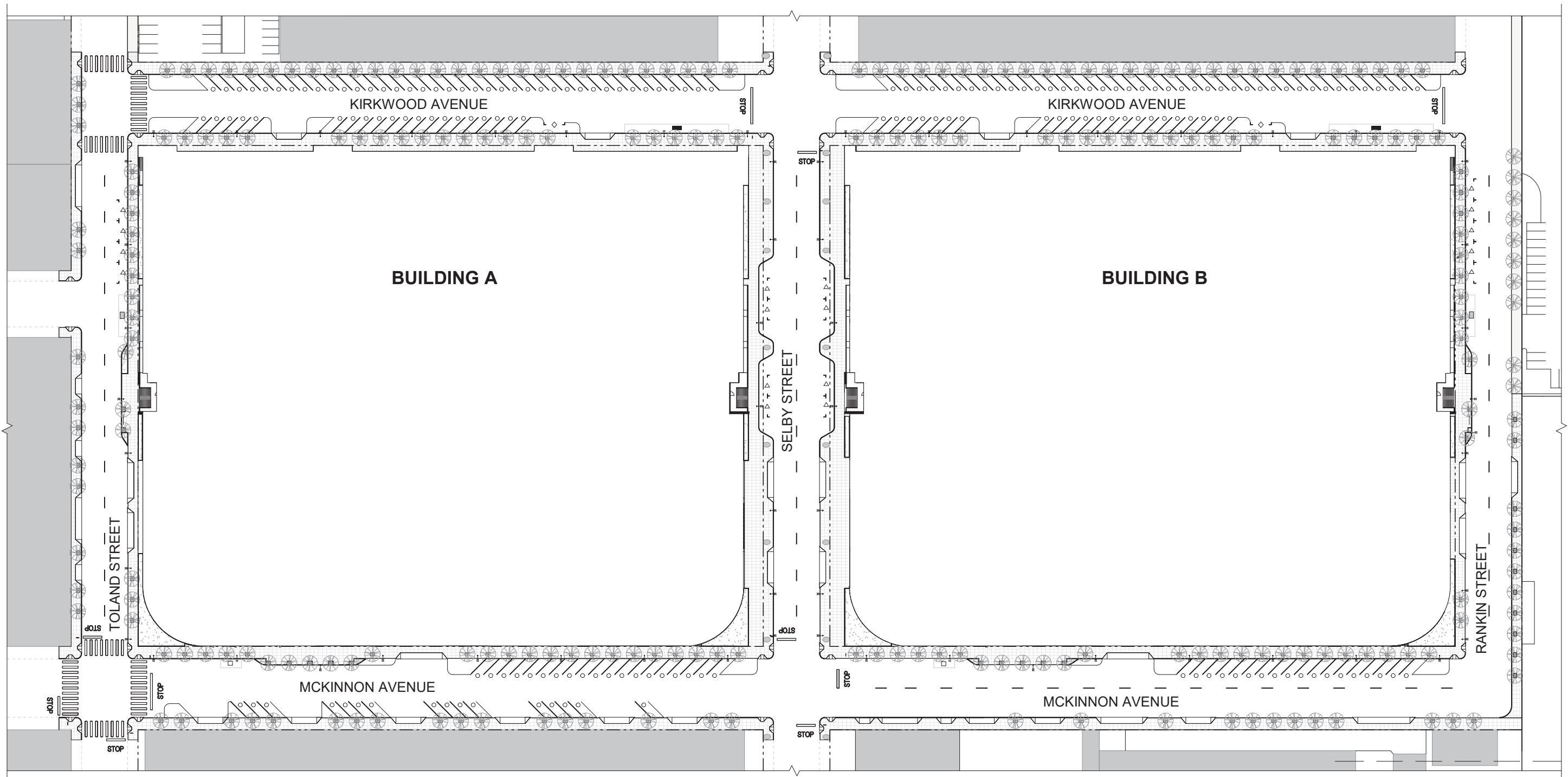


STREETSCAPE SITE PLAN
 ROADWAY & STREETSCAPE OVERVIEW
 CONDITIONAL USE REVISION 4

LINE OF ADJACENT RIGHT OF WAY AND SURROUNDING PROPERTIES

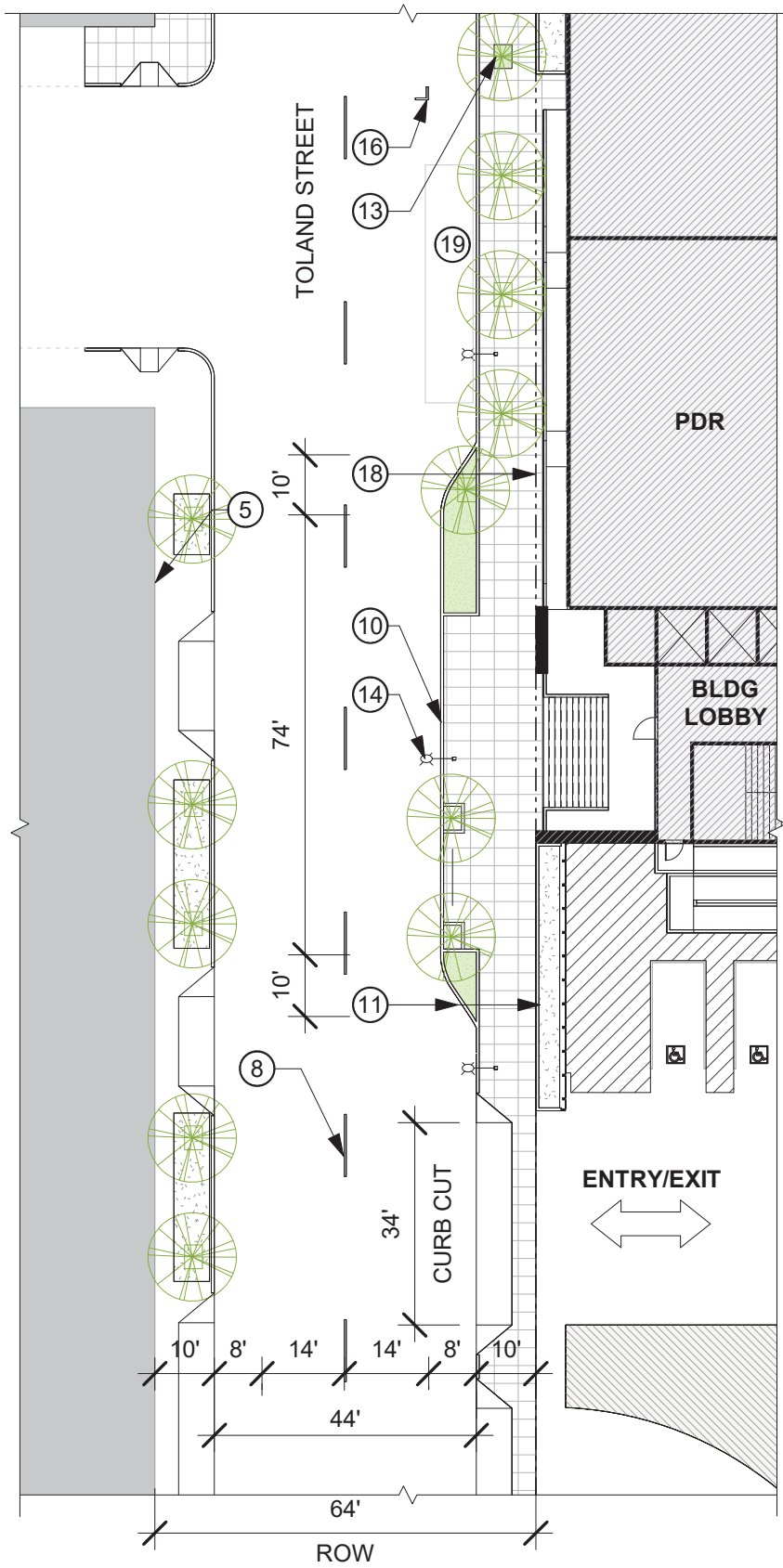


SS-4 | **SAN FRANCISCO GATEWAY**
 Revised 9.11.24
 1" = 100'-0"
 11.18.22 | 749 Toland St. / 2000 McKinnon Ave.
 San Francisco, CA 94124



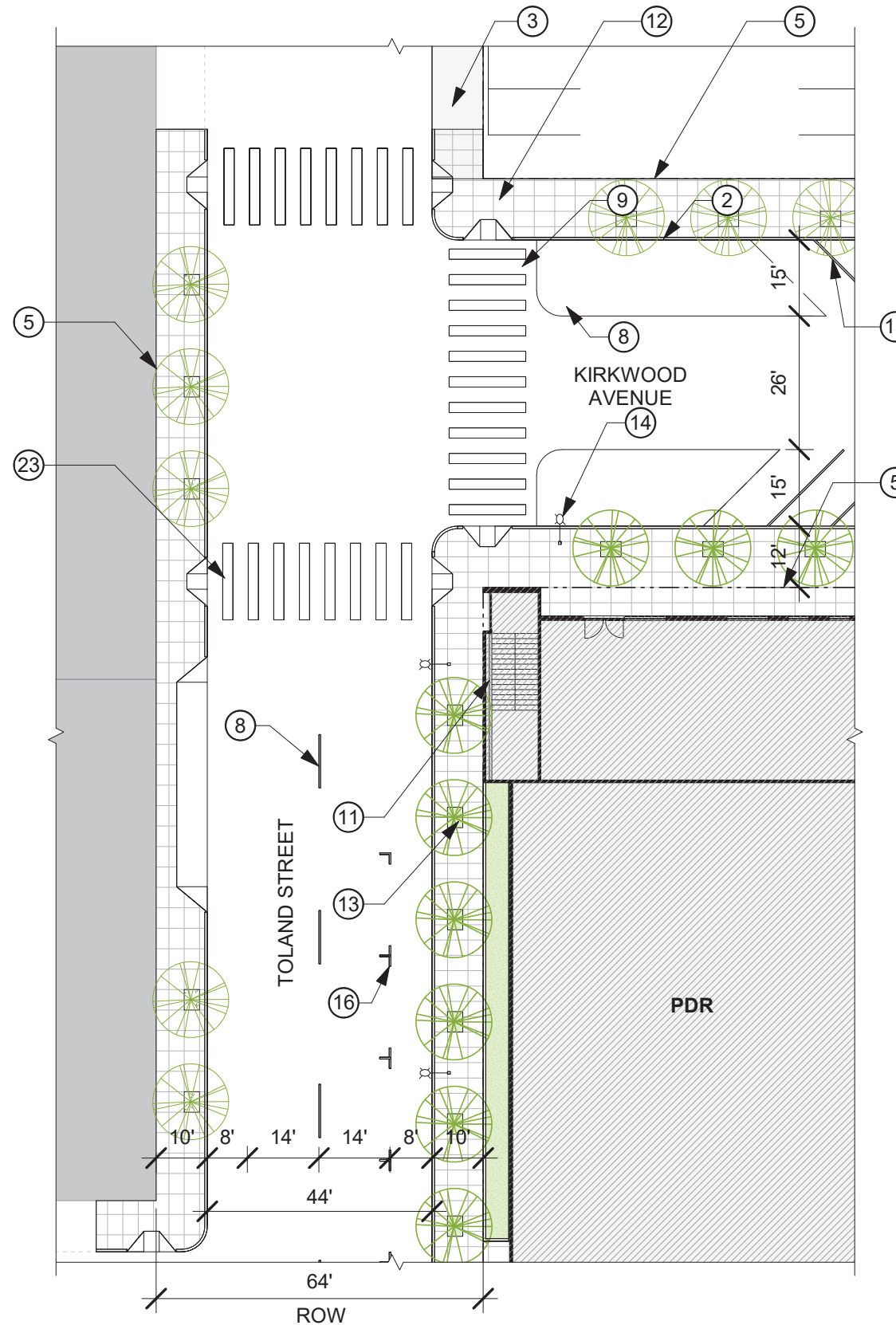
TOTAL ON-STREET PARKING AND LOADING (NEW)

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"

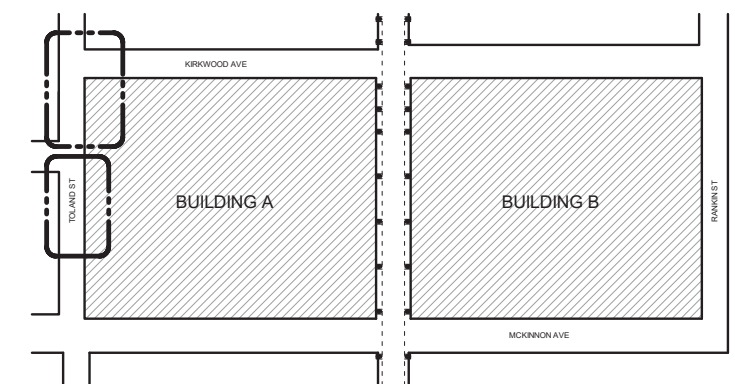


STREET PLAN DETAIL - TOLAND AT KIRKWOOD

1" = 30'-0"

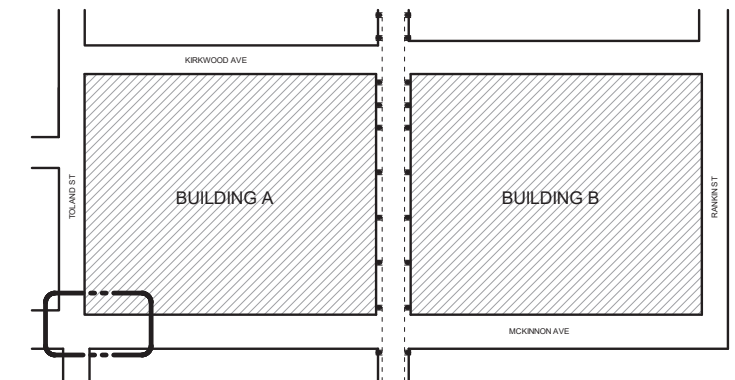
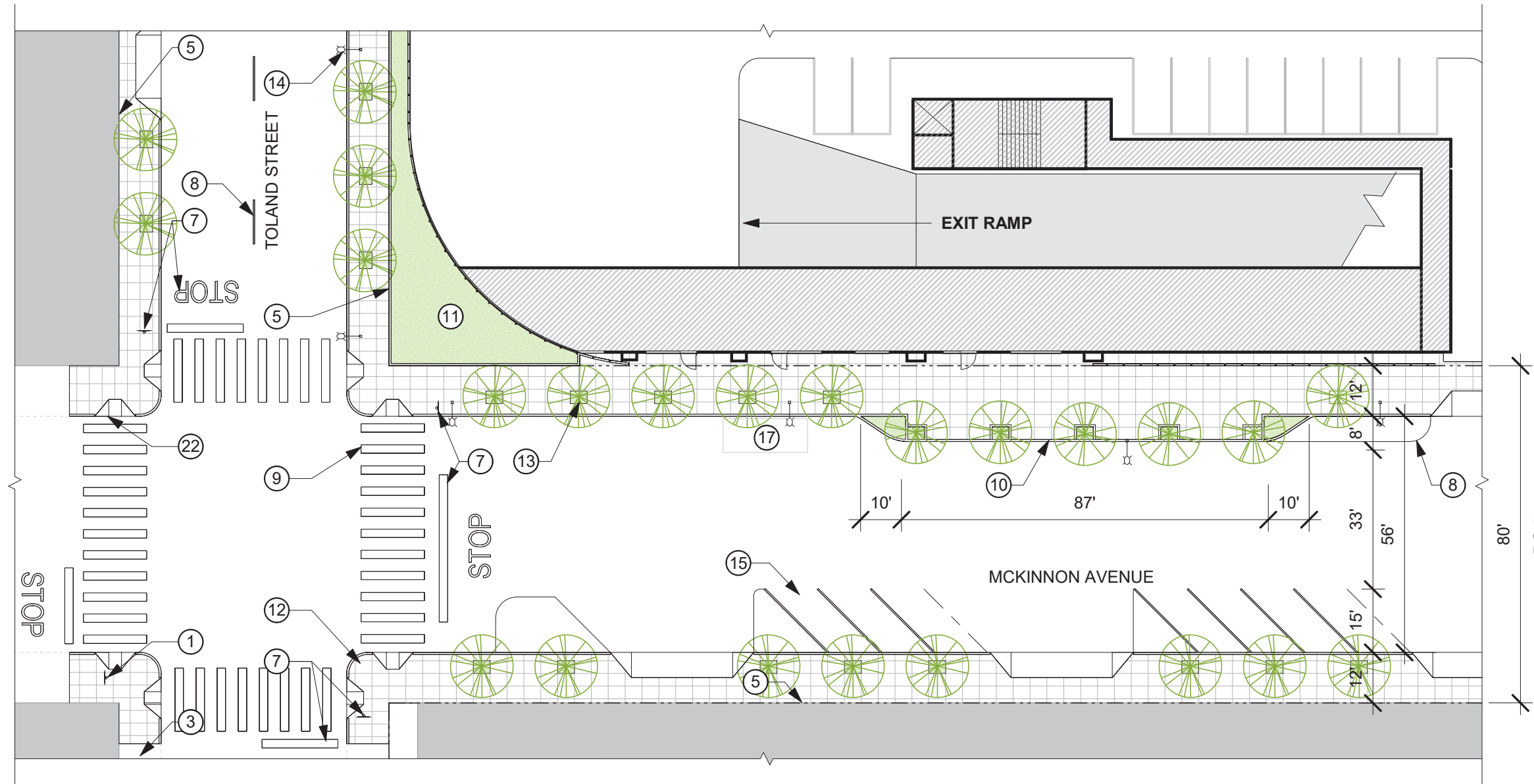
SHEET NOTES ALL ELEMENTS TO CITY STANDARDS

- 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

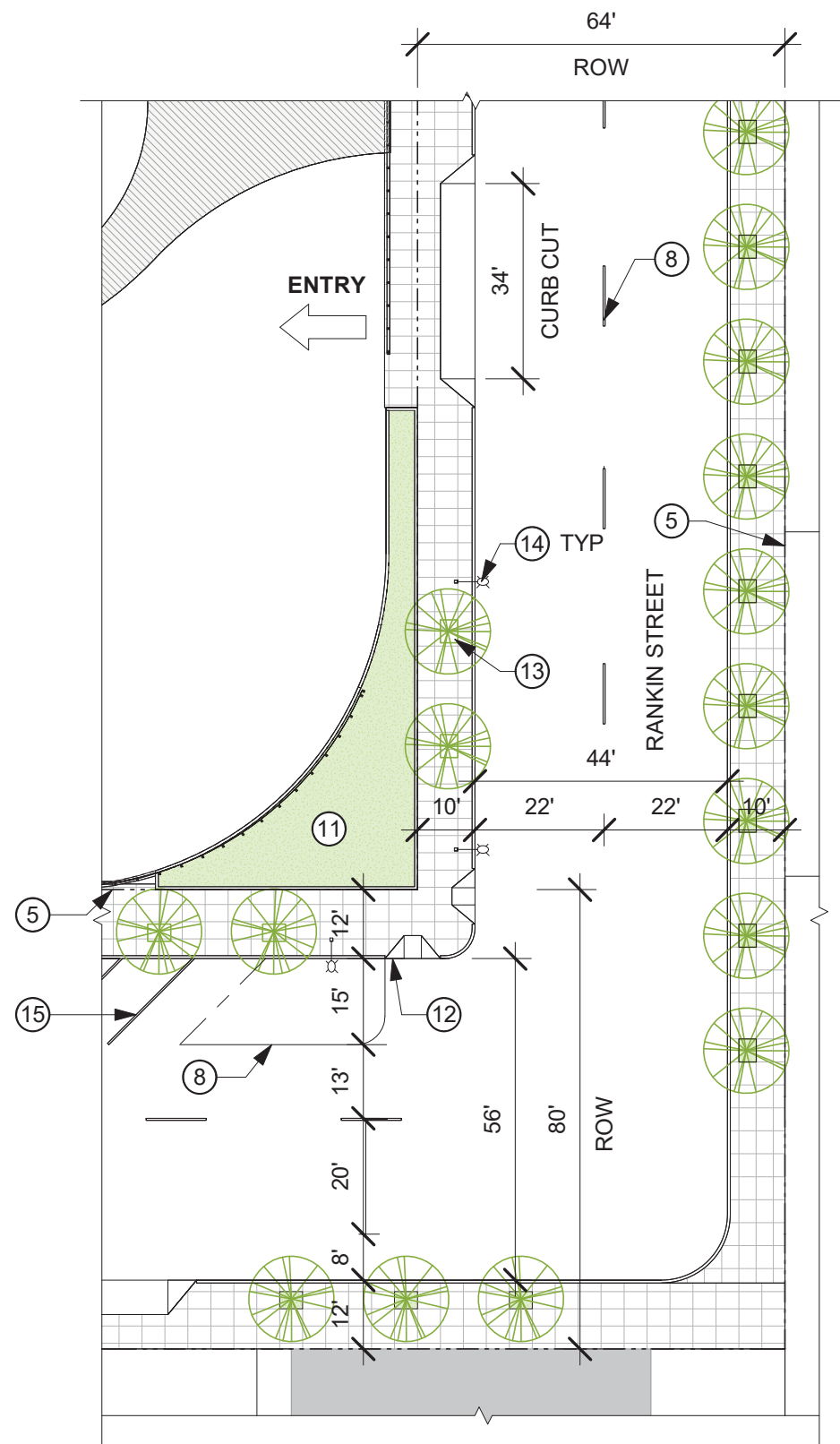


SHEET NOTES ALL ELEMENTS TO CITY STANDARDS

- 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

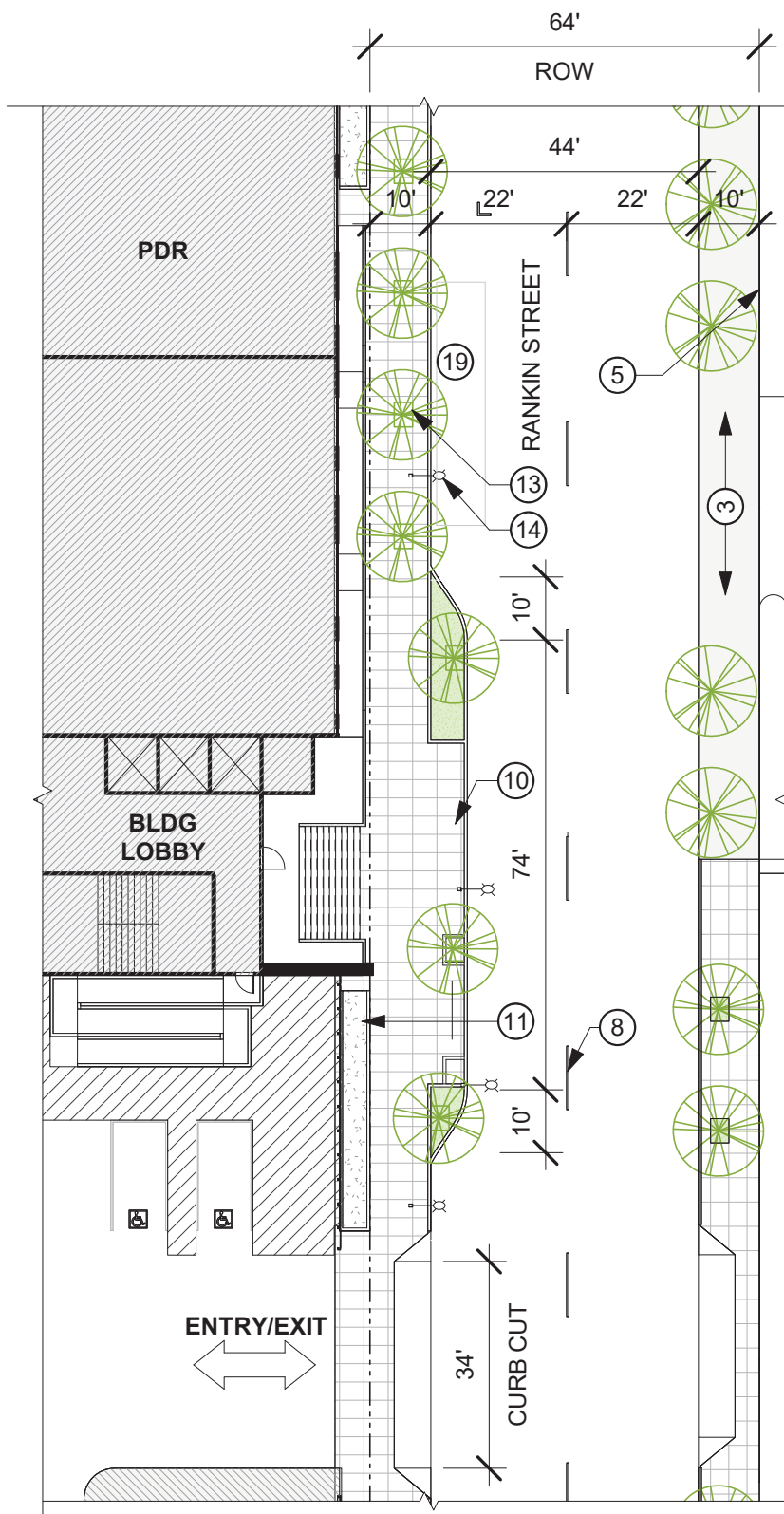


1 STREET PLAN DETAIL - TOLAND AT MCKINNON
1" = 30'-0"



STREET PLAN DETAIL - RANKIN AT MCKINNON

1" = 30'-0"



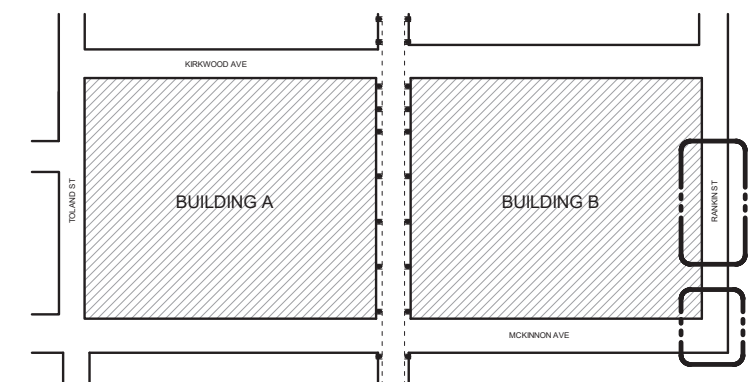
STREET PLAN DETAIL - RANKIN ST

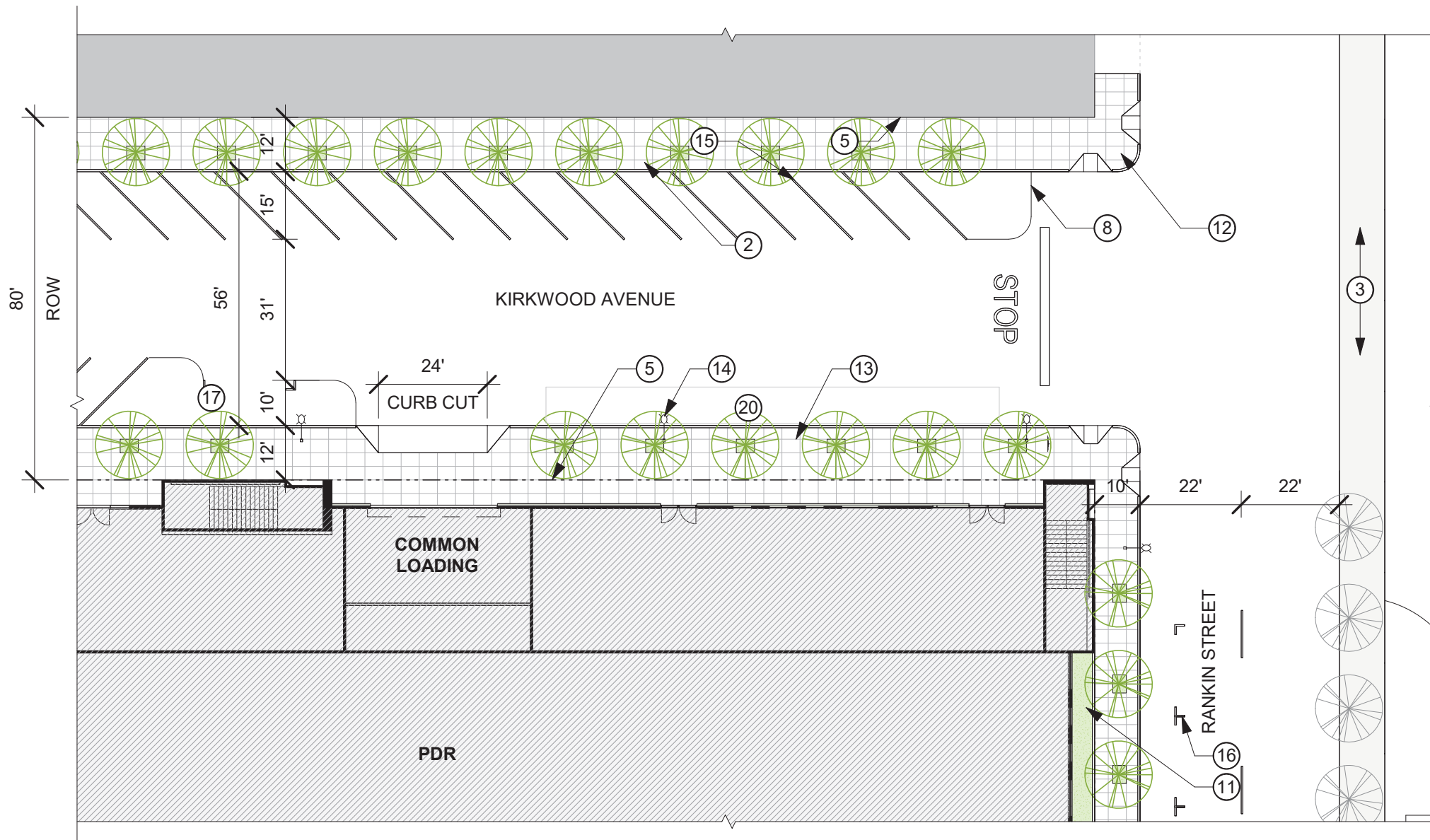
1" = 30'-0"

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



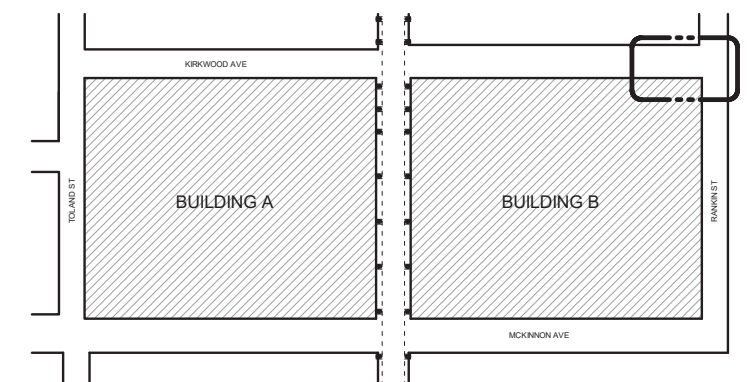


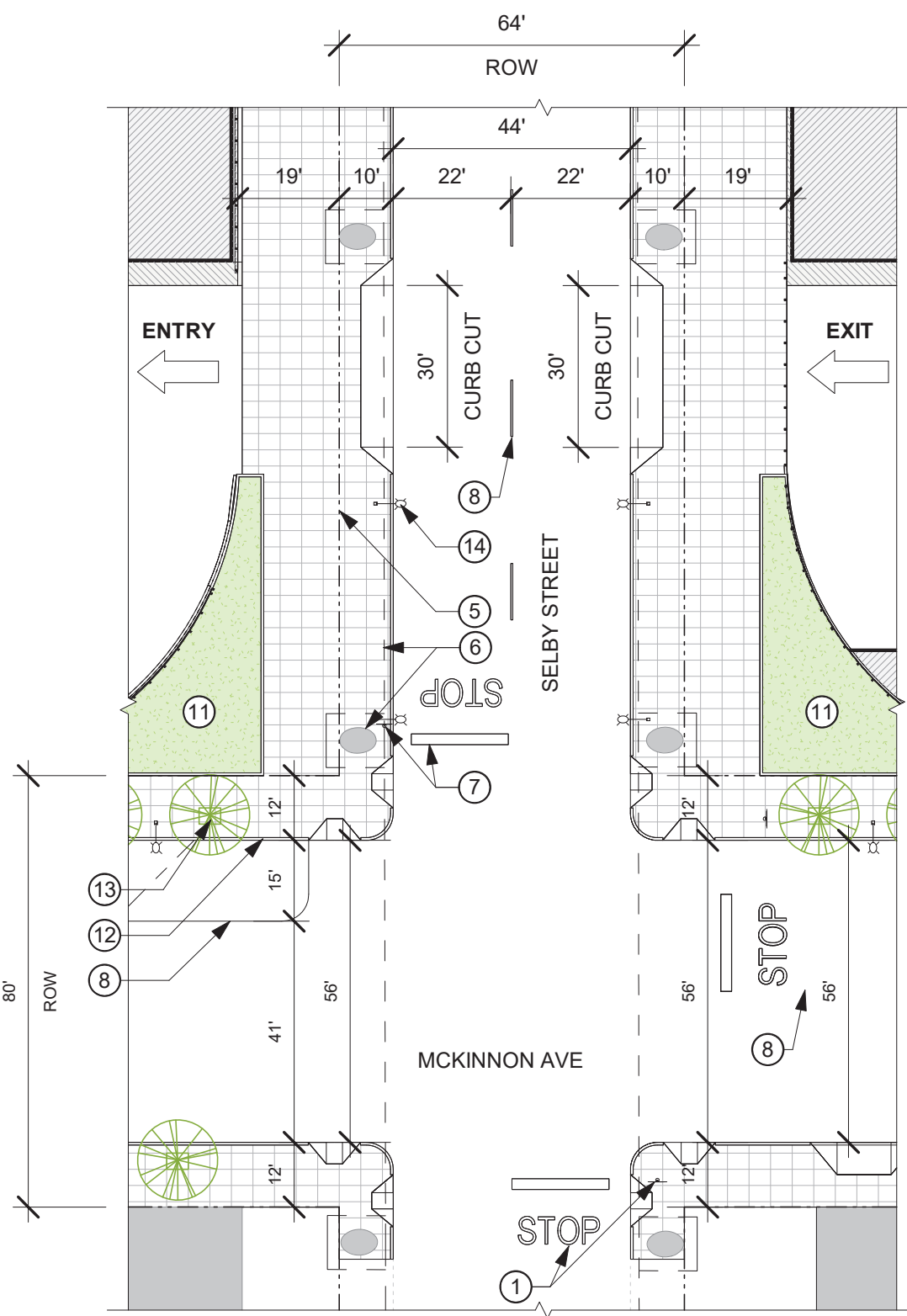
STREET PLAN DETAIL - RANKIN AT KIRKWOOD

1" = 30'-0"

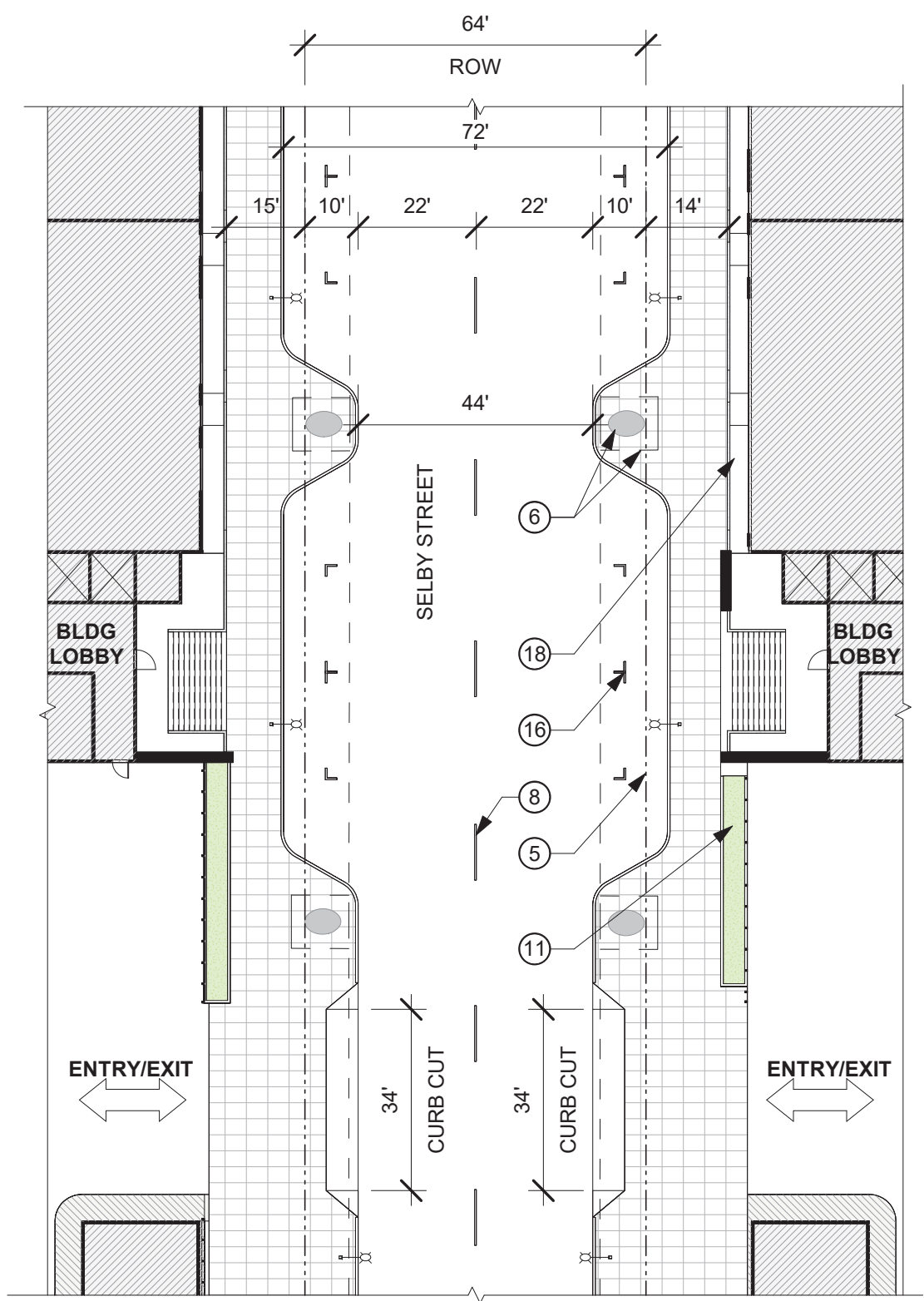
SHEET NOTES ALL ELEMENTS TO CITY STANDARDS

- 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





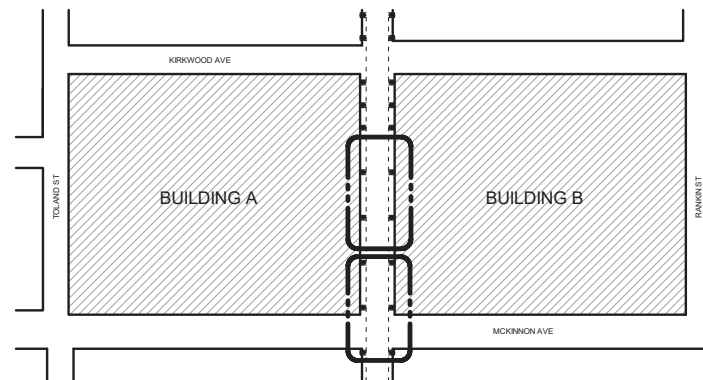
STREET PLAN DETAIL - SELBY AT MCKINNON
1" = 30'-0"

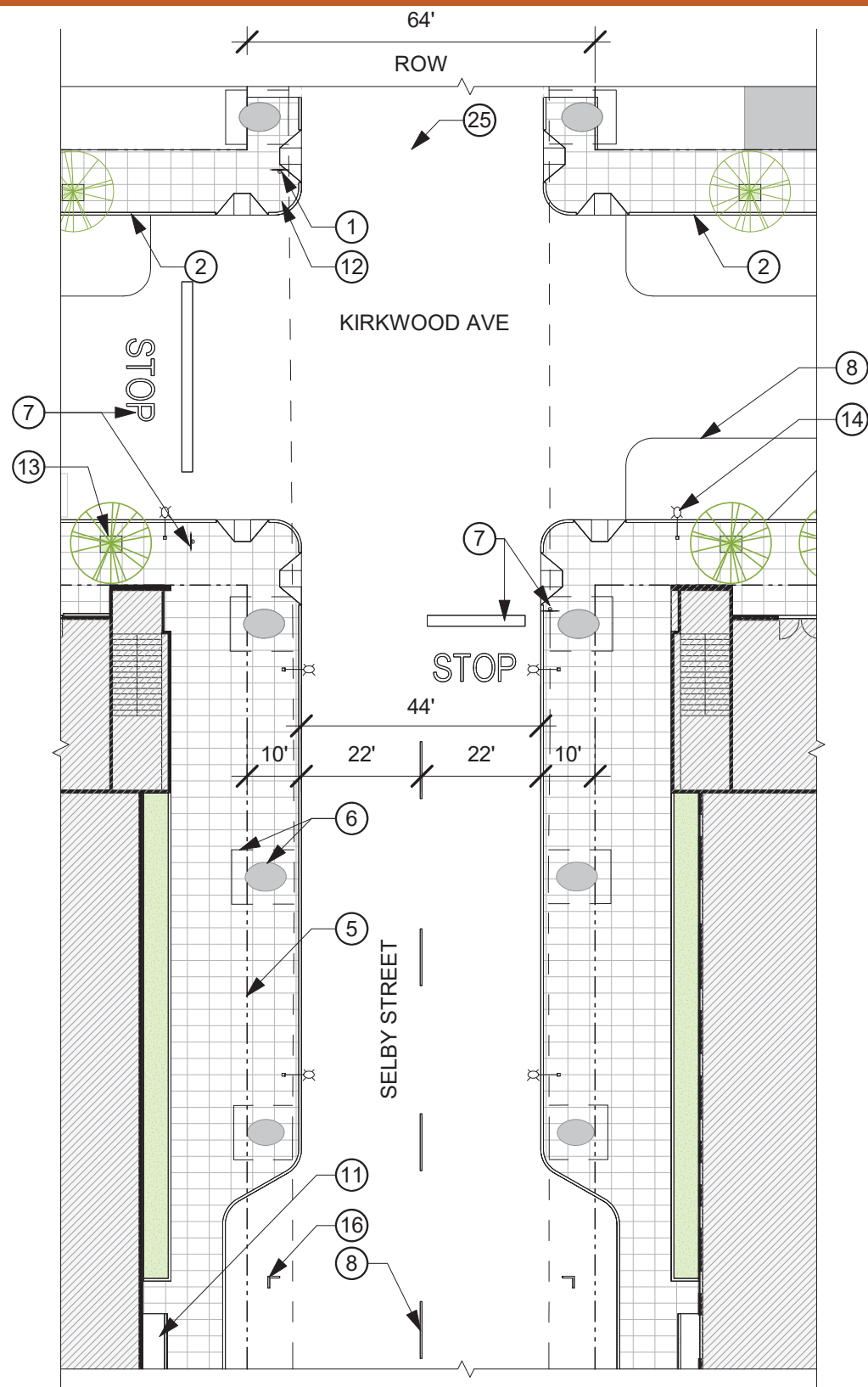


STREET PLAN DETAIL - SELBY ST
1" = 30'-0"

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





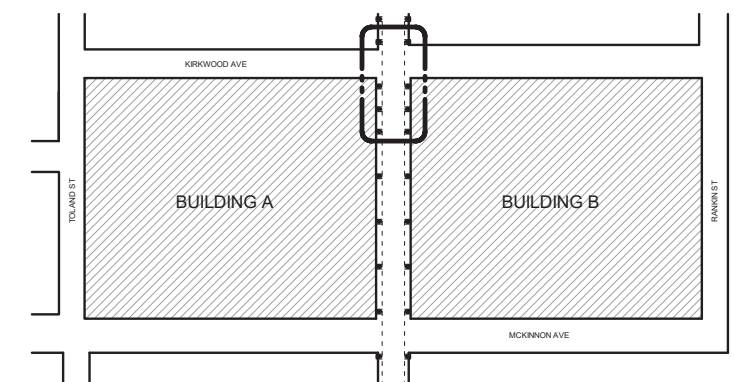
STREET PLAN DETAIL - SELBY AT KIRKWOOD

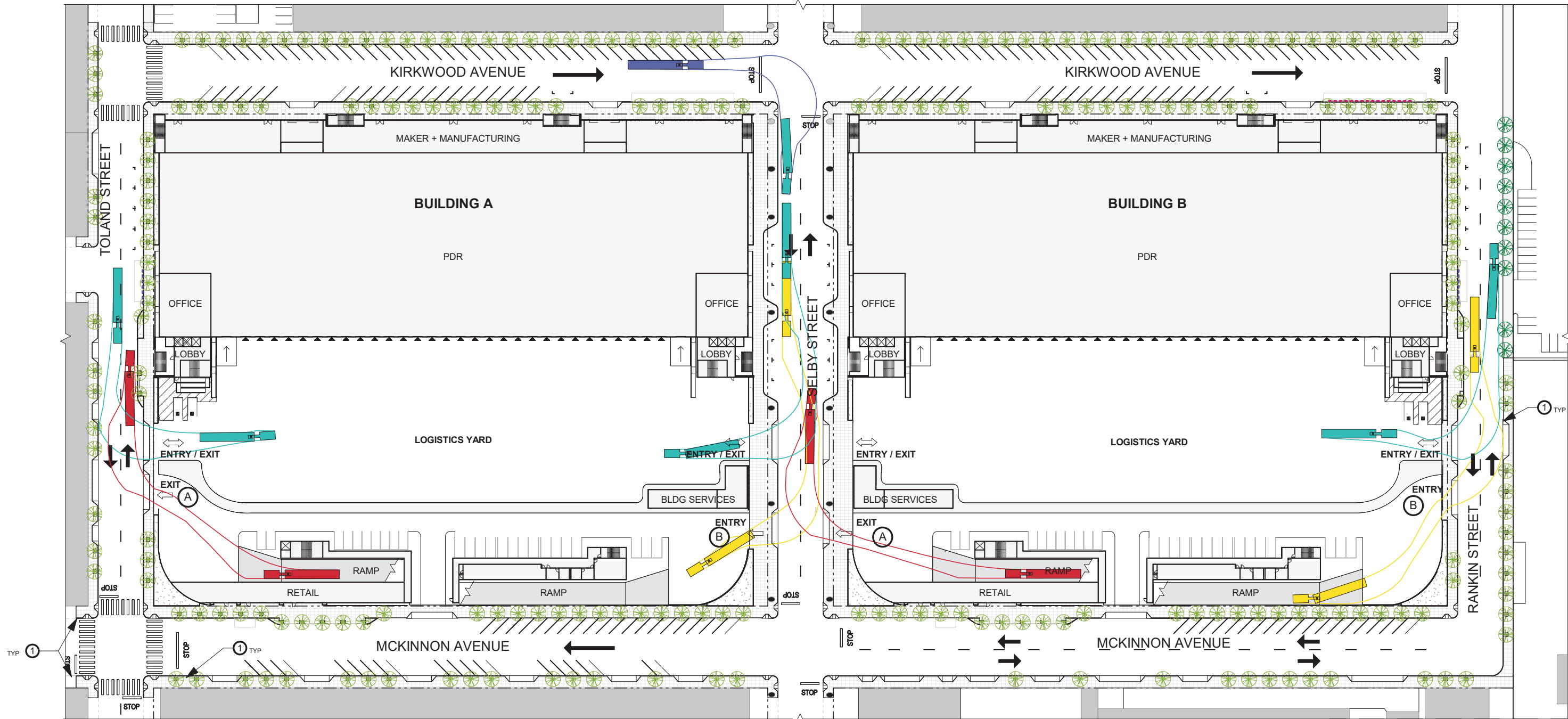
1" = 30'-0"

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

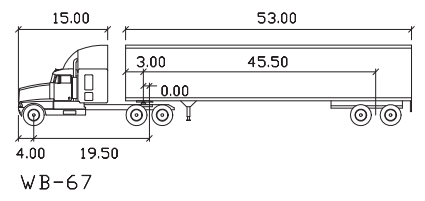




VEHICLE ACCESS

- VEHICLE ENTRY TO UPPER FLOORS
- VEHICLE EXIT FROM UPPER FLOORS
- LEVEL 1 VEHICLE ENTRY AND EXIT
- MAKER SPACE LOADING
- PEDESTRIAN ACCESS
- COMMERCIAL LOADING
- PASSENGER LOADING

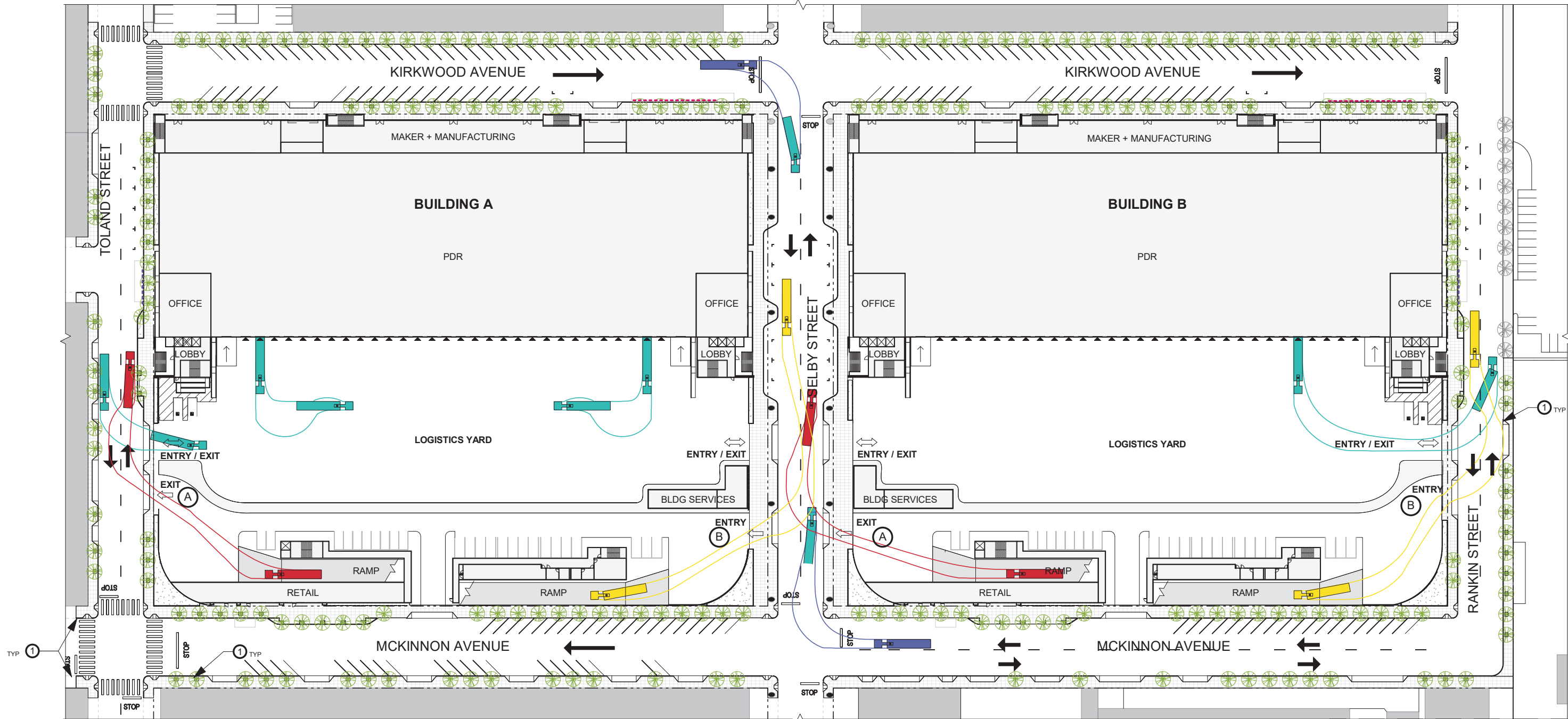
DESIGN VEHICLE: 74' TRUCK



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

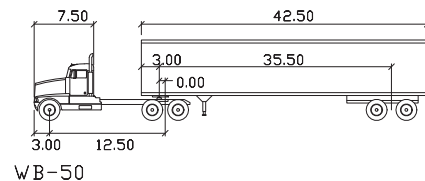




VEHICLE ACCESS

- VEHICLE ENTRY TO UPPER FLOORS
- VEHICLE EXIT FROM UPPER FLOORS
- LEVEL 1 VEHICLE ENTRY AND EXIT
- MAKER SPACE LOADING
- PEDESTRIAN ACCESS
- COMMERCIAL LOADING
- PASSENGER LOADING

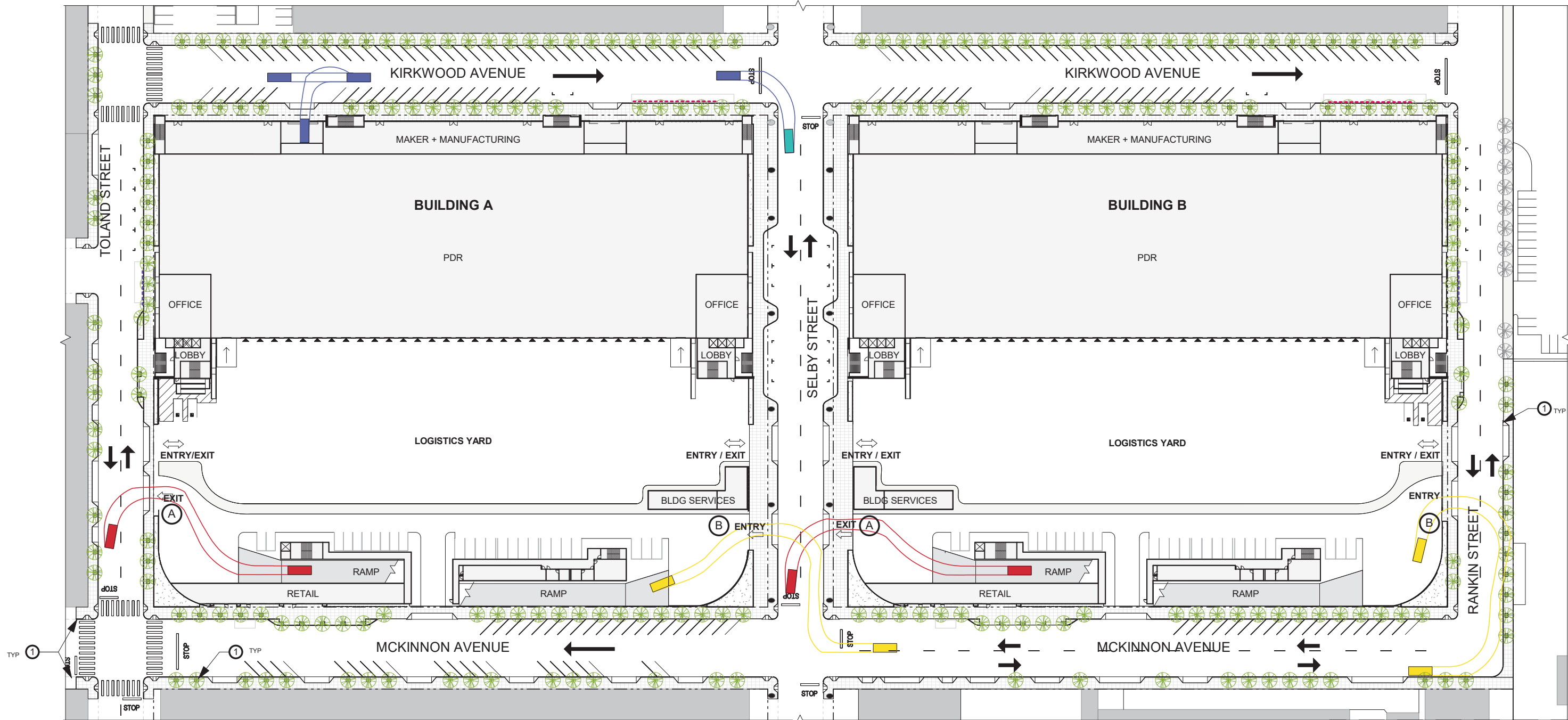
DESIGN VEHICLE: 55' TRUCK



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

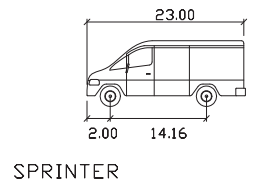




VEHICLE ACCESS

- VEHICLE ENTRY TO UPPER FLOORS
- VEHICLE EXIT FROM UPPER FLOORS
- LEVEL 1 VEHICLE ENTRY AND EXIT
- MAKER SPACE LOADING
- PEDESTRIAN ACCESS
- COMMERCIAL LOADING
- PASSENGER 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





TOLAND | RANKIN STREET ENTRY



KIRKWOOD AVENUE STREETScape



MCKINNON AVENUE STREETScape

EXTERIOR RENDERING

EXTERIOR RENDERINGS
CONDITIONAL USE REVISION 4



MCKINNON AVENUE AT SELBY STREET



ILLUSTRATIVE SECTION PERSPECTIVE

LEGEND

NEW / ADDED
REVISED
NO CHANGE / SHEET NUMBER CHANGE ONLY
REMOVED FROM SET / NOT APPLICABLE

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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GENERAL INFORMATION

TITLE PAGE	EE-0.0	SDAT-1	CUA-0.1	PRJ-0.1	CUA-0.1	CUA-0.2
TABLE OF CONTENTS	EE-0.1	SDAT-2	CUA-0.2	PRJ-0.2	CUA-0.2	CUA-0.2
PROJECT OVERVIEW	EE-0.2		CUA-0.3	PRJ-0.3	CUA-0.3	CUA-0.3
SURVEY & KEY ZONING PROVISIONS	EE-0.5		CUA-0.4	PRJ-0.4	CUA-0.4	CUA-0.4
SITE PLAN - EXISTING	EE-0.6	GEN-1	GEN-1	GEN-1	GEN-1	GEN-2
SITE PHOTOS	EE-0.7	GEN-2	GEN-2	GEN-2	GEN-2	GEN-2
SITE PHOTOS	EE-0.8	GEN-3	GEN-3	GEN-3	GEN-3	GEN-3
SITE PHOTOS	EE-0.9	GEN-4	GEN-4	GEN-4	GEN-4	GEN-4
DISTRIBUTION CONSOLIDATION	EE-0.10		GEN-5	GEN-5	GEN-5	GEN-5
EXISTING CONDITIONS SITE PLAN - STREETSCAPE AND PARKING	EE-0.20					
EXISTING CONDITIONS PHOTOS - STREETSCAPE AND PARKING	EE-0.21					
SITE CONTEXT - ACCESS	EE-0.22		GEN-6	GEN-6	GEN-6	GEN-6
SITE CONTEXT - SUN + WIND	EE-0.23		GEN-7	GEN-7	GEN-7	GEN-7
SITE ACCESS DIAGRAM		PO-1				

PROJECT OVERVIEW

AXONOMETRIC	EE-1.0	PO-2	PO-1	PO-1		
CONCEPTUAL BUILDING SECTION		PO-4	PO-2	PO-2	PO-2	PO-2
USE MATRIX	EE-0.3		PO-3	PO-3	PO-3	PO-3
USE DIAGRAM	EE-1.1		PO-4	PO-4	PO-4	PO-4
RAMP DIAGRAM	EE-1.2					

PROJECT DRAWINGS

PROJECT SUMMARY	EE-1.3		PD-1.0	PD-1.0	PD-1.0	PD-1.0
PLANNING CODE SUMMARY				PD-1.1	PD-1.1	PD-1.1
PLANNING CODE SUMMARY				PD-1.2	PD-1.2	PD-1.2
PLANNING CODE SUMMARY				PD-1.3	PD-1.3	PD-1.3
PLANNING CODE SUMMARY				PD-1.4	PD-1.4	PD-1.4
PLANNING CODE SUMMARY				PD-1.5	PD-1.5	PD-1.5
SITE PLAN	EE-2.0	PO-3	PD-2.0	PD-2.0	PD-2.0	PD-2.0
FLOOR PLAN - LEVEL 1	EE-2.1		PD-2.1	PD-2.1	PD-2.1	PD-2.1
FLOOR PLAN - LEVEL 1.5	EE-2.2					
FLOOR PLAN - LEVEL 2	EE-2.3		PD-2.2	PD-2.2	PD-2.2	PD-2.2
FLOOR PLAN - LEVEL 2.5	EE-2.4					
FLOOR PLAN - LEVEL 3	EE-2.5		PD-2.3	PD-2.3	PD-2.3	PD-2.3
FLOOR PLAN - LEVEL 4	EE-2.6					
FLOOR PLAN - ROOF PLAN	EE-2.7		PD-2.4	PD-2.4	PD-2.4	PD-2.4
SETBACK DIAGRAM - LEVEL 1						PD-2.5
ENLARGED FLOOR PLAN - BIKE STORAGE AND LOCKERS						PD-2.6
SECTIONS - LONGITUDINAL	EE-3.0		PD-3.0	PD-3.0	PD-3.0	PD-3.0
SECTIONS - LONGITUDINAL	EE-3.1		PD-3.1	PD-3.1	PD-3.1	PD-3.1
SECTIONS - TRANSVERSE	EE-3.2		PD-3.2	PD-3.2	PD-3.2	PD-3.2
ELEVATIONS - NORTH	EE-4.0		PD-4.0	PD-4.0	PD-4.0	PD-4.0
ELEVATIONS - SOUTH	EE-4.1		PD-4.1	PD-4.1	PD-4.1	PD-4.1
ELEVATIONS - EAST & WEST	EE-4.2		PD-4.2	PD-4.2	PD-4.2	PD-4.2
ELEVATIONS - @ HIGHWAY 280 - EAST & WEST	EE-4.3		PD-4.3	PD-4.3	PD-4.3	PD-4.3
ELEVATIONS - VEHICLE DECKS - NORTH	EE-4.4					
ELEVATIONS - VEHICLE DECKS - SOUTH	EE-4.5					



SHEET ISSUANCE LOG

ISSUANCE LOG

CONDITIONAL USE REVISION 4

CUA-100.0

11.18.24

11.18.22

**SAN FRANCISCO
GATEWAY**

749 Toland St. / 2000 McKinnon Ave.
San Francisco, CA 94124

LEGEND

NEW / ADDED
REVISED
NO CHANGE / SHEET NUMBER CHANGE ONLY
REMOVED FROM SET / NOT APPLICABLE

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
LEVEL 1 - OVERVIEW			CD-1	CD-1	CD-1	CD-1
LEVEL 2 - OVERVIEW			CD-2	CD-2	CD-2	CD-2
LEVEL 3 - OVERVIEW			CD-3	CD-3	CD-3	CD-3
LEVEL 4 / ROOF - OVERVIEW			CD-4	CD-4	CD-4	CD-4
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
MULTI-TENANT LAYOUT A			CD-8	CD-8	CD-8	CD-8
MULTI-TENANT LAYOUT B			CD-9	CD-9	CD-9	CD-9
AERIAL WITH VIEW SHEDS			CD-10	CD-10	CD-10	CD-10
BERNAL HEIGHTS PARK - VIEW SHED			CD-11	CD-11	CD-11	CD-11
SILVER TERRACE OPEN SPACE - VIEW SHED			CD-12	CD-12	CD-12	CD-12
POTRERO HILL RECREATION CENTER - VIEW SHED			CD-13	CD-13	CD-13	CD-13
STARR KING OPEN SPACE - VIEW SHED			CD-14	CD-14	CD-14	CD-14

ROADWAY & STREETScape OVERVIEW

ROADWAY PROPOSAL		RA-1	RO-1	SS-1	SS-1	SS-1
INTERSECTION DETAIL - ONE WAY TRAFFIC		RA-2	RO-2	SS-2	SS-2	SS-2
BETTER STREETS COMPONENTS	EE-0.24	PO-5	RO-5	SS-3	SS-3	SS-3
STREETScape AREA PLAN - EXISTING INTERSECTION CONTROLS	EE-0.25					
STREETScape AREA PLAN - PROPOSED INTERSECTION CONTROLS	EE-0.26					
STREETScape PLAN (RENDERED VERSION)	EE-0.27		RO-3			
STREETScape PLAN KEY (RENDERED VERSION)	EE-0.28		RO-4			
STREETScape PLAN DETAIL - MCKINNON AVENUE (RENDERED VERSION)	EE-0.29		RO-6			
STREETScape PLAN DETAIL - TOLAND STREET (RENDERED VERSION)	EE-0.30		RO-7			
STREETScape PLAN DETAIL - SELBY STREET - A (RENDERED VERSION)	EE-0.34		RO-8			
STREETScape PLAN DETAIL - SELBY STREET - B (RENDERED VERSION)	EE-0.33		RO-9			
STREETScape PLAN DETAIL - KIRKWOOD AVENUE (RENDERED VERSION)	EE-0.32		RO-10			
STREETScape PLAN DETAIL - RANKIN STREET & MCKINNON AVENUE (RENDERED VERSION)	EE-0.31		RO-11			
STREETScape SITE KEY		SS-1		SS-4	SS-4	SS-4
STREETScape PARKING		SS-2		SS-5	SS-5	SS-5
STREETScape PLAN DETAIL		SS-3		SS-6	SS-6	SS-6
STREETScape PLAN DETAIL		SS-4		SS-7	SS-7	SS-7
STREETScape PLAN DETAIL		SS-5		SS-8	SS-8	SS-8
STREETScape PLAN DETAIL		SS-6		SS-9	SS-9	SS-9
STREETScape PLAN DETAIL		SS-7		SS-10	SS-10	SS-10
STREETScape PLAN DETAIL		SS-8		SS-11	SS-11	SS-11
SITE PLAN - TRUCK TURNING - WB-67		AP-1		SS-12	SS-12	SS-12
SITE PLAN - TRUCK TURNING - WB-50		AP-2		SS-13	SS-13	SS-13
SITE PLAN - TRUCK TURNING - SPRINTER VAN		AP-3		SS-14	SS-14	SS-14

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

SAN FRANCISCO GATEWAY

749 Toland St. / 2000 McKinnon Ave.
San Francisco, CA 94124

LEGEND

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REVISED
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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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FLEET MANAGEMENT VARIANT

AXONOMETRIC	EE-11.0					
USE MATRIX	EE-0.4					
USE DIAGRAM	EE-11.1					
RAMP DIAGRAM	EE-11.2					
PROJECT SUMMARY	EE-11.3					
PROJECT SUMMARY - VEHICLE FLEETS	EE-11.4					
SITE PLAN	EE-12.0					
FLOOR PLAN - BELOW GRADE	EE-12.1					
FLOOR PLAN - LEVEL 1	EE-12.2					
FLOOR PLAN - LEVEL 1.5	EE-12.3					
FLOOR PLAN - LEVEL 2	EE-12.4					
FLOOR PLAN - LEVEL 2.5	EE-12.5					
FLOOR PLAN - LEVEL 3	EE-12.6					
FLOOR PLAN - LEVEL 4	EE-12.7					
ROOF PLAN	EE-12.8					
SECTIONS - LONGITUDINAL	EE-13.0					
SECTIONS - LONGITUDINAL	EE-13.1					
SECTIONS - TRANSVERSE	EE-13.2					

SHADOW ANALYSIS

SITE PLAN	EE-2.0a					
ELEVATIONS - NORTH	EE-4.0a					
ELEVATIONS - SOUTH	EE-4.1a					
ELEVATIONS - EAST & WEST	EE-4.2a					
ELEVATIONS - @ HIGHWAY 280 - EAST & WEST	EE-4.3a					
ELEVATIONS - VEHICLE DECKS - NORTH	EE-4.4a					
ELEVATIONS - VEHICLE DECKS - SOUTH	EE-4.5a					

FIGURES

FIGURES I-II	EE-110.0					
FIGURE III	EE-110.1					
FIGURE IV	EE-110.2					
FIGURE V-VI	EE-110.3					
RAMP DIAGRAM	EE-110.4					

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



SHEET ISSUANCE LOG

ISSUANCE LOG
CONDITIONAL USE REVISION 4

CUA-100.2

11.18.24

11.18.22

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San Francisco, CA 94124

ATTACHMENT B

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, 628.652.7385
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. 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 and copy 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 ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR				
CULTURAL RESOURCES				
<p>Mitigation Measure M-CR-2: Archeological Testing. Archeological Testing. 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 ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
<p>Archeological Testing Program. 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>Archeological Sensitivity Training. 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 ^a			
	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>Paleoenvironmental Analysis of Paleosols. 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>Discovery Treatment Determination. 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>Consultation with Descendant Communities. 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>Archeological Data Recovery Plan. 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 ^a			
	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"> • <i>Field Methods and Procedures</i>: descriptions of proposed field strategies, procedures, and operations • <i>Cataloguing and Laboratory Analysis</i>: description of selected cataloguing system and artifact analysis procedures • <i>Discard and Deaccession Policy</i>: description of and rationale for field and post-field discard and deaccession policies • <i>Security Measures</i>: recommended security measures to protect the archeological resource from vandalism, looting, and unintentionally damaging activities • <i>Final Report</i>: description of proposed report format and distribution of results • <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 <p>Coordination of Archeological Data Recovery Investigations. 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

Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
<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>Human Remains and Funerary Objects. 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>

Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
<p>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>				
<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>				

Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
after which the remains shall be curated or respectfully reinterred by arrangement on a case-by-case basis.				
<p>Cultural Resources Public Interpretation Plan. 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>Archeological Resources Report. 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

Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
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. Curation. 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
TRIBAL CULTURAL RESOURCES				
Mitigation Measure M-TCR-1: Tribal Cultural Resources Interpretive Program. Preservation in Place. 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

Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
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.				
Interpretive Program. 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
WIND RESOURCES				
Mitigation Measure M-WI-1a: Wind Hazard Evaluation for Building Design and Streetscape Modifications. 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

Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
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		
<p>Mitigation Measure M-WI-1b: Maintenance of Landscaping Features that Reduce Wind Hazards.</p> <p>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.</p>	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				
<p>Mitigation Measure M-GE-5: Inadvertent Discovery of Paleontological Resources.</p> <p>Worker Environmental Awareness Training. 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.</p> <p>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.</p>	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.

Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
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>Discovery of Unanticipated Paleontological Resources. 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>				

Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
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				
<p>Mitigation Measure M-NO-3a: Fixed-Source Noise Attenuation for Buildings A and B</p> <p>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:</p> <ul style="list-style-type: none"> Property plane along Toland Street, Selby Street, and McKinnon Avenue: 59 dBA, L_{eq} Property plane along Rankin Street: 58 dBA, L_{eq} Property plane along Kirkwood Avenue: 60 dBA, L_{eq} <p>Feasible noise reduction measures to achieve the property plane thresholds identified above may include, but are not limited to, a combination of the following:</p> <ul style="list-style-type: none"> Ventilation Routing and Relocation: Route or direct the ventilation units to exhaust away from the adjacent land uses (i.e., outside the 	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

Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
<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"> ● Acoustically Treated Ducting: Implement an acoustically lined duct to the exhaust of each logistics yard fan in a manner that maintains the above ventilation routing requirement. ● Project Rooftop HVAC System: Implement one of the following two options for rooftop HVAC unit noise reduction: <ul style="list-style-type: none"> ○ Install a 12-foot-tall noise barrier surrounding each of the six rooftop unit areas; or ○ Centralize all rooftop HVAC units at the rooftop center and install a 14-foot-tall barrier around the centralized unit area. <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>Mitigation Measure M-NO-3b: Fixed-Source Noise Attenuation for Building Tenants</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

Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
<p>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:</p>				acoustical consultant and issuance of the building permit
<ul style="list-style-type: none"> enclosing noise-generating mechanical equipment; installing relatively quiet models of air handlers, exhaust fans, and other mechanical equipment; using mufflers or silencers on equipment exhaust fans; orienting or shielding equipment to protect noise-sensitive receptors to the greatest extent feasible; increasing the distance between noise-generating equipment and noise-sensitive receptors; and placing barriers around the equipment to facilitate the attenuation of noise. <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				
<p>Mitigation Measure M-AQ-3a: Electrification of Yard Equipment</p> <p>The project sponsor shall stipulate in tenant lease agreements that all yard equipment, such as forklifts, be electric to reduce NO_x emissions from these sources.</p>	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
<p>Mitigation Measure M-AQ-3b: Electrification of Transportation Refrigeration Units</p> <p>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_x without substantially</p>	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 ^a			
	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		
Mitigation Measure M-AQ-3c: Prohibition of Truck and Van Idling for More than Two Minutes 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
Mitigation Measure M-AQ-3d: Limitation on Model Year of Visiting Trucks 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
Mitigation Measure M-AQ-3e: Diesel Backup Generator Specifications 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.
<p>Mitigation Measure M-AQ3-f: Limitation on Manufacturing and Maker Space Emissions</p> <p>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_x emissions.</p>	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 ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
<p>Mitigation Measure M-AQ-3g: Compliance with CalGreen Tier 2 Green Building Standards</p> <p>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.</p>	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
<p>Mitigation Measure M-AQ-3h: Requirements for Off-Road Construction Equipment</p> <p>The project sponsor shall comply with the following:</p> <p>A. Engine Requirements</p> <ol style="list-style-type: none"> 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 ^a			
	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 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_x reductions.</p> <p>C. Construction Emissions Minimization Plan 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>				

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	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 ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
<p>Mitigation Measure M-AQ-3i: Development and Implementation of Operational Emission Management Plan</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_x emissions do not exceed the performance standard of 54 pounds per day and 10 tons per year. “Net operational NO_x emissions” refers to the NO_x emissions generated by the proposed project minus the NO_x 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_x 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"> 1. 10 years after commencement of operations pursuant to the initial approved OEMP, or 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. 3. Obligations for preparation of emissions assessments and implementation of control measures shall continue in perpetuity unless the Environmental Review Officer

Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Completion Criteria
				determines otherwise.
<p>B. Emissions Assessment</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"> 1. A brief description of proposed tenant activities that are reasonably expected to generate NO_x 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. 2. Estimates of expected NO_x 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). 3. The tenant's estimated expected NO_x 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"> • stationary sources such as generators and specialized equipment; • estimated mobile source emissions accounting for offsite travel and onsite activity; and • other emissions sources, such as area sources. 				

Adopted Mitigation Measure	Monitoring and Reporting Program ^a			
	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_x emissions will not exceed the performance standard. Specifically, the OEMP shall include the following:</p> <ol style="list-style-type: none"> 1. Responsibility. The OEMP will identify one or more individuals who shall be responsible to oversee implementation, monitoring, and reporting for the OEMP. 2. Reporting Template. The OEMP will identify, in reasonable detail, the format template and required contents of the operational emissions reports (described further below). 3. Emissions Assessments. Emissions assessments will be performed for each proposed tenant in the project, as described above. 4. Total Emissions Estimate. The project's performance will be documented in relation to the performance standard of daily and annual NO_x emissions, taking into account all tenancies/operations at the project site. 5. Additional Emissions Reduction Measures. If the total emissions estimate described above is projected to result in an exceedance of the NO_x 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_x 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_x 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 				

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	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"> • 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; • 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; • 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; • funding or completing projects in coordination with community groups, as applicable, to directly reduce or eliminate sources of existing NO_x 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 • other emission reduction measures that become feasible due to advances in technology, economic changes, or other factors during the lifetime of the project. <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 ^a			
	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"> • 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_x 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_x for retail uses totaling up to 8,400 square feet and 12.2 pounds per day of NO_x 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_x 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. • 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_x 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. 				

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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_x 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_x 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_x emissions from the emissions assessments for all tenants indicate an increase or change in tenancy that would materially increase the net operational NO_x 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 _x 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:

^aDefinitions 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.