



# SAN FRANCISCO PLANNING DEPARTMENT

**MEMO**

**DATE:** 12/11//2019

**TO:** Esmeralda Jardines (Current Planning); Michael Li (Environmental Planning); Luiz Barata (Design Review)

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

**RE:** SDAT Review  
Record No. 2019-002743PRJ  
Address: 853 Jamestown  
Neighborhood: Bayview  
Zoning: RH-2 (Residential- House, Two Family)  
Area Plan: Bayview Hunters Point

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*The Street Design Advisory Team (SDAT) provides design review and guidance to private developments working within the City's public right-of-way. SDAT is composed of representatives from the San Francisco Planning Department (SF Planning), the San Francisco Fire Department (Fire), San Francisco Public Works (Public Works), the San Francisco Municipal Transportation Agency (SFMTA), and the San Francisco Public Utilities Commission (SFPUC).*

*SDAT reviewed the proposal at 853 Jamestown on November 18, 2019 and provides the following comments.*

## CONTEXT

### Project Description & Transportation-Related Notes

The property is an approximately 6.87-acre vacant parcel located on Jamestown Avenue north of Harney Way. The project proposes the construction of 122 dwelling units, a total of 160,434 square feet. The units will vary in size from 1,100 to 1,550 square feet, and each will contain two or three bedrooms. Two-thirds of the units will front shared paseos and have roof decks, while many of the remaining units will feature private patios and decks. The site will feature a network of shared open spaces.

### Street Design Review Triggers

- Planning Code [138.1](#) (required streetscape improvements per the [Better Streets Plan](#))
- Vision Zero
- Other

### Site Conditions

(See Transportation Info Map <https://sfplanninggis.org/TIM>)

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

## SDAT Comments

### RELATED CITY PROJECTS

#### Area Plans/ Public Realm Plans

The project is located in the Bayview Hunters Point Area Plan. The Area Plan calls for maintaining industrial zones for production, distribution, and repair activities to strengthen the role of the Bayview's industrial sector in the economy of the district, the City, and the region.

### STREET IMPROVEMENTS

#### Sidewalk

- There is currently no sidewalk fronting the site on Jamestown. The 15' sidewalk that will be built by the project sponsor will require sidewalk legislation at the Board of Supervisors. Please work with the Public Works Bureau of Street Use and Mapping on this item.

#### Notes

- See Item #5 under the "Interagency Coordination and Additional Guidance" section below

#### Lighting

- If existing lighting conditions on Jamestown Avenue do not meet City standards, the project will be required to upgrade street lighting and/or pedestrian lighting. To determine if lighting improvements are required, the sponsor will need to provide photometric studies for street lighting plans to the SFPUC. Please coordinate with the SFPUC Streetlights Division ([Streetlights@sfgwater.org](mailto:Streetlights@sfgwater.org)) on this item.

#### Notes

Please refer to Item #11 under "Interagency Coordination and Additional Guidance" section below.

### OPERATIONS

#### Loading

- SDAT recommends the project install an accessible loading zone (including pedestrian ramp) on Jamestown Avenue. Please schedule a meeting with Paul Kniha ([paul.kniha@sfmta.com](mailto:paul.kniha@sfmta.com)), SFMTA Color Curb Program Manager, and Karina Lairret ([karina.lairret@sfdpw.org](mailto:karina.lairret@sfdpw.org)), Associate Engineer with the Public Works Accessibility Coordinator's Office to coordinate the design, legislation, and implementation of the accessible on-street loading zone.
- The establishment of color curbs for passenger and commercial loading on street requires coordination with SFMTA. Please contact Paul Kniha ([paul.kniha@sfmta.com](mailto:paul.kniha@sfmta.com)), SFMTA

Color Curb Program Manager for all issues related to the design and legislation of color curbs.

*Notes*

- Please refer to Item #2 under “Interagency Coordination and Additional Guidance” section below.

**No further SDAT Review Required**

- Pending no future substantive changes to the project, and assuming the project sponsor addresses the above comments, no further SDAT review for this project is required.

**CC:** **SF Public Works:** Sebastian Arias, Paul Barradas, Chris Buck, Berhane Gaime, Kevin Jensen, Karina Lairet, Eric Lam, Debra Lutske, Suzanne Suskind, John Thomas, Kathy Liu, Michelle Woo

**SFMTA:** Jennifer Molina, Paul Kniha, Francesca Napolitan, Ricardo Olea, Charles Rivasplata, Mike Sallaberry, James Shahamiri, Daniel Sheeter, Adam Smith, Felipe Robles

**SF Planning:** Paul Chasan, Colin Clarke, Nicholas Foster, Esmeralda Jardines, Ryan Shum, Seung Yen Hong, Jessica Look, Maia Small, Dan Wu

**SFPUC:** Derek Adams, Mira Chokshi, Hieu Doan, Molly Petrick, Joan Ryan, Sam Young, April Yan

**SFFD:** Chad Law

## Interagency Coordination and Additional Guidance

### Standard SDAT Comments

#### SFMTA

##### 1. On-Street Bike Rack Coordination

- Planning Code Sections 155.1, 155.4, and 155.5, dictate the number of required Class 1 (in-building) and Class 2 (on-street or sidewalk) bike racks required by the project. SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW, and the SFMTA Bike Program coordinates the installation of on-street bicycle racks and ensures that proposed bicycle racks meet the SFMTA's bicycle parking guidelines.
- If Class 2 racks are required, the project sponsor should contact the SFMTA Bike Program ([bikeparking@sfmta.com](mailto:bikeparking@sfmta.com)) prior to issuance of first architectural addenda and submit a site plan showing proposed Class 2 bike rack design and locations. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class 2 bike racks required by the Planning Code. Before contacting the SFMTA, please review the [Bike Rack Specifications](#) and [Sidewalk Bicycle Rack Placement Guidelines](#), which can be found on the SFMTA's website at: <https://www.sfmta.com/services/streets-sidewalks/installation-requests/bicycle-racks-corrals>

##### 2. Loading

- The establishment of color curbs for passenger and commercial loading on street requires coordination with SFMTA. Please contact Paul Kniha ([paul.kniha@sfmta.com](mailto:paul.kniha@sfmta.com)), SFMTA Color Curb Program Manager for all issues related to the design and legislation of color curbs.

#### Public Works

##### 3. Electrical Transformer Room

- If a new electrical power transformer is required by the electric utility to provide power to the building, please show the location of the transformer room on the plans. The transformer room must be shown on the plans for review by SDAT and Public Works during the planning phase of the project prior to applying for a Building Permit and Public Works Permits. Public Works typically does not permit new transformer vaults in the public right-of-way.

##### 4. Street Improvements (construction within the public right-of-way)

- Infrastructure improvements within the public right-of-way will require a Street Improvement Permit from SF Public Works Bureau of Street Use & Mapping (BSM) and Street Improvement Plans. Depending on the scope of work the Plans should include the

following plan sheets: Civil (grading, layout, utility erosion control, etc.), Landscaping (planting, irrigation, etc.), Electrical (lighting, photometrics, conduit, etc.), Joint Trench (power, telephone, and communication approved by the respective utility companies). Additional permits may be required. Visit <http://www.sfpublicworks.org/services/permits> for additional information or call 415-554-5810.

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

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

**6. Encroachments into the Public Right-of-Way**

- SF Public Works discourages any new encroachments into the public right-of-way. If new encroachments are proposed, show them on the plans. Examples of encroachments are: steps, warped driveways with diverters/planters, level landings, fire department connections (FDC), out swinging doors, bollards, etc. For new building construction, the Building Code does not allow building encroachments unless a variance to the Building Code is allowed by the DBI. If a variance is approved, a Minor Sidewalk Encroachment Permit (MSE) or other encroachment permit will be required from BSM. Most encroachment permits require public notification and, depending on the encroachment an annual assessment fee may be applied.

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

- Any modification of the public right-of-way that deviates from SF Public Works Standard Plans and Specifications may require a Major Encroachment Permit (MEP) from the BSM. It is strongly encouraged that the plans for the MEP are complete and all application submittals are promptly submitted to BSM at the time of the Street Improvement Permit application is submitted because the MEP can take a minimum of 6-12 months. For

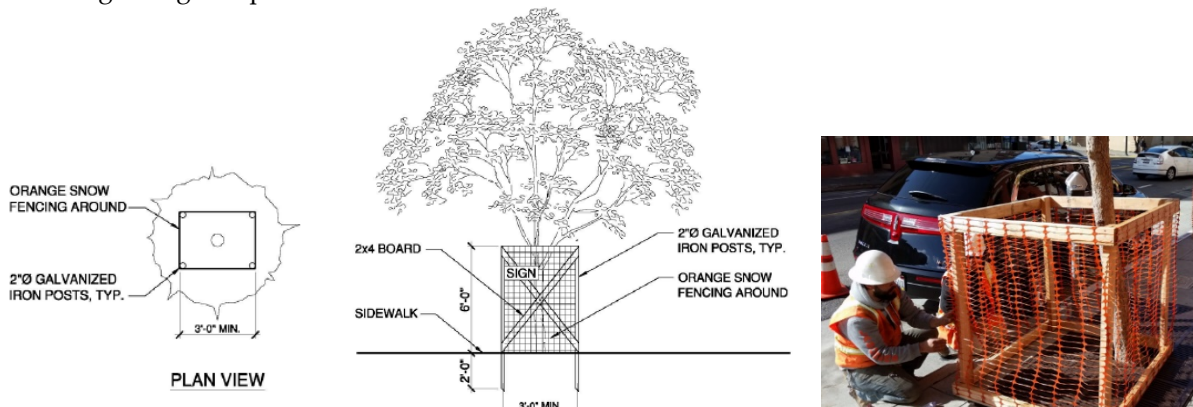
information on the Major Encroachment permitting process visit <http://www.sfpublicworks.org/services/permits> or call 415-554-5810.

## 8. Street trees

- All landscaping, street trees, site furniture, and special paving should be consistent with guidelines in the Better Streets Plan (BSP). See [www.sfbetterstreets.org](http://www.sfbetterstreets.org)
- Per SFMTA standards, trees are not allowed within 25 feet of the corner property line on approach, but trees can be placed closer to the intersection on exit, to enhance pedestrian visibility and safety.
- Per SFPUC standards, new trees shall not be placed within 5 feet of water facilities, including water mains and water service laterals.
- Any proposed new, removed, or relocated street trees and/or landscaping within the public sidewalk may require a permit from SF Public Works Bureau of Urban Forestry (BUF). Tree species should be selected from the "Recommended Plants List". For more Information, please visit: <http://sfpublicworks.org/trees> or call (415) 554-6700. To apply for a permit: <http://sfpublicworks.org/services/permits/street-trees-planting>

## 9. Tree Protection

- Per Public Works Code Article 16 (Urban Forestry Ordinance) Section 808, SDAT requires trees to be protected. Please contact [urbanforestry@sfdpw.org](mailto:urbanforestry@sfdpw.org) for additional details regarding tree protection.



## 10. Tree planting

- SDAT recommends the project review [Public Works Order No: 187246](#). Please note that per Section 806 of Article 16, One tree shall be planted for every 20 feet of total linear frontage for the parcel, and any tree planting that is not feasible per Order No. 187246 will be mitigated with equivalent in-lieu fees per tree

## 11. Tree Removal

- Any healthy tree must be considered as part of the design for the construction prior to applying for removal. Where due diligence and good faith effort to implement existing trees into design is not demonstrated, the tree removal application shall be denied. It is recommended that established trees be implemented into the design to avoid delays.

**SFPUC****12. Clean Energy**

- This project is eligible to use Hetch Hetchy Power: the SFPUC provides 100% greenhouse gas-free electric service at energy rates about 10% lower than other power providers. There may be opportunities to share necessary electrical equipment between buildings, further reducing costs. San Francisco Administrative Code Section 99 requires the SFPUC to consider providing power for certain types of private development projects, including infill and large new buildings. The SFPUC has been providing clean power to some of San Francisco's most critical facilities for 100 years. For more information, please contact [HHPower@sfgwater.org](mailto:HHPower@sfgwater.org)

**13. Water**

- A hydraulic analysis will be required to confirm the adequacy of the water distribution system for proposed new potable, non-potable and fire water services. If the current distribution system pressures and flows are inadequate, the Project Sponsor will be responsible for any capital improvements required to meet the proposed project's water demands. To initiate this process, please contact the SFPUC Customer Service Bureau at 415-551-2900.
- The project sponsor will be required to design all applicable water facilities, including potable, fire-suppression, and non-potable water systems, to conform to the current SFPUC City Distribution Division (CDD) and San Francisco Fire Department (SFFD) standards and practices. These include, but are not limited to, the following:
  - a. SFPUC- CDD Protection of Existing Water and AWSS Facilities;
  - b. SFPUC Standards for the Protection of Water and Wastewater Assets;
  - c. Rules and Regulations Governing Water Service to Customers;
  - d. SFPUC- CDD Design Criteria for Potable Water Systems;
  - e. Application for Water Supply and Responsibility of Applicants;
  - f. San Francisco Fire Code and Reliability;
  - g. California Waterworks Standards; California Code of Regulations Titles 17 and 22
  - h. Auxiliary Water Supply System (AWSS) Distribution Piping.

For questions please contact [cddengineering@sfgwater.org](mailto:cddengineering@sfgwater.org)

**14. Street Lighting**

- City Charter Section 8B.121 and City Administrative Code Section 25.6, states that the PUC has exclusive charge of the construction, management, supervision, maintenance, extension, expansion, operation, use and control of all water, clean water and energy supplies and utilities of the City. This includes the authority to determine the intensity of illumination, number and spacing of lighting facilities and other details necessary to secure satisfactory street lighting.



- City Administrative Code, Section 25.1, states that the Director of Public works shall require underground street lighting facilities, including standards, all associated wires, cables, conduits, junction boxes, services, and all connections therewith satisfactory to the PUC, be included in all plans, maps, plats, and specifications, for the opening of new streets, tracts, districts or subdivisions, except when arrangements have been made by the PUC for installation of adequate overhead street lighting facilities on utility poles.
- City Administrative Code, Section 941, requires the cost of underground wired facilities for street lighting to be borne by the person, firm or corporation paying for the grading, paving, sidewalks and other street construction.
- Illumination levels for roadways, sidewalks and intersections must comply per Illuminating Engineering Society (IES) RP-8. The project sponsor will be expected to propose a street lighting plan and provide photometric studies for the proposed lighting design. Reference SFPUC's streetlight catalogue for approved streetlight fixtures and poles. Fixtures and poles selected outside of the SFPUC catalogue will be maintained by the property owner(s).
- Mixing City and PG&E streetlight jurisdiction for a project is typically not permitted. For example, if the project sponsor proposes to install City-standard streetlights on one side of the property, the project sponsor will be responsible for utilizing City-standard streetlights to illuminate the entire property.
- Both surface and subsurface streetlight facilities are required to remain in compliance with Public Works' standard plans after grade adjustments.
- Separation requirements between streetlights and street furniture must comply per City streetscape ordinances, such as Public Works' ordinances regarding streetlights and trees.
- For questions regarding street lighting or modifications to streetlight infrastructure (both City and PG&E-owned), please contact [Streetlights@sfgwater.org](mailto:Streetlights@sfgwater.org)