



**Meeting Date:** November 3, 2023

**To:** Public Works Commission

**Through:** Carla Short, Interim Public Works Director  
Ronald Alameida, Deputy Director & City Architect

**From:** Michael Rossetto, Project Manager

**Subject:** SFMTA: Parking Enforcement Headquarters at 1200 15th St.

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**Director's Recommendation:** Award the SFMTA Parking Enforcement Headquarters Project Construction Manager/General Contractor ("CM/GC") contract, in the amount of \$34,853,942 with a contract duration of 1,216 consecutive calendar days to perform pre-construction and construction services, to Clark Construction Group - California, LP. The Planning Department determined that the project is exempt from the California Environmental Quality Act (CEQA). and a contract duration of 1,216 consecutive calendar days to perform pre-construction and construction services.

**Contract Background:** The SFMTA Parking Enforcement Headquarters project is located at 1200 15th Street between Harrison Street on the West and Treat Avenue on the East. The property is owned by the SFMTA as the result of a jurisdictional transfer of properties between the San Francisco Municipal Transportation Agency ("SFMTA") and the City's Animal Care and Control Department ("ACC"). Scott Garage, which is also owned by SFMTA, borders the property on the North. The existing 29,500 square feet, two-story building is a reinforced-concrete, Art Deco style, industrial building built in 1931. The building was renovated in 1989 to house the Animal Care and Control ("ACC") facility. In 1997 a portion of Treat Avenue was vacated to create a new triangular parcel to serve the facility.

The proposed project scope is to create a new headquarters for SFMTA's Parking and Traffic Enforcement Division at 1200 - 15th Street after its rehabilitation. The building will be seismically retrofitted and building systems such as Mechanical, Electrical, Plumbing and Fire Protection will be replaced to meet the current building code. In addition, a new solar photovoltaic panel system will be installed on the existing roof. The proposed interior remodel will accommodate the new change of use (animal care facility to office and parking) and retain the interior and exterior character-defining features of this existing historic resource building in conformance with the Secretary of the Interior's Standards. The ground floor will be used for lockers, roll call and training, with parking and Electrical Vehicles (EV) charging stations and the second floor will be used for offices, conference rooms, lockers, and a kitchen.

The Project is subject to the Maher Ordinance. The City Planning Department granted the Common Sense Exemption (CEQA Guidelines 15061(b)(3)) to this Project on May 5, 2022. The City has hired an Archeologist to complete the Preliminary Archeological Checklist (PAC) for this Project which will include recommendations and development of a plan for testing and data

recovery to be implemented by the Project, if significant archeological resources are identified within the site or affected by the Project.

**Solicitation Process:** In accordance with Section 6.68 of the San Francisco Administrative Code, Public Works conducted a two-step Request for Qualifications (RFQ) and Request for Proposals (RFP) process to solicit proposals from interested firms to serve as the Construction Manager/ General Contractor (CM/GC) with design-assist core trade subcontractors. Public Works prequalified four firms as part of the RFQ phase of the procurement. These firms were then invited to attend oral interviews and to submit cost proposals. Proposals were evaluated on both cost and non-cost criteria. Cost made up 40% of the final scores, with the non-cost criteria making up 60% of the total score. The highest-ranked responsible proposer was Clark Construction, California – LP.

**Contract Details:**

<b>Contract Title:</b>	SFMTA Parking Enforcement Headquarters Project at 1200 15 <sup>th</sup> Street
<b>Contract Award Amount:</b>	\$34,853,942
<b>Cost Estimate:</b>	Estimated direct costs of work: \$28,000,000.
<b>Contract Funding Sources:</b>	SFMTA Revenue Bonds, General Obligation Bond, Operating Funds
<b>Anticipated Project Schedule:</b>	Notice To Proceed (NTP) for Pre-Construction Services - November 2023 to December 2024, NTP for Construction Services - December 2024 to December 2026, Substantial to Final Completion – January 2027 to April 2027
<b>Contract Duration:</b>	1,216 days
<b>Contractor Name:</b>	Clark Construction, California LP
<b>Compliance with Chapter 14B Local Business Enterprise Ordinance:</b>	The Contract Monitoring Division (CMD) established a Local Business Enterprise (LBE) subcontracting requirement of 22% for this contract.
<b>Environmental Determination (if applicable):</b>	California Environmental Quality Act (CEQA) Exemption Determination, Case No. 2021-008568ENV (dated May 2, 2022)
<b>Other Compliance:</b>	12B Equal Benefits Ordinance Compliant Project Labor Agreement

<b>Additional Information:</b>	N/A
<b>Attachments:</b>	Attachment 1: CMD Award Memo Attachment 2: RFP Results Notification Attachment 3: Project Manager Recommendation Memo Attachment 4: SF Planning CEQA Exemption Determination

**PUBLIC WORKS COMMISSION  
CITY AND COUNTY OF SAN FRANCISCO**

**RESOLUTION NO. \_\_\_\_\_**

WHEREAS, The proposed SFMTA Parking Enforcement Headquarters project at 1200 15<sup>th</sup> Street (Project) will create a new headquarters for SFMTA’s Parking and Traffic Enforcement Division at an existing SFMTA owned facility located at 1200 - 15th Street. The existing building will be seismically retrofitted and building systems such as mechanical, electrical, plumbing, and fire protection will be replaced to meet the current building code. In addition, a new solar photovoltaic panel system will be installed on the existing roof. The proposed interior remodel will accommodate the new change of use and retain the interior and exterior character-defining features of this existing historic resource building in conformance with the Secretary of the Interior’s Standards. The ground floor will be used for lockers, roll call and training, with parking and electrical vehicle (EV) charging stations and the second floor will be used for offices, conference rooms, lockers, and a kitchen; and

WHEREAS, On May 2, 2022, the Planning Department determined that the Project is exempt from the California Environmental Quality Act (CEQA) and approval of this item would rely on that determination and would constitute the Approval Action for the Project for the purposes of CEQA, pursuant to San Francisco Administrative Code section 31.04(h); and

WHEREAS, On September 19, 2022, San Francisco Public Works (Public Works) advertised a Request for Qualifications (RFQ) for Construction Manager/General Contractors (“CM/GCs”) to provide preconstruction and construction services for the Project; and

WHEREAS, On June 23, 2023, Public Works invited four prequalified firms to submit proposals responding to a Request for Proposals (RFP) for CM/GCs for the Project; and

WHEREAS, Through a competitive process, Clark Construction Group – California, LP received the highest combined cost- and non-cost criteria scores; and

WHEREAS, The anticipated final contract amount will be \$34,853,942 ; and

WHEREAS, The contract duration is 1216 consecutive calendar days; and

WHEREAS, Contract Monitoring Division (“CMD”) established a Local Business Enterprise (LBE) subcontracting participation requirement of 22% for this contract; now, therefore, be it

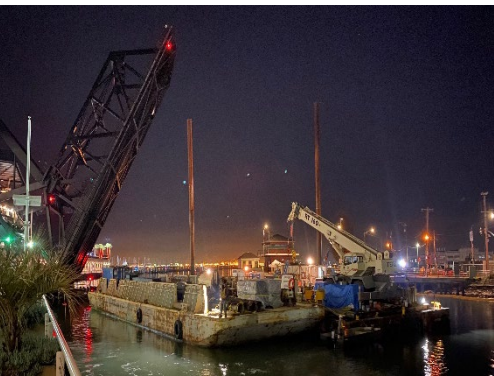
RESOLVED, That this Commission hereby awards the SFMTA Parking Enforcement Headquarters Project at 1200 15<sup>th</sup> Street Project CM/GC contract, in the amount of \$34,853,942

with a contract duration of 1,216 consecutive calendar days, to Clark Construction Group - California, LP, to perform preconstruction and construction services for the project.

*I hereby certify that the foregoing resolution was adopted by the Public Works Commission at its meeting of \_\_\_\_\_.*

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Commission Affairs Manager  
Public Works Commission

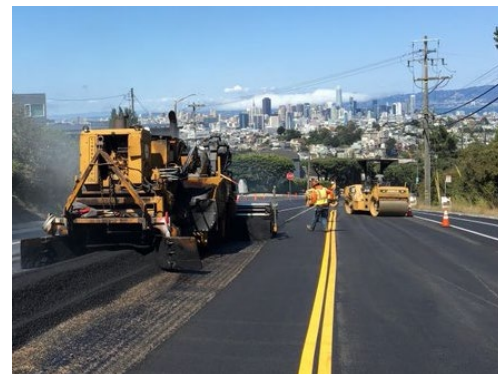
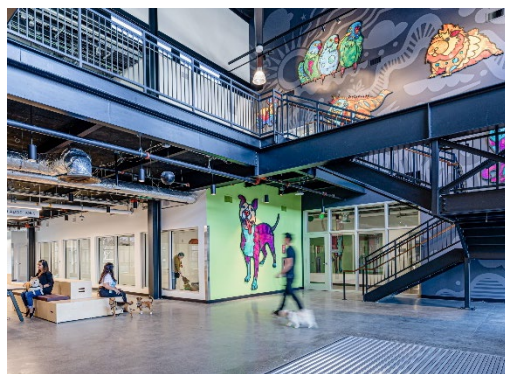
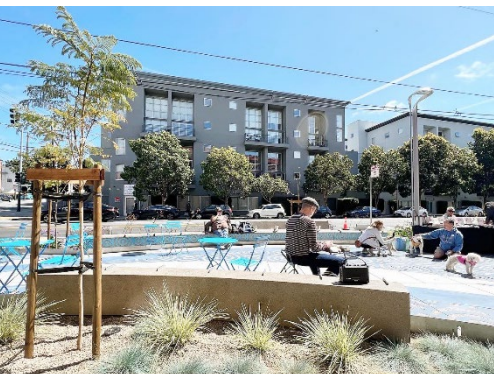


Nov. 3, 2023

# SFMTA Parking Enforcement Headquarters

## 1200-15th St.

Michael Rossetto  
Project Manager, Public Works



# SFMTA Parking Enforcement Headquarters

## Award Construction Manager/General Contractor Construction Contract

Recommend Commission:

**Award San Francisco Public Works Contract:  
Construction Manager/General Contractor (CM/GC)  
SFMTA Parking Enforcement Headquarters**

Client:

**San Francisco Municipal Transportation Agency**

Contract Amount:

**\$34,853,942**

**Includes: \$28M estimated direct cost budget & pre-construction/construction services in today's dollars  
(The construction cost is estimated at \$49,500,000, including escalation & indirect costs)**

Construction Duration:

**1,216 calendar days**

Contractor:

**Clark Construction Group - California, LP**

Reason:

**CM/GC to perform pre-construction and construction services**

# SFMTA Parking Enforcement Headquarters Location

**Address:**  
1200-15th St.  
Block 3925/Lots 002 & 007

**District:**  
District 9, northeast Mission District





# SFMTA Parking Enforcement Headquarters Location

- Aerial image of 1200-15th St. and immediate vicinity
- The subject building, highlighted in orange, sits at the south end of an irregularly shaped parcel (outlined with a dashed white line). It is bounded by 15th Street to the south, the Scott Garage (owned by SFMTA) and Alameda Street to the north, Harrison Street to the west and Lot 007 (orange line) and Alabama Street to the east



# SFMTA Parking Enforcement Headquarters

## Historic Status



1200 15<sup>th</sup> Street west façade along Harrison St.



1200 15<sup>th</sup> Street south (primary) façade.

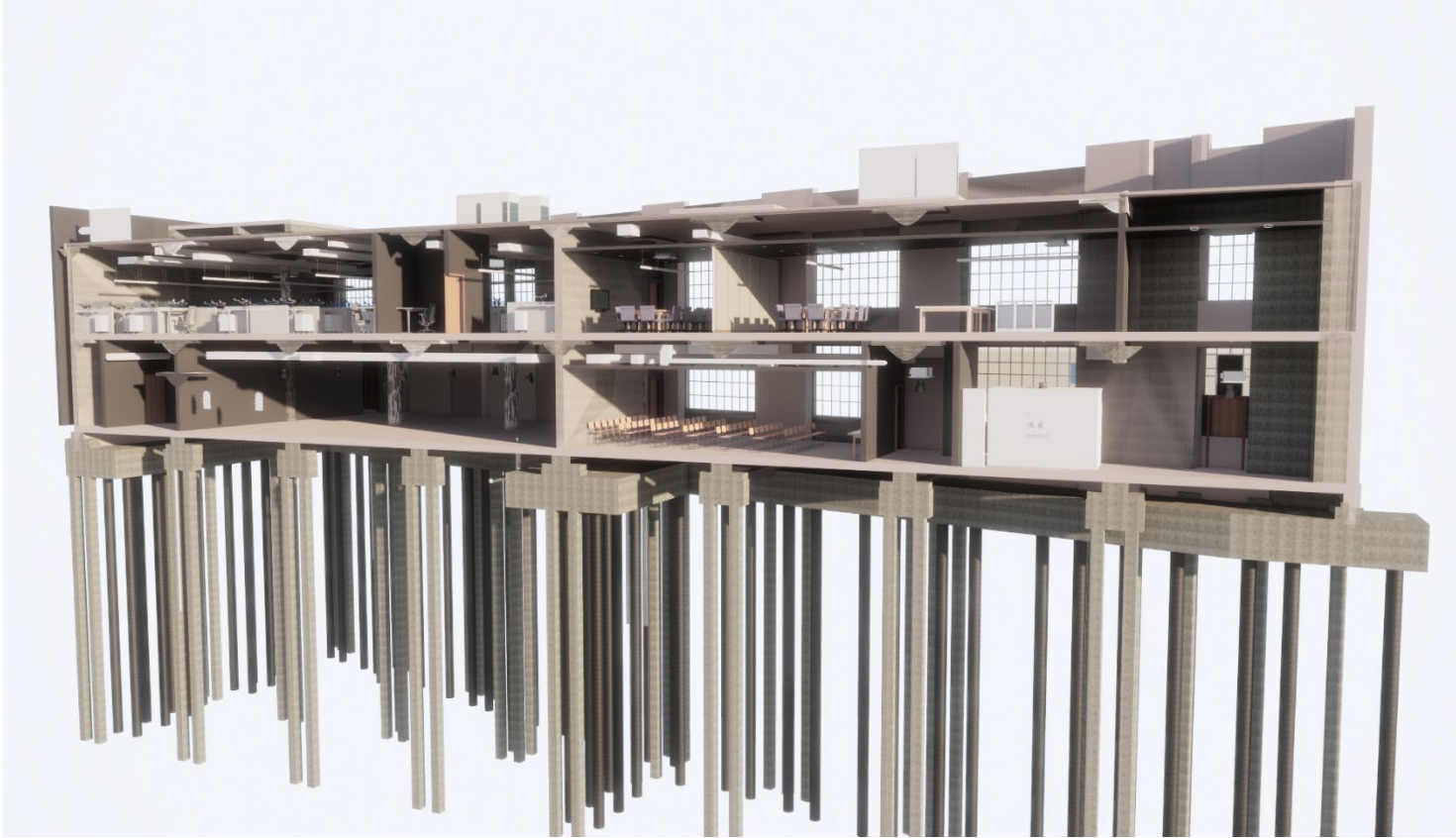


Main entrance at 15<sup>th</sup> Street.

- **Style:** Art Deco Light Industrial
- **Built:** 1931
- **Architect:** Dodge A. Riedy
- **Current Historic Status:**
  - Former home to Animal Care & Control
  - Classified as “Category A-Historic Resource Present” by the San Francisco Planning Department
  - Recorded in conjunction with the adjacent Scott Garage under the address 1849 Harrison St. with the California Department of Parks and Recreation in 2008 as part of the Showplace Square/Northeast Mission Historic Resource Survey (Showplace Square Survey) as potentially eligible for California Register listing as a significant example of an Art Deco industrial building

# SFMTA Parking Enforcement Headquarters

## Goals and Objectives



Isometric cut-away view shows the proposed foundation piles and interior spaces.

- Provide a safe and healthy work environment
- Provide enhanced operational efficiencies
- Preserve the historic building with a re-use project
- Build a sustainable, energy-efficient and durable facility
- Provide a welcoming work environment for the parking enforcement team

# SFMTA Parking Enforcement Headquarters

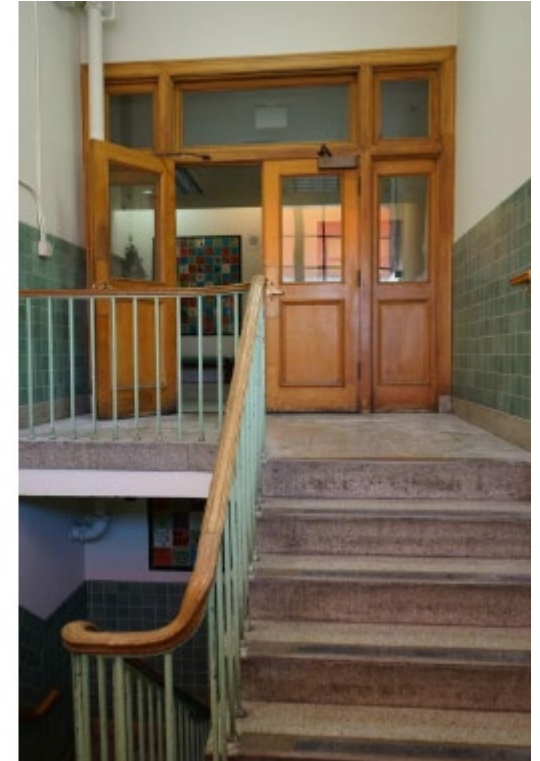
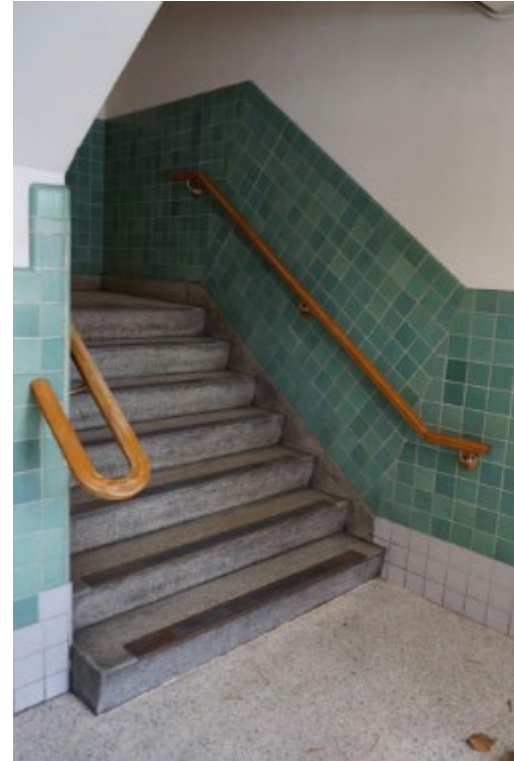
## Project Overview

- **Background:**

- 1200-15th St. is the former Animal Care & Control (ACC) building, which was jurisdictionally transferred to SFMTA in November 2019

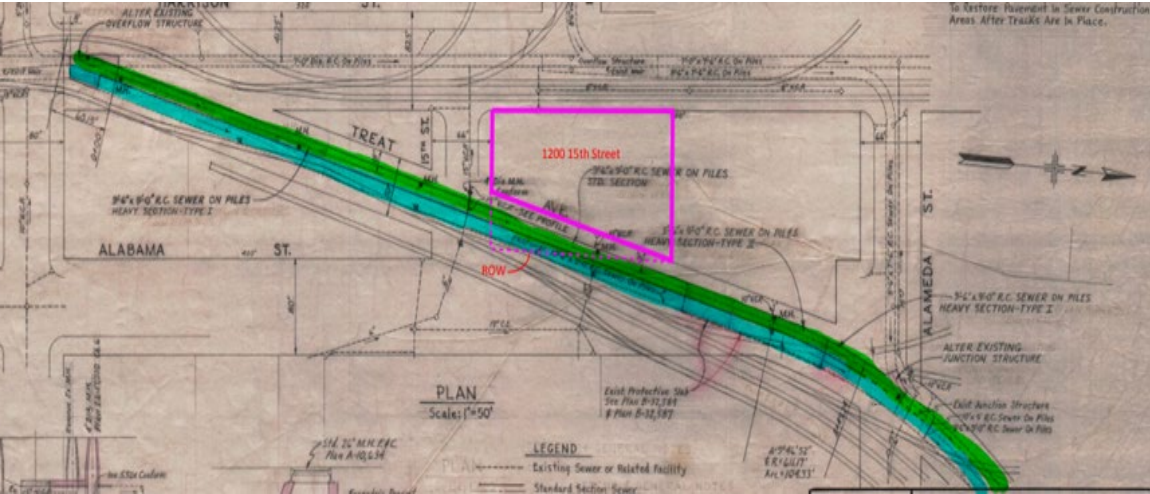
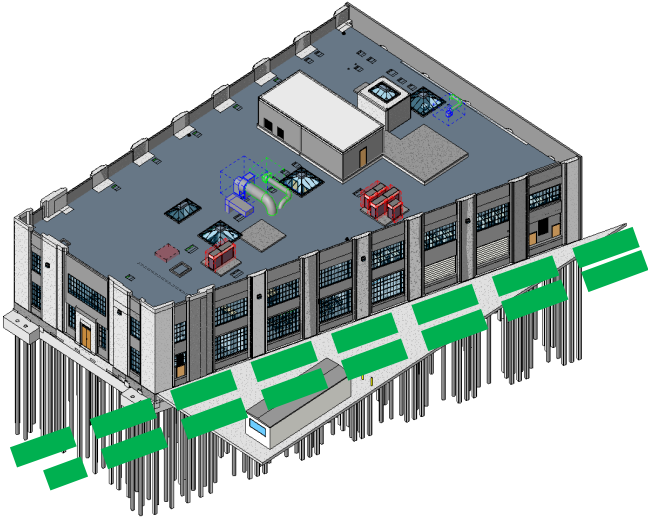
- **Proposed Project Scope:**

- To create a new headquarters for SFMTA's Parking and Traffic Enforcement Division at 1200-15th St., allowing the relocation out of undersized/inadequate leased spaces at 505-7th St. and at 571-10th St.
- To renovate, rehabilitate and seismically retrofit the existing two-story, 29,500-square-foot building to provide roll call and training spaces, lockers, offices, meeting rooms and other operational spaces
- To house Enforcement's emergency-related operations in a permanent trailer and e-bikes adjacent to the primary structure in the exterior triangular-shaped Lot 007 (former Treat Avenue)
- Install 100 KW solar panels system on the roof, funded by the San Francisco Public Utilities Commission
- LEED Gold Certification



Views of the existing main stair with terrazzo floor.

# SFMTA Parking Enforcement Headquarters Challenges and Risks



- SFPUC Sewer Replacement Project: Two-thirds of the City's wastewater runs through the two existing sewer lines located 11-feet from the eastern edge of the building and 4-feet below grade (refer to lines in green). For this reason (& cost), a trailer is necessitated in this area rather than a building with a foundation.
- Commencement of the SFPUC Sewer Replacement Project has yet to be determined. However, it is very likely that the construction will conflict with the Parking Enforcement Headquarters construction schedule, creating site access and logistical challenges due to the anticipated 24-foot wide and 20-foot deep street excavation
- Local market construction cost escalation and supply chain issues
- Unforeseeable conditions associated with rehabilitation of a historic building

# Construction Manager/General Contractor (CM/GC)

## Key Characteristics

- Allowed by §6.68 of the City Administrative Code: Department heads are authorized to seek proposals from qualified CM/GCs for construction of public work projects
- CM/GC is an approach to the procurement of construction services whereby a CM/GC is retained during the design phase to review and provide comments as to the constructability of the architect/engineer's design within the established budget and provide value engineering and cost reduction recommendations; the CM/GC also will provide cost analysis and reconciliation with the City's cost estimator
- CM/GC Team Best Value Procurement: The CM/GC is in a leading role managing specified Core Trade Subcontractors in a design-assist capacity, performing the following scopes of work:
  - Mechanical
  - Plumbing
  - Electrical (including low-voltage electrical and lighting)
  - Structural (pile driving and compaction grouting)
- After award of contract, Public Works will issue a notice-to-proceed for preconstruction and a separate notice-to-proceed for construction services

# CM/GC Procurement

## Evaluation

weighted score



non-cost  
**60%**

### Step (1): Request for Qualifications (RFQ)

- RFQ advertised: Sept. 19, 2022
- RFQ submissions due: Oct. 25, 2022
- An evaluation panel reviewed and scored the written proposals and established a short list of the highest-ranked qualified proposers. The scores would later be weighted equally with the RFP oral interview scores to establish the **non-cost** scores.
- RFQ evaluation results published: Dec. 19, 2022
- Four CM/GC teams were pre-qualified for the RFP phase. In alphabetical order, the pre-qualified contractors were Charles Pankow Builders, Ltd., Clark Construction Group California LP, Swinerton Builders and Webcor Construction.

### Step (2): Request for Proposals (RFP)

- RFP was issued to the four prequalified proposers on June 23, 2023
- The pre-qualified proposers were interviewed and scored by an evaluation panel on Aug. 11, 2023. The scores were weighted equally with the RFQ scores to establish the **non-cost** scores.

cost  
**40%**

- RFP submissions with **cost criteria**: Aug. 25, 2023, the City received four timely submitted cost proposals from all four pre-qualified firms. The cost proposals were scored relative to each other with the lowest cost receiving the highest score.

# Construction Manager/General Contractor (CM/GC)

## Key Benefits

- **Value-based selection process** for a qualified general contractor, with selection criteria, which includes relevant project experience, personnel committed to the project, financial strength and company integrity
- Allows design, bidding and construction phase **activities to take place simultaneously, saving time overall**
- Design processes capitalize on the CM/GC firm's knowledge and expertise during the design phase to **enhance constructability and improve coordination of construction documents**
- Works well for projects that possess a **high level of technical risks and complexity** (e.g., dense urban setting, difficult environmental issues, multiple phasing, special schedule constraints, etc.)



# CM/GC Procurement

## Non-Cost and Cost Criteria

### Non-Cost: RFQ Written Submittal:

- Safety record
- Project experience
- Project team organization and teamwork
- Project management and work approach at pre-construction and construction phases
- Key/lead personnel qualifications and experience

### Non-Cost: RFP Oral Interview Questions:

1. SFPUC Sewer Replacement Project potential risks and mitigating measures
2. Collaboration between core trade subcontractors and design team
3. Project insights, innovation and potential strategies

### Cost: RFP Cost Proposals:

- The cost proposals included proposed fees for pre-construction and construction services, general conditions, and performance and payment bonds. The direct cost budget, partnering allowances and reimbursable expenses were dictated by the City.

# CM/GC Procurement Evaluation

weighted score  
**60%** ▼      **40%** ▼

RANK	PROPOSERS	Non-Cost Criteria Score	Cost Proposal	Overall Score
1	Clark Construction	54.42	36.71	91.13
2	Charles Pankow Builders, Ltd.	50.73	40.00	90.73
3	Webcor Construction	51.41	38.25	89.66
4	Swinerton Builders	48.46	38.14	86.60

# Construction Manager/General Contractor

## Clark Construction Group – California, LP

### CM/GC and Core Trade Design-Assist Subcontractors

- Clark Construction Group – CA, LP
- Rosendin Electric, Inc.: Electrical (including low-voltage)
- Southland Industries: Mechanical and Plumbing
- Condon-Johnson & Associates: Structural (Pile Driving and Compaction Grouting)

# Construction Manager/General Contractor

Clark Construction Group – California, LP

## Recent Project Experience



**Office of the Chief Medical Examiner**  
Construction Value: \$52,407,611  
Substantial Completion: October 2017



**SF Animal Care & Control Facility and Burke Warehouse**  
Construction Value: \$94,373,035  
Substantial Completion  
Burke Warehouse: April 2019  
ACC: January 2021



**SFPD Traffic Company and Forensic Services Division Facility**  
Construction Value: \$128,117,702  
Substantial Completion: August 2021

# SFMTA Parking Enforcement Headquarters

## Anticipated Project Schedule

**Notice to Proceed for pre-construction:** November 2023

**Notice to Proceed for construction (abatement/demolition/construction):**

- Start of construction: December 2024
- Substantial completion: March 2027
- Final completion: April 2027

# SFMTA Parking Enforcement Headquarters

## Award Construction Manager/General Contractor Construction Contract

Recommend Commission:

**Award San Francisco Public Works Contract:  
Construction Manager/General Contractor (CM/GC)  
SFMTA Parking Enforcement Headquarters**

Client:

**San Francisco Municipal Transportation Agency**

Contract Amount:

**\$34,853,942**

**Includes: \$28M estimated direct cost budget & pre-construction/construction services in today's dollars  
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Construction Duration:

**1,216 calendar days**

Contractor:

**Clark Construction Group - California, LP**

Reason:

**CM/GC to perform pre-construction and construction services**



# QUESTIONS



# CONTRACT MONITORING DIVISION OFFICE OF THE CITY ADMINISTRATOR



London N. Breed, Mayor  
Carmen Chu, City Administrator

Stephanie Tang, Director

## MEMORANDUM

Date: September 7, 2023

To: Michael Rossetto, Project Manager, SF Public Works  
Robert Loftus, Contract Administration, SF Public Works  
Alexander Burns, Manager, SFPW Contract Administration  
Clark Construction, Highest Ranked Proposer

From: Selormey Dzikunu, Contract Monitoring Division

Subject: Sourcing ID: 0000007965 CM/GC for SFMTA Parking Enforcement  
Headquarters – CMD Award Memo

The Contract Monitoring Division (“CMD”) has reviewed the proposals and supporting documentation and reviewed the Panelist Scores submitted for the above referenced CM/GC project. Based on this review, CMD has determined that all the proposals were materially compliant with the Chapter 14B pre-award requirements.

### **Score Sheets and Score Tabulations**

The RFP indicates that the top four (4) ranked proposers from the written evaluation were shortlisted to proceed to the oral interviews. For the four (4) shortlisted firms, CMD has reviewed the raw score sheets submitted by the panelists and the final score tabulations from SFPW. Based on this information, the proposers are ranked as follows:

Rank	Score	Firm
1	91.13	Clark Construction
2	90.73	Charles Pankow Builders
3	89.66	Webcor
4	86.60	Swinerton

The RFP stated that a contract will be awarded to the highest ranked proposer. Based on the foregoing, Clark Construction is the highest ranked proposer.



## **LBE Subcontracting Participation Requirements**

At the time of the proposal, Clark Construction did not list any Micro, Small-LBEs or SBA LBEs for the Pre-Construction Services Phase on CMD Form 2A-PreConstruction.

For this project, the Micro-Local Business Enterprise ("LBE") subcontracting requirement is 11%, the Small-LBE subcontracting requirement is 8% and the SBA-LBE subcontracting requirement is 3%. The Micro-LBE subcontracting requirements for this project can only be met by CMD certified San Francisco Micro-LBEs. The Small-LBE subcontracting requirements for this project can only be met by CMD certified San Francisco Micro and Small-LBEs. The SBA-LBE subcontracting requirements for this project can only be met by CMD certified San Francisco Micro, Small LBEs and SBA-LBEs.

## **Construction Phase – LBE Commitment and Participation**

Due to the anticipated time lapse between proposal submission and the submission of the construction trade bid packages, Proposers were required to submit the LBE Commitment Certification for the 11% Micro-LBE subcontracting requirement, the 8% Small-LBE subcontracting requirement and the 3% SBA-LBE subcontracting requirement for the Construction Phase, which Clark Construction has submitted.

After award and prior to the advertisement of any trade packages, Clark Construction will consult with the CMD and submit a written plan for achieving the LBE subcontracting participation requirements for the Construction Phase. As mentioned above, the LBE subcontracting requirements for the Construction Phase will be met by the cumulative Micro-LBE, Small LBE and SBA-LBE participation through the various trade packages. The written plan will specify the LBE subcontracting participation percentages for each trade package based on the availability of LBEs to perform the work or supply materials and equipment for the subject trade package.

## **Good Faith Efforts Requirements**

Based on the foregoing, CMD has determined that Clark Construction, the highest ranked Proposer, has complied with the Chapter 14B pre-award requirements and is therefore eligible for the Award of Sourcing ID: 0000007965 CM/GC for SFMTA Parking Enforcement Headquarters.

Should you have any questions, or if I can be of further assistance, please do not hesitate to contact me at (628) 271-2094 or contact me at [Selormey.Dzikunu@sfdpw.org](mailto:Selormey.Dzikunu@sfdpw.org)



**Carla Short, Interim Director** | Director's Office

carla.short@sfdpw.org | T. 628.271.3078 | 49 South Van Ness Ave. Suite 1600, San Francisco, CA 94103

September 13, 2023

Hani Alawneh, Senior Vice President  
Clark Construction Group – California, LP  
180 Howard Street, Suite 1200  
San Francisco, CA 94105

VIA EMAIL ONLY: [hani.alawneh@clarkconstruction.com](mailto:hani.alawneh@clarkconstruction.com)

Subject: Public Works Sourcing Event ID: 0000007965  
Request for Proposals – SFMTA Parking Enforcement Headquarters Project

### Selection Result


Dear Hani Alawneh:

Thank you for your interest and participation in the RFP for SFMTA Parking Enforcement Headquarters CM/GC Project.

Based on the tabulated scores from the written responses, oral interviews and cost proposals, **Clark Construction Group – California, LP** has been selected for this project.

Please contact Rob Loftus of my office at [Robert.Loftus@sfdpw.org](mailto:Robert.Loftus@sfdpw.org) if you have questions.

Sincerely,

DocuSigned by:  
 **Bruce Robertson** 9/14/2023 | 4:17:05 PM PDT  
03398308AB01447...

Bruce Robertson, Deputy Director of Financial Management & Administration  
San Francisco Public Works, Contract Administration Division

cc: Michael Rossetto, Project Manager, San Francisco Public Works  
Selormey Dzikunu, Contract Monitoring Division



**Carla Short, Interim Director** | Director's Office

carla.short@sfdpw.org | T. 628.271.3078 | 49 South Van Ness Ave. Suite 1600, San Francisco, CA 94103

## **Public Works Project Manager Form**

**Project Manager/Project Lead:** Michael Rossetto

**Public Works Division/Section:** Building Design & Construction/ Project Management Bureau

**Contract Title:** SFMTA Parking Enforcement Headquarters Project at 1200 15<sup>th</sup> Street

**Supplier Name:** Clark Construction Group – California LP

### **Project Manager Recommendation:**

Through a competitive two-step (RFQ plus RFP) process, by which four pre-qualified firms were evaluated based on cost- and non-cost criteria, Clark Construction was deemed the highest-ranked proposer. The project team and an independent evaluation panel find that Clark Construction has met the experience requirements, is responsible, and is qualified to perform the work. We recommend Clark Construction Group – California, LP for award of contract.

### **Contract Background:**

The SFMTA Parking Enforcement Headquarters project is located at 1200 15th Street between Harrison Street on the West and Treat Avenue on the East. The property is owned by the SFMTA as the result of a jurisdictional transfer of properties between the San Francisco Municipal Transportation Agency ("SFMTA") and the City's Animal Care and Control Department ("ACC"). Scott Garage, which is also owned by SFMTA, borders the property on the North. The existing 29,000 square feet, two-story building is a reinforced-concrete, Art Deco style, industrial building built in 1931. The building was renovated in 1989 to house the Animal Care and Control (ACC) facility. In 1997 a portion of Treat Avenue was vacated to create a new triangular parcel to serve the facility.

The proposed project scope is to create a new headquarters for SFMTA's Parking and Traffic Enforcement Division at 1200 - 15th Street after its rehabilitation. The building will be seismically retrofitted and building systems such as Mechanical, Electrical, Plumbing and Fire Protection will be replaced to meet the current building code. In addition, a new solar photovoltaic panel system will be installed on the existing roof. The proposed interior remodel will accommodate the new change of use (animal care facility to office and parking) and retain the interior and exterior character-defining features of this existing historic resource building in conformance with the Secretary of the Interior's Standards. The ground floor will be used for lockers, roll call and training, with parking and Electrical Vehicles (EV) charging stations and the second floor will be used for offices, conference rooms, lockers, and a kitchen. The Planning Department has recently issued the CEQA Common Sense exemption.

The areas outlined for renovation are within the existing building footprint, and in the associated triangular area along Treat Avenue.

**Contract Funding Source(s):**

<b>Source(s)</b>	<b>Amount</b>
SFMTA Building Progress Program	\$34,853,942



## CEQA Exemption Determination

### PROPERTY INFORMATION/PROJECT DESCRIPTION

<b>Project Address</b>		<b>Block/Lot(s)</b>
SFMTA_1200 15th St Rehabilitation		3925002, 3925007
<b>Case No.</b>		<b>Permit No.</b> 202203089442
2021-008568ENV		
<input checked="" type="checkbox"/> <b>Addition/ Alteration</b>	<input type="checkbox"/> <b>Demolition (requires HRE for Category B Building)</b>	<input type="checkbox"/> <b>New Construction</b>
<p><b>Project description for Planning Department approval.</b></p> <p>The proposed project would renovate, rehabilitate, and seismically retrofit the existing 29,500-square-foot historic building at 1200 15th Street to provide office and operational space for use by the San Francisco Municipal Transportation Agency (SFMTA) Parking and Traffic Enforcement Division. The project would also install one temporary trailer (size to be determined) to house the division's emergency-related operations. Six electric vehicle (EV) parking spaces with EV charging stations would be installed on the ground floor of the existing building and 34 electric bike parking spaces with charging stations would be installed in the yard to accommodate SFMTA fleet vehicles. The project would add 425 public employees to the site. The project would include streetscape improvements around the site. See plans dated April 29, 2022 (site plan revision 01). Project construction would be managed by San Francisco Public Works (PW) and would incorporate the PW standard construction measures as indicated.</p> <p>See attached project description memo for full project description.</p>		

### STEP 1: EXEMPTION TYPE

<b>The project has been determined to be exempt under the California Environmental Quality Act (CEQA).</b>	
<input type="checkbox"/>	<b>Class 1 - Existing Facilities.</b> Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	<b>Class 3 - New Construction.</b> Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	<p><b>Class 32 - In-Fill Development.</b> New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p> <p><b>FOR ENVIRONMENTAL PLANNING USE ONLY</b></p>
<input type="checkbox"/>	<b>Other</b> _____
<input checked="" type="checkbox"/>	<b>Common Sense Exemption (CEQA Guidelines section 15061(b)(3)).</b> It can be seen with certainty that there is no possibility of a significant effect on the environment. <b>FOR ENVIRONMENTAL PLANNING USE ONLY</b>

**STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT**

**TO BE COMPLETED BY PROJECT PLANNER**

<input checked="" type="checkbox"/>	<p><b>Air Quality:</b> Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g. use of diesel construction equipment, backup diesel generators, heavy industry, diesel trucks, etc.)? <i>(refer to The Environmental Information tab on the San Francisco Property Information Map)</i></p>
<input checked="" type="checkbox"/>	<p><b>Hazardous Materials:</b> If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential?</p> <p><b>Note that a categorical exemption shall not be issued for a project located on the Cortese List if box is checked, note below whether the applicant has enrolled in or received a waiver from the San Francisco Department of Public Health (DPH) Maher program, or if Environmental Planning staff has determined that hazardous material effects would be less than significant. (refer to The Environmental Information tab on the San Francisco Property Information Map)</b></p>
<input type="checkbox"/>	<p><b>Transportation:</b> Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?</p>
<input checked="" type="checkbox"/>	<p><b>Archeological Resources:</b> Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? If yes, archeology review is required.</p>
<input type="checkbox"/>	<p><b>Subdivision/Lot Line Adjustment:</b> Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? <i>(refer to The Environmental Information tab on the San Francisco Property Information Map)</i> <b>If box is checked, Environmental Planning must issue the exemption.</b></p>
<input type="checkbox"/>	<p><b>Average Slope of Parcel = or &gt; 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area:</b> Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, or (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area? <i>(refer to The Environmental Planning tab on the San Francisco Property Information Map)</i> <b>If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.</b></p>
<input checked="" type="checkbox"/>	<p><b>Seismic Hazard:</b> <input type="checkbox"/>Landslide or <input checked="" type="checkbox"/>Liquefaction Hazard Zone:</p> <p>Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area, or (4) grading performed at a site in the landslide hazard zone? <i>(refer to The Environmental tab on the San Francisco Property Information Map)</i> <b>If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</b></p>
<p><b>Comments and Planner Signature (optional):</b> Jennifer M McKellar</p> <p>Applicant enrolled in Maher program with public health; the regional water quality control board issued a case closure for Cortese site. Please see attached Summary Environmental Review Comments memo below for more detail.</p>	

**STEP 3: PROPERTY STATUS - HISTORIC RESOURCE  
TO BE COMPLETED BY PROJECT PLANNER**

<b>PROPERTY IS ONE OF THE FOLLOWING:</b> (refer to <i>Property Information Map</i> )	
<input checked="" type="checkbox"/>	<b>Category A:</b> Known Historical Resource. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	<b>Category B:</b> Potential Historical Resource (over 45 years of age). <b>GO TO STEP 4.</b>
<input type="checkbox"/>	<b>Category C:</b> Not a Historical Resource or Not Age Eligible (under 45 years of age). <b>GO TO STEP 6.</b>

**STEP 4: PROPOSED WORK CHECKLIST  
TO BE COMPLETED BY PROJECT PLANNER**

<b>Check all that apply to the project.</b>	
<input type="checkbox"/>	1. <b>Change of use and new construction.</b> Tenant improvements not included.
<input type="checkbox"/>	2. <b>Regular maintenance or repair</b> to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. <b>Window replacement</b> that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. <b>Garage work.</b> A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. <b>Deck, terrace construction, or fences</b> not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. <b>Mechanical equipment installation</b> that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. <b>Dormer installation</b> that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. <b>Addition(s)</b> that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
<b>Note: Project Planner must check box below before proceeding.</b>	
<input checked="" type="checkbox"/>	Project is not listed. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project <b>does not conform</b> to the scopes of work. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project involves <b>four or more</b> work descriptions. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project involves <b>less than four</b> work descriptions. <b>GO TO STEP 6.</b>

**STEP 5: ADVANCED HISTORICAL REVIEW  
TO BE COMPLETED BY PRESERVATION PLANNER**

<b>Check all that apply to the project.</b>	
<input type="checkbox"/>	1. <b>Reclassification of property status.</b> (Attach HRER Part I)  <input type="checkbox"/> Reclassify to Category A a. Per HRER b. Other (specify):  <input type="checkbox"/> Reclassify to Category C (No further historic review)
<input type="checkbox"/>	2. Project involves a <b>known historical resource (CEQA Category A)</b> as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	3. <b>Interior alterations to publicly accessible spaces that do not remove, alter, or obscure character defining features.</b>
<input type="checkbox"/>	4. <b>Window replacement</b> of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	5. <b>Façade/storefront alterations</b> that do not remove, alter, or obscure character-defining features.

<input type="checkbox"/>	6. <b>Raising the building</b> in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	7. <b>Restoration</b> based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	8. <b>Work consistent</b> with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties (Analysis required)</i> :
<input type="checkbox"/>	9. <b>Work compatible</b> with a historic district (Analysis required):
<input checked="" type="checkbox"/>	10. <b>Work that would not materially impair</b> a historic resource (Attach HRER Part II).
<b>Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.</b>	
<input checked="" type="checkbox"/>	<b>Project can proceed with exemption review.</b> The project has been reviewed by the Preservation Planner and can proceed with exemption review. <b>GO TO STEP 6.</b>
<b>Comments (optional):</b> Per HRER Part II signed 10/25/21.	
<b>Preservation Planner Signature:</b> Charles Enchill	

**STEP 6: EXEMPTION DETERMINATION**  
**TO BE COMPLETED BY PROJECT PLANNER**

<input checked="" type="checkbox"/>	<b>Common Sense Exemption: No further environmental review is required. The project is exempt under CEQA. It can be seen with certainty that there is no possibility of a significant effect on the environment.</b>	
	<b>Project Approval Action:</b> Building Permit	<b>Signature:</b> Jennifer M McKellar
	If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the	05/02/2022
	Once signed or stamped and dated, this document constitutes a n exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination to the Board of Supervisors can only be filed within 30 days of the project receiving the approval action.	



## STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

### TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional environmental review pursuant to CEQA.

### MODIFIED PROJECT DESCRIPTION

Modified Project Description:

### DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

- |                          |  |
|--------------------------|--|
| <input type="checkbox"/> | Result in expansion of the building envelope, as defined in the Planning Code;   |
| <input type="checkbox"/> | Result in the change of use that would require public notice under Planning Code Sections 311 or 312;  |
| <input type="checkbox"/> | Result in demolition as defined under Planning Code Section 317 or 19005(f)?   |
| <input type="checkbox"/> | Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption? |

**If at least one of the above boxes is checked, further environmental review is required**

### DETERMINATION OF NO SUBSTANTIAL MODIFICATION

- |                          |   |
|--------------------------|---|
| <input type="checkbox"/> | The proposed modification would not result in any of the above changes. |
|--------------------------|---|

If this box is checked, the proposed modifications are exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can be filed to the Environmental Review Officer within 10 days of posting of this determination.

**Planner Name:**

**Date:**



## MEMO

May 2, 2022

**Case Number:** 2021-008568ENV  
**Project Name/Address:** SFMTA\_1200 15th St Rehabilitation Project  
**Zoning:** P - Public  
**Block/Lot:** 3925/002 (southern portion), 3925/007  
**Staff Contact:** Jennifer McKellar – 628-652-7563, Jennifer.McKellar@sfgov.org

### Summary Environmental Review Comments

#### Project Level

*Air Quality:* The proposed project would implement Public Works Standard Construction Measure 2, Air Quality, which would require the project to comply with the Dust Control Ordinance (Article 22B of the Health Code) and the Clean Construction Ordinance (Chapter 25 of the San Francisco Environment Code). The proposed land uses are below the Bay Area Air Quality Management District's construction and operational screening levels for requiring further quantitative criteria air pollutant analysis. The project site is located within an air pollutant exposure zone, but as noted above would implement Public Works Standard Construction Measure 2, Air Quality, which would require compliance with the Clean Construction Ordinance to use low emission construction equipment. The project would replace the existing emergency backup generator with one new 400 kW, Tier 2, 617 brake horsepower emergency generator equipped with a California Air Resources Board Level 3 Verified Diesel Emissions Control Strategy. The project would also install one above-ground fuel tank (for fueling of the building's emergency backup generator). Installation and operation of the back-up generator and above-ground fuel tank would require permit approvals by the Bay Area Air Quality Management District and San Francisco Fire Department. Therefore, the project would not add new substantial stationary sources of toxic air contaminants to the project site. For all the above reasons, no significant construction or operational air quality impacts would occur.

*Archeological Resources:* The project would implement Public Works Standard Construction Measure 9, Cultural Resources, which requires preliminary archeological review of the project. The department's staff archeologist conducted preliminary archeological review on March 28, 2022, and determined that the project would be required to implement Public Works Standard Archeological Measure III (Archeological testing/Data Recovery). Implementation of this measure would ensure impacts to potential archeological resources would be less than significant

*Historic Architectural Resources:* The subject property is a historic resource. As indicated in the exemption checklist and the historic resource evaluation part 2, department preservation staff reviewed the proposed project and determined that it complies with the Secretary of the Interior Standards for Rehabilitation and would not result in a significant historic resource impact. Furthermore, the project does not propose pile driving and its construction activities would mainly occur within the existing building's envelope. The closest historic resource,

located 80 feet southwest of the project site, is an existing building at 1940 Harrison Street.<sup>1</sup> At 80 feet, the project's construction-related impacts on the 1940 Harrison Street building would be less than significant. The project would also not result in any construction-related impacts on adjacent or nearby non-historic buildings. Therefore, the department determined that the project has complied with Public Works Standard Construction Measure 9, Cultural Resources, Historic (Built Environment) Resources.

*Geology and Soils:* The project would implement Public Works Standard Construction Measure 1, Seismic and Geotechnical Studies. A preliminary geotechnical report was prepared by Arup North America Ltd on January 21, 2022, confirming that the proposed project is on a site subject to liquefaction. The project's structural construction drawings would be reviewed by the building department for conformance with recommendations in the geotechnical report to address liquefaction hazards and ensure compliance with building codes. Therefore, impacts related to geology and soils would be less than significant.

*Hazardous Materials:* The San Francisco Bay Regional Water Quality Control Board reviewed the results of soil, soil vapor and groundwater samples collected at the project site in November 2021 and based on these results and historical information associated with GeoTracker Case No. T0607591574, issued a case closure letter on December 17, 2021. Therefore, the site is a closed Cortese site. The project does not propose a change of use to a more sensitive use. In addition, the project would implement Public Works Standard Construction Measure 6, Hazardous Materials, which requires the project to comply with the Maher Ordinance. The project applicant has enrolled the site in the Maher Program (Article 22A of the Health Code). The Maher Program, codified in Article 22A of the San Francisco Health Code, provides a specific process for investigating, analyzing and, when deemed necessary, remediating hazardous substances in soils and groundwater, under the oversight and supervision of the Department of Public Health. Pursuant to this program, the project will be screened by the Department of Public Health. If, following site investigation and soil and/or groundwater analysis, the site is determined to contain hazardous substances that are likely to cause significant health and safety risks, the Maher Program requires preparation of a site mitigation plan. This plan identifies the measures necessary to assure that the project will not result in public health or safety hazards in excess of the health risk levels established by the State for the intended use of the site. Following satisfactory completion of the site mitigation measures, any required post-mitigation monitoring, and recordation of any deed restrictions, the Director of Public Health issues a letter of "no further action" and notifies the Department of Building Inspection of compliance with the Maher Program. For project sites subject to the Maher Program, the Department of Building Inspection shall not issue building permits (except for soil sampling or the site plan mitigation measures required by the Maher Program) unless and until it receives this written notification from the Director of Public Health. Accordingly, the project shall not proceed until the Department of Public Health has confirmed that any hazardous substances on the site have been removed or remediated to State standards for the intended use. The project would also be subject to mandatory federal, state, and local regulations concerning the handling and disposal of hazardous building materials (e.g., asbestos-containing building materials, lead-based paint, fluorescent light ballasts containing polychlorinated biphenyl (PCBs) or diethylhexyl phthalate (DEHP), etc.), which would ensure that demolition of the existing building would not pose a public health risk within San Francisco. The project would also install an above-ground fuel tank for supplying the proposed emergency generator; installation and operation of the above-ground fuel tank would require permit approvals by the San Francisco Fire Department and Bay Area Air

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<sup>1</sup> The building and parking structure located at 1849 Harrison Street, directly north of the project site on the same block/lot, was previously surveyed as part of the Showplace Square/Northeast Mission Historic Resource Survey (2008-2011) and found ineligible for the National Register, California Register or local designation, and is therefore not a historic resource.

Quality Management District. For all the above reasons, impacts related to hazardous materials, would be less than significant.

*Noise and Vibration:* The project would implement Public Works Standard Construction Measure 5, Noise, which requires Public Works-managed projects to comply with local noise ordinances regulating construction noise. (Article 29 of the Police Code section 2907, Construction Equipment). No impact pile-driving or nighttime construction is proposed. Construction activities would primarily occur within the existing building. The project would not generate sufficient vehicle trips to noticeably increase ambient noise levels, and the project's fixed noise sources, such as heating, ventilation, and air conditioning systems, would be subject to noise limits in Article 29 of the Police Code (section 2909, Noise Limits). Therefore, impacts related to project-generated construction and operational noise and construction vibration would be less than significant.

*Transportation:* The department's transportation staff determined on January 4, 2022 that additional transportation review is not required due to low vehicle trips. The project would implement Public Works Standard Construction Measure 4, Traffic, which would ensure that transportation impacts related to the project's construction would be less than significant.

*Water Quality:* The project would implement Public Works Standard Construction Measure 3, Water Quality, which requires projects to implement erosion, sedimentation, and other water quality controls. The project's construction activities are required to comply with the Construction Site Runoff Ordinance (Public Works Code, article 4.2, section 146), which requires a Construction Site Runoff Control permit. Since the project would disturb over 5,000 square feet of area, the project requires preparation of an Erosion and Sediment Control Plan to comply with the stormwater management ordinance (Public Works Code, article 4.2, section 147). Both plans would be reviewed by the SFPUC. Stormwater and wastewater discharged from the project site during operations would flow to the City's combined sewer system and be treated to the standards in the City's National Pollution Discharge Elimination System permit. Impacts related to water quality would be less than significant.

### Cumulative

The project would not contribute considerably to a significant cumulative impact. The SFPUC: Folsom Area Stormwater Improvement Project is the only cumulative project identified, and it would be implemented prior to the proposed project construction so construction activities would not overlap. In addition, the SFPUC Folsom stormwater improvement project would be constructed by the SFPUC and will also implement standard construction measures. Lastly, the environmental review for the SFPUC project identified archeological testing mitigation, which would reduce the archeological impact to less than significant.

### Public Notice

A "Notification of Project Receiving Environmental Review" was mailed on April 6, 2022, to adjacent occupants and owners of buildings within 300 feet of the project site and to the Mission neighborhood group list.



**Date:** May 2, 2022  
**To:** Jennifer McKellar, San Francisco Planning Department  
**From:** Paul Bignardi, San Francisco Municipal Transportation Agency  
**Through:** Youcef Bouhamama, San Francisco Public Works  
**Project Name:** SFMTA 1200 15<sup>th</sup> Street Rehabilitation  
**Planning Record No.:** 2021-008568ENV  
**Building Permit No.:** 202203089442

## PROJECT DESCRIPTION MEMO

### Summary

The proposed project would renovate, rehabilitate, and seismically retrofit the existing 29,500-square-foot historic building at 1200 15<sup>th</sup> Street to provide office and operational space for use by the San Francisco Municipal Transportation Agency (SFMTA) Parking and Traffic Enforcement Division. The project would also install one temporary trailer (size to be determined) to house the division's emergency-related operations. Six electric vehicle (EV) parking spaces with EV charging stations would be installed on the ground floor of the existing building and 34 electric bike parking spaces with charging stations would be installed in the yard to accommodate SFMTA fleet vehicles. The project would add 425 public employees to the site.

### Project Site

The approximately 19,629-square-foot project site is located at 1200 15<sup>th</sup> Street in the block bounded by Alameda Street, 15<sup>th</sup> Street, Harrison Street, Treat Avenue, and Alabama Street in the Mission Neighborhood of San Francisco. The site includes a 15,029-square-foot trapezoidal-shaped property at the southern end of Assessor's block/lot 3925/002 and an adjacent approximately 4,600-square-foot triangular parcel to the east (block/lot 3925/007). The latter parcel ("Treat Avenue parcel") was created in 1997 when a portion of Treat Avenue was vacated. The northern portion of block/lot 3925/002 is occupied by SFMTA's Scott Maintenance Facility/Garage, which contains SFMTA Non-Revenue Vehicle<sup>1</sup> repair and maintenance functions and parking. However, this facility operates separately from and is not included in the project site. Figure 1, below, shows the project site location and boundary. The project site includes frontage on Harrison Street (160 linear feet), 15<sup>th</sup> Street (122 linear feet) and Treat Avenue/Alabama Street (160 linear feet). There is an existing bike lane on the east and west sides of Harrison Street.

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<sup>1</sup> Non-revenue vehicles as opposed to transit buses and light rail vehicles, which generate revenue for SFMTA.



**Figure 1. Project Site and Vicinity Map (Source: San Francisco Planning Department)**

**Existing Conditions**

The project site contains an existing approximately 29,500-square-foot, 32-foot-tall, two-story, reinforced-concrete, Art Deco style, industrial building, located on the southern portion of block/lot 3925/002. The existing building was constructed in 1931 and renovated in 1989 to house the city’s Animal Care and Control facility, which vacated the property in 2021. The site is currently temporarily occupied by 20 SFMTA staff. The existing building was surveyed as part of the Showplace Square/Northeast Mission Historic Resource Survey (2008-2011) and found eligible for the California Register of Historical Resources, as an individual historic resource. For the purposes of environmental



review, the following character-defining features have been identified for the historic resource at 1200 15th Street:

- Exterior concrete walls with stepped vertical piers
- Multi-lite steel sash windows
- Steel plate spandrel panels with exposed bolt heads
- Interior terrazzo floor, stairs, wall base, and tile wainscot
- Interior wood handrails with iron balusters
- Interior wood doors, sidelights, and transom at second floor landing

The Treat Avenue parcel (block/lot 3925/007) portion of the project site is roughly split into an outdoor yard (southern half) and a loading area (northern half). The yard consists of an artificial turf surface and contains five trees. The loading area is paved in concrete or asphalt concrete and provides access to two loading bays and a pedestrian entrance on the existing 1200 15<sup>th</sup> Street building's east façade. The yard and loading area are each enclosed by a chain-link fence with an interior gate at the center providing internal access between the two areas. A pedestrian gate provides access to the yard from 15<sup>th</sup> Street. The loading area is accessed by a pedestrian gate and a sliding gate (for vehicles), both on Treat Avenue. Existing sewer lines underly the Treat Avenue parcel, traversing it in a northeast to southwest orientation. The parcel is also potentially underlain by submerged railway tracks.

The project site does not contain any existing off-street vehicle parking facilities. On-street vehicle parking is available along the site's Harrison Street (approximately seven vehicle spaces), 15<sup>th</sup> Street (approximately 13 vehicle spaces and two motorcycle spaces) and Alabama Street (approximately 13 vehicle spaces) frontages. Two class 2 bicycle racks (four bicycle spaces) are located along the 15<sup>th</sup> Street frontage. There are six street trees along the site's Harrison Street frontage and two street trees along the site's 15<sup>th</sup> Street frontage.

## Proposed Project

### **Summary**

The proposed project would renovate, rehabilitate, and seismically retrofit the existing 1200 15<sup>th</sup> Street building (with no expansion of the existing building envelope) to create a new headquarters for SFMTA's Parking and Traffic Enforcement Division. The project would also install one temporary trailer (size to be determined) with temporary landing, stairs, and ramp to house the division's emergency-related operations at the site. The trailer would accommodate 5-15 staff.

In total, the project would reconfigure the interior of the existing building to accommodate approximately 29,500 square feet of new office and operational uses, add one temporary trailer (size



to be determined) for emergency operations, and add 425 public employees to the site. The project would include six electrical vehicle (EV) parking spaces with EV charging stations at the ground floor of the building and 34 electric bike parking spaces with charging stations in the yard area. The project would also add 25 class 1 bicycle spaces in a bike storage room located at the ground floor of the building. The two existing class 2 bicycle racks on the 15th Street sidewalk fronting the project site would be retained. The electric fleet vehicles and bikes would access the site from new curb cuts on 15<sup>th</sup> and Alabama streets. The project would also include streetscape improvements in the right-of-way surrounding the site. Project details are summarized in the section below and in illustrated drawings included as part of the project record (Planning Record No. 2021-008568ENV).

### ***1200 15<sup>th</sup> Street Building: Renovation, Rehabilitation and Seismic Retrofit***

#### Proposed Exterior Building Alterations

The project would retain the exterior character-defining features of the existing 1200 15<sup>th</sup> Street building: exterior concrete walls with stepped vertical piers; multi-lite steel sash windows; and steel plate spandrel panels with exposed bolt heads. The project proposes the following exterior alterations.

##### *Building Façades*

- Remove existing non-historic awnings
- Repair or replace (in-kind: same material, pattern, profile, and operation) existing steel sash windows (e.g., repair sashes, replace glazing, to match if needed, and window film, and install interior storm sashes to meet energy standards)
- Patch and paint existing exterior concrete walls and piers, as needed

##### *Roof*

- Remove three of seven existing skylights, all existing roof vents and one of two of three existing air handling units
- Replace existing emergency generator with one new 400 kW, Tier 2, 617 brake horsepower emergency generator equipped with a California Air Resources Board Level 3 Verified Diesel Emissions Control Strategy
- Replace existing built-up roof with new thermoplastic polyolefin (TPO) membrane roofing with 3 ½-inch rigid insulation, extended to parapet and curb, and new parapet roof cap and walking pad
- Install two photovoltaic array systems totaling about 5,865 square feet of roof area
- Install two new variable refrigerant flow (VRF) heat recovery units and one battery and inverter unit





### Proposed Interior Building Alterations

The project would retain the interior character-defining features of the existing 1200 15th Street building: terrazzo floor, stairs, and wall base; tile wainscot; wood handrails with iron balusters; and wood doors, sidelights, and transom at the second-floor landing. The project proposes the following interior alterations:

- Retain main entrance and stairwell with repairs to existing terrazzo and tile wainscot
- Remove existing passenger elevator in main lobby and replace with larger passenger elevator
- Remove existing freight elevator adjacent to secondary stairwell and replace with new passenger elevator
- Demolish all interior non-structural walls, concrete masonry unit (CMU) partitions, ceilings, and non-character-defining doors
- Install light-gauge metal interior partition and walls, acoustical ceilings system, with fixtures to meet Class A office standard
- Construct six electrical vehicle (EV) parking spaces with EV charging stations at the ground floor to accommodate fleet vehicles
- Install one above-ground fuel tank in a room at the ground floor for fueling of the building's emergency backup generator; installation and operation of the fuel tank would require permit approvals by the Bay Area Air Quality Management District and the San Francisco Fire Department

### Building Structural and Soil Improvements

The project proposes the following improvements to the existing building structure and site soil conditions:

- Improve site soil conditions using permeation grouting and compaction grouting to depths of up to 10 feet and 20 feet, respectively
- Augment existing foundation by constructing a four-foot-thick mat foundation supported by Tubex (or similar) piles (20-inch-diameter) extending to approximately 55 feet below ground surface at the perimeter walls and shear walls
- Remove and replace existing 10-inch-thick concrete slab at first floor
- Demolish existing 6-inch-thick concrete foundation walls along north side and interior of existing building and construct 12-inch-thick concrete foundation walls
- Add shotcrete to existing perimeter walls and columns



### ***Treat Avenue Parcel (block/lot 3925/007): Go-4 Parking and Emergency Operations Center***

This portion of the project site is intended for surface use only. Existing sewer lines preclude any construction that requires deep foundations along block/lot 3925/007. The project proposes the following improvements on this parcel:

- Remove five existing yard trees and add four new yard trees
- Remove existing paving and artificial turf and replace with pervious concrete
- Construct 34 electrical bike parking spaces with charging stations to accommodate fleet bikes
- Install one temporary trailer (size to be determined) to house the Enforcement Division's emergency-related operations (capacity of 5 to 15 staff) and one portable ADA restroom
- Install new 10-foot-high perimeter fencing with sliding gates on Alabama and 15<sup>th</sup> streets for fleet vehicle and electric bike access and one pedestrian gate on 15<sup>th</sup> Street for pedestrian access

The proposed project would require an agreement between SFPUC and SFMTA to implement the above improvements due to the presence of the existing sewer lines underly the Treat Avenue parcel.

### **Streetscape Improvements**

- A new 15-foot-wide sidewalk would be installed along 15<sup>th</sup> Street to extend the existing sidewalk to Alabama Street
- A new approximately 10-foot-wide sidewalk would be installed along Alabama Street, which would widen and then taper to provide a smooth transition between the new sidewalk and existing sidewalk at Treat Avenue
- A 10-foot-wide and an 18-foot-wide curb cut would be constructed on 15<sup>th</sup> and Alabama streets, respectively, to provide fleet vehicle and fleet bike access to the site
- Two new crosswalks with new or modified curb ramps would be constructed at the site: one at the intersection of 15<sup>th</sup> Street/Harrison Street and one at the intersection of 15<sup>th</sup> Street/Alabama Street
- A curb bulb-out would be added at the east side of the existing crosswalk on Harrison Street; new curb ramps would be installed at each end of the existing crosswalk
- Nine new street trees would be installed along the project site's frontages: one on the Harrison Street sidewalk, two on the 15<sup>th</sup> Street sidewalk and six on the Alabama Street sidewalk



## Construction

The proposed project would take approximately 24 months to complete, with construction anticipated to start in 2022 and end in 2024. The project would include excavation within the footprint of the existing building (approximately 9,600 square feet) and possibly the sidewalk area to a maximum depth of six feet below the bottom of the existing building slabs, resulting in approximately 1,430 cubic yards of soil removal. Installation of the new electric bike charging stations, trees, fence posts, related utility lines, and temporary trailer within the Treat Avenue parcel portion of the project site would require excavation to a maximum depth of three feet below ground surface due the presence of existing sewer lines starting at a depth of four feet below ground surface. Total soil removal on the Treat Avenue parcel would amount to approximately 300 cubic yards. The proposed trailer would require anchoring to the ground, which could affect existing railroad tracks that may be submerged below grade within the project site boundaries. The proposed project would also implement the following Public Works Standard Construction Measures as part of the project: (1) Seismic and Geotechnical Studies; (2) Air Quality; (3) Water Quality; (4) Traffic; (5) Noise; (6) Hazardous Materials; (7) Biological Resources; (8) Visual and Aesthetic Considerations, Project Site; and (9) Cultural Resources, Archeological Resources (Public Works Standard Archeological Measure III: Archeological Testing/Data Recovery) and Historic (Built Environment) Resources. The project has already complied with Public Works Standard Construction Measure 9, Historic (Built Environment) Resources.<sup>2</sup>

## Cumulative Projects

While there are several cumulative projects within the project vicinity, only one of these, the SFPUC Folsom Area Stormwater Improvement Project, has the potential for its environmental effects to combine with the proposed project's construction effects. The SFPUC Folsom Area Stormwater Improvement Project (Planning Record No. 2021-002217ENV) would construct approximately 3,800 linear feet of 12-foot inside-diameter tunnel from approximately the intersection of Alameda and Treat streets, connecting to the Channel transport/storage box near the intersection of 7th and Berry streets; (2) improve approximately 12,300 linear feet of the upstream sewer system (pipeline replacements, new pipelines, manholes, junction boxes) at various locations; and (3) modify four Highway 101/Highway 280 overpass pier foundations to accommodate the proposed tunnel

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<sup>2</sup> Department preservation staff reviewed the proposed project and determined that it complies with the Secretary of the Interior Standards for Rehabilitation and would not result in a significant historic resource impact. Department staff also determined that the project would not result in any construction-related impacts on nearby existing historical resources or other structures. These findings are detailed in the exemption checklist and historic resource evaluation response part 2 prepared for the project, which are available for public review under Planning Department Case No. 2021-008568ENV. Therefore, the department determined that the project has complied with Public Works Standard Construction Measure 9, Cultural Resources, Historic (Built Environment) Resources.



alignment under Alameda Street. These improvements would include replacing the existing sewer pipes located underneath the Treat Avenue parcel portion of the proposed project site (block/lot 3925/007). The SFPUC Folsom Area Stormwater Improvement Project would be implemented prior to construction of the proposed project such that the construction activities would not combine to result in a cumulative impact.

### Approval Action

Issuance of a building permit by the Department of Building Inspection to construct the proposed project constitutes the approval action for the proposed project.