SAN FRANCISCO
PLANNING DEPARTMENT

MEMO

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

DATE: April 28, 2016

TO: Planning Commission

FROM: Rich Sucre, Preservation Technical Specialist/Planner

RE: 2013.1383DRP-10 & 2013.1768DRP-09

On March 31, 2016, the Planning Commission (Commission) first reviewed the Discretionary Review Requests for the proposed projects at 3516 & 3526 Folsom Street (Building Permit Application Nos. 2013.12.16.4318 & 2013.12.16.4322). At the public hearing, the Commission continued the items to the May 5, 2016 Planning Commission Hearing and requested additional information on the feasibility of constructing the extension of Folsom Street.

Folsom Street Extension

The Project Sponsor has undertaken additional consultation with the Department of Public Works (DPW) and the Department of Building Inspection (DBI). The Project Sponsor's consultation with the San Francisco Fire Department (SFFD) is scheduled for April 28, 2016. Additional consultation with the San Francisco Public Utilities Commission (SFPUC) and PG&E is pending.

DPW has confirmed that the road layout is feasible, and the Project Sponsor has submitted a street improvement permit and the associated grading plan. The Planning Department (Department) has confirmed that a tentative approval has been given to the road layout. The road layout requires additional review by the SFFD.

DBI confirmed that their jurisdiction is limited to the two residences, and that they will not review the proposed street extension.

The Project Sponsor has included additional attachments including:

- Steetscape Design Advisory Team (SDAT) notes and sketch
- Email from Rahul Shad, DPW
- Street and Utility Improvement Plan, 3516 & 3526 Folsom Street
- Email from Joseph Ospital, Building Inspector, DBI
- Email from CDD Engineering, SFPUC
- PG&E, Bernalwood Q&A, May 27, 2014
- PG&E Responses to May 28, 2014 from Austin Sharp, Expert Customer Impact Specialist, PG&E
- PG&R Gas & Electric Maps

Public Correspondence

In addition to the public correspondence received to date, the Department has received two additional letters of opposition to the proposed projects.

Attachments

- Additional Public Correspondence received after March 31, 2016

G:\Documents\DR\2013.1383DRP 3516 Folsom St\Memo_3516-3526 Folsom St DR_2016-04-28.doc

STREETSCAPE DESIGN ADVISORY TEAM MEETING NOTES

Project: **3500 Folsom**

Planner: Ben Fu

Date: February 28, 2014

Attendees: David Winslow, Adam Varat, Jessica Look, Maia Small

---

Project
New street improvement on existing unimproved end of Folsom at the South side of Bernal Hill as part of proposed new construction of 6 residential buildings. SDAT had the following recommendations per the Better Streets Plan.

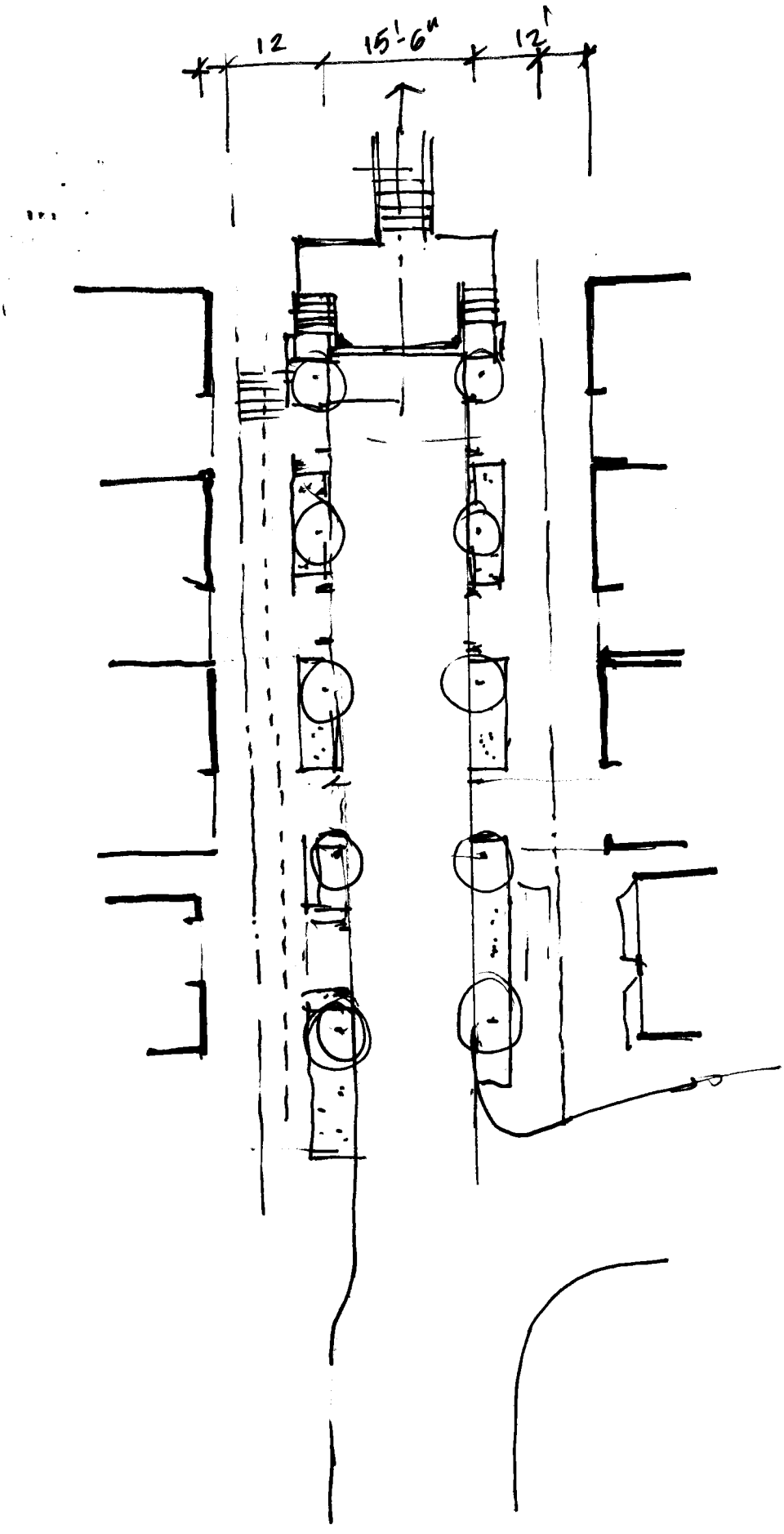
The creation of a new street carries the obligation to continue the pattern of the City's public realm and, where the opportunity exists, to physically and visually connect to public open space.

SDAT recommends the street improvement be designed to provide a direct and straight continuous extension of Folsom to maintain the sense of a public right of way.

Sidewalks
Per the Better Streets Plan, the minimum width of the sidewalk along both sides should be 12'. Due to the steepness of the site, these may be considered to be stepped or terraced and should incorporate planting strips that also perform a storm water retention function. The landscaped planting strips should include trees at every 20 feet.

Street Termination / Access to Public Open Space
SDAT recommends designing and providing a visual termination of the end of the street. This would be best served as a publicly accessible stair path that connects to the Bernal Hill. Incorporate street lighting located to provide a safe and well-lighted street.

Parking
SDAT recommends that no on-street parking be provided**.**



3000 FOLSOM

1" = 20'

Rich,

Below is the e-mail I received from DPW showing that DPW has given us a tentative approval, pending approval from other Departments (PG&E, SFPUC and SFFD).

Rahul Shah is the contact at DPW who can confirm that at this point, pending approval from those departments, DPW is fine with the proposed Street Improvement drawings that we have submitted.

Can you let us know if you think you need more information or please feel free to contact Rahul Shah directly if you need any clarifications on this matter.

Hope this helps,

Fabien

CC: Rahul Shah, DPW

-------- Forwarded Message --------
Subject: RE: RE: 3516 and 3526 Folsom
Date: Tue, 1 Mar 2016 18:04:04 +0000
From: Shah, Rahul (DPW) <Rahul.Shah@sfdpw.org>
To: Fabien Lannoye
CC: Fong, Lynn (DPW) <Lynn.Fong@sfdpw.org>

As mentioned in my previous email, Streets and Highways has already reviewed and provided a tentative approval of the grading and layout. Please refer to my previous emails as it was also recommended that a rougher surface be created. If SFFD will not comment on slopes and maximum allowable grades for trucks, they should understand that this grade has been tentatively approved by Public Works, and Public Works can not speak on SFFD's equipment and vehicular requirements.

Rahul

From: Fabien Lannoye
Sent: Tuesday, March 01, 2016 9:58 AM
To: Shah, Rahul (DPW)
Subject: Fwd: RE: 3516 and 3526 Folsom

Rahul,

Rich Brown from SFFD is recommending that I consult with DPW and city utility/service agencies regarding current allowable grades/slopes tempered with fire and medical operation limitations.

Has this been considered? If not, how can I find information about this, who should I contact?

I am trying to contact or am in contact with:
- Streetlights@sfwater.org
- PG&E
- CDDengineering@sfwater.org (got some e-mails back but have not heard back from my latest e-mails)
- SFFD (Rich Brown has reviewed and been in contact with Brain Barry at SFWATER.ORG, not quite sure what they have said)

Can you please let me know if there are other department I should contact?

Thank you for your help,

Fabien

-------- Forwarded Message --------

Subject: RE: 3516 and 3526 Folsom
Date: Thu, 25 Feb 2016 01:54:33 +0000
From: Brown, Richard (FIR) <richard.brown@sfgov.org>
To: Fabien Lannoye

```
Fabien,

I strongly advise consulting with DPW and city utility/service agencies
regarding current allowable grades/slopes tempered with fire and medical
operation limitations.


Rich Brown
San Francisco Fire Department
```

Bureau of Fire Prevention and Investigation
Assistant Fire Marshal
1660 Mission St.
San Francisco, CA 94103

Desk: 415-558-6174

Richard.brown@sfgov.org

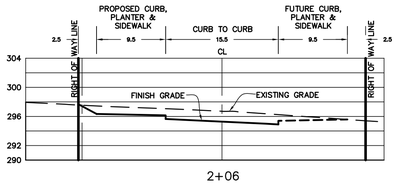
-----Original Message-----
From: Fabien Lannoye
Sent: Thursday, February 18, 2016 3:10 PM
To: Brown, Richard (FIR)
Subject: 3516 and 3526 Folsom

Rich,

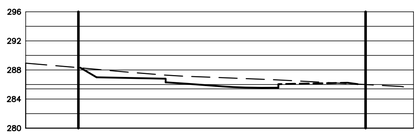
Here is the street improvement drawings we have done so far.

Best,

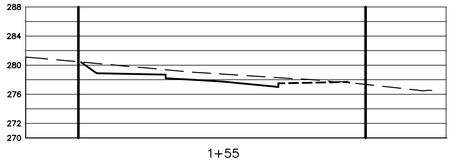
Fabien



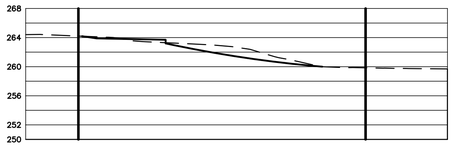
2+06



1+78



1+55

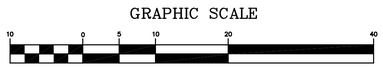


1+09

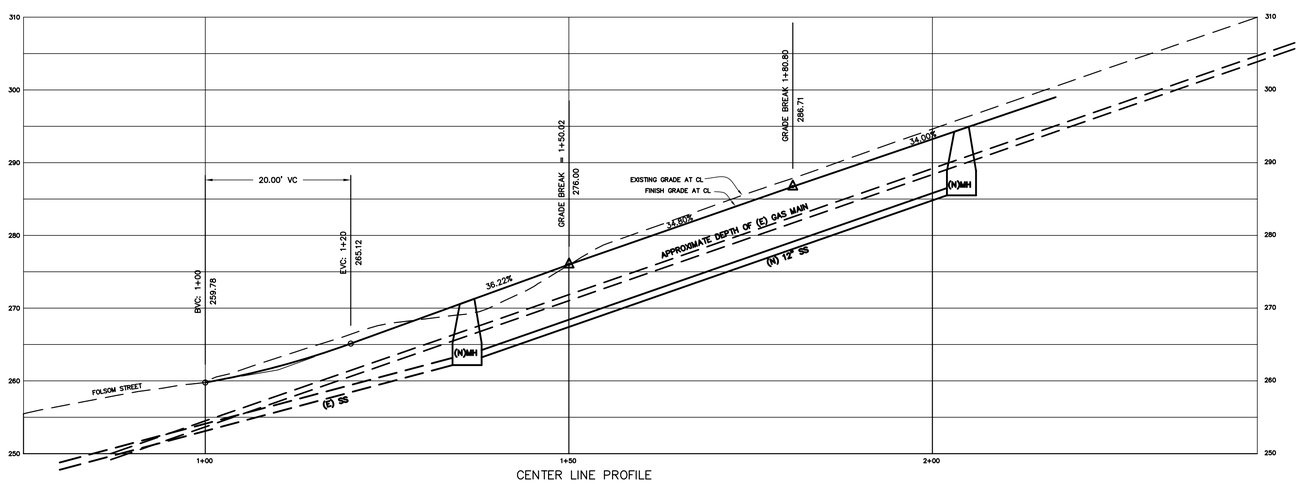
LEGEND

BO	BLOW OFF
BVC	BEGIN VERTICAL CURVE
CL	CENTER LINE
CO	CLEAN OUT
ELEV	ELEVATION
EVC	END VERTICAL CURVE
FL	FLOW LINE
G	GAS
GV	GAS VALVE
INV	INVERT
JT	JOINT SERVICE TRENCH
MH	MAN HOLE
STA	STATION
SS	SEWER SANITARY & STORM
TC	TOP OF CURB
VC	VERTICAL CURVE
W	WATER
WM	WATER METER
WV	WATER VALVE

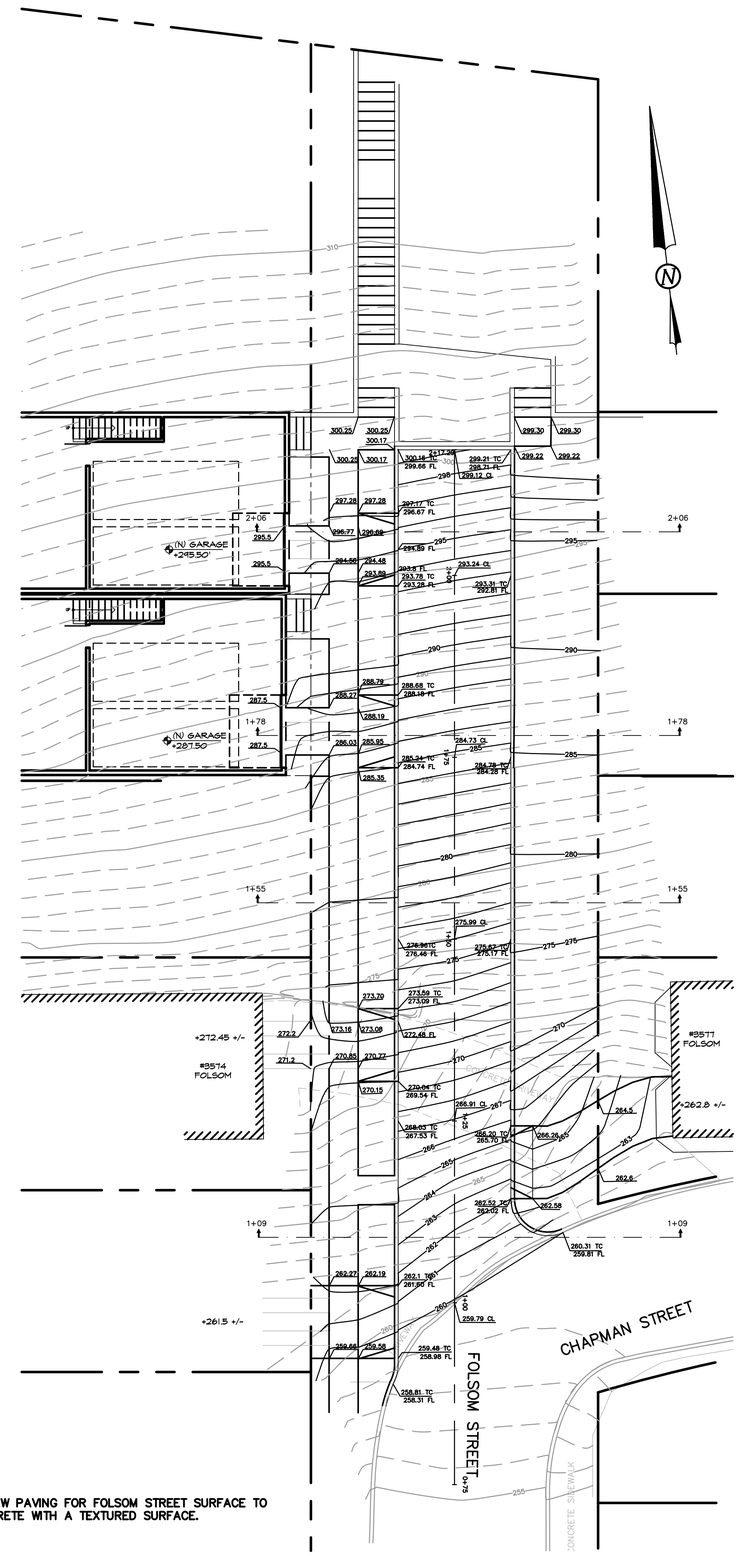
GRAPHIC SCALE



(IN FEET)
1 inch = 10 ft.



CENTER LINE PROFILE



NOTE: NEW PAVING FOR FOLSOM STREET SURFACE TO BE CONCRETE WITH A TEXTURED SURFACE.

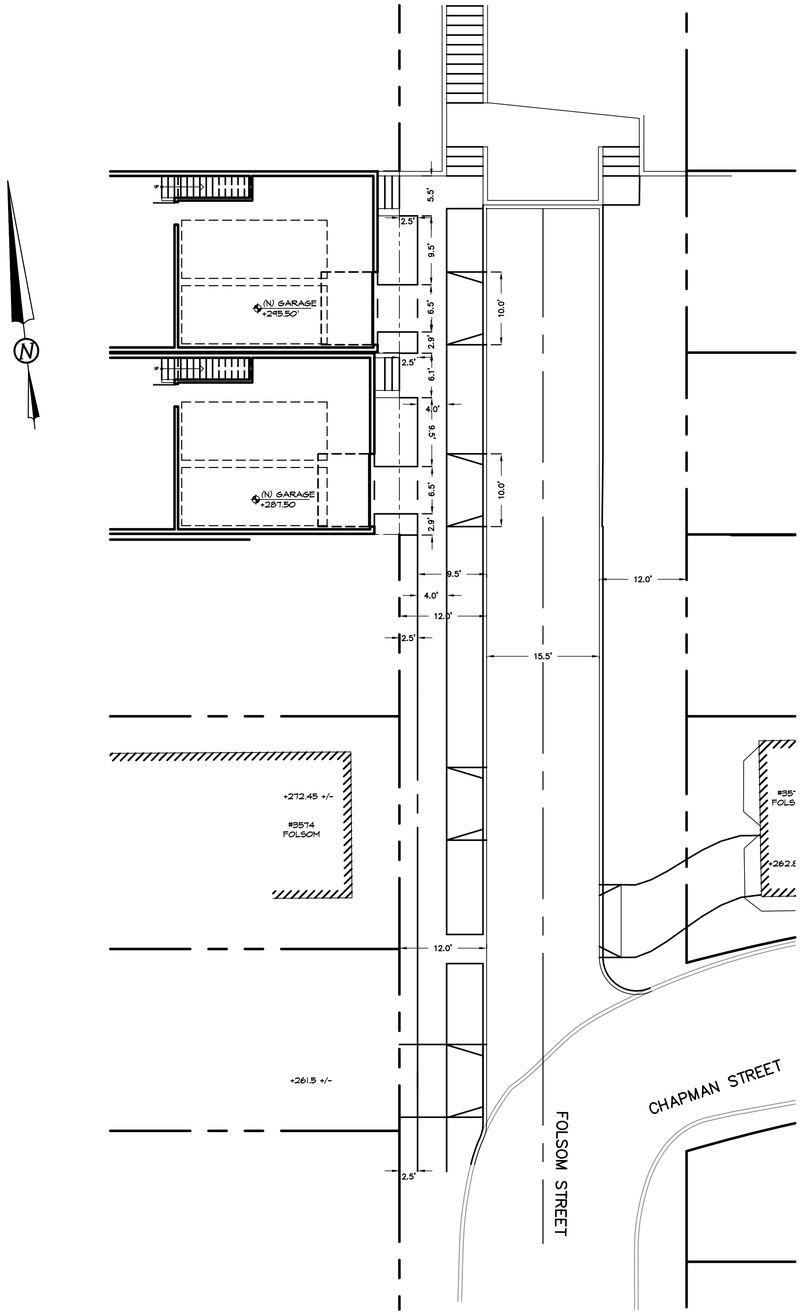
DAVID J. FRANCO
CIVIL ENGINEER
1930 SHATTUCK AVENUE
BERKELEY, CALIFORNIA 94704
TEL. (510) 848-1930 FAX (510) 848-9725

3516 & 3526 FOLSOM STREET STREET AND UTILITY IMPROVEMENT PLAN SAN FRANCISCO, CALIFORNIA

GRADING PLAN

DRAWING	FOLSOMCIVIL
F.B. NO.	NA
SCALE	1" = 10'
DATE	DECEMBER 09, 2015
REVISIONS	
SHEET NO.	1 OF 2
JOB NO.	F14-373

C1.0

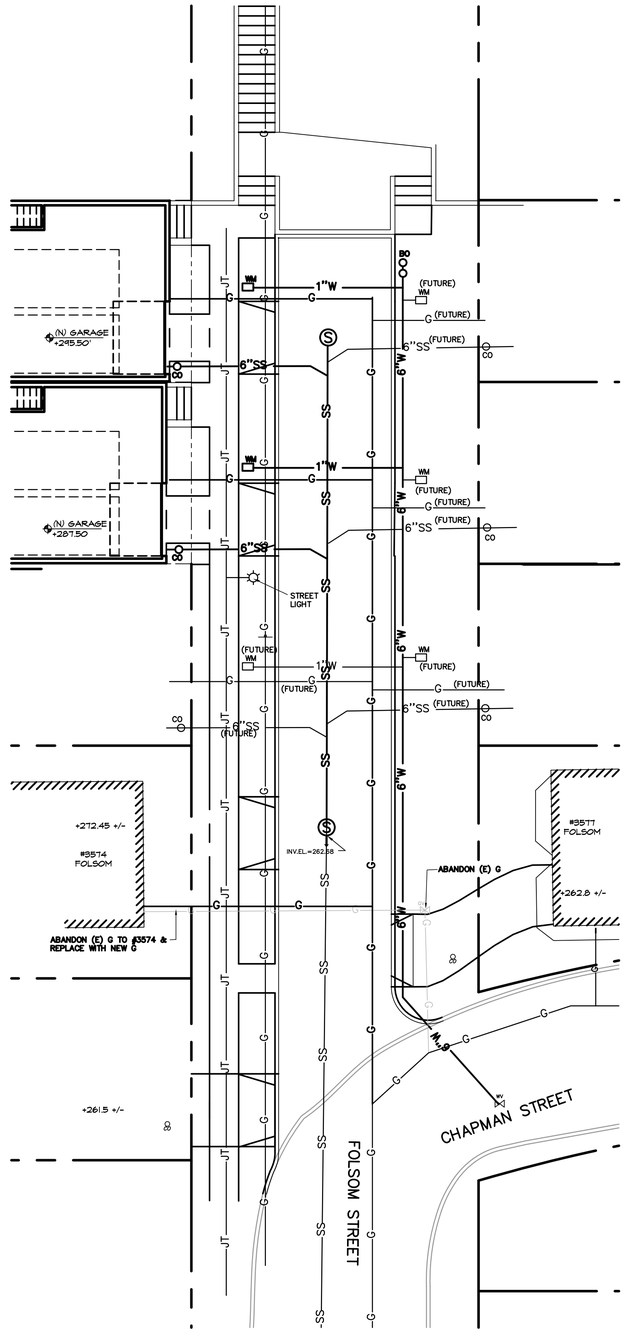


DIMENSION PLAN

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.



UTILITY PLAN

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

DAVID J. FRANCO
CIVIL ENGINEER
1930 SHATTUCK AVENUE
BERKELEY, CALIFORNIA 94704
TEL. (510) 848-1930 FAX (510) 848-9725

3516 & 3526 FOLSOM STREET STREET AND UTILITY IMPROVEMENT PLAN SAN FRANCISCO, CALIFORNIA

UTILITY & DIMENSION PLAN

DRAWING	FOLSOMCIVIL
F.B. NO.	NA
SCALE	1" = 10'
DATE	DECEMBER 09, 2015
REVISIONS	
SHEET NO.	2 OF 2
JOB NO.	F14-373

C2.0

From: joseph.ospital@sfgov.org

To: Fabien Lannoye

Re: 3516 and 3526 Folsom Street

Fabien,

This e-mail will serve as notification that the proposed new street accessing the buildings addressed as 3516 and 3526 Folsom Street is public. As such, the jurisdiction would fall to the Department of Public Works, and the SFFD. DBI will have jurisdiction of the proposed buildings within the property boundaries. If you have any questions, let me know.

Regards,

Joseph Ospital

Building Inspector

ICC # 5064726, #8205572

joseph.ospital@sfgov.org

415/558-6255

Department of Building Inspection

1660 Mission Street, 2nd Floor

San Francisco, CA 94103

From: cddengineering@sfwater.org
To: Fabien Lannoye

Hi Fabien,

We apologize for the delay in response.

Our initial comments and questions are as follows:

- Is the street extension shown proposed to be accepted by the City as Public Right of Way? SFPUC will be opposed to installing a new water main in a street that is not public right of way.
- What is the Maximum Grade of the street extension?
- Can the width of the street be expanded (and sidewalk widths reduced)? SFPUC practice is to install water mains 4-ft inside the finished curb line of any right of way. We do not allow new water mains to be installed under sidewalks.
- New meter boxes are not permitted to be installed in driveways. The must be in the sidewalk outside of the path of travel of vehicles.
- Will SFFD be requiring any new fire hydrants in the vicinity of the proposed project?

Thank you,
CDD Engineering

-----Original Message-----
From: Fabien Lannoye
Sent: Monday, January 18, 2016 8:11 AM
To: CDD Engineering
Subject: 3516 and 3526 Folsom Street

To whom it may concern,

I am the owner of a vacant lot at 3516 Folsom Street.

With the owner of 3526 Folsom Street, we are going through the Site Permit with SF Planning and through the DPW Street improvement permit.

Rahul Shah, from DPW, asked that we contact CDD Engineering to get your input in the project.

Attached is the proposed Street Improvement plans our engineer has drawn so far.

I had discussed this project with SFPUC a few years ago, but had been told that SFPUC could not get involved until SFPUC would review the Site Permit.

Can you please let me know how I should proceed about this?

Thank you for your help.

Sincerely,

Fabien
cell: 415-533-0415

--
Fabien Lannoye

Bernalwood's questions, and PG&E's responses, are provided here in their entirety:

1. When was the section of pipeline under the the proposed home site installed? When was it last upgraded?
The line was installed in 1981. PG&E has a comprehensive inspection and monitoring program to ensure the safe operation of this line.

2. How often is this section of 109 inspected? What does the inspection entail? When did the last inspection take place? What were the results of that inspection?
This section of L-109 was successfully strength tested (via a hydrostatic pressure test) at the time of installation. PG&E records show no history of leaks for L-109 in this area.

PG&E has a comprehensive inspection and monitoring program to ensure the safety of its natural gas transmission pipeline system. PG&E regularly conducts patrols, leak surveys, and cathodic protection (corrosion protection) system inspections for its natural gas pipelines. Any issues identified as a threat to public safety are addressed immediately. PG&E also performs integrity assessments of certain gas transmission pipelines in urban and suburban areas.

Patrols: PG&E patrols its gas transmission pipelines at least quarterly to look for indications of missing pipeline markers, construction activity and other factors that may threaten the pipeline. L-109 through the [Bernal Heights] neighborhood was last aerially patrolled in May 2014 and no issues were found.

Leak Surveys: PG&E conducts leak surveys at least annually of its natural gas transmission pipelines. Leak surveys are generally conducted by a leak surveyor walking above the pipeline with leak detection instruments. L-109 in San Francisco was last leak surveyed in April 2014 and no leaks were found.

Cathodic Protection System Inspections: PG&E utilizes an active cathodic protection (CP) system on its gas transmission and steel distribution pipelines to protect them against corrosion. PG&E inspects its CP systems every two months to ensure they are operating correctly. The CP systems on L-109 in this area were last inspected in May 2014 and were found to be operating correctly.

Integrity Assessments: There are three federally-approved methods to complete a transmission pipeline integrity management baseline assessment: In-Line Inspections (ILI), External Corrosion Direct Assessment (ECDA) and Pressure Testing. An In-Line Inspection involves a tool (commonly known as a "pig") being inserted into the pipeline to identify any areas of concern such as potential metal loss (corrosion) or geometric abnormalities (dents) in the pipeline. An ECDA involves an indirect, above-ground electrical survey to detect coating defects and the level of cathodic protection. Excavations are performed to do a direct examination of the pipe in areas of concern as

required by federal regulations. Pressure testing is a strength test normally conducted using water, which is also referred to as a hydrostatic test.

PG&E performed an ECDA on L-109 in this area in 2009 and no issues were found. PG&E plans to perform another ECDA on L-109 in this area in 2015. This section of L-109 also had an ICDA (Internal Corrosion Direct Assessment) performed in 2012, and no issues were found.

Automated Shut-off Valves: There are two types of automated shut-off valves recognized within the natural gas industry: Remote Controlled Valves (RCV's), which can be operated remotely from PG&E's Gas Control Center, and Automatic Shutoff Valves (ASV's) that will close automatically as a result of rapidly falling pipeline pressures and/or increased flows at the valve location. There is an RCV on L-109 in Daly City that can be used to isolate the section of L-109 that runs through this neighborhood.

3. Is this section of pipeline 109 "the same type that blew up in San Bruno?"
No. Line 109 operates at a much lower pressure and is smaller in diameter, and is of a much more recent vintage.

4. What safety procedures does PG&E put in place when home or street contruction occurs on the site of a major gas pipeline like 109?
Anytime a contractor or resident makes an excavation on franchise or private property, they must call 811 (State Law for Underground Service Alerts [USA]) in advance so we can identify and properly locate our UG facilities. When our Damage Prevention group gets the USA request and identifies a critical facility like a gas transmission line in the scope of work, they notify the caller that they must contact PG&E for a standby employee. PG&E must observe a safe excavation around our lines if any digging is within 10' of it. We must be present when they dig around this line. Our standby inspector will instruct and guide the excavating party to avoid damage. Excavators who violate this Law are subject to fines.

5. Does the steep grade of the Folsom site have any impact on Pipeline 109? Given the grade at the proposed site, are any special provisions or procedures required to ensure the safety of the pipeline during construction?
The grade of the street have no impacts on the operation of the line. If the cover is not removed or disturbed within 10' of the line, there are no special precautions needed.

6. Are there any specific technical or safety challenges posed by the proposed home site, and if so, how does PG&E plan to address them?
As long as the structures are built within the property lines similar to the existing [homes on Folsom Street], they will not pose any issues for us patrolling and maintaining that line. The proposed

home sites are not on top of line 109, and are no closer to the line than existing homes in the neighborhood.

Additional Background: In the area outlined in the map [Bernalwood sent PG&E, shown above], PG&E's natural gas transmission pipeline L-109 runs down Folsom Street and turns east to follow Bernal Heights Blvd. Line 109 in this area is a 26-inch diameter steel pipeline installed in 1981 and has a maximum allowable operating pressure (MAOP) of 150 pounds per square inch gage (psig), which is 19.8% of the pipe's specified minimum yield strength (SMYS). This provides a considerable margin of safety, since it would take a pressure over 750 psig to cause the steel in the pipe to begin to deform.

Hi Deborah, Herb, and Fabien,

Please see below for the response to the questions that Deborah submitted to me. Herb, I will have the additional questions sometime next week. I will also be attending your design review board meeting tonight, so if you have any PG&E related questions I will be available to answer them. Look forward to seeing you there.

Background: Lot 13 and Lot 14, Block 5626; 3516 Folsom St.; 3526 Folsom St. Concerned neighbors require explicit information about Pipeline 109. Thus we are sending the following request for information to the developer and to you as a representative of PG&E. As the owner of the above listed lots, in the vicinity of Pipeline #109 in Bernal Heights, we, concerned neighbors, are asking you to provide the following information:

QUESTION(S) 1: Where exactly is pipeline 109?; identify the longitude and latitude coordinates.
RESPONSE(S) 1: Please see attachment "*L109_Folsom_Street.pdf*" for the location of Line 109 near 3516 and 3526 Folsom Street, San Francisco. PG&E does not provide latitude and longitude of natural gas pipelines to outside parties (other than its regulators) for security reasons. To have PG&E identify the location of the gas lines in your street, please call USA, the Underground Service Alert, at 811.

QUESTION(S) 2: How deeply is #109 buried?
RESPONSE(S) 2: Gas transmission pipelines are typically installed with 36 to 48 inches of cover. However, the depth may vary as cover over the lines may increase or decrease over time due to land leveling and construction. Without digging and exposing the line, it is not possible to determine the exact depth.

QUESTION(S) 3: What is Pipeline #109 composed of?
RESPONSE(S) 3: Line 109 is a steel pipeline. In your neighborhood, this pipeline has a maximum allowable operating pressure (MAOP) of 150 pounds per square inch gage (psig), which is 19.8% of the pipe's specified minimum yield strength (SMYS). This provides a considerable margin of safety, since it would take a pressure of at least 750 psig to cause the steel in the pipe to begin to deform.

QUESTION(S) 4: How old is Pipeline #109?
RESPONSE(S) 4: Line 109 in this area was installed in 1981 and was strength tested at the time of installation.

QUESTION(S) 5: How big in diameter is Pipeline #109? What is the composition of the pipeline?
RESPONSE(S) 5: Line 109 in your vicinity is a 26-inch diameter steel pipeline.

QUESTION(S) 6: How/with what are the pipe seams welded?
RESPONSE(S) 6: Line 109 near 3516 and 3526 Folsom Street is constructed of API 5L-Grade B steel pipe, and has a double submerged arc weld along the longitudinal seam.

QUESTION(S) 7: How much gas runs through Pipeline #109?
RESPONSE(S) 7: Line 109 has a variable flow rate that is dependent on system operations and San Francisco area gas customer consumption. As points of reference, however, Line 109 observed flow rates of 1.55 – 2.375 million standard cubic feet per hour (MMSCFH) through the flow meter at Sullivan Avenue in Daly City on May 27, 2014.

QUESTION(S) 8: When were the last 3 inspections? Would you produce the documentation for these inspections.
RESPONSE(S) 8: PG&E has a comprehensive inspection and monitoring program to ensure the safety of its natural gas transmission pipeline system. PG&E regularly conducts patrols, leak surveys, and cathodic protection (corrosion protection) system inspections for its natural gas pipelines. Any issues identified as a threat to public safety are addressed immediately. PG&E also performs integrity assessments of certain gas transmission pipelines in urban and suburban areas.

Patrols: PG&E patrols its gas transmission pipelines at least quarterly to look for indications of missing pipeline markers, construction activity and other factors that may threaten the pipeline. Line 109 through the neighborhood was last patrolled in May 2014 and everything was found to be normal.

Leak Surveys: PG&E conducts leak surveys at least annually of its natural gas transmission pipelines. Leak surveys are generally conducted by a leak surveyor walking above the pipeline with leak detection instruments. Line 109 was last leak surveyed in April 2014 and no leaks were found.

Cathodic Protection System Inspections: PG&E utilizes an active cathodic protection (CP) system on its gas transmission and steel distribution pipelines to protect them against corrosion. PG&E inspects its CP systems every two months to ensure they are operating correctly. The CP systems on Line 109 in your area were last inspected in May 2014 and were found to be operating correctly.

Integrity Assessments: There are three federally-approved methods to complete a transmission pipeline integrity management baseline assessment: In-Line Inspections (ILI), External Corrosion Direct Assessment (ECDA) and Pressure Testing. An In-Line Inspection involves a tool (commonly known as a "pig") being inserted into the pipeline to identify any areas of concern such as potential metal loss (corrosion) or geometric abnormalities (dents) in the pipeline. An ECDA involves an indirect, above-ground electrical survey to detect coating defects and the level of cathodic protection. Excavations are performed to do a direct examination of the pipe in areas of concern as required by federal regulations. Pressure testing is a strength test normally conducted using water, which is also referred to as a hydrostatic test.

PG&E performed an ECDA on Line 109 in this area in 2009 and no issues were found. PG&E plans to perform the next ECDA on L-109 in this area in 2015. PG&E also performed an ICDA (Internal Corrosion Direct Assessment) on L-109 near 3516 and 3526 Folsom Street in 2012, and no issues were found.

Unfortunately, PG&E cannot provide the documentation from these inspections because they contain confidential information that PG&E only provides to its regulators.

QUESTION(S) 9: Is this pipeline equivalent in type to the exploded pipeline in San Bruno?

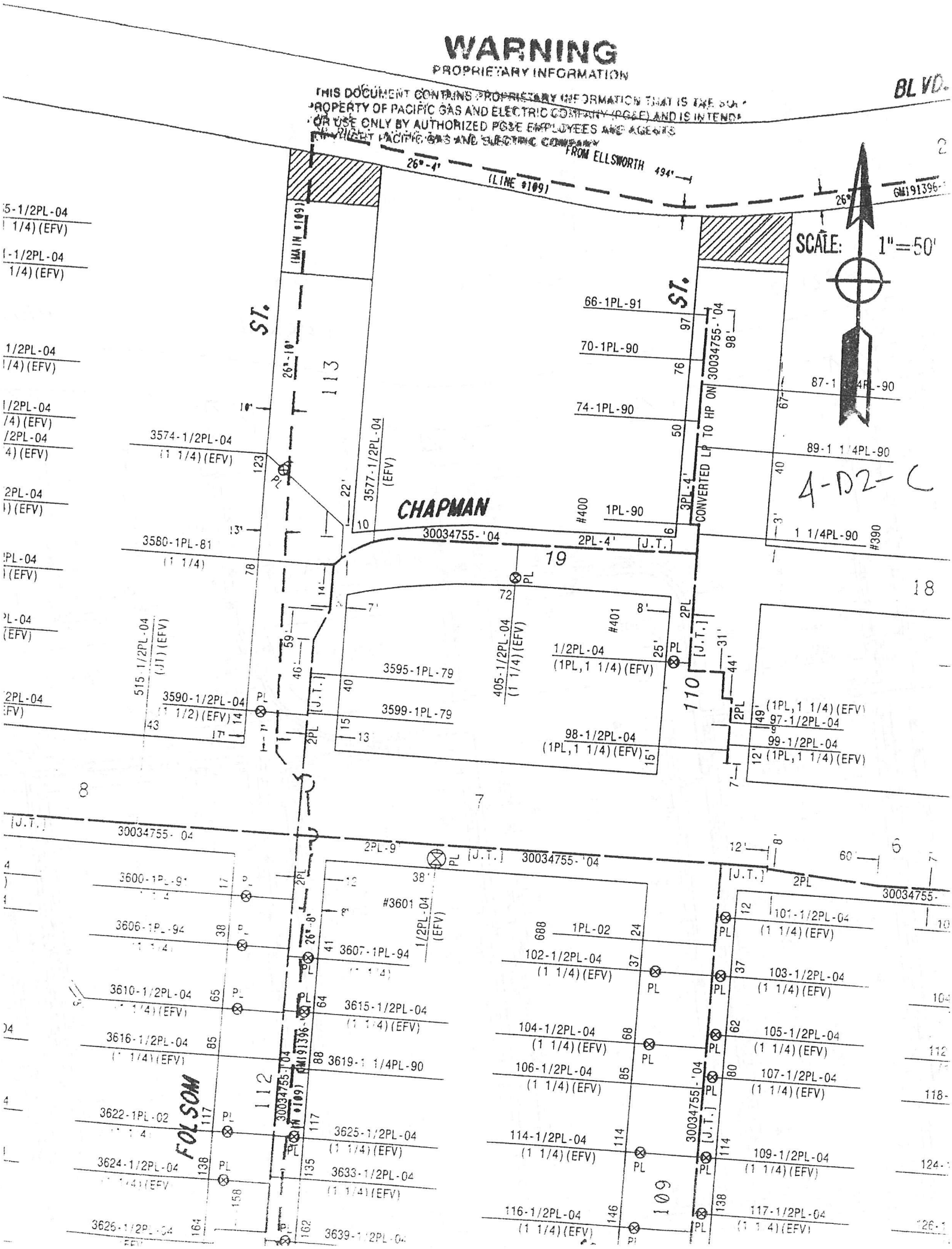
RESPONSE(S) 9: Line 109 near 3516 and 3526 Folsom Street is not equivalent to the pipe in San Bruno that failed. The pipeline in San Bruno that failed was PG&E natural gas transmission pipeline L-132, which had a diameter of 30 inches, was installed in 1956, and had an MAOP of 400 psig. As described in the responses above, L-109 in your area is a 26-inch diameter pipeline, was installed in 1981, and operates at an MAOP of 150 psig.

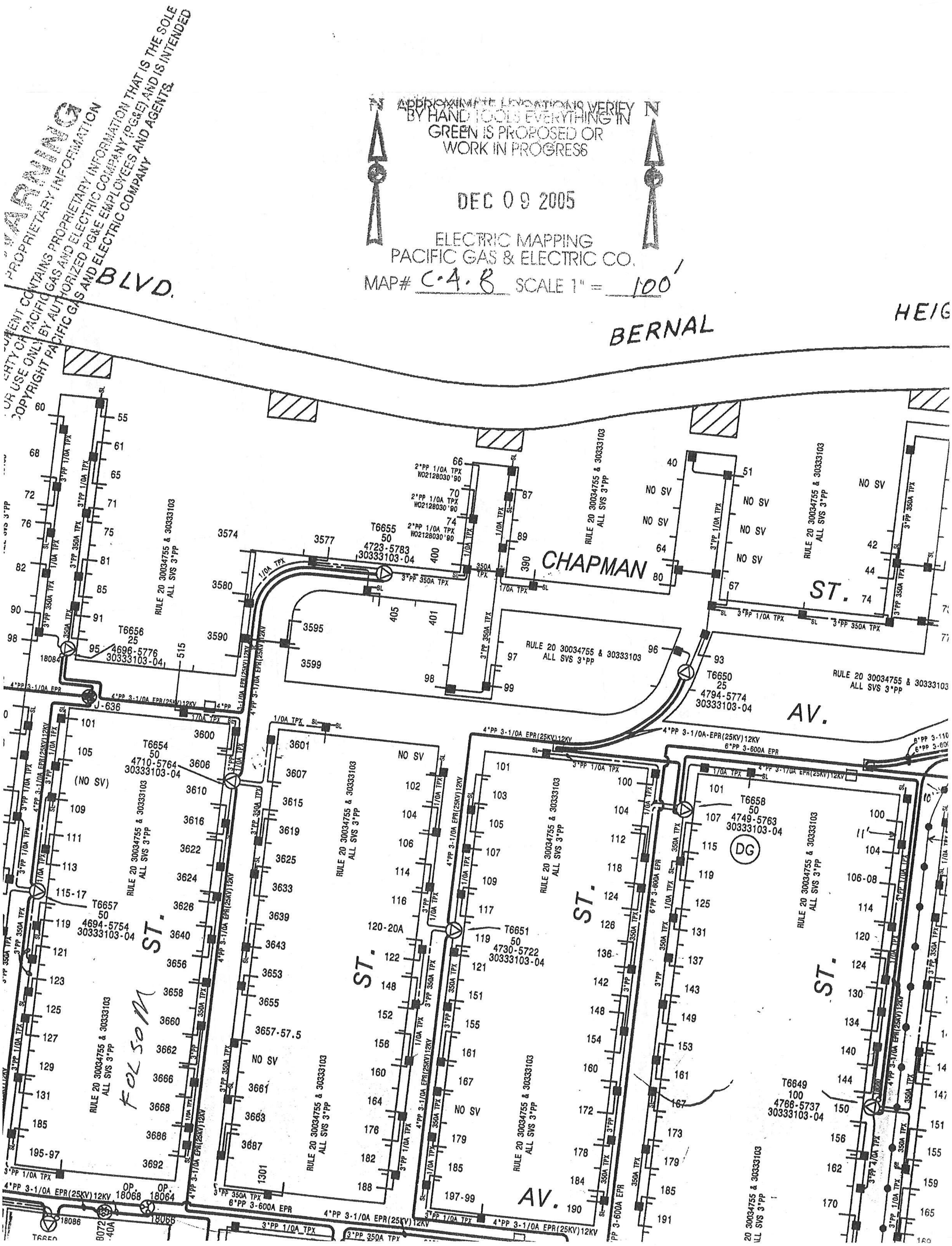
Thanks,

Austin

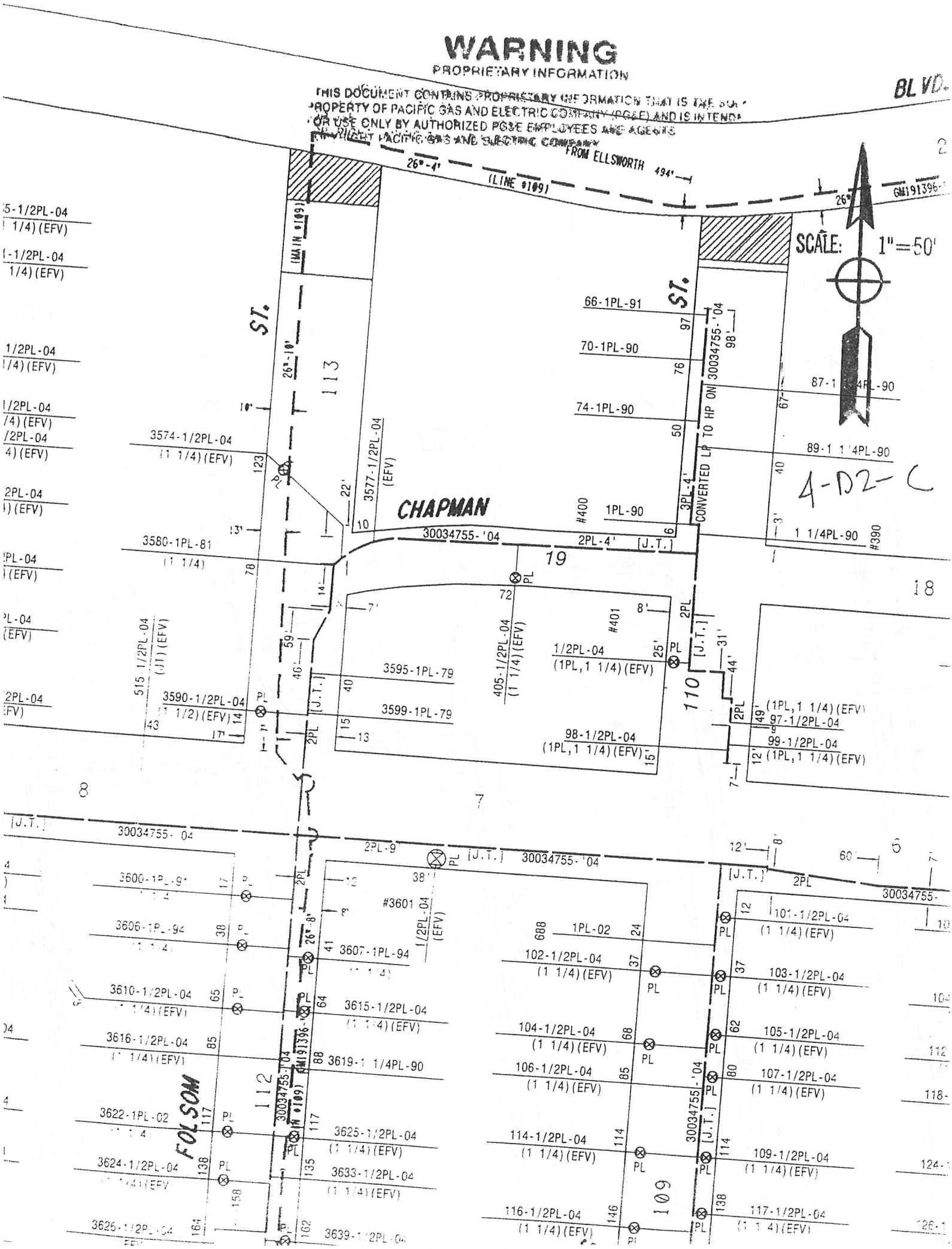
Austin Sharp I Expert Customer Impact Specialist
Pacific Gas and Electric Company
Phone: 650.598.7321
Cell: 650.730.4168
Email: awsd@pge.com

WARNING
PROPRIETARY INFORMATION
THIS DOCUMENT CONTAINS PROPRIETARY INFORMATION THAT IS THE SOLE
PROPERTY OF PACIFIC GAS AND ELECTRIC COMPANY (PG&E) AND IS INTENDED
FOR USE ONLY BY AUTHORIZED PG&E EMPLOYEES AND AGENTS
OF PACIFIC GAS AND ELECTRIC COMPANY




WARNING
DOCUMENT CONTAINS PROPRIETARY INFORMATION THAT IS THE SOLE PROPERTY OF PACIFIC GAS AND ELECTRIC COMPANY (PG&E) AND IS INTENDED FOR USE ONLY BY AUTHORIZED PG&E EMPLOYEES AND AGENTS
COPYRIGHT PACIFIC GAS AND ELECTRIC COMPANY
APPROXIMATE LOCATIONS VERIFY BY HAND TOOLS EVERYTHING IN GREEN IS PROPOSED OR WORK IN PROGRESS
DEC 09 2005
ELECTRIC MAPPING
PACIFIC GAS & ELECTRIC CO.
MAP# C-4-8 SCALE 1" = 100'
BERNAL HEIG BLVD.
CHAPMAN ST.
AV.
FOLSOM ST.
ST.
ST.
ST.
AV.
T6655 50 4723-5783 30333103-04
T6656 25 4696-5776 30333103-04
T6654 50 4710-5764 30333103-04
T6657 50 4694-5754 30333103-04
T6650 25 4794-5774 30333103-04
T6651 50 4730-5722 30333103-04
T6658 50 4749-5763 30333103-04
T6649 100 4766-5737 30333103-04
RULE 20 30034755 & 30333103 ALL SVS 3"PP
J-636
18084
18086
OP. 18068
OP. 18064
18066
4"PP 3-1/0A EPR(25KV)12KV
6"PP 3-600A EPR
3"PP 1/0A TPX
3"PP 350A TPX
NO SV
DG

WARNING
PROPRIETARY INFORMATION
THIS DOCUMENT CONTAINS PROPRIETARY INFORMATION THAT IS THE SOLE
PROPERTY OF PACIFIC GAS AND ELECTRIC COMPANY (PG&E) AND IS INTENDED
FOR USE ONLY BY AUTHORIZED PG&E EMPLOYEES AND AGENTS
OF PACIFIC GAS AND ELECTRIC COMPANY

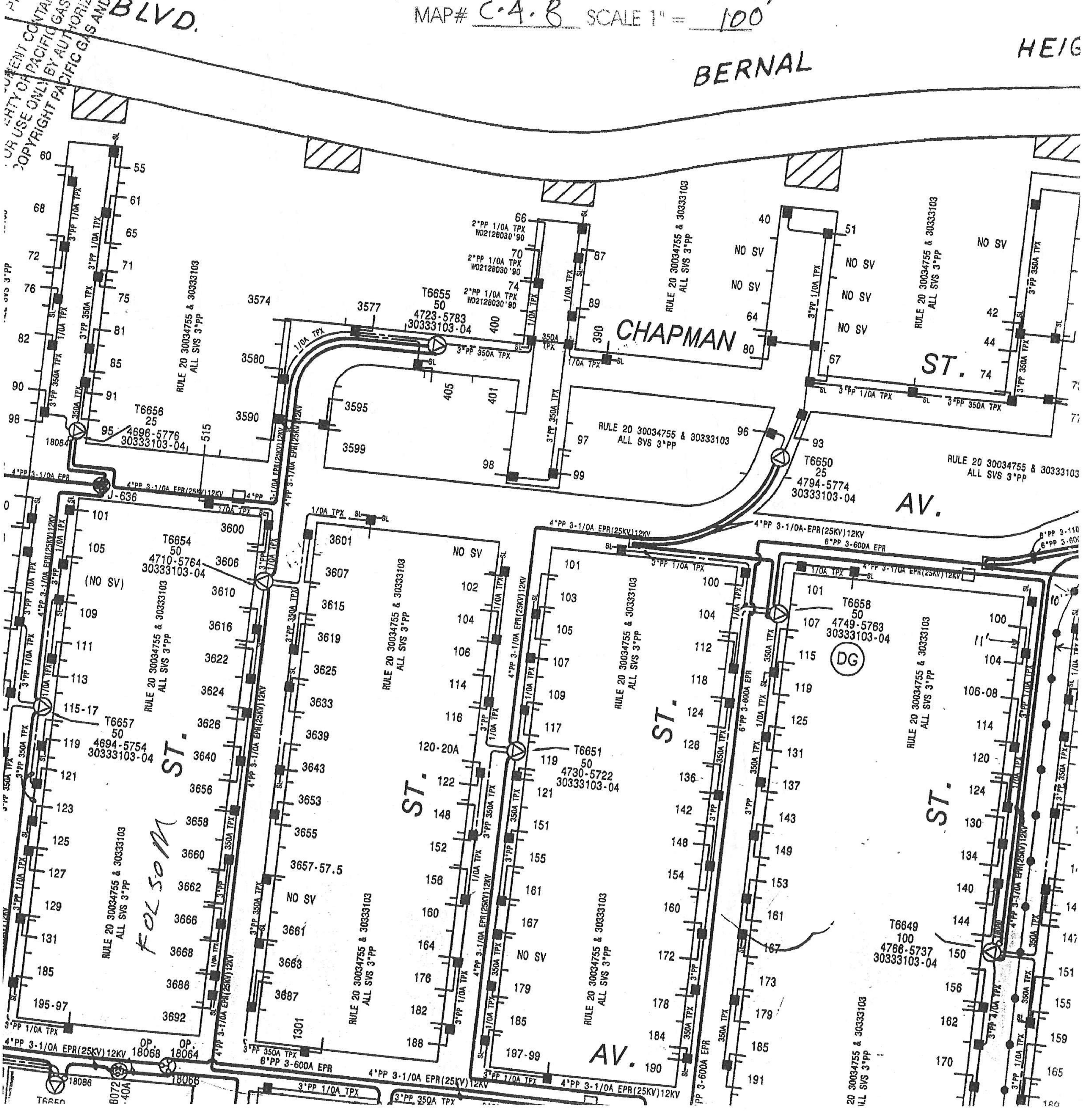


…ARNING
PROPRIETARY INFORMATION
…ENT CONTAINS PROPRIETARY INFORMATION THAT IS THE SOLE
…ERTY OF PACIFIC GAS AND ELECTRIC COMPANY (PG&E) AND IS INTENDED
…OR USE ONLY BY AUTHORIZED PG&E EMPLOYEES AND AGENTS.
…OPYRIGHT PACIFIC GAS AND ELECTRIC COMPANY

APPROXIMATE LOCATIONS VERIFY BY HAND TOOLS EVERYTHING IN GREEN IS PROPOSED OR WORK IN PROGRESS

DEC 09 2005

ELECTRIC MAPPING
PACIFIC GAS & ELECTRIC CO.
MAP# C-4-8 SCALE 1" = 100'



PLAN HOLD CORPORATION • IRVINE, CALIFORNIA
REORDER BY NUMBER 075AR
POSITION EDGE OF PRINT ON THIS LINE

266

Revised: July, 1967, S. J.
Checked: August, 1967, W.E.C.
(Base Map Reproduced From 100'Scale Map)

Revised	Checked
June 1970 T.C.	July, 1970, W.E.C.
Feb. 1971 C.D.A.	Feb, 1970, W.E.C.
Jan. 1976 G.C.	Apr. 1976 W.E.C.
May, 1979 G.C.	May, 1979 RD.
June 1983 YHY	June 1983 YHY
May 1985 N.E.	May 1985 TTC
April 1986 Y.H.Y.	April 1986 TTC

BOCANA ST.
WOOL
ANDOVER ST.
ANDOVER
MOULTRIE ST.
MOULTRIE
ANDERSON ST.
ANDERSON
ELLSWORTH ST.
ELLSWORTH
GATES ST.
GATES
FOLSOM ST.
FOLSOM
BANKS ST.
BANKS
PRENTISS ST.
PRENTISS
NEVADA ST.
NEVADA
PUTNAM ST.
BRONTE ST.
BRADFORD ST.
PERALTA AVE.
HOLLADAY AVE.
CORTLAND AVE.
EUGENIA ST.
JARBOE AVE.
MOJAVE ST.
BERNAL HEIGHTS BLVD.
POWHATTAN ST.
CHAPMAN ST.
ROSENKRANZ ST.
CARVER ST.
MAYFLOWER
ESMERALDA AVE.
FRANCONIA ST.
JAMES LICK FREEWAY (State R/W map R-29)
Pacific Telephone Co. Road
Special Grade Map 482
Compound Vertical Curve
Sidewalk Varies 7' To 47'

BERNAL HEIGHTS DEMOCRATIC CLUB

Chartered since 1988 to give the residents of Bernal Heights an effective voice in government

---

April 20, 2016

To: SF PLANNING COMMISSION

RODNEY FONG, COMMISSION PRESIDENT
planning@rodneyfong.com

DENNIS RICHARDS, COMMISSION VICE-PRESIDENT
dennis.richards@sfgov.org

MICHAEL ANTONINI, COMMISSIONER
wordweaver21@aol.com

RICH HILLIS, COMMISSIONER
richhillissf@yahoo.com

CHRISTINE D. JOHNSON, COMMISSIONER
christine.d.johnson@sfgov.org

KATHRIN MOORE
mooreurban@aol.com

CINDY WU, COMMISSIONER
cwu.planning@gmail.com

JOHN RAHAIM, DIRECTOR OF PLANNING
John.Rahaim@sfgov.org

JONAS P. IONIN, COMMISSION SECRETARY
Commissions.Secretary@sfgov.org

DAVID CAMPOS, DISTRICT 9 SUPERVISOR
David.Campos@sfgov.org

FROM: Bernal Heights Democratic Club
bernalheightsdemclub@gmail.com

The Bernal Heights Democratic Club supports the opposition to the Upper Folsom Street Development in Bernal Heights, based on significant public safety concerns. There is clear danger from the major aging PG&E gas transmission pipeline; extreme steepness and narrow width of the proposed street; and unresolvable limited access to emergency vehicles.

It is our understanding that the two proposed lots now seeking permits will be followed by four more immediately adjacent. These types of construction will do nothing to address San Francisco's housing crisis, and are unsafe and inappropriate developments on these lots.

We appreciate your consideration of our input in this matter.

Sucre, Richard (CPC)

From: Bruce <bruce.francis@gmail.com>
Sent: Tuesday, April 26, 2016 11:24 AM
To: Sucre, Richard (CPC); Secretary, Commissions (CPC)
Subject: Proposed development and Bernal Heights

Dear Sirs,

I would like to express my opposition to the proposed development at Upper Folsom Street in Bernal Heights - below the Community Garden and adjacent to Bernal Heights Park. If this development goes through, it will negatively impact the available public parking spaces located on Bernal Heights Blvd. - critical for accessing the park by those of us who are disabled.

The proposed development has no on-street parking - forcing visitors, residents, delivery trucks, and construction vehicles to use the limited public parking available along Bernal Heights Blvd. for park use.

Additionally, the proposed houses will block the special public view of Bernal Valley that only this spot offers - if you are disabled and can't climb Bernal hill.

Bernal Heights Park is promoted as "wheel chair friendly." In reality, this pertains to the southern side of Bernal Heights Park due to the relatively level public street access there - bordered by the sidewalk on Bernal Heights Blvd. This part of Bernal Heights Blvd. comprises the public parking "lot" for Bernal Heights Park (except for a small parking area on the north side that is not practical for disabled use).

Any reduction in public parking along this section of Bernal Heights Blvd. would unfairly hinder access to disabled people who need level areas to park their vehicles.

This exact spot on Bernal Heights Blvd. directly above the proposed development - has the last remaining intact view of Bernal Valley out to Bay that can be seen from Bernal Heights Blvd. - critical for the disabled, who can only enjoy the park views from the sidewalk and street. If the houses are built, this view will only be available by 'climbing' up the hill.

In years past, I have enjoyed Bernal Heights Park with my dog Dash. I can no longer walk the hills but I recently went to Bernal Park, parked my van and enjoyed the view. It would be a real loss to the community if this opportunity was taken away.

I respectfully ask you take into account the disabled population when making any decisions that would negatively impact our access to both a public park and a public view.

Bruce Francis
917 294 3287