



PRELIMINARY PROJECT ASSESSMENT

Project Address: 5500 MISSION ST
Case Number: 2020-010789PPA
Date: January 26, 2021
To: Jeremy Schaub
From: Delvin Washington, Planning Department
Jeffrey Horn, Planning Department

This Preliminary Project Assessment (PPA) provides feedback from the Planning Department regarding the proposed project at the property listed above, based on the information provided in the PPA application, the Planning Code, General Plan, Planning Department policies, and local, state, and federal regulations as of the date of this document, all of which are subject to change.

Please be advised that the PPA application does not constitute an application for development with the Planning Department. This PPA does not represent a complete review of the proposed project, does not grant a project approval of any kind, and does not supersede any required Planning Department approvals.

A Project Application may be submitted with the Planning Department within 18 months following the issuance of this PPA. After that time, this PPA is considered expired and a new PPA application will be required. The Project Application should include any supplemental applications for entitlement or required information for environmental review, as indicated in this PPA. The Project Application, and all supplemental applications, may be found here: <https://sfplanning.org/applications>

The Planning Department may provide additional comments once a Project Application has been submitted. While some approvals are granted by the Planning Department, some are at the discretion of other bodies, such as the Planning Commission or Historic Preservation Commission. Additionally, the project will likely require approvals from other City agencies. For more, see the Appendix C: Additional Policies and Requirements. You may contact Jeffrey Horn, at 628-652-7366 or Jeffrey.Horn@sfgov.org, to answer any questions you may have about this PPA, or to schedule a follow-up meeting with Planning staff.

Cc: Lauren Bihl, Environmental Planning Division
María De Alva, Citywide Planning Division
Luiz Barata, Urban Design Advisory Team
Seung-Yen Hong, SDAT
Jonas Ionin, Director of Commission Affairs
planning.webmaster@sfgov.org

CPC.EPIntake@sfgov.org
Daniel Sheeter, SFMTA
Jerry Sanguinetti, Public Works
June Weintraub, Jonathan Parks, SFDPH
Dawn Kamalanathan, SFUSD



TABLE OF CONTENTS

I. Executive Summary

Appendix A: Planning Code Review Checklist

Appendix B: Preliminary Environmental Review Checklist

Appendix C: Additional Policies And Requirements

Appendix D: Preliminary Design Comments

Appendix E: Preliminary Street Design Comments

I. EXECUTIVE SUMMARY

Site Details

Block/Lot(s):	7066/001G, 001H, 001I, and 036
Parcel Area:	9,158 sq. ft.
Zoning District(s):	Excelsior Outer Mission Street Neighborhood Commercial
Height/Bulk District(s):	40/X
Plan Area:	NA

Project Description

The Project includes demolition of an existing single-story 2,750 square foot (sf) industrial building and lot merger and construction of a new 28,467 sf, 45-foot-tall, 4-story building with a 6,591 square foot Child Care Facility on the first floors and dwelling units on the second, third, and fourth floor. The Project would include 15 dwelling unit per the lot's permitted density and nine accessory dwelling units, a total of 2,000 sf of common open space on a roof deck and 583 sf of private open space (4 units) and 1,212 sf of childcare open space on a 2nd floor roof deck. 24 Class 1 and six Class 2 bicycle parking spaces would be provided.

Key Project Considerations

Any Project Application for the proposed project should consider and, to the extent feasible, address the following issues:

1. **Maximize Housing Density and Affordability.** Based on voter approval of Proposition K in 2014 and the Mayor's Directive 17-02, the Department's priority is to maximize the development of housing units, including on-site affordable housing units, that can be reasonably accommodated under the site's zoning and applicable density bonus programs, while maintaining quality of life and adherence to applicable standards.

The project proposes 24 units, just short of the 25-unit threshold that would trigger the higher tier requirements of the Inclusionary Housing Program (Planning Code Section 415). The project is also eligible for a density bonus. Please work with Planning staff to understand all available options for maximizing residential development and affordability. For more information on the HOME-SF Density Bonus see:

<https://sfplanning.org/home-sf>

In addition, applicants should review **Appendix C: Additional Policies and Requirements** prior to the submittal of any Project Application. This document provides important information about project review requirements and policies applicable to development projects in San Francisco.

Planning Code Review

The proposed project will be reviewed for conformity with the requirements of the San Francisco Planning Code, and as required by the California Environmental Quality Act (CEQA), upon submittal of a Project Application. Based on the information provided in the PPA application, a Project Application for the proposed project must include the following supplemental applications:

1. Conditional Use Authorization
2. Transportation Demand Management Program,

For more information, including conformity of the proposed project with Planning Code requirements, and applicable Development Impact Fees, see **Appendix A: Planning Code Review Checklist**.

Please refer to the [Planning Director's Bulletin No. 1](#) for an overview of Development Impact Fees, and to the Department of Building Inspection's [Development Impact Fee webpage](#) for more information about current rates.

Project Sponsors are encouraged, and in some cases required, to conduct public outreach with the surrounding community and neighborhood groups early in the development process. Additionally, many approvals require a public hearing with an associated neighborhood notification. Differing levels of neighborhood notification are mandatory for some or all of the reviews and approvals listed above.

Environmental Review

The proposed project would require environmental review in accordance with the California Environmental Quality Act (CEQA). Based on preliminary review of the proposed project, the following would be likely to apply:

Likely Environmental Document: **Categorical Exemption Class 32, Infill Development**, if analysis specified in the attached checklist demonstrates there would be no significant environmental impacts and no mitigation measures are needed. If any significant impacts are identified, then an Initial Study would be required to determine environmental document, which could be an EIR if identified impacts cannot be mitigated to less than significant.

The Project Application must include the following information to be deemed accepted:

- **Environmental Review Fees.** The sponsor will be notified of the fee amount after the department receives and processes the Project Application and updated drawings.
- **Drop-Off & Pick-Up Management Plan Application for the proposed childcare center**
- **School Transportation Study Scope of Work**
- **Geotechnical Study with foundation recommendations**
- **Maher Application**
- **Phase I Environmental Site Assessment**

- Additional information noted in items 2.3(a) roadway changes – construction, 2.3(b) roadway changes – operation, 2.3(e) requires department transportation planner coordination, 2.3(h) Scope of Work Checklist, 2.3(i) Planning and SFMTA Fees for Transportation, 2.8 building setbacks, 2.10 trees, 2.13 provide construction information

For more information on what is required to be submitted as part of the Project Application, see **Appendix B: Preliminary Environmental Review Checklist**.

LAND USE:

Permitted Use	Conditional Use	Planning Code Section & Comment		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	720	Excelsior Outer Mission NC	6,591 SF Child Care Facility, 15 Dwelling Units (1 unit per 600 square foot lot area) and 9 Accessory Dwelling Units
<input checked="" type="checkbox"/>	<input type="checkbox"/>	235-249	Special Use Districts	Within ¼ Fringe Financial SUD and ¼ from existing Fringe Financial Service.
<i>Comments:</i> Conditional Use Authorization required for non-residential use sizes greater than 6,000 square feet.				

CONDITIONAL USE AUTHORIZATION:

Required	Planning Code Section	
<input checked="" type="checkbox"/>	121.2	Non-Residential Use Size Limits in NC Districts
<input checked="" type="checkbox"/>	303	Conditional Use Authorization
<i>Comments:</i> Conditional Use Authorization is required. Please refer to Planning Code for the additional finding required under Planning Code Sections 720, 121.2 and 303(c).		

OTHER REQUIRED APPROVALS:

Required	Planning Code Section	
<input checked="" type="checkbox"/>	311	Neighborhood Notification
<i>Comments:</i>		

ADDITIONAL PLANNING CODE REQUIREMENTS:

Complies	Does Not Comply	Needs Info	Planning Code Section		Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	102	Gross Floor Area	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	121	Lot Area/Width	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	124	Floor Area Ratio	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	134	Rear Yard	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	135	Open Space (Residential)	80 square feet per unit if private, or 100 square feet per unit if common is required Confirm the area of "usable" open space that is being provided the roof deck.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	138.1	Streetscape Plan	Better Streets Plan compliance is required per zoning district, please see the attached SDAT letter
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	140	Dwelling Unit Exposure	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	141	Rooftop Screening	Please show all required rooftop equipment and how it will be screened.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	142	Parking Screening & Greening	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	145.1 (c)(2)	Parking & Loading Entrances	

Complies	Does Not Comply	Needs Info	Planning Code Section		Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	145.1 (c)(3)	Required Active Use	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	145.1 (c)(4)	Ground Floor Ceiling Height	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	145.1 (c)(5)	Street-Facing Ground-Level Spaces	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	145.1 (c)(6)	Transparency & Fenestration	Please provide ground floor glazing calculations.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	149	Better Roofs/ Living Roof Alternative	Eligible for living roof alternative
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	151	Off-Street Parking	Off-street parking not required.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	155.2	Bicycle Parking	Table 155.2, child care facilities requires a minimum two spaces or one space for every 20 children. One Class 2 space for every 20 children. Please show dimensions of bicycle spaces and clearances between/around them to show compliance with ZA Bulletin No. 9, and indicate number of proposed Class 2 bicycle spaces.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	169	Transportation Demand Management	Submit an updated TDM application.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	260 (a)	Height Measurement	Please indicate the height of the proposed stair and elevator penthouses on elevations.

DEVELOPMENT IMPACT FEES:

Required	Planning Code Section	
<input checked="" type="checkbox"/>	411A	Transportation Sustainability Fee (TSF)
<input checked="" type="checkbox"/>	414A	Child-Care for Residential Projects. Please review Section 414A.5(b) Credit for On-Site Childcare Facilities.
<input checked="" type="checkbox"/>	415	Inclusionary Affordable Housing Program

TABLE 1. POTENTIAL ENVIRONMENTAL DOCUMENT

No. ¹	Document Type	Applicable to Proposed Project	Notes / Links	(For Dept. use upon submittal of Project Application) Accepted
1.1(a)	Considered a 'project' subject to CEQA review per section 15378 and 15060(c)(2)	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The proposal is considered a project subject to CEQA review. The project site consists of four lots, which would be merged into a 8,705-square-foot (sf) lot (as measured). The project proposes to demolish the existing one-story commercial building and associated commercial surface parking lot, and to construct a 4-story (45 feet tall with an approximately 15-foot elevator penthouse), 28,467-square-foot (sf) residential mixed-use building. The project would include a 6,591-sf childcare center on the ground level with 24 residential units (6 one-bedrooms, 15 two-bedrooms, and 3 three-bedrooms) on floors two through four. The childcare center would accommodate approximately 180 children. The project would also include open space on the second level consisting of four private decks (ranging in size from 97 to 158 sf) and a 1,212-sf deck associated with the childcare. In addition, the project would include 2,000-sf common open space in the form of a roof deck and green roof area. No onsite vehicle parking would be provided. Six class 2 bicycle parking spaces would be located along Mission Street and a bicycle storage room on the ground floor would contain 18 class 1 bicycle parking spaces. A 60-ft passenger loading zone is proposed to be installed on Mission Street.	<input type="checkbox"/> YES <input type="checkbox"/> NO
1.1(b)	Potentially eligible for class 32 exemption	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Provided there are no significant project-related environmental impacts identified through the environmental review process, the proposed project may qualify as an infill development project under CEQA Guidelines section 15332. However, if the required technical analysis identified below results in any significant environmental impacts then, the project would not be eligible for this exemption and an initial study to determine the level of environmental review would be required.	<input type="checkbox"/> YES <input type="checkbox"/> NO

¹ Note: Numbers appear nonconsecutively because certain topics do not apply to the proposed project. These rows have been deleted for clarity.

TABLE 2. REQUIREMENTS FOR AN ACCEPTED APPLICATION

Environmental review fees are required for a complete application.

Please submit both a word and pdf version of any required draft technical studies and scopes of work.

No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Accepted Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
2.2(a)	Historic Preservation	Requires consultant-prepared Historic Resource Evaluation, Part 1	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The existing building and project site were previously evaluated under Case No. 2018-012065ENV and was found ineligible for listing in the California Register, either individually or as part of a district contributor. Therefore, the project is not subject to further review by the Department's Historic Preservation staff.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.2(b)	Historic Preservation	Requires consultant-prepared Historic Resource Evaluation, Part 2	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	If required, the department will determine whether a consultant-prepared report is necessary. If a consultant report is necessary, it must be prepared by a qualified consultant selected from the department's historic resource consultant pool. Contact CPC-HRE@sfgov.org for a list of three consultants to choose from. The consultant must send a draft scope to CPC-HRE@sfgov.org for department approval. The consultant must submit the first draft of HRE directly to the department.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.3(a)	Transportation	Roadway changes – construction	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must describe the location and provide plans of any changes to roadways during construction, including the duration and location of temporary construction closure or relocation of travel lanes, sidewalks, bus stops, etc.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.3(b)	Transportation	Roadway changes – operation	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must describe the location and provide plans of typical roadway dimensions (e.g., lane dimensions/stripping drawings, on-street parking; loading; and bike, transit, and travel lane), including identifying any non-typical roadway dimension (e.g., turn pockets, bulb outs).	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

TABLE 2. REQUIREMENTS FOR AN ACCEPTED APPLICATION

Environmental review fees are required for a complete application.

Please submit both a word and pdf version of any required draft technical studies and scopes of work.

No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Accepted Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
2.3(c)	Transportation	Requires Drop-Off & Pick-Up Management Plan Application	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	As part of the project application, please include the required School and Child Care Drop-Off and Pick-Up application: https://sfplanning.org/resource/school-and-child-care-drop-and-pick-up-management-supplemental	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.3(d)	Transportation	Requires a consultant-prepared Child Care Transportation Study Scope of Work and Draft 1 Transportation Study	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	A Child Care Transportation Study must be prepared by a qualified consultant selected from the department's transportation consultant pool. Search for Transportation Consultant Pool under https://sfplanning.org/permit/environmental-consultant-pools-and-sponsor-resources . The consultant must submit a scope of work to the planning department for review and approval. The consultant must also submit a first draft of study with the project application. The consultant must submit the draft study directly to CPC.TransportationReview@sfgov.org .	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.3(e)	Transportation	Requires department transportation planner coordination	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	At the time of the Project Application submittal, the department will assign a department transportation planner to coordinate on transportation topics as seen in the attached Scope of Work Checklist. In particular, the project requires a site circulation analysis due to the proposed childcare center that the department anticipates could be prepared inhouse.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

TABLE 2. REQUIREMENTS FOR AN ACCEPTED APPLICATION

Environmental review fees are required for a complete application.

Please submit both a word and pdf version of any required draft technical studies and scopes of work.

No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Accepted Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
2.3(f)	Transportation	Requires consultant-prepared Site Circulation Study/ or environmental document transportation section	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	For Site Circulation Study/Sections, the project sponsor shall select qualified consultant from the department's list of eligible Transportation consultants: https://sfplanning.org/permit/environmental-consultant-pools-and-sponsor-resources . At the time of the Project Application submittal, the selected consultant must submit a scope of work directly to the planning department for review and approval to CPC.TransportationReview@sfgov.org .	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.3(g)	Transportation	Requires consultant-prepared Complex Transportation Study/Section Scope of Work and Draft 1 Study	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	For Complex Transportation Study/Sections, contact CPC.TransportationReview@sfgov.org for a list of consultants prior to submitting the Project Application. At the time of the Project Application submittal, the selected consultant must submit a scope of work directly to the planning department for review and approval to CPC.TransportationReview@sfgov.org .	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.3(h)	Transportation	Scope of Work Checklist	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Refer to attached checklist which lists the likely transportation study scope requirements.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

TABLE 2. REQUIREMENTS FOR AN ACCEPTED APPLICATION

Environmental review fees are required for a complete application.

Please submit both a word and pdf version of any required draft technical studies and scopes of work.

No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Accepted Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
2.3(i)	Transportation	Planning and SFMTA Fees for Transportation	Planning fees <input type="checkbox"/> Transportation Review Fee: \$27,310 <input checked="" type="checkbox"/> Site Circulation Review Fee: \$9,916 SFMTA fees <input type="checkbox"/> Transportation Review Fee: \$15,500 <input checked="" type="checkbox"/> Site-Circulation Review Fee: \$3,050 <input type="checkbox"/> Development Project Review Fee: \$1000	At the time of the Project Application submittal, Sponsor to pay: Planning fees (SF Planning Department Fee Schedule) directly to: Environmental Planning Division Attn: Rhia Bordon 1650 Mission Street, 4 th Floor San Francisco, CA 94103. Make check out to: Planning Department – 5500 Mission Street (2020-010789PPA) SFMTA fees directly to: SFMTA Revenue Section Attn: David Kim One South Van Ness, 8 th Floor San Francisco, CA 94103. Make check(s) out to: SFMTA – 5500 Mission Street (2020-010789PPA). If there are multiple SFMTA fees, write out separate checks for each fee and note the fee name on the check memo. Accompanying the check(s), please provide a letter that indicates the Planning Department PPA case number, project address, and the number of checks enclosed and for what review (site circulation review or transportation study; development project review).	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.4(a)	Noise	Requires consultant-prepared Noise Study/or environmental document noise section Scope of Work	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> TBD	The project site is within proximity to residential uses, which are noise sensitive uses. If it is determined that construction equipment required for the project could have a potentially significant noise impact on nearby sensitive receptors, then the consultant (not subject to department list) must submit a draft Scope of Work to department.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

TABLE 2. REQUIREMENTS FOR AN ACCEPTED APPLICATION

Environmental review fees are required for a complete application.

Please submit both a word and pdf version of any required draft technical studies and scopes of work.

No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Accepted Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
2.4(b)	Noise	Mechanical equipment or other noise sources	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must describe the location and provide plans with the number and size (horsepower) of stationary sources or mechanical equipment (e.g., fans, HVAC, backup diesel generators, fire pumps) or other noise sources.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.5(b)	Air Quality	Subject to San Francisco Health Code article 38	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The project site is not within the air pollutant exposure zone. The project is not subject to Health Code Article 38. More information is found here: http://www.sfdph.org/dph/eh/Air/default.asp .	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.5(c)	Air Quality	Requires consultant-prepared Air Quality Study/ or environmental air quality section for Criteria Air Pollutants AND Health Risk Scope of Work	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The project is below the air quality screening thresholds for criteria pollutants for construction and operation and is not within the air pollutant exposure zone. At the time of the Project Application, the consultant (not subject to department list) must submit a draft scope of work to the department. The project sponsor must describe estimated hours and number of days per week of construction, including by phase as defined in the CalEEMod Manual (i.e., demolition, site preparation, grading, building construction, architectural coatings, paving). The project sponsor must describe estimated number, size (horsepower), and use (daily and annual) of construction equipment by type, including trucks and any impact equipment, by phase. The project sponsor must describe the estimated number of daily diesel vehicle trucks during operation.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

TABLE 2. REQUIREMENTS FOR AN ACCEPTED APPLICATION

Environmental review fees are required for a complete application.

Please submit both a word and pdf version of any required draft technical studies and scopes of work.

No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Accepted Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
2.6	Greenhouse Gas Emissions	Requires Greenhouse Gas Analysis Compliance Checklist	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The project sponsor must submit a Greenhouse Gas Compliance Checklist For Private Development Projects, found here: https://sfplanning.org/permit/environmental-consultant-pools-and-sponsor-resources under Document Templates and Checklists - Applications.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.7(a)	Wind	Requires consultant-prepared qualitative Wind Memorandum Scope of Work	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Wind analysis not required for this project. The consultant (not subject to department list) must submit scope of work for the memorandum. The memo could potentially conclude tunnel testing is needed.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.8	Wind/Shadow	Building setbacks	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must provide labeled and dimensioned plans of building setbacks and coverage at each above-grade level, including height of the roof, parapet, ridge, towers, and penthouses.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.9	Shadow	Shadow Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Shadow analysis is not required for this project. The department prepared the attached Shadow Fan which shows no new shadow on publicly accessible open space(s).	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.10 (a)	Biological Resources	Trees	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must describe location and show on plans the number of trees on, over, or adjacent to the project site, including those significant, landmark, and street trees (see Public Works article 16 for definitions) and those removed and added by the project.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

TABLE 2. REQUIREMENTS FOR AN ACCEPTED APPLICATION

Environmental review fees are required for a complete application.

Please submit both a word and pdf version of any required draft technical studies and scopes of work.

No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Accepted Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
2.11 (b)	Geology and Soils	Requires Geotechnical Study with foundation recommendations and that addresses seismic hazard zones, if applicable to the site	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project would add more than 500 square feet outside of its current footprint and involves new residential construction. Therefore, the project sponsor must submit a Geotechnical Study prepared by a qualified civil or geotechnical engineer with foundation recommendations.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.12 (a)	Hazardous Materials	Subject to Health Code article 22 (Maher Ordinance)	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The proposed project would require the excavation and removal of more than 50 cubic yards of material and debris on a site located on the Maher map for hazardous materials. The project sponsor must submit a copy of the Maher Application with proof of receipt from the department of public health. More information is found here: http://www.sfdph.org/dph/EH/HazWaste/hazWasteSiteMitigation.asp .	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.12 (b)	Hazardous Materials	Requires consultant-prepared Phase I Environmental Site Assessment	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project site is currently occupied with an auto repair use and proposes residential and childcare uses. In addition, the project requires a building permit and would require greater than 50 cubic yards of soil disturbance within the Maher map, and is subject to Article 22. The project sponsor must submit a Phase I Environmental Site Assessment.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.13	Additional	Construction Information	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must provide the estimated length of the construction duration as well as construction equipment horsepower and estimated hours of operation. Use Standard Construction Equipment List (attached).	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

Abbreviations:

SFMTA: San Francisco Municipal Transportation Agency

TABLE 3. POST-ACCEPTED APPLICATION REQUIREMENTS ²

No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
3.2	Archeology	Preliminary archeological review	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Department will conduct a preliminary archeological review. Project sponsor must provide detailed information, including sections, on proposed soils-disturbing activities, such as grading, excavation, installation of foundations, soils improvement, and site remediation. Project sponsor must submit any available geotechnical/soils or phase II environmental site assessment. The preliminary review could result in the requirement of a technical study.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.3(a)	Transportation	Sidewalk dimensions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must provide existing and proposed sidewalk dimensions, taking into account presence and general location of physical structures.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.3(b)	Transportation	Intersection improvements	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must describe the location and type of existing and proposed intersection curb ramps, intersection crossing treatments (e.g., crosswalks), or traffic control devices (e.g., stops signs, gates, signals).	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.3(c)	Transportation	Overhead wires	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must describe location and type of overhead wires (e.g., Muni, PG&E).	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.3(d)	Transportation	Programmatic features – external to buildings	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must describe childcare pick-up and drop-off plan.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

² Project sponsor must submit these materials after the department deems the project application accepted.

TABLE 3. POST-ACCEPTED APPLICATION REQUIREMENTS ²

No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Application Requirements	(For Dept. use upon submittal of Project Application) Accepted
3.4(d)	Transportation / Noise / Air Quality	Operation – waste facilities	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must describe and provide plans of the location and dimensions of rooms for compost, recycling, and waste.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.6(b)	Hydrology and Water Quality	Stormwater and sewer management	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must describe stormwater retention, detention, infiltration, and treatment features proposed to meet requirements of Stormwater Management Ordinance .	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.7(a)	Hazardous Materials	Requires consultant-prepared phase II environmental site assessment	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> TBD	The department of public health will review the phase I assessment to determine if the project sponsor must conduct a final phase II assessment or site characterization.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

Abbreviations:

CEQA: California Environmental Quality Act

EIR: Environmental Impact Report

(Continues)

TABLE 4. ADDITIONAL INFORMATION

No.	Environmental Topic	General Description	Applicable to Proposed Project	Notes / Links
4.1	General	Resources	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Please see the following links for additional resources that may inform the environmental analysis: https://sfplanninggis.org/pim/ http://sfplanninggis.org/TIM/ http://sfplanninggis.org/Pipeline/

Attachments:

- Transportation Study Determination Form
- Transportation Study Scope of Work Checklist
- Preliminary Shadow Fan
- Construction Equipment List



Date: December 21, 2020
To: Transportation Staff
From: Lauren Bihl

RE: Transportation Study Determination Request

Record No.: 2020-010789PPA, 5500 Mission Street
Neighborhood: Outer Mission
Zoning: NCD (Excelsior Outer Mission Street Neighborhood Commercial District)
Area Plan: N/A

Attached is information regarding the above project for which a determination of whether a transportation study (TS) is or may be required.

Helpful Links:

- SF Transportation Information Map (TIM): <https://sfplanninggis.org/tim/>
- SF Travel Demand estimate webtool: <http://sftraveldemand.sfcta.org>
- Caltrans Interactive Highway Map:
<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=04efb9a9f14c4da2aabd9ce36b7dda48>
- Development Pipeline Map: <http://sfplanninggis.org/pipeline/>

Environmental Coordinator completes this section:

To facilitate this determination, please fill-in the appropriate boxes below and save the requested information in M-Files (PPA or ENV record number for project). Email the record number with the Transportation Study Determination request form to CPC.TransportationReview@sfgov.org

Project Description & Transportation-Related Notes:

	Existing	Net Change	New Total	Notes
Street Frontage(s) (Street Names)	Foote Ave: 105' – 3" Mission St: 80'			
Residential Units (Total)	0	+24	24 units	1-bedrooms: 6 2-bedrooms: 15 3-bedrooms: 3
Retail/Commercial GSF (note ground floor vs. elsewhere; Hotel)	0	+6,591 GSF	6,591 GSF	Project proposes childcare center on ground level
Office GSF	0	0	0	
Industrial/PDR GSF	2,945 GSF	-2,945	0	Project proposes to demolish existing one-story industrial

				building
Other (e.g. medical, cultural, etc.) GSF	0	0	0	
On-Street Vehicle Parking (# of spaces or linear feet) & Street Name	Footo Ave: 72' (4 spaces) Mission St: 62' (3 spaces)	Footo Ave: +33' Mission St: -60'	Footo Ave: 105' (5 spaces) Mission St: 2' (0 spaces)	All existing curb cuts would be removed, but a 60' passenger loading zone is proposed on Mission
Off-Street Vehicle Parking Spaces (number)	0	0	0	
Off-Street Loading Spaces (number)	0	0	0	
On-Street Passenger Loading Space (linear feet of white color curb) & Street Name	0	Mission St: +60'	Mission St: 60'	Project proposes one passenger loading space on Mission
On-Street Commercial Loading Space (linear feet of yellow color curb) & Street Name	0	0	0	
Curb Cut (linear feet) & Street Name	Footo Ave: -15' and -18' (Project proposes to remove all existing curb cuts) Mission St: -18'			
<p>Additional Notes:</p> <p>The only change the project would make to the public right-of-way would be to add 6 class 2 bicycle parking spaces along Mission Street.</p> <p>Other notable transportation details. The project site is not located within 300 feet of a fire, hospital, or police station. Mission Street is considered a high-frequency corridor and there is an inbound and outbound stop for the 14R, 14, and 49 Muni lines within 150 feet of the site on Mission. Mission Street is part of the High Injury Network and is also classified as Transit Oriented within the Transit Preferential Streets from the General Plan.</p>				

Note: Sometimes applicants propose changes to project descriptions for development projects. If there is a substantial change in the project description after a TS Determination has been made, please consult with transportation staff (Transportation Office Hours on Thursdays from 2:00 to 3:00 pm, or during TS Determination on Wednesdays from 3:00 to 4:00 pm). Substantial changes will require a new TS Determination to be submitted.

- ☒ Would the project include a unique land use such as a recreational facility, concert venue, childcare facility, school, homeless navigation center, or large land use such as Pier 70, seawall lot, etc.? (SF Travel Demand data output¹ not required for a TS Determination Request)

1 If the project proposes a land use for which trip generation rates are not included in the *SF Transportation Impact Analysis Guidelines* (SF Travel Demand webtool), consult with transportation staff, and note specific transportation issues related to project.

- ☒ Would the project potentially add 50 or more dwelling units, or 5,000 square feet or more of non-residential uses, or 20 or more off-street vehicular parking spaces? (SF Travel Demand data output is required for a TS Determination Request) ground-floor childcare facility is 6,591 sf
- ☒ Would the project add a childcare facility or school, or intensify a childcare facility or school?
- # of students or children: Existing: 0 Net New: _____ Total: _____
- # of square feet: Existing: 0 Net New: 6,591 sf Total: 6,591 sf
- ☐ Would project result in 300 project vehicle trips during the a.m. or p.m. peak hour? No. The project would result in 31 vehicle trips during the p.m. peak hour. See Travel Demand web tool output (attachment A).
- ☒ Would the project make alterations to Muni, or Other Regional Transit Agencies, or Public Works' public right-of-way, such as relocate, add, or remove a bus stop; propose a new color curb; remove an existing color curb; propose a use on public right-of-way such as reducing sidewalk width, remove or add a travel lane (including turn pockets), remove a parking lane, add a new street, add or remove a traffic signal, etc.?
- ☐ Would the project be located within 300 feet of a Caltrans right-of-way or be adjacent to a regional transit stop? (Review the Interactive Highway Map (link above) and the "Transit" tab in [TIM](#) to look up this information. Note: all highway ramps leading to these facilities are also within Caltrans jurisdiction.)
- ☒ Would the project include any frontage on a street designated on the high-injury network?
If so, which street? (Review the "Safety" tab in [TIM](#) to look up this information) This part of Mission Street is considered part of the high-injury network.
- ☐ Would the project exceed the amount of off-street vehicular parking permitted:
- ☐ By right? or
- ☐ With a Conditional Use Authorization as per the Planning Code?
- ☐ Would the project exceed the Vehicle Miles Traveled (VMT) and vehicular parking map-based screening criteria? Review the "Vehicles & Parking" tab on [TIM](#) to ensure that it is located in an area that exhibits Regional Average VMT minus 15% based on the proposed principal use.
- ☒ Additional screening criteria for VMT: Does the project contain the following features? (check this box if *either* of the boxes below are checked)
- ☐ Does the project qualify as a "small project"? or
- ☒ Is the project site in proximity to a transit station? (must meet all four sub-criteria)
- Located within one-half mile of an existing major transit stop; and
 - Would have a floor area ratio greater than or equal to 0.75; and
 - Would result in an amount of vehicle parking that is less than or equal to that allowed by the Planning Code without a Conditional Use Authorization; and
 - Is consistent with the Sustainable Communities Strategy?
- ☐ Does the project contain transportation elements? (check this box if either of the boxes below are checked)

- ☐ Does the project qualify as an “active transportation, rightsizing (also known as ‘Road Diet’) and Transit Project”? or
- ☐ Does the proposed project qualify as an “other minor transportation project”?

- ☐ Would the project exceed the transportation-related construction screening criteria? (Check this box if either 1b, 1c, or 1d and 2b or 2c are filled-in)

1) Project Site Context

- ☒ (a) Information unavailable; or
- ☐ (b) Amount of excavation would be more than two levels below ground surface; and/or
- ☐ (c) Amount of demolition would result in more than 20,000 cu yards of material removed from the site.
- ☐ (d) Presence of transportation facility used by a substantial number of people would require closure or substantial relocation. For example, the project would close off a street used by public transit or emergency service operators.

Notes: _____

2) Construction Duration and Magnitude

- ☒ (a) Information unavailable; or one of the options below:
- ☐ (b) Construction is anticipated to be completed in 30 months or more.
- ☐ (c) Construction of project would be multi-phased (e.g., construction and operation of multiple buildings planned over a long time period)

Notes: _____

SDAT Criteria that would require review by the Street Design Advisory Team

Check the appropriate box(es) if the project involves any of the following:

Better Streets Plan required per Planning Code [138.1](#):

- ☐ On a lot greater than one-half acre; or
- ☐ Includes more than 50,000 gross square feet (per PC sec. [102](#)) of new construction; or
- ☒ Contains 150 feet (or more) of lot frontage on one or more public rights-of-way; or
- ☐ Frontage encompasses the entire block face between the nearest two intersections with any other publicly accessible right-of-way
- AND**
- ☒ New construction of 10 or more dwelling units; or
- ☐ New construction of 10,000 gross square feet or greater of non-residential space; or
- ☐ Addition of 20% or more of gross floor area to an existing building; or
- ☐ Change of use of 10,000 gross square feet or greater of a PDR use to non-PDR use
- ☒ Other: (e.g., curb line modification, shared street, high-injury network, etc.)

UDAT Criteria that would require review by the Urban Design Advisory Team

Check the appropriate box if the project involves any of the following:

- ☐ Development proposes new porte cochere or other type of off-street sidewalk level vehicular driveway, typically used for passenger loading/unloading, between the building and the public right-of-way; or
- ☐ Development is seeking an exception for off-street loading (freight, service, or tour bus) requirements; or
- ☐ Development is seeking a conditional use for additional vehicular parking; or
- ☐ Development is proposing vehicular parking for non-accessory uses (i.e., private or public parking garage/lot); or
- ☐ Development is proposing greater than 50 vehicular parking spaces for residential and office uses or greater than 10 vehicular parking spaces for retail uses; or
- ☐ Development is proposing to retain or alter an existing curb cut, but with increased vehicular activity (i.e., greater than 50 vehicular parking spaces for residential and office uses or greater than 10 vehicular parking spaces for retail uses); or
- ☒ **Development triggers large project requirements of Planning Code section 138.1 (Better Streets Plan);** or
- ☐ Development is proposing a new curb cut within 15 feet of another curb cut, greater than 15 feet in width for dual-lane vehicular parking garages, greater than 24 feet in width for dual-lane large truck loading bays, a combined parking/loading curb cut greater than 27 feet, or a total of more than 30 feet of curb cuts (e.g., multiple driveways); or
- ☐ Development is proposing a new curb cut along a street identified within Planning Code section [155\(r\)\(1\)\(2\)\(3\)\(4\)\(5\)](#). Please review the “Ped & Bike” tab in [TIM](#).

Transportation Study Determination Team completes this section:

Please indicate the determination of whether a transportation study is required below.

PPA Record (check all that are applicable):

- ☐ Consultant-prepared Complex Transportation Study/Section, or Site Circulation Study, is not likely required
- ☐ Consultant-prepared Complex Transportation Study/Section is likely required (see Scope of Work Checklist)
- ☐ Consultant-prepared Site Circulation Study (e.g., School) is likely required (see Scope of Work Checklist)
- ☒ Transportation Planner Coordination is likely required (see Scope of Work Checklist)
- ☒ SFMTA Consultation (development proposes changes to the length and location of a passenger color curb)

Reason for TS determination:

- ☐ Low p.m. peak volume of vehicle trips compared to existing conditions.
- ☒ Other: The project has the potential to create significant impacts related to hazardous conditions for people walking, bicycling, or driving because of the large increase in passenger loading demand associated with the ground-floor childcare center.

Environmental Coordinator / Assigned Planner: Please review all comments in the next two pages.

Determined by:

Date:

Lauren Bihl

1/12/2021

Comments to Sponsor Regarding the CEQA Transportation Review (check all that are applicable):

- ☐ The Department has determined that this is a complex project. Complex projects are multi-phased, require a large infrastructure investment, include both programmatic and project-level environmental review, or are of statewide, regional, or area-wide significance as defined in CEQA. A list of three consultants will be provided to the applicant.
- ☐ The Department has determined that this is a regular project or a project that requires site circulation. Site circulation or regular projects are projects that require analysis of one or more transportation topics within a geographic area that may include the project block or extend beyond the project block. Project sponsors may select any consultant from the pool for regular projects.
- ☐ Please submit the Transportation Study fee [\$27,310] payable to the San Francisco Planning Department ("Transportation Review or Study" fee) and address the payment to Virna Byrd.
- ☒ Please submit the Site Circulation Review fee [\$9,916] payable to the San Francisco Planning Department ("Transportation Review or Study" fee) and address the payment to Virna Byrd.
- ☐ Please submit the SFMTA \$15,500 Complex Transportation Review fee payable to the SFMTA.
- ☒ Please submit the SFMTA \$3,050 Site Circulation Review fee payable to the SFMTA.
- ☐ Please submit the SFMTA \$1,000 Development Project Review fee payable to the SFMTA.

The contact person at SFMTA responsible to receive these fees is:

SFMTA Revenue Section
Attn: David Kim
One South Van Ness Avenue, 8th Floor
San Francisco, CA 94103
Phone: (415) 646-2192 or David.Kim@sfmta.com

Additional Comments to Sponsor:

- ☒ Please provide two separate checks for payment.
- ☐ Other: _____

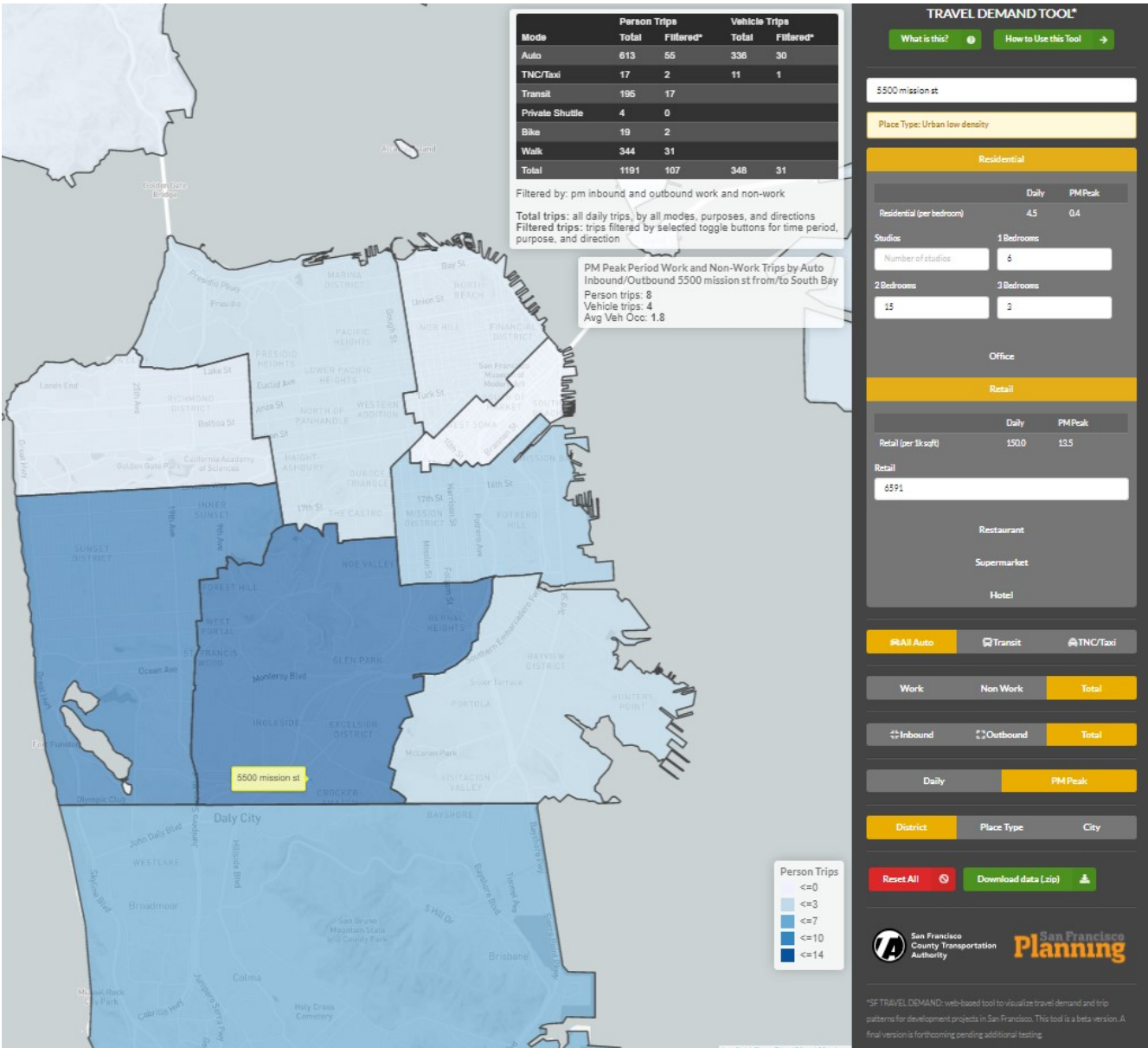
Comments to Staff (check all that are applicable):

- ☐ ENV / EP Transportation Planner should conduct a site visit to identify any potential hazards for people walking, bicycling, riding transit, or driving.
- ☒ ENV/PPA or EP Transportation Planner should bring this project to SDAT.
- ☐ ENV/PPA or EP Transportation Planner should bring this project to UDAT.
- ☐ ENV Planner / EP Transportation Planner should coordinate with Caltrans on:
- ☒ ENV Planner / EP Transportation Planner should attend Color Curb Office hours: _____
- ☐ ENV Planner / EP Transportation Planner should coordinate with Other Transit Agencies on:

Additional Comments to Staff:

ATTACHMENT A

TRAVEL DEMAND TOOL





Date: January 21, 2021

To: Lauren Bihl, PPA Environmental Planner

From: Transportation Determination Team (Lauren Bihl, Jenny Delumo, & Ryan Shum)

**RE: Transportation Study Scope of Work Checklist
Record No. 2020-010789PPA, 5500 Mission Street**

The following is a list of items that we anticipate will be required for the analysis in this transportation study. Some of these items may require further consultation with Environmental Planning staff during scoping of the transportation study.

Travel Demand

- ☒ Estimate (a.m. / p.m. / other time peak hour / daily) person and vehicle trips
- ☐ Trip Distribution of (a.m. / p.m. / other time peak hour) person trips and vehicle trips
- ☒ Estimate peak hour commercial (freight and delivery service) loading demand
- ☒ Estimate (peak hour and one-minute of the 15-minute peak of the peak hour) passenger loading demand
- ☐ Estimate (peak hour / other time peak hour / daily) vehicular parking demand
- ☐ Different travel demand (travel demand for near-term baseline and/or cumulative) conditions. Describe reasons why:

- ☐ Other (e.g., private shuttle; trip credits for existing use) _____

Walking/Accessibility

- ☐ Qualitatively assess whether project would create potentially hazardous conditions for people walking. Describe elements of analysis briefly:

- ☐ Qualitatively assess whether project would interfere with accessibility of people walking to and from the project site and adjoining areas. Describe elements of analysis briefly:

- ☐ Qualitative Cumulative analysis. Describe elements of cumulative analysis briefly:

Bicycling

- ☐ Assess whether project would create potentially hazardous conditions for people bicycling. Describe elements of analysis briefly:

- ☐ Qualitatively assess whether project would interfere with accessibility of people bicycling to and from the project site, and adjoining areas. Describe elements of analysis briefly:

- ☐ Qualitative Cumulative analysis. Describe elements of cumulative analysis briefly:

Public Transit

- ☐ (Qualitative / Quantitative) Assess whether project would substantially delay public transit. Describe elements of analysis briefly (e.g., transit lines):

- ☐ Qualitatively assess if project would create potentially hazardous conditions for public transit operations. Describe elements of analysis briefly:

- ☐ Qualitative and/or Quantitative Cumulative analysis. Describe elements of cumulative analysis briefly:

Emergency Access

- ☐ Qualitatively assess whether project would result in inadequate emergency access. Describe elements of analysis briefly:

- ☐ Qualitative Cumulative analysis. Describe elements of cumulative analysis briefly:

Loading

- ☒ Quantitatively assess whether project would result in a loading deficit. Describe elements of analysis briefly:
[prepare loading demand per Travel Demand section above](#)
- ☒ If there is a loading deficit, qualitatively assess whether the secondary effects of that deficit would substantially delay public transit or create potentially hazardous conditions for people walking, bicycling, or driving.
- ☒ Qualitative and Quantitative Cumulative analysis. Describe elements of cumulative analysis briefly:
[analyze nearby projects, including those listed below, and any identified by the environmental planner](#)

Vehicle Miles Traveled (VMT) / Induced Automobile Travel

- ☒ Senate Bill 743 Checklist will be completed to confirm no induced vehicle trips¹
- ☒ Map-based VMT analysis to confirm no substantial additional VMT
- ☐ Detailed VMT analysis. Describe approach and reasons why:

- ☐ Describe other analysis approach and reasons why:

- ☐ Qualitatively and Quantitatively assess whether project would substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network. Describe elements of analysis briefly:

Driving Hazards

- ☐ Qualitatively assess whether project would create potentially hazardous conditions for people driving. Describe elements of analysis briefly:

- ☐ Qualitative Cumulative analysis. Describe elements of cumulative analysis briefly:

Construction

- ☐ Describe whether project would require a substantially extended duration or intense activity.
- ☐ Qualitatively assess whether project would create potentially hazardous conditions for people walking, bicycling, driving, or riding public transit. Describe elements of analysis briefly:

- ☐ Qualitatively assess whether project would interfere with emergency access or accessibility for people walking or bicycling; or substantially delay public transit. Describe elements of analysis briefly:

- ☐ Qualitative Cumulative analysis. Describe elements of cumulative analysis briefly:

Vehicular Parking

- ☐ Quantitatively assess whether project would create a substantial parking deficit.
- ☐ If there is a deficit, qualitatively assess whether the secondary effects of the deficit would create potentially hazardous conditions for people walking, bicycling, or driving (e.g., due to parking use or configuration). Describe elements of analysis briefly:

¹ Planning Department transportation planner will provide the checklist to the consultant upon request.

- ☐ If there is a deficit, qualitatively assess whether the secondary effects of the deficit would interfere with accessibility for people walking or bicycling or inadequate access for emergency vehicles or substantially delay public transit (e.g., due to parking use or configuration). Describe elements of analysis briefly (e.g., transit lines):
-

- ☐ Qualitative and Quantitative Cumulative analysis. Describe elements of cumulative analysis briefly:
-

Other

- ☐ Analyze project variant(s). Describe reasons briefly:
-

- ☐ Near-term Baseline analysis. Describe reasons briefly and list near-term Baseline projects:
-

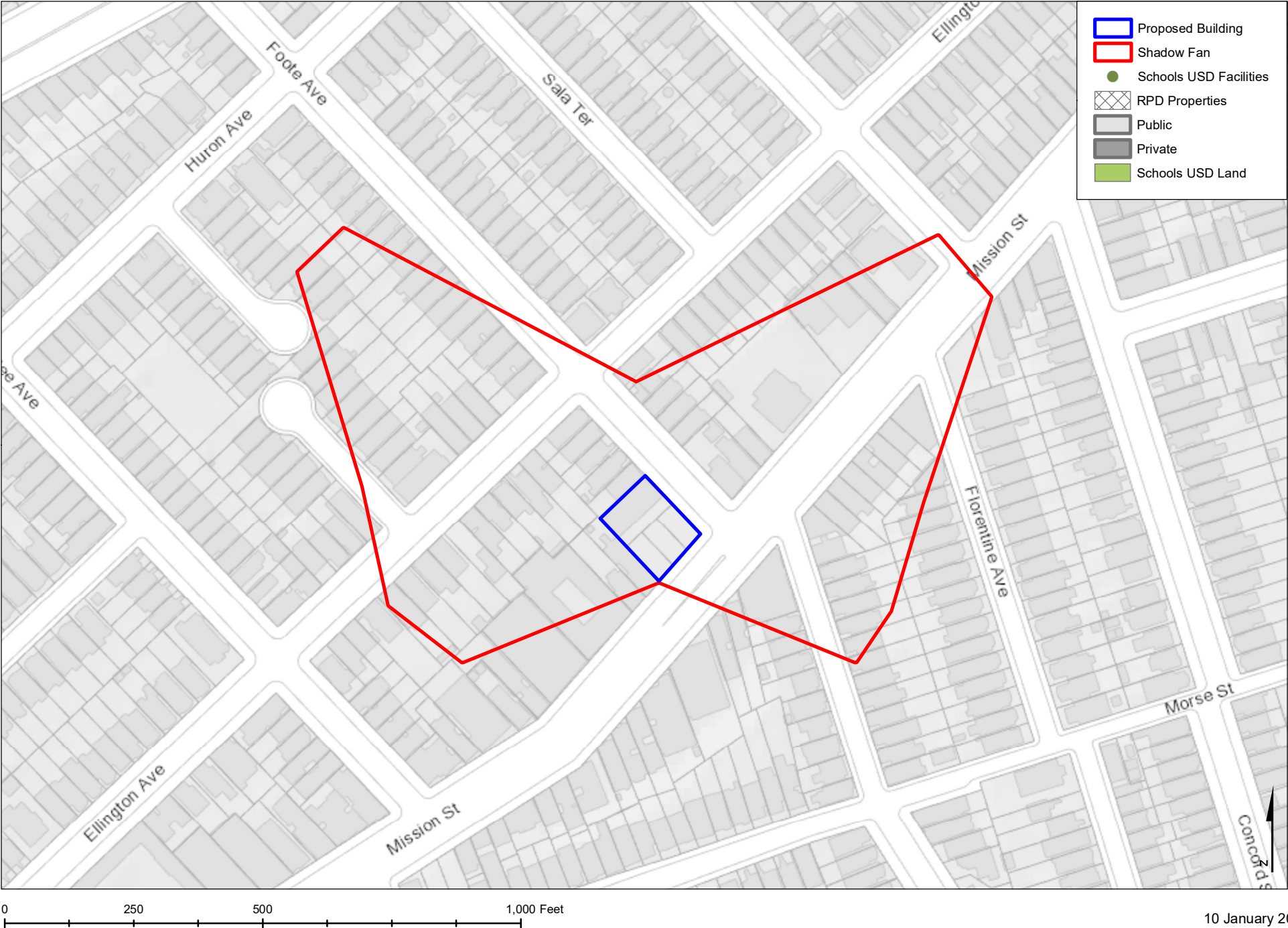
- ☐ Determine applicability of mitigation measures from prior EIR (e.g., Area Plan). List Area Plan EIR:
-

- ☐ Cumulative projects: (list may be subject to change) 5425 Mission St, 0 Guttenberg St

Warrants SFMTA staff consultation or review during the CEQA transportation review process:

- ☐ Streetscape changes to the publicly accessible right-of-way beyond those of Planning Code Section 138.1(c)(2). Including:
- A new street;
 - Traffic control devices changes (e.g., stop signs, signals, etc.);
 - Roadway dimension changes or restriping (e.g., lane removal or addition, lane width reduction or expansion, addition of bicycle facilities, one-way to two-way, etc.);
 - Mid-block crossings for people walking
- ☐ Development is proposed along a street with a future (i.e., under construction or reasonably foreseeable) streetscape project that includes curb extensions, bicycle facilities, or transit service or facilities;
- ☐ Development proposes changes to the location of physical features of public transit stop;
- ☐ Development proposes changes to public transit service;
- ☐ Development proposes to operate private shuttle bus service;
- ☒ Development proposes changes to the length, location, and hour restrictions to color curb designations or metered vehicular parking;
- ☐ Development is proposing more than 150 vehicular parking spaces for accessory uses or more than 50 vehicle parking spaces for non-accessory uses (i.e., private or public parking garage/ lot);
- ☐ Development is proposing an event center or regional-serving entrainment venue;
- ☐ Other: _____

Preliminary Shadow Fan - 5500 Mission St (2020-010789PPA)
45 ft building height + approx. 15 ft in penthouses = 60 ft in total height





PROJECT CONSTRUCTION INFORMATION

Project sponsor or representative: Please provide the following construction information and complete Tables 1 and 2 using the best available information.

1. Project address:
2. Total construction duration (number of months or weeks):
3. Foundation type:
4. Total area of soil disturbance (square feet):
5. Total excavation amount (cubic yards):
6. Maximum depth of excavation, including foundations (feet below ground):

Table 1: Construction Information by Phase

Construction Phase	Definition	Associated Schedule by Start (MM/YY) to End (MM/YY)	Total Acres Disturbed	Cubic Yards of Soil Disturbed
Demolition	Involves tearing down of buildings or structures – <i>Identify square footage of building(s) to be demolished</i>			
Site Preparation	Involves clearing vegetation (grubbing and tree/stump removal) and stones prior to grading			
Grading	Involves the cut and fill of land to ensure the proper base and slope for the construction foundation			
Building Construction	Involves the foundation and shoring work			
	Involves the construction of structures and buildings			
Architectural Coating & Finishing	Involves the application of coatings to both the interior and exterior of buildings or structures			
Paving	Involves the laying of concrete or asphalt such as in parking lots or roads			

Table 1: Construction Information by Phase

Construction Phase	Definition	Associated Schedule by Start (MM/YY) to End (MM/YY)	Total Acres Disturbed	Cubic Yards of Soil Disturbed
Other	Provide a general description if the phase does not fit within the above definitions			

Table 2: Construction Equipment List

Equipment Type	Associated Horsepower (if available)	No. of Equipment	Associated Construction Phase	Total Number of Days or Weeks in Construction Phase
Aerial Lifts				
Air Compressors				
Bore/Drill Rigs				
Bulldozer (Small)				
Bulldozer (Large)				
Caisson Drilling				
Cement and Mortar Mixers				
Clam shovel drop (slurry wall)				
Concrete/Industrial Saws				
Cranes				
Crawler Tractors				
Crushing/Processing Equipment				
Dumpers/Tenders				
Excavators				
Forklifts				
Generator Sets				
Graders				
Hoe Ram				
Hydromill (slurry wall)				
Jackhammer				
Loaded Trucks				
Off-Highway Tractors				
Off-Highway Trucks				
Other Construction Equipment				
Other General Industrial				

Table 2: Construction Equipment List

Equipment Type	Associated Horsepower (if available)	No. of Equipment	Associated Construction Phase	Total Number of Days or Weeks in Construction Phase
Equipment				
Other Material Handling Equipment				
Pavers				
Paving Equipment				
Pile Driver (impact)				
Pile Driver (sonic)				
Plate Compactors				
Pressure Washers				
Pumps				
Rollers				
Rough Terrain Forklifts				
Rubber Tired Dozers				
Rubber Tired Loaders				
Scrapers				
Signal Boards				
Skid Steer Loaders				
Surfacing Equipment				
Sweepers/Scrubbers				
Tractors/Loaders/Backhoes				
Trenchers				
Vibratory Roller				
Welders				

Additional Notes & Construction Information:

San Francisco's residents, employees, and visitors benefit the most from project designs that are innovative, thoughtful and well-coordinated early in the development process. As sponsors refine their projects based on comments in this PPA letter, they should also consider how to implement the policies and regulations below. Project sponsors are advised to work with the relevant City agencies listed below to confirm details and potential updates.

ENVIRONMENTAL SUSTAINABILITY

- 1. Green Building, Climate, and Energy.** San Francisco has committed to achieving net-zero greenhouse gas emissions (GHGs) by 2050, aligning with other global cities in support of the Paris Climate Accords. Today, almost half of local GHGs come from buildings. The San Francisco [Green Building Code](#) (GBC) outlines LEED certification and other green building requirements. Projects are encouraged to work with Planning, SF Environment (SFE) and the Department of Building Inspection (DBI) to determine how to meet or exceed GHG requirements. Potential strategies include passive design; renewable energy generation, all-electric systems, and 100% green (GHG-free) power purchases. Visit sfenvironment.org/buildings-environments/green-building for more information.
- 2. Better Roofs.** The Better Roofs Ordinance requires projects to install solar power (photo voltaic and/or solar thermal systems) on at least 15% of cumulative roof area, living (green) roofs on 30%, or a combination of both. The Better Roofs program provides guidance to meet or exceed these requirements, which can also support a variety of other sustainability goals. Please see <http://sf-planning.org/san-francisco-better-roofs> for more information, including the Planning Department's Living Roof Manual.
- 3. Clean Energy.** San Francisco City Administrative Code Article 99 requires the San Francisco Public Utilities Commission (SFPUC) to consider providing 100% greenhouse gas-free electric service (Hetch Hetchy power) for all eligible new development, including large infill buildings and redevelopment projects typically over 50,000 square feet or with substantial electrical loads. Smaller private projects can take advantage of other SFPUC clean power programs, including CleanPowerSF and GoSolarSF. To apply for GHG-free electricity or for more information, contact HHPower@sfgwater.org or visit <https://sfgwater.org/index.aspx?page=1209>.
- 4. Stormwater.** Any project disturbing 5,000 square feet or more of ground surface is subject to the Stormwater Management Ordinance. Applicable projects must prepare a Stormwater Control Plan and a signed maintenance agreement, which must be approved by the SFPUC before site or building permits may be issued. Projects are encouraged to focus on green infrastructure (e.g. open space, rooftop, sidewalk treatments) that maximizes co-benefits for other sustainability requirements. For more information, contact stormwaterreview@sfgwater.org or visit <http://sfgwater.org/sdg>.
- 5. Flood Notification.** Applicants for building permits for new construction, change of use or occupancy, or major alterations or enlargements must initiate contact with the SFPUC to determine whether the project would result in ground-level flooding during storms. Project sponsors may be required to include measures to ensure positive sewage flow, raise entryway elevation, and/or special sidewalk construction and deep gutters. Side sewer connection permits need to be reviewed and approved by the SFPUC at the beginning of the review process for all permit applications submitted to SF Planning or DBI. For more information visit: <https://sfgwater.org/index.aspx?page=1316>.
- 6. Water.** A hydraulic analysis will be required to confirm the adequacy of the water distribution system for proposed new potable, non-potable, and fire water services. If the current distribution system pressures

and flows are inadequate, the project sponsor will be responsible for any capital improvements required to meet the proposed project's water demands. To initiate this process, please contact the SFPUC Customer Service Bureau at 415-551-2900 or contact cddengineering@sfwater.org. The project sponsor will be required to design all applicable water facilities, including potable, fire-suppression, and non-potable water systems, to conform to the current SFPUC City Distribution Division (CDD) and San Francisco Fire Department (SFFD) standards and practices. For more information, visit: <https://sfwater.org/index.aspx?page=574>.

7. **Residential Water Submetering.** New multi-family residential buildings are required to comply with residential water submetering requirements set forth in the California Water Code (Division 1, Chapter 8, Article 5, Section 537-537.5) by Senate Bill 7 and enforced in San Francisco by the SFPUC. As a condition of the site permit issuance and water service, applicable site plans must indicate that each dwelling unit will be submetered. The SFPUC will review plans for compliance only for projects that apply for a site permit from DBI and for new water service from SFPUC after January 1, 2018. For more information on this requirement, visit <https://sfwater.org/reqs/submetering>.
8. **Refuse Collection and Loading.** All buildings must include spaces for collecting and loading recycling and composting in common and private areas. Composting and recycling must be as or more convenient than waste disposal. Design and implementation assistance is available from the San Francisco Department of the Environment's Zero Waste Team by calling 415-355-3700 or visiting <https://sfenvironment.org/recycling-composting-faqs>.
9. **Biodiversity.** The San Francisco Biodiversity Resolution establishes biodiversity as a citywide priority to elevate the conservation and stewardship of local native species and habitats. Projects are encouraged to support the City's vision of climate-resilient ecosystems by amplifying greening throughout all public spaces, yards, rooftops, and facade walls. Please see the City's Plant Finder tool to identify native species most appropriate for your project: www.sfplantfinder.org.

TRANSPORTATION

10. **Bike Share.** The region is expanding its Bike Share Program, including many new Bike Share Stations throughout San Francisco and the introduction of electric options. Projects should consider any existing or planned bikeshare stations nearby and receive TDM points for subsidizing bike share memberships. For more, visit <https://www.lyft.com/bikes/bay-wheels/expansion>.

NEIGHBORHOOD CONTEXT

The proposed project site is located on a block bounded by Mission Street, Foote, Ellington, & Naglee Avenues in the Excelsior neighborhood. It is currently occupied by an auto repair facility. This stretch of Mission Street has a decidedly mixed visual character with predominantly two to three story buildings in a combination of older historic styles and non-descript mid-century buildings. Ground floor uses are interspersed storefronts and residential entries. Building setbacks vary, creating an inconsistent streetwall and streetscape character.

COMPLIANCE WITH DESIGN GUIDELINES

Due to its type or location, the project is required to comply with the following design guidelines:

Urban Design Guidelines	
GUIDELINES NOT CURRENTLY MET	RECOMMENDATIONS FOR COMPLIANCE
<i>S2 Harmonize Relationships between Buildings, Streets, and Open Spaces</i>	<i>Relocate Childcare play area / open space to ground level to reduce noise and privacy impacts to adjacent RH-1 rear yards, as well as to provide buffer from proposed private residential decks.</i>
<i>A6 Render Building Facades with Texture and Depth</i>	<i>Provide high-quality durable materials; if fiber cement product is used, it should be highly-textured and integral color. Consider textured alternatives to panelized products. Provide fenestration details /cross sections in future submittals.</i>
<i>A8 Design Active Building Fronts</i>	<i>Express the ground floor storefront horizontally, incorporating bulkhead, transom and/or other traditional active frontage elements. Remove raised planters. Per SDAT request, shift Childcare entry to Foote Ave. frontage. Increase glazing at corner to improve visibility of childcare entry on Foote from sidewalk along Mission Street.</i>

The extent of project documentation and architectural detail provided in the PPA submission is limited. The comments above are based only on information to date; further design review will be provided on subsequent submission. In particular, it is expected that facades will express texture and depth, and will feature high-quality, durable materials and fenestration compatible with the character of the neighborhood. Thorough review of the submission requirements for the next stage is recommended to ensure documentation is complete.

For a full list of guidelines that may apply to this site, refer to the “Design Guidelines” link under the zoning tab when researching the property on the Planning Department’s Property Information Map.

STREET DESIGN REVIEW

The Street Design Advisory Team (SDAT) is an inter-agency review body that provides street design guidance for projects subject to the streetscape and pedestrian improvement requirements established in the Better Streets Plan, or any project proposing work in the public right-of-way. SDAT includes representatives from The Planning Department, Department of Public Works, Municipal Transportation Agency (SFMTA), San Francisco Fire Department (SFFD), and the San Francisco Public Utilities Commission (SFPUC). SDAT reviewed the proposed project on **December 7, 2020** and provides the following comments:

Site Conditions

(See Transportation Info Map <http://sftransportationmap.org>)

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

Conditions Requiring Street Design Review

- ☒ Planning Code 138.1 (required streetscape improvements per the Better Streets Plan)
- ☐ Vision Zero

Based on the information provided in the PPA Application:

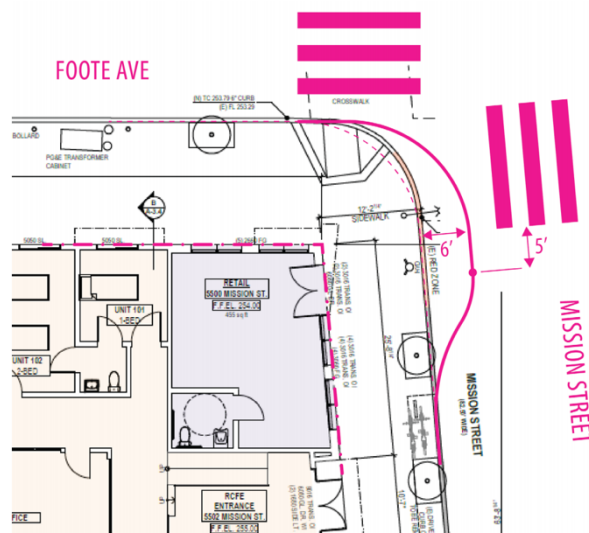
- ☐ **Development Application will not require SDAT review.**
- ☒ **Development Application will require SDAT review.** The proposed project will require SDAT review upon submittal of the first Development Application. Any Development Application for a project requiring SDAT review shall include the required elements for a Streetscape Plan outlined in the Plan Submittal Guidelines here: http://forms.sfplanning.org/Plan_Submittal_Guidelines.pdf

REQUIRED STREETScape FEATURES

Based on a preliminary interagency review, SDAT anticipates the project would be required to install the following streetscape features. Be aware that these recommendations are subject to change.

1. Bulbout (required per Planning Code Sec. 138.1)

- The project is required to install a wrap-around bulb-out at the intersection of Mission Street and Foote Street. The bulb-out should project 6' into both the Mission and Foote Street ROWs.
- The portion of the wraparound bulbout projecting into both Mission and Foote Street ROW shall be designed as a standard bulbout. The curb return tangent point for the bulb-out should start a minimum of 5' from the crosswalk.
- To ensure that bulbouts are sweepable with standard City street sweeper equipment, bulbout curb returns shall conform to SF Public Works' Standard Plan for Curb Bulbs. See: <http://sfpublicworks.org/sites/default/files/87%2C175.pdf>.
- The project is responsible for any utility work associated the construction of the bulb-out including potential work related to the relocation of the high-pressure fire hydrant shut-off valve if needed.



Follow-up	Pre-entitlement/Next SDAT <ul style="list-style-type: none"> Show conceptual ramp locations in future SDAT submittal.
	Pre- or Post-entitlement <ul style="list-style-type: none"> Meet with the Public Works Disability Access Coordinator's Office to ensure ramp designs meet City standards. (Public Works Standard Curb Ramp Plans) Obtain relevant permits from BSM
Contacts	Karina Lairet (karina.lairet@sfdpw.org), Public Works Disability Access Coordinator's Office

2. On-street Loading

- SDAT requests a at least 60' passenger loading zone (including accessible passenger loading) along the Mission Street frontage.
- At least one of the passenger loading zone spaces shall be accessible, which entails providing a curb ramp at the back of the space that could be placed within the bulb-out transition. Additionally, a 19'x8' clear aisle space on the adjacent sidewalk that is free of vertical obstructions is needed for wheelchair lift deployment.
- SDAT requests that the sponsor set up a meeting with Paul Kniha (paul.kniha@sfmta.com), SFMTA Color Curb Program Manager, and Karina Lairet (karina.lairet@sfdpw.org), Associate Engineer with the Public Works Disability Access Coordinator, to discuss the project's loading needs and corresponding accessibility requirements.

Follow-up	<p>Pre-entitlement/Next SDAT</p> <ul style="list-style-type: none"> • Sponsor to submit written statement to Planning expressing intention to follow-up on this item • Sponsor to schedule a meeting with both SFMTA Loading Team & Public Works Accessibility Coordinator to coordinate design of loading zone(s). <p>Post-entitlement (Post-Certificate of Occupancy)</p> <ul style="list-style-type: none"> • Sponsor to apply for on-street loading zones from the SFMTA permits from SFMTA
Contacts	<p>Karina Lairet (karina.lairet@sfdpw.org), Associate Engineer with the Public Works Disability Access Coordinator</p> <p>Paul Kniha (paul.kniha@sfmta.com), SFMTA Color Curb Program Manager</p>

3. Transformer

- If a new electrical power transformer is required by PG&E to provide power to the building, please show the location of the transformer room on the plans for SDAT review. Should the project wish to install an electrical transformer within the public right-of-way, be aware that sidewalk vaults are considered an exception by SF Public Works Bureau of Street Use & Mapping (BSM). The project sponsor will need to work with the Planning Department to generate a written request for this exception along with a Vault Encroachment Permit Application to BSM.

Follow-up	<p>Pre-entitlement/Next SDAT</p> <ul style="list-style-type: none"> • Sponsor to show proposed transformer locations on plans to be submitted and approved by SDAT • Coordinate with SFPUC or PG&E to ensure proposed transformer location meets relevant standards.
Contacts	<ul style="list-style-type: none"> • Transformer Location (ROW v. Private Property): Coordinate with your assigned Current Planner on this item • Transformer Location Technical Feasibility: Coordinate with electrical power utility (SFPUC or PG&E) and Public works BSM.

4. Waste Collection (Requested)

- Please provide trash loading and removal strategy explaining how trash bins will be moved between the trash storage area and the street on pickup days.

Follow-up	Pre-entitlement/Next SDAT <ul style="list-style-type: none"> Sponsor to submit trash loading and removal strategy to SDAT
Contacts	Coordinate Recology to ensure proposed trash strategy is feasible

ADDITIONAL INFORMATION REQUIRED FOR NEXT SDAT REVIEW

- ☐ Existing/proposed curb cuts and curb cuts to be removed
- ☐ Street names
- ☐ Dimensions of existing and proposed sidewalk and curb extensions on plans
- ☐ Dimensions of existing and proposed curb cuts on plans
- ☐ Dimensions of existing and proposed transit stops
- ☐ Site plan with streetscape features (e.g., bulbouts, trees, transit shelters, benches, bike racks)
- ☐ Proposed street tree locations
- ☐ Adjacent ROW widths
- ☐ Locations of existing utility poles and hydrants
- ☐ Turn templates for _____ (e.g., commercial freight & delivery service loading, or bulbout)
- ☐ Curb-to-curb section, including dimensions of tree wells and path of travel
- ☐ Proposed transformer vault location

STANDARD SDAT COMMENTS

For your next SDAT submittal, please review the “Standard SDAT Comments” which can be found on the SDAT website (<https://sfplanning.org/project/street-design-advisory-team>), and include a written statement clarifying that this task has been completed and that all plans are consistent with guidelines/standards enumerated in the “Standard SDAT Comments”.