



PRELIMINARY PROJECT ASSESSMENT

Project Address: 1675 HOWARD ST
Case Number: 2021-004172PPA
Date: September 14, 2021
To: Moni Dosanjh
From: Rich Sucre, Principal Planner, Planning Department
Claire Feeney, Planner II, 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 Claire Feeney, at 628-652-7313 or Claire.Feeney@sfgov.org, to answer any questions you may have about this PPA, or to schedule a follow-up meeting with Planning staff.

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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

	Howard Street Site	Harrison Street Site
Block/Lot(s):	3515/019, 3515/020, 3515/021, 3515/022, 3515/027, 3515/029, 3515/030, 3515/031, 3515/032, 3515/034, and 3515/037	3523/001, 3523/008, and 3523/013
Parcel Area:	188,052 square feet	58,040 square feet
Zoning District(s):	Western SoMa Mixed-Use General (WMUG) Western SoMa SUD	Service/Arts/Light Industrial (SALI) Western SoMa SUD
Height/Bulk District(s):	55-X, 55/65-X	40/55-X
Plan Area:	Western SoMa	Western SoMa

Project Description

The proposal is to renovate portions of an existing Mini Cooper and BMW car dealership, establish new vehicular repair and service facilities, and install parking stackers on existing surface parking lots. The proposal includes two sites, the primary site on Howard Street contains the vehicular show room, car repair facilities, customer parking, and car inventory parking. The secondary site is on Harrison Street has car repair facilities, staff parking, and car inventory parking. The proposal describes two phases of construction, ultimately resulting in an increase from 826 to 917 total parking spaces, 60,640 total square feet of Automotive Repair use, and a decrease to 30,740 square feet of Retail Sales and Service use, which includes the car showroom, sales offices, and related spaces.

Key Project Considerations

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

- 1. Reduce Auto-Oriented Facilities on Neighborhood-Serving Streets.** The subject property falls within the area covered by the [Western SoMa Area Plan](#). The proposal is generally consistent with the recommendations of the plan which encourages the retention and expansion of PDR uses in this area of the plan with the exception of Policy 4.3.4 pertaining to neighborhood streets. The north side of the project fronts on to 12th Street which has been identified as a Neighborhood Serving Street in the plan. As the design develops, staff recommend enhancing the relationship with the sidewalk and providing visual interest with the design of new elements that face onto 12th St. See Appendices C and D for additional design considerations.
- 2. Parking.** At full build out of Phase Two across both sites, there will be 30,470 square feet of Retail Sales and Service use. Per Section 151 and 151.1, the maximum amount of accessory parking spaces is 123. The project proposes a total 691 customer, employee, and inventory parking spaces.

At full build out of Phase Two across both sites, there will be 60,640 square feet of Automotive Service use. Per Section 151 and 151.1, the maximum amount of accessory parking spaces is 41. The project proposes a total of 242 service and repair parking spaces.

If a project exceeds the maximum amount of accessory parking, this parking is considered to be a principal use.

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 (CUA).** To create more parking spaces for the Automotive Service uses at either site, a Conditional Use Authorization is required from the Planning Commission to entitle this parking as a primary use.
 - a. Automobile Parking Garage is an allowable use at the Howard Street site. You may propose to get a CUA and construct a new parking garage, subject to the requirements of the Planning Code including, but not limited to, Sections 145, 155, 303, 303(t), and 844.
 - b. Automobile Parking Garage or Automobile Parking Lot uses are both allowable at the Harrison Street site with a CUA. You may propose to get a CUA and establish a parking lot and/or construct a new parking garage, subject to the requirements of the Planning Code including, but not limited to, Sections 145, 155, 303, 303(t), and 846.
 - c. If any of these parking CUAs are pursued, the Project will be subject to additional review and requirements.
2. To create more parking spaces for inventory vehicles at either site, a Conditional Use Authorization is required to allow Vehicle Storage in an Enclosed Lot or Structure. You may propose to get a CUA and construct a storage facility, subject to the requirements of the Planning Code, including but not limited to Sections 145, 155, 303, 303(t), and 846.

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: **Community Plan Evaluation (CPE)** pursuant to the Western SoMa Community Plan programmatic EIR (PEIR).

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.
- Greenhouse Gas Analysis Compliance Checklist
- Phase I Environmental Site Assessment
- Anticipated construction equipment list
- Additional information noted in items 2.3(a) Roadway changes for construction, 2.4(b) and 2.5 (a) Stationary sources of emissions/HVAC locations, 2.8 (Building Setbacks), 2.10(a) Trees, 2.13 (Excavation Information), 2.14 (Complete Application Materials), 2.15 (Project Description - additional detail in plan set), 2.16 (Project Description - narrative project description)

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"/>	844	WMUG
<input type="checkbox"/>	<input checked="" type="checkbox"/>	846	SALI
<input checked="" type="checkbox"/>	<input type="checkbox"/>	823	Western SoMa SUD
<p><i>Comments: The existing number of parking spaces already exceeds accessory parking limits, therefore any new parking will require a Conditional Use Authorization as either a Parking Garage, Parking Lot, or Vehicle Storage in an Enclosed Lot or Structure.</i></p>			

CONDITIONAL USE AUTHORIZATION:

Required	Planning Code Section	
<input type="checkbox"/>	121.1	Minimum Lot Width & Area
<input type="checkbox"/>	121.6	Large-Scale Retail Uses
<input type="checkbox"/>	121.7	Lot Merger Restriction (RED, RED-MX)
<input type="checkbox"/>	155(r)	Protected Street Frontages (Curb Cuts)
<input checked="" type="checkbox"/>	156	Parking Lots
<input type="checkbox"/>	202.2	Establishments that Sell Beer or Wine with Motor Vehicle Fuel
<input type="checkbox"/>	202.3	Change in Use or Demolition of General Grocery Use
<input type="checkbox"/>	202.4	Change in Use or Demolition of Movie Theater
<input type="checkbox"/>	202.5	Conversion of Automotive Service Stations
<input type="checkbox"/>	207.3	Removal of an Unauthorized Dwelling Unit
<input type="checkbox"/>	271	Bulk Limit: Special Exemptions in Districts Other Than C-3
<input checked="" type="checkbox"/>	303	Conditional Use Authorization
<input type="checkbox"/>	303.1	Formula Retail Use
<input type="checkbox"/>	304	Planned Unit Development
<input type="checkbox"/>	317	Residential Demolition, Merger or Conversion
<p><i>Comments: New parking on the Howard Street site will require either a Parking Garage or Vehicle Storage in an Enclosed Lot or Structure CUA and a code compliant design. New parking at the Harrison Street site will require a Parking Garage, Parking Lot, or Vehicle Storage in an Enclosed Lot or Structure CUA and a code compliant design. A CUA per Section 156 will only be required if a Parking Lot is proposed at the Harrison Street site. Otherwise, please review the criteria for Non-Accessory Parking under Planning Code Section 303(t).</i></p>		

OTHER REQUIRED APPROVALS:

Required	Planning Code Section	
<input type="checkbox"/>	206	Affordable Housing Bonus Programs
<input type="checkbox"/>	295	Shadow Impacts on Property under the Jurisdiction of the Recreation & Parks Commission
<input type="checkbox"/>	302	Planning Code Amendments
<input type="checkbox"/>	304.5	Institutional Master Plans (IMP)
<input type="checkbox"/>	305	Variance
<input type="checkbox"/>	307(h)	Exceptions through ZA Admin Review [For Rear Yard, Non-Residential Open Space, Off-Street Loading & Off-Street Parking]
<input checked="" type="checkbox"/>	311	Permit Review Procedures
<input type="checkbox"/>	314	Residential, Hotel or Motel Uses near Places of Entertainment

Required	Planning Code Section	
<input type="checkbox"/>	315	Affordable Housing Project Authorization
<input type="checkbox"/>	320 , 321 & 322	Office Development Authorization
<input type="checkbox"/>	328	100% Affordable Housing Bonus Project Authorization
<input type="checkbox"/>	329	Large Project Authorization
<input type="checkbox"/>	330	Coastal Zone Permit
<input type="checkbox"/>	340	General Plan Amendment
<input type="checkbox"/>	342	Health Care Services Master Plan
<input type="checkbox"/>	1006	Certificate of Appropriateness
<input type="checkbox"/>	1111	Permit to Alter
<i>Comments: Public notice per Section 311 is required if a Parking Garage, Parking Lot, or Vehicle Storage in an Enclosed Lot or Structure CUA are pursued. This notification would occur along with the notification for the CUA.</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"/>	136	Permitted Obstructions	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	141	Rooftop Screening	Provide details of mechanical equipment and screening, if any is included in the showroom renovations
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	142	Parking Screening & Greening	Project requires screening of parking stackers so that they are not visible from the street.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	145.1(c)(1)	Above-Grade Parking Setback	Parking is currently not setback from property lines and cannot be intensified within 30-feet of property line.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	145.1(c)(2)	Parking & Loading Entrances	
<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 checked="" type="checkbox"/>	<input type="checkbox"/>	145.1(c)(6)	Transparency & Fenestration	Parking screening and street-facing frontages must meet design requirements.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	145.1(c)(7)	Gates, Railings and Grillwork	Parking screening and street-facing frontages must meet design requirements.

Complies	Does Not Comply	Needs Info	Planning Code Section		Comments
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	151.1	Off-Street Parking	The maximum allowable parking count at full project build-out is 123 parking spaces for the retail sales and service use areas, and 41 for the auto-service and repair use areas. To add any new parking at the Howard Street site, a CUA for a Parking Garage or a Vehicle Storage in an Enclosed Lot is necessary. To add any new parking at the Harrison Street site, a CUA for a Parking Garage, Parking Lot, or Vehicle Storage in an Enclosed Lot is necessary.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	152.1	Required Off-Street Loading	At full build out project has 30,470 square feet of occupiable retail space, requiring 2 freight loading space
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	154	Parking Dimensions	Provide measurements and details of parking spaces in the formal submittal package
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	155(r)	Protected Street Frontages (Curb Cuts)	Howard Street is a protected frontage and The Harrison Street site is a SALL corner lot. No changes to curb cuts are proposed so the requirement is not triggered at this time.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	155.2	Bicycle Parking	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	155.4	Required Showers & Lockers	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	156	Parking Lots	Screening, lighting, and landscaping requirements have not been addressed
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	161	Parking Exemptions	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	166	Car-Share	8 car-share spaces are required across the two sites. For non-accessory parking facilities with 50 or more spaces, one car-share parking space plus one car-share parking space is required for every fifty parking spaces over 50.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	169	Transportation Demand Management	TDM checklist was not completed, fill out and submit with formal submittal
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	260(a)	Height Measurement	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	803.3	Uses Permitted in EN Mixed-Use	Number of total parking spaces exceeds accessory parking limits.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	803.9	Commercial Uses in Mixed Use Districts	

DEVELOPMENT IMPACT FEES:

Required	Planning Code Section	
<input type="checkbox"/>	411	Transit Impact Development Fee (TIDF)
<input checked="" type="checkbox"/>	411A	Transportation Sustainability Fee (TSF)
<input type="checkbox"/>	413	Jobs-Housing Linkage Fee
<input type="checkbox"/>	414	Child-Care Requirements for Office & Hotel
<input type="checkbox"/>	414A	Child-Care for Residential Projects
<input type="checkbox"/>	415	Inclusionary Affordable Housing Program

Required	Planning Code Section	
<input type="checkbox"/>	417	Eastern Neighborhoods Affordable Housing Fee for 20 DU or Less or <25,000 gsf
<input type="checkbox"/>	419	Housing Requirements for Residential Developments (UMU)
<input checked="" type="checkbox"/>	423	Eastern Neighborhoods Impact Fee and Public Benefits Fund
<input type="checkbox"/>	426	Open Space Fee in EN Mixed-Use Districts
<input type="checkbox"/>	427	Payment in Cases of Variances or Exception for Required Open Space
<input type="checkbox"/>	429	Public Art Fee Requirement
<input type="checkbox"/>	430	Bicycle Parking In-Lieu Fee

TABLE 1. POTENTIAL ENVIRONMENTAL DOCUMENT

No. ¹	Document Type	Applicable to Proposed Project	Notes / Links	<i>(For Dept. use upon submittal of Project Application)</i> Accepted
1.1(a)	Considered a 'project' subject to CEQA review per sections 15378 and 15060(c)(2)	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The proposal is a project subject to CEQA. The project involves the rehabilitation of an existing car dealership across multiple parcels and two project sites and two project phases. The project involves the demolition of an existing 6,410 sf building to be replaced with parking. The project proposes a 2,000 sf building addition to an existing building as part of phase I, and an additional 3,570 sf of building additions as part of phase II. The project would also add a new 16,500 sf building for storage as part of phase II. The total building area would increase from 108,675 to 120,840 sf. The main site area is 3.99 acres while the off site area is 1.35 acres. The total area of the off site parcel is 30,000 sf and would include parking for 232 vehicles. The net increase of vehicular stackers added would be 136, some at each site.	<input type="checkbox"/> YES <input type="checkbox"/> NO
1.1(d)	In Western SOMA Area Plan and likely eligible for Community Plan Evaluation	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> TBD	Likely eligible for a community plan evaluation (CPE) under the Western SoMa Community Plan programmatic EIR (PEIR). Supplemental information regarding CPEs is here: https://sfplanning.org/environmental-review-documents . Potentially subject to the mitigation measures identified in the Western SoMa Area Plan EIR found here; https://sfplanning.s3.amazonaws.com/sfmea/2008.0877E_MMRP.pdf The mitigation measures that may apply include: M-CP-4a: Project-Specific Preliminary Archeological Assessment (TBD) and M-CP-4b (TBD). M-NO-2a: General Construction Noise Control Measures – project to follow noise control measures from Western SoMa EIR (TBD). The project would involve construction within the Air Pollutant Exposure Zone (APEZ), an area within the city with identified poor air quality. Construction of the project would require use of low emission construction equipment. Mitigation measures applicable to the project will be confirmed during the environmental review of the project. Pay applicable fees.	<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 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(f)	Optional use of general environmental consultant	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<p>If desired, the environmental document may be prepared by a professional selected from the department's general environmental consultant pool. Contact CPC.EnvironmentalReview@sfgov.org for list of eligible consultants.</p> <p>Note: An initial study may be prepared by department staff. However, if analysis results in significant environmental impact(s) that cannot be mitigated to a less than significant level, an environmental consultant must be engaged to prepare the EIR.</p>	<input type="checkbox"/> YES <input type="checkbox"/> NO

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
2.1(a)	CPE Initial Study document preparation	Optional use of general environmental consultant	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project could utilize a general environmental consultant to conduct the review under the department's supervision. Contact CPC.EnvironmentalReview@sfgov.org for list of eligible consultants. As part of a complete application, the consultant must submit a draft general environmental scope of work to the department.	<input type="checkbox"/> YES <input type="checkbox"/> NO
2.1(b)	General	Project phasing	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Not required for this project.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.1(c)	General	Changes to public facilities or infrastructure, excluding roadways	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Not required for this project.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

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No.	Environmental Topic	General Description of Requirement	Applicable to Proposed Project	Notes / Links / Accepted Application Requirements	<i>(For Dept. use upon submittal of Project Application)</i> Accepted
2.2(b)	Historic Preservation	Requires Historic Resource Evaluation, Part 2	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> TBD	<p>No consultant-prepared HRE part 2 is required. However, the project site contains one or more buildings previously determined to be eligible for national, state, or local listing as a historic resource. Therefore, the proposed alterations are subject to review by the Department’s Historic Preservation staff. The Department’s Environmental and Preservation Planning staff will prepare a Historic Resource Evaluation Part II Project Analysis to ensure that the proposed project is compatible with the character-defining-features of the existing historic resource.</p> <p>Please note that the above comments address the current proposal; if the project is substantially revised, further analysis of historic resource impacts may be required.</p>	<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 of any anticipated temporary 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 type="checkbox"/> YES <input checked="" 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

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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(e)	Transportation	Requires department transportation planner coordination	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> TBD	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.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.3(f)	Transportation	Requires consultant-prepared Site Circulation Study Scope of Work	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> TBD	Not required for this project.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.3(g)	Transportation	Requires consultant-prepared Complex Transportation Study Scope of Work	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> TBD	Not required for this project.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.3(h)	Transportation	Scope of Work Checklist	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Not required for this project.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.3(i)	Transportation	SFMTA Fees for Transportation Review	SFMTA fees (Fiscal Year 21-22) <input type="checkbox"/> Transportation Review Fee: \$31,500 (Increase to \$32,760 in FY 22-23) <input type="checkbox"/> Site-Circulation Review Fee: \$5,500 (Increase to \$5,720 in FY 22-23) <input checked="" type="checkbox"/> Development Project Review Fee: \$1,225 (Increase to \$1,300 in FY 22-23)	No transportation study is required but the project requires coordination and development review by staff at the SFMTA. At the time of the Project Application submittal, Sponsor to pay: SFMTA fees directly to: SFMTA Revenue Section One South Van Ness, 8 th Floor San Francisco, CA 94103 Attn: David Kim/Alex Que Make check(s) out to: SFMTA – 1675 Howard Case No. 2021-004172PPA. 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 the specific type of review (site circulation review or transportation study; development project review).	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

TABLE 2. REQUIREMENTS FOR AN ACCEPTED APPLICATION

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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(a)	Noise	Requires consultant-prepared Noise Study Scope of Work	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> TBD	Not required for this project.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
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(a)	Air Quality	Stationary sources	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must describe the location and provide plans with the number, size (horsepower), and engine tier level of stationary sources (e.g., backup diesel generators, fire pumps).	<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	Not required for this project. 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	Criteria Pollutants	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The proposed project is below the Bay Area Air Quality Management District (BAAQMD) screening threshold for criteria pollutants. Therefore, criteria pollutant analysis is not required.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.5(e)	Air Quality	Toxic air contaminants during construction	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project site is within the air pollutant exposure zone. The project would be required to use low emission construction equipment to construct the project.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.5(e)	Air Quality	Requires consultant-prepared Air Quality Study	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The project does not require an air quality study.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

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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	<i>(For Dept. use upon submittal of Project Application)</i> Accepted
2.6	Greenhouse Gas Emissions	Requires Greenhouse Gas Analysis Compliance Checklist	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> TBD	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	Not required for this project.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.7(b)	Wind	Requires consultant-prepared quantitative Wind Study With Tunnel Testing Scope of Work	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> TBD	Not required for this project.	<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	The department prepared the attached Shadow Fan which shows no new shadow on publicly accessible open space(s). No further shadow analysis is needed.	<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	To the extent required by the Planning Code, 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
2.10 (b)	Biological Resources	Requires consultant-prepared Biological Resources Study Scope of Work	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> TBD	Not required for this project.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.11 (a)	Geology and Soils	Project site slope	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	The project sponsor must describe the average slope of the project site (in percentage).	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.11 (b)	Geology and Soils	Requires Geotechnical Study with foundation recommendations and that addresses seismic hazard zones, if applicable to the site.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> TBD	The project proposes a new building with a slab on grade foundation, the volume and extent of excavation has not been provided. The department may request the project sponsor submit Geotechnical Study prepared by a qualified civil or geotechnical engineer with foundation recommendations once complete application information is provided.	<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 type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> TBD	<p>The project site is on the Maher map and the amount of excavation has not been provided by project sponsor. An estimate of this information is required with the project application. In addition, the project sponsor must submit a copy of the Maher Application with proof of receipt from the department of public health.</p> <p>More information is found here: http://www.sfdph.org/dph/EH/HazWaste/hazWasteSiteMitigation.asp.</p>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.12 (b)	Hazardous Materials	Cortese List [CA Government Code 65962.5(a)]	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project site contains block/lots 3515/022 (1675 Harrison) and 3523/001 (1500 Harrison) which are on a state designated list of places known to have past or current hazardous materials [CA Government Code 65962.5(a)].	<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	<i>(For Dept. use upon submittal of Project Application)</i> Accepted
2.12 (c)	Hazardous Materials	Requires consultant-prepared Phase I Environmental Site Assessment	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> TBD	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	Excavation Information	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Project sponsor should provide a complete application and provide estimated information regarding the excavation required for construction of the project, including the depth in feet, the area in square feet, and the amount of soil to be excavated in cubic yards.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.14	Additional	Application Materials	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Project sponsor should provide all required application materials described in project intake guidelines found here; https://sfplanning.org/sites/default/files/forms/PRJ_Application.pdf Complete applicable sections of the application and leave other sections blank. Please use the Planning Department Property Information Map as needed to complete information about the existing conditions.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.15	Additional	Project Description – additional detail on plans	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Project sponsor should describe existing buildings and proposed buildings and building additions, and include dimensioned plans with elevations. Sidewalk width and adjacent infrastructure should also be included in plans. Dimensions for buildings including all building heights should be provided.	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
2.16	Additional	Project Description – narrative project description	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Please provide a narrative project description that summarizes the project and its purpose. Please list any required approvals (e.g. Variance) or changes to the Planning Code or Zoning Maps if applicable.	

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	<i>(For Dept. use upon submittal of Project Application)</i> Accepted
3.1(b)	General	Other agency approvals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must submit a list of anticipated permits and approvals needed for the project from other agencies (e.g., SFMTA, SFPUC, Public Works, etc.).	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
3.2	Archeology	Preliminary archeological review	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> TBD	Department will conduct a preliminary archeological review if project involves excavation. 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
3.4(b)	Transportation / Noise / Air Quality	Construction - equipment	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	The project sponsor must describe estimated number, size (horsepower), and use (daily and total) of construction equipment by type, including trucks and any impact equipment, by phase. The project sponsor must indicate whether nighttime construction could occur.	<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
3.6(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

Abbreviations:

CEQA: California Environmental Quality Act

EIR: Environmental Impact Report

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/
4.2	Tribal Cultural Resources	Consultation	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> TBD	The department will determine if notifying California Native American tribes regarding tribal cultural resources is required. Consultation with California Native American tribes regarding tribal cultural resources may be required at the request of the tribes. No additional information is needed from the project sponsor at this time.

Attachments:

- Transportation Study Determination Form
- Preliminary Shadow Fan
- Construction Equipment List



Date: July 20, 2021
To: Lauren Bihl, Jenny Delumo, Ryan Shum, & Transportation Staff
From: Claire Feeney

RE: Transportation Study Determination Request
Record No.: 2021-004172PPA, 1675 HOWARD ST
Neighborhood: South of Market
Zoning: WMUG (Wsoma mixed use-General)
Area Plan: Western SoMa

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=04efb9a9f14c4da2aab9ce36b7dda48>
- 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:

The project proposes the remodeling of an existing car dealership across two parcels. The main site area is 3.99 acres and the off site area is 1.35 acres. There would be a net increase of 136 vehicular stackers added, and parking offsite would include 232 spaces including 49 for employees. The main site would include 731 parking spaces, including 80 for employees. Project site is adjacent to 101 freeway, and 13th street which is on the high injury network. Project would demolish a 6,410 sf building.

	Existing	Net Change	New Total	Notes
Street Frontage(s) (Street Names)	Howard Street, 13th street			
Residential Units (Total)				NA
Retail/Commercial GSF (note ground floor vs. elsewhere; Hotel)	108,675 sf	-6,835	101,840 sf	

Office GSF				
Industrial/PDR GSF				
Other (e.g. medical, cultural, etc.) GSF				
On-Street Vehicle Parking (# of spaces or linear feet) & Street Name				
Off-Street Vehicle Parking Spaces (number)	826	963	+137	
Off-Street Loading Spaces (number)				
On-Street Passenger Loading Space (linear feet of white color curb) & Street Name				
On-Street Commercial Loading Space (linear feet of yellow color curb) & Street Name				
Curb Cut (linear feet) & Street Name				
Additional Notes:				
<p>PPA Plans - 1675 Howard Street.pdf (Desktop, Web, Mobile) PPA Application - 1675 Howard Street.pdf (Desktop, Web, Mobile)</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, child care 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)
- Would the project add a child care facility or school, or intensify a child care facility or school?
 # of students or children: Existing: _____ Net New: _____ Total: _____
 # of square feet: Existing: _____ Net New: _____ Total: _____
- Would project result in 300 project vehicle trips during the a.m. or p.m. peak hour?
- 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.)

Central Freeway (101)

- 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)

13th Street

- 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

Reason for TS determination:

- Low p.m. peak volume of vehicle trips compared to existing conditions.**
- Other:** Please refer to Street Design Advisory Team (SDAT) letter regarding vehicle loading operations and off-street loading. The TSD determination may change upon submittal of the project application pending the sponsor’s response to questions and requests outlined in the city’s SDAT letter.

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

Determined by:

Date:

_____ *Ryan Shum* _____

_____ **August 2, 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 \$28,376 payable to the San Francisco Planning Department (“Transportation Review or Study” fee) and address the payment to Rhia Bordon.
- Please submit the Site Circulation Review fee \$10,303 payable to the San Francisco Planning Department (“Transportation Review or Study” fee) and address the payment to Rhia Bordon.
- Please submit the SFMTA \$31,500 Complex Transportation Review fee payable to the SFMTA.
- Please submit the SFMTA \$5,500 Site Circulation Review fee payable to the SFMTA.
- Please submit the SFMTA \$1,225 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: _____

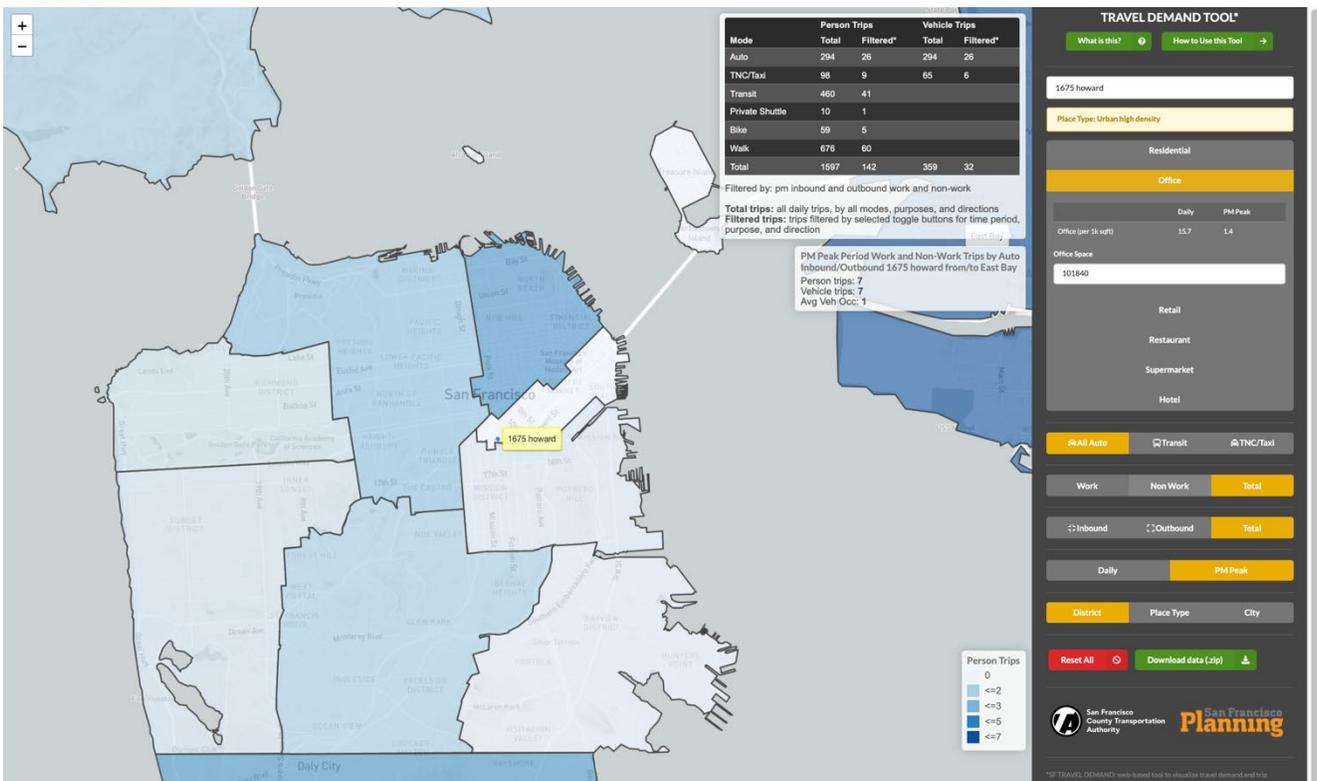
Comments to Staff (check all that are applicable):

- 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:

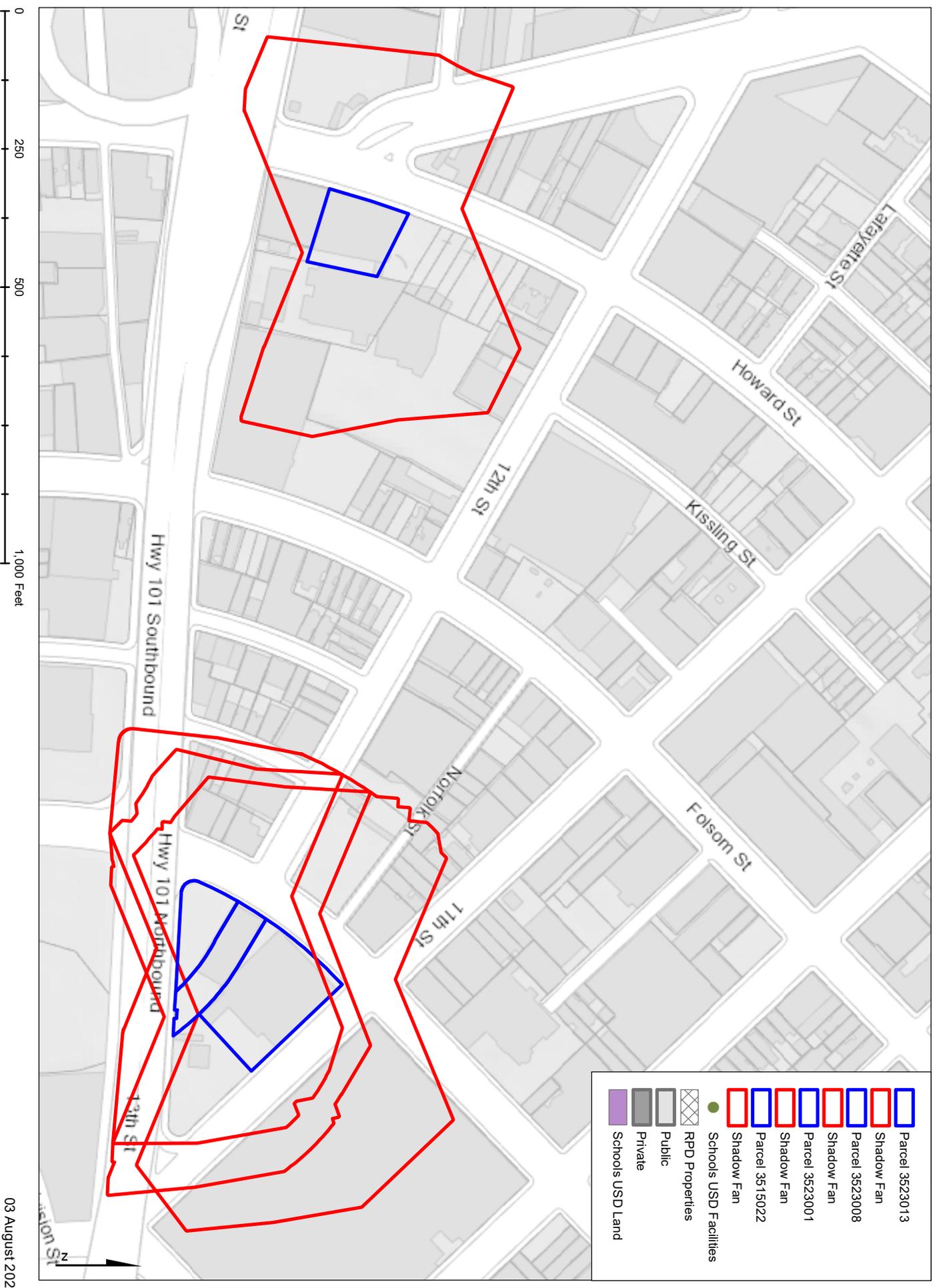
- ENV Planner / EP Transportation Planner should coordinate with Other Transit Agencies on:

Additional Comments to Staff:

Notify sponsor of \$1,225 development review fee. Request additional information about loading, see SDAT letter.



Preliminary Shadow Fans Mapped at 50' Height for 1675 Howard St PPA





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) establishes 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 and surpass local sustainability and decarbonization requirements. Visit DBI [Administrative Bulletin 93](#) for a detailed summary of local requirements.
- 2. All Electric New Construction.** San Francisco Building Code Section 106A.1.7.1 requires all applications to construct new buildings submitted on or after June 1, 2021 to be all-electric. For details and administrative procedures, see Department of Building Inspection [Administrative Bulletin AB-112](#). For projects which submit an initial application for permit prior to December 31, 2021, gas infrastructure may be installed exclusively to serve cooking equipment in an area of the building designated for commercial food service. For initial applications January 1, 2022 or after, gas infrastructure is limited to cooking equipment in an area designated for a specific food service establishment (such as a specific restaurant). Projects that install gas infrastructure are by definition "mixed-fuel" and subject to supplemental energy efficiency requirements, described in Department of Building Inspection [Administrative Bulletin 93](#).)
- 3. 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.
- 4. 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@sfwater.org or visit <https://sfwater.org/index.aspx?page=1209>.
- 5. 100% Renewable Energy.** The [San Francisco Environment Code Chapter 30](#) requires that larger commercial buildings are required to fulfill all on-site electricity demands through any combination of on-site generation of 100% renewable electricity or subscription to a 100% renewable electric service, such as CleanPowerSF SuperGreen. Buildings 500,000 square feet in gross floor area must comply by December 31, 2022. Buildings 250,000 square feet in gross floor area must comply by December 31, 2024. Buildings 50,000 square feet in gross floor area must comply by December 31, 2030.
- 6. 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://sfwater.org/index.aspx?page=1316>.

7. **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>.
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. Bulletin [AB-088 Collection and Storage of Trash, Recycling, and Compostable Materials](#) provides specific requirements. 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. **Electric Vehicles** [GBC Sec 4.106.4.1–2]. To support the transition to zero-emission vehicles, projects are required to support electric vehicle infrastructure in off-street parking facilities. Please refer to the City standards on the number, location, and size of EV charging spaces, as well as the requirement to service 100 percent of off-street parking spaces with adequate electrical capacity and infrastructure to support future EV charging stations. For more, visit sfenvironment.org/clean-vehicles/overview/clean-fuels-and-vehicles.
11. **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>.

ADDITIONAL CONSIDERATIONS

12. **Western SoMa Area Plan.** The subject property falls within the area covered by the Western SoMa Area Plan ("Area Plan"). As proposed, the project is generally consistent with the overarching objectives of the Area Plan. However

it is not fully consistent with key policies and Plan recommendations below. Sponsors are encouraged to read the plan at https://generalplan.sfplanning.org/Western_SoMa_Area_Plan.pdf

POLICY 4.4.2 Introduce traffic calming measures that promote pedestrian and bicycle transportation and safety. Often, auto-oriented street design discourages bicycle and pedestrian use along streets. New street treatments, such as bulb-outs or bicycle lanes, should be introduced to facilitate the use of these alternative modes.

POLICY 4.4.3 Provide mid-block crossings for better access to major activities and facilities. The provision of mid-block crossings on some streets will enhance the local pedestrian environment, shortening walking distances.

POLICY 5.2.6 Existing surface parking lots and off-street loading areas should be retrofitted to minimize negative effects on microclimate and stormwater infiltration. The San Francisco Stormwater Master Plan, upon completion, will provide guidance on how best to adhere to these guidelines.

POLICY 5.2.10 When soil conditions allow, the use of open pavers (porous pavement materials) on drives, sidewalks, parking lots and plazas should be required.

POLICY 5.3.3 Minimize the visual impact of parking.

NEIGHBORHOOD CONTEXT

The project site lies within the Western SOMA Plan area and is characterized by car dealerships, storage facilities and surface parking lots. Buildings range from historic industrial and mixed-use structures to more contemporary examples. The area is primarily auto dominated with the adjacent freeway/ ramps, inconsistent building frontages with associated curb cuts, and minimal street trees inhibiting pedestrian movement.

Individual Historic Resource

The project site contains one or more structures considered to be a potential historic resource; therefore, the proposed project is subject to further design review by the department’s Historic Preservation staff. Please refer to the Environmental Planning Review – Historic Resources section of the Preliminary Project Assessment for further instruction.

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 CURRENTLY MET	NOT RECOMMENDATIONS FOR COMPLIANCE
<i>S2 Harmonize Relationships between Buildings, Streets, and Open Spaces</i>	With the addition of the stackers on 12 th Street ensure that they are not visible or effectively screened from public view. Screening may present opportunities to enhance the view from the sidewalk with planting, metalwork, lighting, etc. Show elevation and site lines of the proposed condition. The new showroom accessed at the level of the surface parking lot does not create a welcoming transition to the building and entry. Consider curbing with surrounding sidewalk and landscape to create a better relationship.
<i>A3 Harmonize Building Designs with Neighboring Scale and Materials</i>	Call out materials on new Mini Showroom. Consider compatibility with surrounding buildings.
<i>A8 Design Active Building Fronts</i>	Elevations are not shown for the new two-story service shop on 13 th Street. As the design develops consider the new building’s potential to improve the pedestrian experience on the street. Avoid a blank wall facing the sidewalk and include fenestration and articulation suitable to a public facing façade.
<i>A9 Employ Sustainable Principles and Practices in Building Design</i>	Incorporate Better Roofs Ordinance into design.
<i>P5 Design Sidewalks to Enhance the Pedestrian Experience</i>	Look for opportunities to add landscape and new street trees to improve the public realm/ pedestrian experience. The Western SoMa Area Plan has several policies intended to improve the walkability of the area. Due to

the large size of the project block improvements such a bulbouts, mid-block crossings, and street trees/ landscaping could provide substantial benefits to the project, block, and larger community. See appendix C and the area plan for specifics.

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 August 2, 2021 and provides the following comments:

Site Conditions

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

- | | |
|---|---|
| <input checked="" type="checkbox"/> Vision Zero Network High Injury | <input checked="" type="checkbox"/> Transit Preferential Street |
| <input checked="" 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 unless the scope of the project has changed.
- 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 (Recommended)

- SDAT recommends installing a standard or extended bulbout on [the corner of South Van Ness and 13th Streets](#).
 - The bulbout should project 6' into 13th Street only. This bulbout would help make this sidewalk accessible as it appears the existing traffic signal controller and fire hydrant may not provide adequate clear path of travel.
- SDAT recommends installing a standard bulbout on the corner of Harrison Street and 11th Streets.
 - The bulbout should project 6' into Harrison Street only.
- Per guidelines established in the San Francisco Better Streets Plan the tangent of the curb return on the corner bulbout should start a minimum of 5' beyond the back of 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.

2. Raised Crosswalk (Recommended)

- SDAT recommends that the project builds a raised crosswalk where [Howard meetings South Van Ness](#). Note that further review of detailed design will be needed should the sponsor submit a project application.

3. City Standard Driveways and Sidewalk (Required by Public Works)

- During the Street Improvement Permit process, the sponsor is required to revise the existing driveway curb cuts to comply with SF City Standard Driveway Construction File No. 87,171, which does not have returned curbs.
<https://www.sfpublicworks.org/sites/default/files/DPW%20updated%20standard%20driveway%20plan.pdf>
- A continuous 4' minimum width accessible route is required at the entire property frontage, including at driveways.
- Public Works Code (Article 15, Sec. 706), DPW Order 177,525, requires property owners to maintain the sidewalk adjacent to their property to a condition acceptable to the Director of Public Works. This responsibility includes making repairs as needed when a sidewalk is damaged. The applicant is responsible for replacing that portion of sidewalk as well as any other sidewalk at the property frontage that has defects per DPW Order 177,525.
- The sponsor shall submit Street Improvement plans showing proposed Improvements in the Public ROW to the Public Works Bureau of Street-Use and Mapping (BSM) to obtain a Street Improvement Permit.

4. Off-Street Loading

- SDAT recommends that the project provides off-street loading spaces on the project site to load and unload vehicles and vehicle parts. SFMTA does not allow using the turning lane on Howard Street for loading purposes.
- Please submit a loading operations plan describing the anticipated volume of delivery trucks, time of day deliveries that are likely to occur and size of vehicles that will serve the project

- Should off-street loading spaces be not feasible, the sponsor shall set up a meeting with Paul Kniha (paul.kniha@sfmta.com), SFMTA Color Curb Program Manager to discuss the project’s loading needs and establish yellow zones along the project’s Howard St frontage.

Follow-up for curb cuts, off-street parking and loading	Pre-entitlement <ul style="list-style-type: none"> submit loading demand analysis and loading operations plan
Contacts	Coordinate with your assigned Planner

5. On-street Loading (Requested)

- See Comment #4 above.

Follow-up	Pre-entitlement <ul style="list-style-type: none"> Sponsor to submit written statement to Planning expressing intention to follow-up on this item If SDAT requests only Commercial or Passenger Loading, but Accessible Passenger Loading, sponsor to meet with SFMTA Loading Team to coordinate design of loading zone(s). Post-entitlement (Post-Certificate of Occupancy) <ul style="list-style-type: none"> Sponsor to apply for on-street loading zones from the SFMTA permits from SFMTA https://www.sfmta.com/online-color-curb-application
Contacts	Karina Lairet (karina.lairet@sfdpw.org), Associate Engineer with the Public Works Disability Access Coordinator Paul Kniha (paul.kniha@sfmta.com), SFMTA Color Curb Program Manager

6. Street Trees

- The existing trees along Howard Streets, 11th Street and Harrison Street shall remain unless determined otherwise by SF Public Works Bureau of Urban Forestry (BUF). Any proposed new, removed, or relocated street trees and/or landscaping within the public sidewalk may require a permit from SF Public Works Bureau of Urban Forestry (BUF).

Follow-up	Post-entitlement <ul style="list-style-type: none"> Sponsor to obtain any required permits from Public Works Bureau of Urban Forestry
Contacts	Public Works Bureau of Urban Forestry, urbanforestry@sfdpw.org , (415) 554-6700

7. Street Lighting

- If existing lighting conditions on fronting the project site do not meet City standards, the project will be required to upgrade street lighting and/or pedestrian lighting. To determine if lighting improvements are required, the sponsor will need to provide photometric studies for street lighting plans to the SFPUC.

Follow-up	Pre-entitlement
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	<ul style="list-style-type: none"> Sponsor to submit written statement to Planning expressing intention to follow-up on this item and confirm that Sponsor has reviewed the “Standard SDAT Comments” (see the end of this document) <p>Post-entitlement</p> <ul style="list-style-type: none"> Projects are required to submit proposed street lighting plans and photometric studies to the Public Works Bureau of Street Use and Mapping (BSM) prior to issuance of the Streetscape Permit
Contacts	SFPUC Streetlights Division, Streetlights@sfgov.org

8. 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).

Follow-up	<p>Pre-entitlement</p> <ul style="list-style-type: none"> Sponsor to show proposed transformer locations on plans 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.

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”.