DATE: October 30, 2011
TO: Chatfield Construction
FROM: Julian Banales, Planning Department
RE: PPA Case No. 2011.0953U
300 South Van Ness Avenue

Please find the attached Preliminary Project Assessment (PPA) for the address listed above. You may contact the staff contact, Tara Sullivan, at (415) 558-6257 or tara.sullivan@sfgov.org, to answer any questions you may have, or to schedule a follow-up meeting.

Julian Banales, Senior Planner
Preliminary Project Assessment

Date: October 30, 2011
Case No.: 2011.0953U
Project Address: 300 South Van Ness Avenue
Block/Lot: 3548/001
Zoning: UMU (Urban Mixed Use) District
58-X Height & Bulk District
Project Sponsor: Chatfield Construction
209-333-1818
Staff Contact: Tara Sullivan – 415-558-6258
tara.sullivan@sfgov.org

DISCLAIMERS:

Please be advised that this determination does not constitute an application for development with the Planning Department. It also does not represent a complete review of the proposed project, a project approval of any kind, or in any way supersede any required Planning Department approvals listed below. The Planning Department may provide additional comments regarding the proposed project once the required applications listed below are 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, it is likely that the project will require approvals from other City agencies such as the Department of Building Inspection, Department of Public Works, Department of Public Health, and others. The information included herein is based on plans and information provided for this assessment and the Planning Code, General Plan, Planning Department policies, and local/state/federal regulations as of the date of this document, all of which are subject to change.

PROJECT DESCRIPTION:

The project site is located on the southwest corner of South Van Ness Avenue and 14th Street. The existing parcel is an open parking lot that serves as a sales lot for an adjacent automobile sales dealership (Royal Motors). Lot 088, located to the west of the subject property on 14th Street is three-story residential building with commercial at the ground floor, and the remainder of the properties on the south side of 14th Street are three-story residential flat buildings. Lot 093, located to the south of the subject property on South Van Ness Avenue is a one-story concrete auto body shop that covers the entire lot. There are three automobile sales businesses at the intersection where 300 South Van Ness Avenue is located - the subject property at the southwest corner, and both northern corners. The southeast corner features a three-story residential over commercial building.

The proposal is to construct a four-story building with parking for inventory on the roof to house an automobile dealership business (DBA “Audi Motors”). The proposed building would cover the entire lot and would have approximately 20,040 gross square feet and be approximately 55 feet tall.
ENVIRONMENTAL REVIEW:

The proposed project is within the Mission District Area Plan, an area plan which received environmental review through the Eastern Neighborhoods Environmental Impact Report (“EN EIR”). Mitigation measures are requirements that are applied to a development proposal for the purpose of reducing or eliminating potential adverse environmental effects of a project. The proposed project at 300 Van Ness Avenue is within the Eastern Neighborhoods and certain mitigation measures from the EN EIR would be applied as conditions for this project as described on pages 3 - 5.

The proposed project initially requires the following environmental review. This review may be done in conjunction with the required approvals listed below, but must be completed before any project approval may be granted. An adequate written project description and project plans must be provided in order for environmental review to be conducted. Project drawings for environmental review should be in 11” x 17” format and include existing and proposed site plans, floor plans, elevations, and sections, as well as all applicable dimensions and calculations for existing and proposed floor area and height. The plans should clearly show existing and proposed off-street parking and loading spaces. The project summary table in the PPA application shows 4,990 square feet of parking, but only five parking spaces. This information needs to be clarified, as there are no off-street parking requirements, which is typically for customer and employee use, for the proposed use. The application should be amended to state that there is 4,990 square feet of inventory parking. The existing conditions drawing should show the dimensions of the existing curb cuts, and the project plans should indicate what is proposed in terms of curb cuts for the project. In addition, please provide the depth of excavation for the two elevator pits and the approximate depth of the piles for the anticipated foundation.

An Environmental Evaluation Application is required for the proposed project and may include the following:

1. **Transportation.** A Transportation Study is not required for the proposed project. However, this determination is based upon the understanding that this is a car dealership only and that the site will not provide auto repair service. Given the existence of a Class 2 bicycle facility (bicycle lane) on 14th Street, the vehicular access into the dealership will be reviewed more closely during the environmental review process. Project sponsor should minimize the length of all curb cuts, particularly the one on South Van Ness Avenue. The dimensions of sidewalk width and curb cut length should be included on all future submittals.

2. **Phase I Study.** A site history or investigation indicates that a land use (auto repair) associated with hazardous materials was previously located on the project site. Pursuant to information available from the San Francisco Department of Public Health (“DPH”), there was an unauthorized release from an underground tank at the site in 1994. The DPH has no record of closure for that incident. Therefore, the context of existing environmental hazards in the immediate setting must be reviewed. The existing toxins that may be disturbed as a result of the project may involve specific mitigation requirements, such as a site management plan. If so, the project sponsor must submit a site closure plan to the DPH to properly close and clean up the hazardous materials on site. If a Phase I Environmental Site Assessment has been prepared for the project site, please submit it with your Environmental Evaluation Application. In addition, the
Department recommends further consultation with Elyse D. Heilshorn, Senior Environmental Health Inspector at DPH, regarding the site’s closure. Ms. Heilshorn’s contact information is (415) 252-3885 or ellyse.heilshorn@sfdph.org. The mailing address for DPH is San Francisco Department of Public Health, Local Oversight Program and Hazardous Waste Program, 1390 Market Street, Suite 210, San Francisco, CA 94102. If you have any questions regarding this requirement, please contact Ms. Heilshorn.

Please be advised that review by DPH is subject to fees as specified in the San Francisco Administrative Code. Additional information related to site clean-up may be found at DPH’s Web site under their Local Oversight Program. Please see the information at the link below: http://www.sfdph.org/dph/EH/HazWaste/hazWasteLOP.asp

3. **Archeological Study.** The proposed project would require preparation of a Preliminary Archeological Review (“PAR”) memorandum to identify potential adverse impacts to archeological resources. The PAR would be conducted in-house by the Planning Department archeologist. During the PAR, the type of soils disturbance or modification that will result from the project, such as excavation, installation of foundations, soils improvement, site remediation, etc. will be determined. Submission of any available geotechnical/soils or phase II hazardous materials report prepared for the project site will facilitate the environmental review for this issue and we request that you provide any such report that exists. Secondly, it will be determined if the project site is in an area that is archeologically sensitive. The result of this review is usually a memorandum to the Environmental Planner assigned to the project. Should it be found that the project has the potential to affect an archeological resource, the PAR memorandum will identify appropriate additional actions to be taken including the application of appropriate archeological mitigation measures as well as whether additional archeological studies will be required as part of the environmental evaluation.

With respect to archeological resources, the project site is within the Mission Dolores Archeological District, an archeological mitigation zone identified in the Eastern Neighborhoods Environmental Impact report (“EN EIR”). This means that the proposed project is subject to the requirements of Eastern Neighborhoods EIR Mitigation Measure J-3, which is attached for your reference. Once the PAR referenced above has been completed, a determination would be made as to what aspects of Mitigation Measure J-3 apply to the proposed project. Please be advised that based upon the PAR, you may be required to hire a qualified archeological consultant listed on the Planning Department’s Archeological Review Consultant Pool to prepare an archeological research design and testing program (ARDTP) and/or other appropriate studies determined to be necessary by the Department’s Archeology Specialist. Please contact Randall Dean at (415) 575-9029 for more information about these requirements.

4. **Geotechnical Investigation.** The project site is located near an area subject to liquefaction potential, a Seismic Hazards Study Zone designated by the California Division of Mines and Geology. The investigation of geotechnical and soil conditions and the application of the building codes for new development based on these conditions could reduce the potential for impacts related to structural damage and surface settlement to a less-than-significant level. To assist our staff in their
determination, it is recommended that you provide a preliminary geotechnical investigation with boring logs and foundation recommendations for the proposed project.

5. **Compliance with Bay Area Air Quality Management District CEQA Air Quality Guidelines.** The information in this topic is based on the project description and plans provided as well as the project sponsor’s confirmation that there would be no back-up diesel generator installed onsite as part of the proposed project. If this information is incorrect or changes, then the information for this topic would be re-evaluated.

Construction of the proposed project would result in toxic air contaminant emissions from heavy construction equipment in conjunction with permitted stationary sources of pollutant emissions that already exist in the project vicinity such as back-up emergency generators and emissions from vehicular traffic on high-traffic roadways surrounding the project site.

The Department conducted a Preliminary Air Quality Screening Analysis (enclosed) pursuant to the Bay Area Air Quality Management District ("BAAQMD") CEQA Air Quality Guidelines for this project. Based on the results of the air quality screening analysis, the proposed project would be required to prepare an Air Quality Technical Report (AQTR) for construction air quality health risk due to the proximity of sensitive receptors to the project site. Sensitive receptors for potential air quality impacts include residential use, schools, and daycare facilities. Residential uses are located at the property line to the west of the project site on 14th Street, approximately 60 feet to the south of the project site, and approximately 83 feet to the east of the project site. In addition, there are several schools and daycare facilities within the 1,000-foot zone of influence identified by BAAQMD as having the potential to be affected by project construction emissions. In addition, the preliminary air quality screening analysis indicates that an existing permitted stationary source of pollutant emissions which exceeds the BAAQMD threshold of significance for PM2.5 is within the 1,000-foot zone of influence and must be further investigated as part of the AQTR analysis.

The project sponsor will be required to provide information regarding the duration of construction phases as well as a construction equipment list for use in the air quality analysis. An example of the type and format for this construction information is enclosed for your reference. Please be advised that a qualified air quality consultant will need to be engaged to conduct the construction health risk assessment (AQTR) for this project. Prior to preparation the construction health risk AQTR, the Environmental Planning section of the Department must approve an analysis protocol for the air quality analysis. The analysis protocol may be submitted to the Environmental Review Coordinator assigned to the project.

6. **Construction Noise.** Mitigation Measures F-1 and F-2 from the Eastern Neighborhoods EIR address construction noise impacts related to subsequent development projects within the Eastern Neighborhoods and are described below. Mitigation Measure F-1 (pile driving) would apply to the proposed project. Mitigation Measure F-2 (other construction noise) may apply to the proposed project. However, a determination as to whether or not Mitigation Measure F-2 would apply to the proposed project will be determined during the environmental review process.
Mitigation Measure F-1 states that for development projects that include pile-driving within the Eastern Neighborhoods and within proximity to noise-sensitive uses, individual project sponsors shall ensure that piles be pre-drilled, wherever feasible, to reduce construction-related noise and vibration.

Mitigation Measure F-2 states that where it is determined that additional construction noise controls are necessary due to the nature of planned construction practices and the sensitivity of proximate uses, the Planning Director shall require that the project sponsor develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. The applicability of Mitigation Measure F-2 to the proposed project requires additional analysis and will be determined as part of the environmental evaluation.

7. **Shadow Study Application and Fees.** Planning Code Section 147 states that any project over 50 feet in height in the Eastern Neighborhoods Plan Area requires a shadow analysis. In addition, Section 295 requires a shadow analysis for any building over 40 feet in height. The proposed project would result in construction of a building approximately 55 feet in height. The project therefore requires a shadow study, and you are required to submit a Shadow Study Application as detailed below. A separate fee is required. A Department staff person will be assigned to prepare the shadow fan analysis. If the project would result in potentially significant shadows, a more detailed consultant-prepared shadow study will be required.

8. **Compliance with the Stormwater Management Ordinance.** The City and County of San Francisco Stormwater Management Ordinance became effective on May 22, 2010. This ordinance requires that any project resulting in a ground disturbance of 5,000 square feet or greater prepare a Stormwater Control Plan, consistent with the November 2009 Stormwater Design Guidelines. Responsibility for review and approval of the Stormwater Control Plan is with the San Francisco Public Utilities Commission (“SFPUC”) Wastewater Enterprise, Urban Watershed Management Program.

The initial CEQA evaluation of a project will broadly discuss how the Stormwater Management Ordinance will be implemented if the project triggers compliance with the Stormwater Design Guidelines. The project’s environmental evaluation would generally evaluate how the implementation of required stormwater management and Low Impact Design approaches would reduce potential negative effects of stormwater runoff.

9. **Greenhouse Gas Compliance Checklist for Private Development Projects.** Potential environmental effects related to Greenhouse Gas Emissions from the proposed project must be addressed in a project’s environmental evaluation. Enclosed is the Greenhouse Gas Compliance Checklist Table 1 for Private Development Projects. An electronic version is available from the Environmental Planning web page at the Planning Department website. Project sponsor is required to submit the completed table regarding project compliance with the identified regulations and provide project-level details in the discussion column. This information will be reviewed by the environmental planner during the environmental review process to determine if the project would comply with San Francisco’s
Greenhouse Gas Reduction Strategy. Projects that do not comply with an ordinance or regulation may be determined to be inconsistent with San Francisco’s qualified GHG reduction strategy.

10. **Notification of a Project Receiving Environmental Review.** Notice is required to be sent to occupants of properties adjacent to the project site and owners of properties within 300 feet of the project site at the initiation of the environmental review process. Please provide these mailing labels at the time of the environmental evaluation application submittal.

Please note that this project appears to qualify for a Community Plan Exemption ("CPE") subsequent to the Eastern Neighborhoods EIR. However, an Initial Study would be conducted as part of the environmental review process to investigate the specific environmental topics above. The results of those analyses will determine if there are site-specific peculiar impacts for the proposed project which were not addressed in the EN EIR. If so, the Initial Study will determine that either (1) the project may be issued a CPE with focused Negative Declaration stating that the project would not have a significant effect on the environment, or (2) that a CPE with a focused Environmental Impact Report (EIR) is required to analyze one or more potentially significant physical environmental impacts.

Environmental Evaluation applications are available in the Planning Department lobby at 1650 Mission Street Suite 400, at the Planning Information Center at 1660 Mission Street, and online at [www.sfplanning.org](http://www.sfplanning.org). The project plans submitted with the environmental evaluation application should include an existing conditions drawing as well as a Section that shows the depth of excavation for the all elevators.

**PLANNING DEPARTMENT APPROVALS:**

The project requires the following Planning Department approvals. These approvals may be reviewed in conjunction with the required environmental review, but may not be granted until after the required environmental review is completed.

1. **Environmental Evaluation Application:** An Environmental Evaluation Application must be filed so that the CEQA-related issues of the project can be evaluated and assessed. For more information on what is required in this application, please refer to the Environmental Review section above.

2. **Conditional Use Authorization:** Automobile Sales are permitted as-of-right in the Urban Mixed Use ("UMU") Zoning District. However, Section 843.45 (Retail Sales and Services) limits the allowable square footage of retail uses and use size per lot in the UMU Zoning Districts. For retail uses, this section provides that retail is permitted up to 25,000 gross square feet per lot, which the project meets. However, this Section also states that a Conditional Use Authorization from the Planning Commission is required for use sites greater than 4,000 square feet per use on one lot. Because the proposed use for retail sales of automobiles exceeds 4,000 square feet, a Conditional Use Authorization ("CU") is required.

3. **Shadow Study:** Planning Code Section 147 states that any project over 50 feet in height in the Eastern Neighborhoods Plan Area requires a shadow analysis. In addition, Section 295 requires a shadow analysis for any building over 40 feet in height. The proposed project would result in construction of
a building approximately 55 feet in height. Please submit a Section 295 Shadow Study application for the Department to analyze the shadow impacts. Note that the shadow study will be conducted simultaneously with the shadow analysis undertaken as a part of the CEQA review.

4. **Building Permit:** Once the environmental review has been completed and CU entitlements have been approved by the Planning Commission, the Department must approve the associated building permit(s) for the project. The Department has received a building permit for 300 South Van Ness Avenue (Permit No. 2011.0721.0708), which is on hold until all other issues/entitlements have been completed.

Conditional Use Authorization and Shadow Study applications are available in the Planning Department lobby at 1650 Mission Street Suite 400, at the Planning Information Center at 1660 Mission Street, and online at [www.sfplanning.org](http://www.sfplanning.org). Building Permit applications are available at the Department of Building Inspections at 1660 Mission Street.

**NEIGHBORHOOD NOTIFICATIONS AND PUBLIC OUTREACH:**

There are several required notifications for the proposal at 300 South Van Ness Avenue. The Conditional Use Authorization requires a public hearing and has associated neighborhood notification (20 days mailed notice to all owners within 300 feet of the property; 20 day poster on-site). Additionally, there are two notification processes for new construction projects within the Eastern Neighborhood Plan Areas: a preapplication notification meeting prior to submittal of a building application, and a second, Section 312 notification which requires 30-day mailed notification to owners and occupants within 150 of the property once the project is ready for approval (with a 30 day poster on-site).

Please note that the preapplication notification process has not been completed for 300 South Van Ness Avenue. This process should have occurred prior to acceptance of the building permit. This meeting and all requirements associated with it must occur prior to any Planning review and CU/312 notification.

In addition to the required notices listed above, the Department strongly suggests that you continue to conduct outreach to the adjacent neighbors, interested parties, and community organizations, as early as possible and present the proposed project prior to and following the preapplication meeting. Early comments and/or issues that may arise will prevent last-minute questions and continuances of public hearings. Further, the Planning Commission welcomes feedback, both positive and negative, at the Conditional Use Authorization hearing, and understanding any possible issues and addressing them may assist in the approval of the project. All registered neighborhood group mailing lists are available online at [www.sfplanning.org](http://www.sfplanning.org) under the “Publications” tab.

**PRELIMINARY PROJECT COMMENTS:**

The following comments address specific Planning Code and other general issues about the proposed project:

1. **Architectural Drawings:** Please include an accurate illustration on the plot plan of the existing property that includes the adjacent lots and buildings. Please provide separate existing and proposed site plan. Be sure to include any lightwells and/or setbacks of the adjacent buildings, as well as the
Preliminary Project Assessment
Case No. 2011.0953U
300 South Van Ness Avenue

sidewalk and curb cuts (with dimensions). The submitted plan does not illustrate the adjacent lots’ property lines, nor does it display the adjacent buildings’ depths. In addition, please provide section drawings with the floor heights clearly indicated and separate section drawings of the interior spaces and indicate the height of the rooftop parapet/screening. Please include any drawings that indicate work at the ground and below-ground levels (such as sections). Lastly, please include the adjacent buildings on both South Van Ness Avenue and 14th Street on the elevation drawings.

2. **Photographs**: Please provide large color photographs of the subject property, adjacent properties, and intersection (no larger than 8 ½ x 11”).

3. **Open Space Requirement**: Section 135.3 requires that all new construction within the Eastern Neighborhoods Plan Area must provide and maintain usable open space. For the subject property, the Code requires 1 square foot per 250 square feet of occupied floor area of new square footage. Please indicate how the proposed project will meet this requirement.

4. **Curb cuts**: The submitted drawings indicate two large curb cuts, one on South Van Ness Avenue and a second on 14th Street. These curb cuts are wider than their corresponding garage door openings and do not appear to be necessary. Further, the length of the curb cuts prohibit on-street parking spaces. Please reduce the curb cuts to a minimum of 12 feet per street and have them placed to correspond to the door openings.

5. **Streetscape Improvements Requirement**: Section 138.1 requires that new construction projects meet all landscaping and street tree requirements. One tree must be provided for every 20 feet of street frontage along both South Van Ness Avenue and 14th Street. Please provide street tree improvements in your proposal and drawings. Note that these improvements may require additional approvals from the Department of Public Works.

6. **Tree Disclosure Affidavit**: A Tree Disclosure Affidavit must be filled out and submitted.

7. **Ground Floor Requirements**: Section 145.1(c)(4)(A) requires that the ground floor ceiling height have a minimum floor-to-ceiling height of 17 feet. The drawings also do not clearly distinguish between the main (ground) floor, mezzanine, and third floor (please clarify that the mezzanine is being substituted for the second floor). The submitted drawings indicate that the top of the mezzanine level is 12 feet in height. The drawings do not accurately indicate if the proposed mezzanine level meets the Department of Building Inspection’s definition of a mezzanine, as defined in the 2010 California Building Code. Section 505.2 of this Code states that the aggregate area of a mezzanine within a room cannot exceed 1/3 of the floor area of that room, or ½ of the floor area if the building is equipped with sprinkler and emergency alarm systems. If the level identified as a mezzanine meets the Building Code definition, then the floor-to-ceiling height can be combined (the ground and mezzanine floor) but the total must be at least 17 feet. If the mezzanine level does not meet the Building Code definition, then the ground floor must be revised to have the minimum 17 feet in height. Please submit clear drawings, including detailed sections, that clarify the floor levels, heights of each floor, and meet the Planning Code ground floor ceiling height requirement.

8. **Signage**: Section 607.2(f)(3) outlines the requirements for signage in Mixed Use Districts. All wall signage cannot exceed three square feet per foot of street frontage or 150 square feet for each street frontage, whichever is less, and cannot exceed a height of 24 feet. The proposal calls for two Audi identifying signs at the top floor of each façade, which exceeds the height restrictions. Please revise
the proposal to meet the requirements of Section 607.2 and indicate on all drawings the dimensions of all signage (including square footage, length, height, etc.).

9. **Transit Impact Development Fee:** The subject property is subject to the Transit Impact Development Fee in Section 411. This fee is calculated on the basis of the number of square feet of new development, multiplied by the square foot rate in effect at the time of building or site permit issuance for each of the applicable economic activity categories within the new development, as provided in Subsection 411.3(e).

10. **Eastern Neighborhood Impact Fee:** Properties located within the Eastern Neighborhoods Plan areas are subject to additional impact fees outlined in Section 423. The subject property is a Tier 1 site, which has a fee of $6/gross square foot. This requirement may be met by providing community improvements outlined in Section 423.3(d). Please indicate how the project will meet this requirement.

**PRELIMINARY GENERAL PLAN COMPLIANCE COMMENTS:**

The following comments address preliminary General Plan Compliance with the proposed project:

While an auto dealership is a principally permitted use in the UMU zoning district, the policies and objectives in the Mission District Area Plan (“Plan”) of the General Plan encourage mixed use development in areas richly served by public transit. With frequent bus service along Mission Street and the 16th Street BART station just a couple of blocks away, the parcel at the corner of 14th and South Van Ness would be an attractive housing location, especially given the residential context of the abutting properties and surrounding neighborhood. Although the Plan encourages development of employment opportunities within the Mission District, doing so through mixed development is the preferred method (Policy 1.1.6). It is also important to consider that a large multi-story envelope such as is proposed at the subject location would limit the opportunities for future building conversion should the auto dealership cease operations at some time in the future. The proposed project would also lock up this site for the foreseeable future, precluding development of affordable housing or other neighborhood serving uses. Lastly, the curb cuts on South Van Ness Avenue and 14th Street are wider than their corresponding building opening. These should be reduced to encourage the addition of on-street parking.

**PRELIMINARY DESIGN COMMENTS:**

The following comments address preliminary design issues of the proposed project:

1. **Building Massing, Site Design, and Open Space:** The building massing responds to adjacent neighbor’s light wells.

2. **Ground Level Street Front:** Please clarify the vehicular access to-and-from the showroom of the building. If the intent is to use the existing curb cuts and proposed doors for access to the showroom for car test drives, then they should be aligned so that the area where autos cross the sidewalk is minimized. This may mean creating two smaller curb cuts on each street frontage.

3. **Architecture:** Overall, the proposed architectural design is appropriate for this use and location.
PRELIMINARY PROJECT ASSESSMENT EXPIRATION:

This Preliminary Project Assessment is valid for a period of 18 months. An Environmental Evaluation, Conditional Use Authorization, or Building Permit Application, as listed above, must be submitted no later than April 30, 2012. Otherwise, this determination is considered expired and a new Preliminary Project Assessment is required. Such applications and plans must be generally consistent with those found in this Preliminary Project Assessment.

Enclosure: Neighborhood Group Mailing List

cc: Jo-Ann & Michael Hansen, owners
    Debra Dwyer, Environmental Planning
    Andres Power, Citywide Policy & Analysis
Air Quality Screening Analysis

A. GENERAL PROJECT INFORMATION:

Date: __October 7, 2011_____  EP Planner: __D. Dwyer__________

Project name: __300 South Van Ness Ave, SF Audi___________________ Case No: __2011.0953U________

Anticipated level of environmental review: __CPE _X with focused NegDec__  EE ___

Project address: __300 South Van Ness Avenue____________

Block and Lot: __3548/001________________

Cross streets: __14th Street and South Van Ness Avenue__

Brief Project description: [Please be sure to include known construction information and any information on nearby non-permitted sources (truck distribution facilities, rail yards, ports, airports, etc.)]  

The project site is a parking lot. The proposed project would construct a new 4-story building (3 plus a parking garage on top) where Royal Motors will house their Audi automotive dealership. The new structure would be 55 feet tall and consist of 20,040 gsf. Pursuant to the PPA application for the proposed project, the foundation would consist of a Torque Down Pile system.

Proposed project includes:

☐ New receptors¹  Type: (Residence, day care, hospital, etc.)

☐ New source²  Type: (On-site boiler, dry cleaners)

Location of closes sensitive receptor: _________________

Estimated daily vehicles trips: _________________

¹ Sensitive receptors are defined by BAAQMD as: children, adults or seniors occupying or residing in: 1) Residential dwellings, including apartments, houses, condominiums, 2) schools, colleges and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. On-site and off-site workers should not be considered receptors for this analysis, as significance thresholds for worker exposures have not been developed at this time. Exposures to off-site workers are evaluated in the permitting process. BAAQMD, Recommended Methods for Screening and Modeling Local Risks and Hazards, May 2011, page 12.

² Sources include projects that generate more than 10,000 vehicles/day or more than 1,000 trucks/day and projects that include stationary sources (common stationary sources include emergency back up generators, boilers, dry cleaning facilities, etc.). If a project includes a stationary source, you must also provide the estimated number of daily vehicle trips.
Construction and/or demolition activities or use of diesel equipment

Location of closest sensitive receptor: Residential uses are adjacent to the site to the west, 60 feet to the south of the site, and 83 ft across South Van Ness Ave. In addition, two schools and several daycare facilities are within the 1,000 ft buffer.

Please use the space below to provide additional information regarding the projects use, stationary and mobile sources proposed by the project and intensity of construction and/or demolition activities.

Project sponsor should provide construction information as a construction health risk assessment would be required.

B. CRITERIA AIR POLLUTANTS

1) Preliminary Operational Criteria Air Pollutant Screening Analysis

Refer to Table 3-1 of the Bay Area Air Quality Management District’s (BAAQMD) CEQA Air Quality Guidelines for operational criteria air pollutant screening analysis. When screening criteria air pollutants, keep in mind the following:

a) If the proposed project includes emissions from stationary sources, the screening tables should not be used.

b) If screening criteria are met, operational criteria air pollutant emissions will not result in a significant impact to air quality.

☐ The proposed project meets the operational criteria air pollutant screening criteria

☐ The proposed project does not meet the operational criteria air pollutant screening criteria

☐ Unknown whether the proposed project meets the operational criteria air pollutant screening criteria

If screening criteria are not met, emissions from area, mobile, and stationary sources must be quantified in an Air Quality Technical Report.

Notes: A new car dealership would result in approximately 668 daily vehicle trips based on ITE rates. The 20,040 gsf size of the project is less than half of the screening size for a pharmacy drug store with drive through and half the size of a supermarket.

2) Preliminary Construction Criteria Air Pollutant Screening Analysis

Refer to Table 3-1 of the BAAQMD CEQA Air Quality Guidelines for construction criteria air pollutant screening analysis. When screening criteria air pollutants, keep in mind the following:

a) All Basic Construction Mitigation Measures identified in BAAQMD’s CEQA Air Quality Guidelines (2011) would be included in the project design and implemented during construction; and

b) Construction related activities would not include any of the following:
i) Demolition activities inconsistent with District Regulation 11, Rule 2: Asbestos Demolition, Renovation and Manufacturing;

ii) Simultaneous occurrence of more than two construction phases (e.g., paving and building construction would occur simultaneously);

iii) Simultaneous construction of more than one land use type (e.g., project would develop residential and commercial uses on the same site—however, not applicable to high-density infill development);

iv) Extensive site preparation (i.e., greater than default assumptions used by URBEMIS for grading, cut/fill, or earth movement); or

v) Extensive material transport (greater than 10,000 cubic yards of soil import/export) requiring a considerable amount of haul truck activity.

☒ The proposed project meets the construction criteria air pollutant screening criteria

☐ The proposed project does not meet the construction criteria air pollutant screening criteria

☐ Unknown whether the proposed project meets the construction criteria air pollutant screening criteria

If the screening criteria are not met, average daily emissions from construction activities must be quantified in an Air Quality Technical Report.

Notes: No specific construction information is yet available. However, there would not be demolition other than removal of pavement from the existing parking lot. In addition, the project does not propose a below grade level so excavation for the foundation and elevator pits would be minimal.

C. HEALTH RISKS

1) Preliminary Single Source Health Risk Screening Analysis for New Receptors

This section should be completed for projects that include new sensitive receptors, or as indicated in Sections C.2 or C.3, below.

a. Stationary Sources within 1,000 ft Buffer of Project Site

☒ 1. Source Information is from BAAQMD database (GIS files) dated: [Include date of database information used]

☐ 2. Source Information has been verified by BAAQMD

Stationary Source Comments:

May 2011 BAAQMD database used and confirmed with BAAQMD

b. High Volume Roadways

Specify Roadway Volume tool used:
24 Hour Traffic Volumes layer in SF Planning GIS. This layer is based on SFCHAMP data. For highways use the “Highway Risk- 6ft” layer in GIS, which is the BAAQMD’s Highway Screening Analysis tool.

☐ The project site is located within the Roadway Exposure Zone and the project is subject to the requirements of Health Code Article 38.

☒ The proposed project is not subject to the requirements of Health Code Article 38.

Roadway Source Comments: [Discuss any additional information here.]

______________________________________________________________________________________
______________________________________________________________________________________
______________________________________________________________________________________
______________________________________________________________________________________

c. Non Permitted Sources
Discuss whether there exist any non-permitted sources3 within 1,000 feet of the project site:

No non-permitted sources appear in the vicinity.

______________________________________________________________________________________

2) Preliminary Operational Health Risk Screening Analysis
This section should be completed for projects that include mobile or stationary sources.

i. Would the project generate more than 10,000 vehicles/day or more than 1,000 truck trips/day?

☐ Yes

☒ No

ii. Would the project include any stationary sources, including backup generator(s) and boiler(s)?

☐ Yes

☒ No

☐ Unknown

If the answer to any of the questions in Section C.2 is yes, then an operational health risk assessment is required. To determine cumulative health risk impacts, complete Section C.1 and Section C.4.

Project sponsor has confirmed that no generator is proposed for the project. If this information changes, then that would be considered a new source for the purpose of air quality analysis.

3 Examples of non-permitted sources include: major ports, rail yards, distribution centers and truck-related businesses, airports, etc.
3) Preliminary Construction Health Risk Screening Analysis

Use the construction screening table (Table 2 of Screening Table for Air Toxics Evaluation During Construction) to determine if the risk and hazard impacts from construction may exceed the screening criteria.

The screening table should not be used if the project in consideration has substantially different characteristics than those used to create the screening levels.4

To compare the minimum offset distance from the project fenceline use the following:
   a. Project site acres if available.
   b. If the project site acreage is not available, use the number of units (residential) or square feet (commercial/industrial) of the project.
   c. If the project falls between two project sizes, use the larger of the two to be conservative. Do not interpolate between two project sizes.

☐ The proposed project meets the construction health risk screening buffer

☒ The proposed project does not meet the construction health risk screening buffer

If the project’s nearest sensitive receptor is less than the minimum distance noted in Table 2 of Screening Table for Air Toxics Evaluation During Construction, a refined modeling analysis is required. To determine cumulative construction health risk impacts complete Section C.1 and Section C.4.

Construction Health Risk Screening Comments: [Discuss any additional information here.]

As noted residential uses are adjacent to the construction site and across South Van Ness Ave.

4) CUMULATIVE HEALTH RISKS

[Sum the results of all stationary sources, roadways with ≥10,000 vehicles/day or 1,000 trucks/day, and any non-permitted sources in Table 1]

i. The following cumulative health risk thresholds may be exceeded, requiring refined modeling:
   □ Cancer Risk (100/million threshold)
   □ Hazard Index (10.0 threshold)
   □ Annual Average PM$_{2.5}$ (0.8 μg/m$^3$)

5) SUMMARY OF HEALTH RISK ANALYSIS

i. The screening-level analysis found that the proposed project includes sensitive receptors and that at least one source exceeds the single source health risk thresholds, requiring refined modeling:
   □ Yes

4 In particular, the screening table should not be used if the project has overlapping construction phases. Longer phases or more extensive construction equipment use are additional examples of different project characteristics than traditional residential, commercial or industrial projects.
Sources exceeding individual source thresholds: [List those sources that exceed the project level thresholds, add rows as necessary]

1. SF Coffee Company (Plant 18953) PM2.5 is 1.07.

2.

3.

4.

5.

Notes: Follow up with BAAQMD for SF Coffee needed, but proposed project would not include sensitive receptors. This information should be considered in the assessment for cumulative construction health risk.

ii. The screening-level analysis found that the proposed project includes sources that could affect nearby sensitive receptors

☐ Yes
☒ No
☐ Unknown

These sources include (or may include) the following:

Notes:

iii. The screening-level analysis found that the proposed project includes construction activities that could affect nearby sensitive receptors

☒ Yes
☐ No
☐ Unknown

Notes: Residential, school and daycare facilities are within the 1,000 ft zone of influence.

iv. The screening-level analysis found that cumulative health risks may be exceeded

☐ Yes
☐ No
☒ Unknown
Based on a screening-level analysis, the following cumulative health risk thresholds are exceeded:

☐ Cumulative Cancer Risk Thresholds Exceeded
☐ Cumulative PM$_{2.5}$ Thresholds Exceeded
☐ Cumulative Non Cancer Thresholds Exceeded

Notes: Without construction health risk assessment, it is unknown if cumulative construction health risk would be exceeded.

---

**D. FINDINGS OF PRELIMINARY AIR QUALITY SCREENING ANALYSIS**

1) **Criteria Air Pollutants**

A screening-level analysis found that the proposed project does not meet the following criteria air pollutant screening criteria and requires additional analysis:

☐ Project Operations
☒ Project Construction

2) **Health Risks**

A screening-level analysis found that the proposed project does not meet the following health risk screening criteria and requires additional analysis:

☐ Project would site new sensitive receptors that may be exposed to substantial pollutant concentrations [identify the health risk threshold potentially exceeded (e.g., cancer, PM$_{2.5}$ or non-cancer risks)]

☐ Project includes operational sources of health risks
☒ Project would result in construction activities that may expose nearby sensitive receptors to substantial pollutant concentrations
☒ Cumulative health risk thresholds may be exceeded [identify health risk threshold potentially exceeded (e.g., cancer, PM$_{2.5}$ or non-cancer risks)]

One of the stationary sources in the 1,000-ft buffer exceeds the PM$_{2.5}$ cumulative threshold.

**AIR QUALITY TECHNICAL REPORT REQUIRED** ☒ Yes ☐ No

**Considerations for Health Risk Assessment:** [Please include a discussion regarding what sources should be included in the health risk assessment.]

---

A construction health risk assessment needs to be conducted to assess the potential air quality impacts from project construction on nearby residential uses, schools, and daycare facilities in the project vicinity. Need to follow up with the BAAQMD regarding SF Coffee and PM$_{2.5}$ emissions within the 1,000 ft buffer.

---

Planner Name: Debra Dwyer    Date of Preparation: 10/7/2011
Table 1. Stationary Sources, Roadways, and Non-permitted Sources within 1,000 feet of Project Site

<table>
<thead>
<tr>
<th>Plant ID</th>
<th>Plant Name</th>
<th>Address</th>
<th>Distance to receptor adj to Proj Site</th>
<th>Cancer Risk</th>
<th>Non-Cancer Risk</th>
<th>Annual Ave PM2.5</th>
<th>Exceeds Indiv. Threshold?</th>
</tr>
</thead>
<tbody>
<tr>
<td>G313</td>
<td>ARCO Facility #444</td>
<td>1798 Mission St</td>
<td>540 ft or 167 m</td>
<td>70.961356 adjusted to 2.98 with GSM</td>
<td>0.000000</td>
<td>na</td>
<td>N</td>
</tr>
<tr>
<td>G10573</td>
<td>Auto City Food Mart</td>
<td>501 S Van Ness Ave</td>
<td>302 m</td>
<td>68.490839 adjusted to 1.027 with GSM</td>
<td>0.000000</td>
<td>na</td>
<td>N</td>
</tr>
<tr>
<td>15661</td>
<td>University of CA</td>
<td>1855 Folsom St</td>
<td>307m</td>
<td>Adjusted to 3.06 per BAAQMD from 64.493140</td>
<td>0.000000</td>
<td>.0095925</td>
<td>N</td>
</tr>
<tr>
<td>17792</td>
<td>Sheriff’s Dept</td>
<td>120 14th St</td>
<td>5132438</td>
<td>0.000000</td>
<td>.001</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>5287</td>
<td>Auto’s Garage</td>
<td>1835 Folsom St</td>
<td>0.83</td>
<td>0.000000</td>
<td>0.000</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>G11266</td>
<td>Hertz Equipment Rental</td>
<td>435 S Van Ness Ave</td>
<td>0.093431</td>
<td>0.000000</td>
<td>na</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>10554</td>
<td>Caffe Soma Coffee</td>
<td>1601 Howard St</td>
<td>0.000048</td>
<td>0.000000</td>
<td>.208</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>18953</td>
<td>SF Coffee Company</td>
<td>70 13th Street</td>
<td>0.000035</td>
<td>0.000000</td>
<td>1.070</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>8590</td>
<td>N&amp;S Auto Body Shop</td>
<td>1924 Mission St</td>
<td>0.0</td>
<td>0.000000</td>
<td>0.000</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>19897</td>
<td>Wells SF Auto Body Shop LLC</td>
<td>1294 Shotwell St</td>
<td>0.0</td>
<td>0.000000</td>
<td>No data</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>3796</td>
<td>Anderson Enterprises Inc</td>
<td>165 14th St</td>
<td>0.0</td>
<td>0.000000</td>
<td>0.000</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>8347</td>
<td>Avenue Body Shop</td>
<td>333 So Van Ness Ave</td>
<td>0.0</td>
<td>0.000000</td>
<td>0.000</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>16613</td>
<td>Uni-Body Shop</td>
<td>1655 Folsom St</td>
<td>0.0</td>
<td>0.000000</td>
<td>0.000</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>19811</td>
<td>Folsom Auto Body Center</td>
<td>1728 Folsom St</td>
<td>0.0</td>
<td>0.000000</td>
<td>0.000</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>11073</td>
<td>America’s Body and Fender</td>
<td>1670 15th St</td>
<td>0.0</td>
<td>0.000000</td>
<td>0.000</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>7563</td>
<td>Major Auto Body Repair</td>
<td>240 12th St</td>
<td>0.0</td>
<td>0.000000</td>
<td>0.000</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>12651</td>
<td>Westwind Automotive</td>
<td>351 Valencia St</td>
<td>0.0</td>
<td>0.000000</td>
<td>0.000</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>18193</td>
<td>Van Ness Auto Body</td>
<td>164 14th St</td>
<td>0.0</td>
<td>0.000000</td>
<td>0.000</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>G9756</td>
<td>BMW of San Francisco</td>
<td>1675 Howard St</td>
<td>0.0</td>
<td>0.000000</td>
<td>na</td>
<td>N</td>
<td></td>
</tr>
</tbody>
</table>
### Roadways with Traffic > 10,000 vehicles/day

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Direction</th>
<th>Volume</th>
<th>Distance to receptor next to Project Site</th>
<th>Cancer Risk</th>
<th>Annual Average PM2.5</th>
<th>Non-Cancer Risk</th>
<th>Exceeds Indiv. Threshold?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hwy 101 on ramp</td>
<td>e-w</td>
<td>50,061</td>
<td>595</td>
<td>1.743</td>
<td>0.012</td>
<td>N/A</td>
<td>N</td>
</tr>
<tr>
<td>South Van Ness</td>
<td>n-s</td>
<td>36930</td>
<td>11.5</td>
<td>4.2769951</td>
<td>0.188503</td>
<td>N/A</td>
<td>N</td>
</tr>
<tr>
<td>14th Street</td>
<td>e-w</td>
<td>12,907</td>
<td>12</td>
<td>2.2645015</td>
<td>0.1001891</td>
<td>N/A</td>
<td>N</td>
</tr>
<tr>
<td>13th Street</td>
<td>e-w</td>
<td>29,706</td>
<td>574</td>
<td>0.6648103</td>
<td>0.0197321</td>
<td>N/A</td>
<td>N</td>
</tr>
<tr>
<td>Otis</td>
<td>n-s</td>
<td>26,062</td>
<td>859</td>
<td>0.564098</td>
<td>0.0171959</td>
<td>N/A</td>
<td>N</td>
</tr>
<tr>
<td>Duboce</td>
<td>n-s</td>
<td>26,048</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Non-Permitted Sources

<table>
<thead>
<tr>
<th>Facility Name</th>
<th>Facility Address</th>
<th>Source Type</th>
<th>Distance to Project Site</th>
<th>Description of Site Activities</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cumulative Health Risk Impacts</th>
<th>22.64</th>
<th>1.63</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cumulative Health Risk Thresholds</td>
<td>100</td>
<td>0.8</td>
</tr>
<tr>
<td>Cumulative Health Risk Thresholds Exceeded</td>
<td>N</td>
<td>Y</td>
</tr>
</tbody>
</table>
For all Districts, the following steps must be completed:

1. Complete all required project documents (see front of form). You must upload all documents to the online system.
2. Complete the initial review of all documents, including those completed by the District staff. This review should be completed by the project’s contact at the District.
3. Complete the project’s hazard screening and determine the project’s risk category.
4. Complete the project’s screening and determine the project’s risk category.

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2. Complete the initial review of all documents, including those completed by the District staff. This review should be completed by the project’s contact at the District.
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4. Complete the project’s screening and determine the project’s risk category.
Risks

**Roadway 1**  
14th Street  
PM2.5 (N-S)  
Enter the Traffic Volume:  
Enter the Distance in feet:  
  PM2.5 Risk: #N/A

PM2.5 (E-W)  
Enter the Traffic Volume: 12,907  
Enter the Distance in feet: 12  
  PM2.5 Risk: 0.1001891

Cancer Risk (N-S)  
Enter the Traffic Volume:  
Enter the Distance in feet:  
  Cancer Risk: #N/A

Cancer Risk (E-W)  
Enter the Traffic Volume: 12,907  
Enter the Distance in feet: 12  
  Cancer Risk: 2.2645015

**Roadway 2**  
3 Van Ness Ave  
PM2.5 (N-S)  
Enter the Traffic Volume: 36,930  
Enter the Distance in feet: 11.5  
  PM2.5 Risk: 0.188503

PM2.5 (E-W)  
Enter the Traffic Volume: 0  
Enter the Distance in feet: 0  
  PM2.5 Risk: #N/A

Cancer Risk (N-S)  
Enter the Traffic Volume: 36,930  
Enter the Distance in feet: 11.5  
  Cancer Risk: 4.2769951

Cancer Risk (E-W)  
Enter the Traffic Volume: 0  
Enter the Distance in feet: 0  
  Cancer Risk: #N/A

**Roadway 3**  
13th Street  
PM2.5 (N-S)
Enter the Traffic Volume: 0  
Enter the Distance in feet: 0  
PM2.5 Risk: #N/A  

PM2.5 (E-W)  
Enter the Traffic Volume: 29,706  
Enter the Distance in feet: 574  
PM2.5 Risk: 0.0197321  

Cancer Risk (N-S)  
Enter the Traffic Volume: 0  
Enter the Distance in feet: 0  
Cancer Risk: #N/A  

Cancer Risk (E-W)  
Enter the Traffic Volume: 29,706  
Enter the Distance in feet: 574  
Cancer Risk: 0.6648103  

Roadway 4  Otis  
PM2.5 (N-S)  
Enter the Traffic Volume: 26,062  
Enter the Distance in feet: 859  
PM2.5 Risk: 0.0171959  

PM2.5 (E-W)  
Enter the Traffic Volume: 0  
Enter the Distance in feet: 0  
PM2.5 Risk: #N/A  

Cancer Risk (N-S)  
Enter the Traffic Volume: 26,062  
Enter the Distance in feet: 859  
Cancer Risk: 0.564098  

Cancer Risk (E-W)  
Enter the Traffic Volume: 0  
Enter the Distance in feet: 0  
Cancer Risk: #N/A  

Roadway 5  Highway 101  
PM2.5 (N-S)  
Enter the Traffic Volume: 0  
Enter the Distance in feet: 0  
PM2.5 Risk: #N/A
PM2.5 (E-W)
Enter the Traffic Volume: 0
Enter the Distance in feet: 0
PM2.5 Risk: #N/A

Cancer Risk (N-S)
Enter the Traffic Volume: 0
Enter the Distance in feet: 0
Cancer Risk: #N/A

Cancer Risk (E-W)
Enter the Traffic Volume: 0
Enter the Distance in feet: 0
Cancer Risk: #N/A

Roadway 6

PM2.5 (N-S)
Enter the Traffic Volume: 50,213
Enter the Distance in feet: 198
PM2.5 Risk: 0.1681557

PM2.5 (E-W)
Enter the Traffic Volume: 50,213
Enter the Distance in feet: 198
PM2.5 Risk: 0.117336

Cancer Risk (N-S)
Enter the Traffic Volume: 50,213
Enter the Distance in feet: 198
Cancer Risk: 4.0521288

Cancer Risk (E-W)
Enter the Traffic Volume: 50,213
Enter the Distance in feet: 198
Cancer Risk: 3.4914184

Roadway 7

PM2.5 (N-S)
Enter the Traffic Volume: 0
Enter the Distance in feet: 0
PM2.5 Risk: #N/A

PM2.5 (E-W)
Enter the Traffic Volume: 0
Enter the Distance in feet: 0
PM2.5 Risk: #N/A

Cancer Risk (N-S)
Enter the Traffic Volume: 0
Enter the Distance in feet: 0
Cancer Risk: #N/A

Cancer Risk (E-W)
Enter the Traffic Volume: 0
Enter the Distance in feet: 0
Cancer Risk: #N/A

Roadway 8
PM2.5 (N-S)
Enter the Traffic Volume: 0
Enter the Distance in feet: 0
PM2.5 Risk: #N/A

PM2.5 (E-W)
Enter the Traffic Volume: 0
Enter the Distance in feet: 0
PM2.5 Risk: #N/A

Cancer Risk (N-S)
Enter the Traffic Volume: 0
Enter the Distance in feet: 0
Cancer Risk: #N/A

Cancer Risk (E-W)
Enter the Traffic Volume: 0
Enter the Distance in feet: 0
Cancer Risk: #N/A

Roadway 9
PM2.5 (N-S)
Enter the Traffic Volume: 0
Enter the Distance in feet: 0
PM2.5 Risk: #N/A

PM2.5 (E-W)
Enter the Traffic Volume: 0
Enter the Distance in feet: 0
PM2.5 Risk: #N/A

Cancer Risk (N-S)
Enter the Traffic Volume: 0
Enter the Distance in feet: 0
Cancer Risk: #N/A

Cancer Risk (E-W)
Enter the Traffic Volume: 0
Enter the Distance in feet: 0
Cancer Risk: #N/A

Roadway 10
PM2.5 (N-S)
Enter the Traffic Volume: 0
Enter the Distance in feet: 0
PM2.5 Risk: #N/A

PM2.5 (E-W)
Enter the Traffic Volume: 0
Enter the Distance in feet: 0
PM2.5 Risk: #N/A

Cancer Risk (N-S)
Enter the Traffic Volume: 0
Enter the Distance in feet: 0
Cancer Risk: #N/A

Cancer Risk (E-W)
Enter the Traffic Volume: 0
Enter the Distance in feet: 0
Cancer Risk: #N/A
Compliance Checklist Table for Greenhouse Gas Analysis:
Table 1. Private Development Projects

A. GENERAL PROJECT INFORMATION:

Date: _____________________________  
Project name: _________________________________  
Case No: _____________________________

Project address and block and lot: _______________________________________________________

[This checklist may only be used for projects within the City and County of San Francisco.]

Compliance Checklist Prepared By: _____________________________  Date: ______________

B. COMPLIANCE CHECKLIST TABLE

Instructions: Complete the following table by determining project compliance with the identified regulations and providing project-level details in the discussion column. Projects that do not comply with an ordinance/regulation may be determined to be inconsistent with San Francisco’s qualified GHG reduction strategy.

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Requirements</th>
<th>Project Compliance</th>
<th>Discussion</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Transportation Sector</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commuter Benefits Ordinance (Environment Code, Section 421)</td>
<td>All employers of 20 or more employees must provide at least one of the following benefit programs:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1. A Pre-Tax Election consistent with 26 U.S.C. § 132(f), allowing employees to elect to exclude from taxable wages and compensation, employee commuting costs incurred for transit passes or vanpool charges, or</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(2) Employer Paid Benefit whereby the employer supplies a transit pass for the public transit system requested by each Covered Employee or reimbursement for equivalent vanpool charges at least</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regulation</td>
<td>Requirements</td>
<td>Project Compliance</td>
<td>Discussion</td>
</tr>
<tr>
<td>------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------------</td>
<td>---------------------------------</td>
</tr>
<tr>
<td></td>
<td>equal in value to the purchase price of the appropriate benefit, or (3) Employer Provided Transit furnished by the employer at no cost to the employee in a vanpool or bus, or similar multi-passenger vehicle operated by or for the employer.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Emergency Ride Home Program</td>
<td>All persons employed in San Francisco are eligible for the emergency ride home program.</td>
<td>Project Not Comply</td>
<td>Not Applicable</td>
</tr>
<tr>
<td>Transportation Management Programs (Planning Code, Section 163)</td>
<td>Requires new buildings or additions over a specified size (buildings &gt;25,000 sf or 100,000 sf depending on the use and zoning district) within certain zoning districts (including downtown and mixed-use districts in the City’s eastern neighborhoods and south of market) to implement a Transportation Management Program and provide on-site transportation management brokerage services for the life of the building.</td>
<td>Project Not Comply</td>
<td>Not Applicable</td>
</tr>
<tr>
<td>Transit Impact Development Fee (Administrative Code, Chapter 38)</td>
<td>Establishes the following fees for all commercial developments. Fees are paid to the SFMTA to improve local transit services.</td>
<td>Project Not Comply</td>
<td>Not Applicable</td>
</tr>
<tr>
<td>Jobs-Housing Linkage Program (Planning Code Section 413)</td>
<td>The Jobs-Housing Program found that new large scale development attract new employees to the City who require housing. The program is designed to provide housing for those new uses within San Francisco, thereby allowing employees to live close to their place of employment.</td>
<td>Project Not Comply</td>
<td>Not Applicable</td>
</tr>
<tr>
<td>Regulation</td>
<td>Requirements</td>
<td>Project Compliance</td>
<td>Discussion</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------</td>
<td>--------------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>The program requires a developer to pay a fee or contribute land suitable for housing to a housing developer or pay an in-lieu fee.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Bicycle Parking in New and Renovated Commercial Buildings (Planning Code, Section 155.4) | Professional Services:  
(A) Where the gross square footage of the floor area is between 10,000-20,000 feet, 3 bicycle spaces are required.  
(B) Where the gross square footage of the floor area is between 20,000-50,000 feet, 6 bicycle spaces are required.  
(3) Where the gross square footage of the floor area exceeds 50,000 square feet, 12 bicycle spaces are required.  
Retail Services:  
(A) Where the gross square footage of the floor area is between 25,000 square feet - 50,000 feet, 3 bicycle spaces are required.  
(2) Where the gross square footage of the floor area is between 50,000 square feet - 100,000 feet, 6 bicycle spaces are required.  
(3) Where the gross square footage of the floor area exceeds 100,000 square feet, 12 bicycle spaces are required. | □ Project Complies  
□ Not Applicable  
□ Project Does Not Comply |                                               |
| Bicycle parking in parking garages (Planning Code, Section 155.2)         | (A) Every garage will supply a minimum of six bicycle parking spaces.  
(B) Garages with between 120 and 500 automobile spaces shall provide one bicycle space for every 20 automobile spaces.  
(C) Garages with more than 500 automobile spaces shall provide 25 spaces plus one additional space | □ Project Complies  
□ Not Applicable  
□ Project Does Not Comply |                                               |
<table>
<thead>
<tr>
<th>Regulation</th>
<th>Requirements</th>
<th>Project Compliance</th>
<th>Discussion</th>
</tr>
</thead>
<tbody>
<tr>
<td>for every 40 automobile spaces over 500 spaces, up to a maximum of 50 bicycle parking spaces.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle parking in Residential Buildings (Planning Code, Section 155.5)</td>
<td>(A) For projects up to 50 dwelling units, one Class 1 space for every 2 dwelling units. (B) For projects over 50 dwelling units, 25 Class 1 spaces plus one Class 1 space for every 4 dwelling units over 50.</td>
<td>Project Complies</td>
<td>Not Applicable Project Does Not Comply</td>
</tr>
<tr>
<td>Car Sharing Requirements (Planning Code, Section 166)</td>
<td>New residential projects or renovation of buildings being converted to residential uses within most of the City’s mixed-use and transit-oriented residential districts are required to provide car share parking spaces.</td>
<td>Project Complies</td>
<td>Not Applicable Project Does Not Comply</td>
</tr>
<tr>
<td>Parking requirements for San Francisco’s Mixed-Use zoning districts (Planning Code Section 151.1)</td>
<td>The Planning Code has established parking maximums for many of San Francisco’s Mixed-Use districts.</td>
<td>Project Complies</td>
<td>Not Applicable Project Does Not Comply</td>
</tr>
</tbody>
</table>

**Energy Efficiency Sector**

San Francisco Green Building Requirements for Energy Efficiency (SF Building Code, Chapter 13C)

Commercial buildings greater than 5,000 sf will be required to be at a minimum 14% more energy efficient than Title 24 energy efficiency requirements. By 2008 large commercial buildings will be required to have their energy systems commissioned, and by 2010, these large buildings will be required to provide enhanced commissioning in compliance with LEED® Energy and Atmosphere Credit 3. Mid-sized commercial buildings will be required to have their systems commissioned by 2009, with enhanced commissioning by 2011.  Project Complies  Not Applicable Project Does Not Comply
<table>
<thead>
<tr>
<th>Regulation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>San Francisco Green Building Requirements for Energy Efficiency (SF Building Code, Chapter 13C)</strong></td>
</tr>
</tbody>
</table>

**Requirements**

Under the Green Point Rated system and in compliance with the Green Building Ordinance, all new residential buildings will be required to be at a minimum 15% more energy efficient than Title 24 energy efficiency requirements.

**Project Compliance**

☐ Project Complies
☐ Not Applicable
☐ Project Does Not Comply

<table>
<thead>
<tr>
<th>Discussion</th>
</tr>
</thead>
</table>

| **San Francisco Green Building Requirements for Stormwater Management (SF Building Code, Chapter 13C) Or San Francisco Stormwater Management Ordinance (Public Works Code Article 4.2)** |

**Requirements**

Requires all new development or redevelopment disturbing more than 5,000 square feet of ground surface to manage stormwater on-site using low impact design. Projects subject to the Green Building Ordinance Requirements must comply with either LEED® Sustainable Sites Credits 6.1 and 6.2, or with the City’s Stormwater ordinance and stormwater design guidelines.

**Project Compliance**

☐ Project Complies
☐ Not Applicable
☐ Project Does Not Comply

<table>
<thead>
<tr>
<th>Discussion</th>
</tr>
</thead>
</table>

| **San Francisco Green Building Requirements for water efficient landscaping (SF Building Code, Chapter 13C)** |

**Requirements**

All new commercial buildings greater than 5,000 square feet are required to reduce the amount of potable water used for landscaping by 50%.

**Project Compliance**

☐ Project Complies
☐ Not Applicable
☐ Project Does Not Comply

<table>
<thead>
<tr>
<th>Discussion</th>
</tr>
</thead>
</table>

| **San Francisco Green Building Requirements for water use reduction (SF Building Code, Chapter 13C)** |

**Requirements**

All new commercial buildings greater than 5,000 sf are required to reduce the amount of potable water used by 20%.

**Project Compliance**

☐ Project Complies
☐ Not Applicable
☐ Project Does Not Comply

<table>
<thead>
<tr>
<th>Discussion</th>
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</thead>
</table>

| **Commercial Water Conservation Ordinance (SF Building Code,)** |

**Requirements**

Requires all existing commercial properties undergoing tenant improvements to achieve the following minimum standards:

☐ Project Complies
☐ Not
<table>
<thead>
<tr>
<th>Regulation</th>
<th>Requirements</th>
<th>Project Compliance</th>
<th>Discussion</th>
</tr>
</thead>
</table>
| Chapter 13A)                                                              | 1. All showerheads have a maximum flow of 2.5 gallons per minute (gpm)  
2. All showers have no more than one showerhead per valve  
3. All faucets and faucet aerators have a maximum flow rate of 2.2 gpm  
4. All Water Closets (toilets) have a maximum rated water consumption of 1.6 gallons per flush (gpf)  
5. All urinals have a maximum flow rate of 1.0 gpf  
6. All water leaks have been repaired.                                                                                                               | Applicable          | □ Project Does Not Comply                                                                       |
| Residential Water Conservation Ordinance (SF Building Code, Housing Code, Chapter 12A) | Requires all residential properties (existing and new), prior to sale, to upgrade to the following minimum standards:  
1. All showerheads have a maximum flow of 2.5 gallons per minute (gpm)  
2. All showers have no more than one showerhead per valve  
3. All faucets and faucet aerators have a maximum flow rate of 2.2 gpm  
4. All Water Closets (toilets) have a maximum rated water consumption of 1.6 gallons per flush (gpf)  
5. All urinals have a maximum flow rate of 1.0 gpf  
6. All water leaks have been repaired.  
Although these requirement apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued. | □ Project Complies  | □ Not Applicable                                                                               |
| Residential Energy Conservation Ordinance (SF Building Code, Housing Code, Chapter 12) | Requires all residential properties to provide, prior to sale of property, certain energy and water conservation measures for their buildings: attic insulation; weather-stripping all doors leading from heated to unheated areas; insulating hot water heaters and | □ Project Complies | □ Not Applicable                                                                               |

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Requirements</th>
<th>Project Compliance</th>
<th>Discussion</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>insulating hot water pipes; installing low-flow showerheads; caulking and sealing any openings or cracks in the building’s exterior; insulating accessible heating and cooling ducts; installing low-flow water-tap aerators; and installing or retrofitting toilets to make them low-flush. Apartment buildings and hotels are also required to insulate steam and hot water pipes and tanks, clean and tune their boilers, repair boiler leaks, and install a time-clock on the burner. Although these requirements apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.</td>
<td>Not Comply</td>
<td></td>
</tr>
</tbody>
</table>

**Renewable Energy Sector**

San Francisco Green Building Requirements for renewable energy (SF Building Code, Chapter 13C)

By 2012, all new commercial buildings will be required to provide on-site renewable energy or purchase renewable energy credits pursuant to LEED® Energy and Atmosphere Credits 2 or 6.

Credit 2 requires providing at least 2.5% of the buildings energy use from on-site renewable sources. Credit 6 requires providing at least 35% of the building’s electricity from renewable energy contracts.

- Project Complies
- Not Applicable
- Project Does Not Comply

**Waste Reduction Sector**

San Francisco Green Building Requirements for solid waste (SF Building Code, Chapter 13C)

Pursuant to Section 1304C.0.4 of the Green Building Ordinance, all new construction, renovation and alterations subject to the ordinance are required to provide recycling, composting and trash storage, collection, and loading that is convenient for all users of the building.

- Project Complies
- Not Applicable
- Project Does Not Comply
<table>
<thead>
<tr>
<th>Regulation</th>
<th>Requirements</th>
<th>Project Compliance</th>
<th>Discussion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mandatory Recycling and Composting Ordinance (Environment Code, Chapter 19)</td>
<td>The mandatory recycling and composting ordinance requires all persons in San Francisco to separate their refuse into recyclables, compostables and trash, and place each type of refuse in a separate container designated for disposal of that type of refuse.</td>
<td>☐ Project Complies</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>☐ Not Applicable</td>
<td>☐ Project Does Not Comply</td>
</tr>
<tr>
<td>San Francisco Green Building Requirements for construction and demolition debris recycling (SF Building Code, Chapter 13C)</td>
<td>These projects proposing demolition are required to divert at least 75% of the project’s construction and demolition debris to recycling.</td>
<td>☐ Project Complies</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>☐ Not Applicable</td>
<td>☐ Project Does Not Comply</td>
</tr>
<tr>
<td>San Francisco Construction and Demolition Debris Recovery Ordinance (SF Environment Code, Chapter 14)</td>
<td>Requires that a person conducting full demolition of an existing structure to submit a waste diversion plan to the Director of the Environment which provides for a minimum of 65% diversion from landfill of construction and demolition debris, including materials source separated for reuse or recycling.</td>
<td>☐ Project Complies</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>☐ Not Applicable</td>
<td>☐ Project Does Not Comply</td>
</tr>
<tr>
<td>Environment/Conservation Sector</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street Tree Planting Requirements for New Construction (Planning Code Section 428)</td>
<td>Planning Code Section 428 requires new construction, significant alterations or relocation of buildings within many of San Francisco’s zoning districts to plant on 24-inch box tree for every 20 feet along the property street frontage.</td>
<td>☐ Project Complies</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>☐ Not Applicable</td>
<td>☐ Project Does Not Comply</td>
</tr>
<tr>
<td>Wood Burning Fireplace Ordinance (San Francisco Building Code, Chapter 31, Section 3102.8)</td>
<td>Bans the installation of wood burning fire places except for the following: • Pellet-fueled wood heater • EPA approved wood heater • Wood heater approved by the Northern Sonoma Air Pollution Control District</td>
<td>☐ Project Complies</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>☐ Not Applicable</td>
<td>☐ Project Does Not Comply</td>
</tr>
<tr>
<td>Regulation</td>
<td>Requirements</td>
<td>Project Compliance</td>
<td>Discussion</td>
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<tr>
<td>---------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------</td>
<td>---------------------------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>Regulation of Diesel Backup Generators (San Francisco Health Code, Article 30)</td>
<td>Requires (among other things):</td>
<td>☐ Project Complies</td>
<td>☐ Project Does Not Comply</td>
</tr>
<tr>
<td></td>
<td>• All diesel generators to be registered with the Department of Public Health</td>
<td>☐ Not Applicable</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• All new diesel generators must be equipped with the best available air emissions control technology.</td>
<td>☐ Project Does Not Comply</td>
<td></td>
</tr>
<tr>
<td>Phase</td>
<td>(workdays)</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>------------------------------</td>
<td>------------</td>
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<td>---</td>
</tr>
<tr>
<td>Site Demolition</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shoring &amp; Lagging &amp; Underpinning</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dewatering</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Soils Grout</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Driven Piles</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Mass Excavitation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase</td>
<td>Equip Qty</td>
<td>Equip Type</td>
<td>HP</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>-----------</td>
<td>-----------------------------</td>
<td>-----</td>
</tr>
<tr>
<td>Site Demolition</td>
<td>1</td>
<td>Komatsu 300</td>
<td>242</td>
</tr>
<tr>
<td>Shoring &amp; Lagging &amp; Underpinning</td>
<td>1</td>
<td>Hitachi Lodrill</td>
<td>160</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Klemm drill rig</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Atlas copco compressor</td>
<td>20</td>
</tr>
<tr>
<td>Dewatering</td>
<td>1</td>
<td>Hitachi Excavator w/ Lodrill</td>
<td>220</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>John Deer Wheel Loader</td>
<td>130</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>Support Trucks</td>
<td>350</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Gravel Truck</td>
<td>475</td>
</tr>
<tr>
<td>Soils Grout</td>
<td>1</td>
<td>Jet Grout Rig</td>
<td>75</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Grout Mixer</td>
<td>66</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Grout Pump</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Compressor 105cfm</td>
<td>78</td>
</tr>
<tr>
<td>Driven Piles</td>
<td>1</td>
<td>BG15 Crawler Drill</td>
<td>247</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>35 Ton Crane</td>
<td>274</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Forklift, extendable</td>
<td>80</td>
</tr>
<tr>
<td>Mass Excavitation</td>
<td>2</td>
<td>Komatsu 300</td>
<td>242</td>
</tr>
</tbody>
</table>
Required Construction Information

For each individual project provide:

1. Construction phase (demolition, grading, paving, etc.) duration for each phase of construction in dd/mm/yy
2. Number of workdays/week for each construction phase
3. An equipment list for each construction phase that include:
   a. Equipment name
   b. Maximum Horsepower (HP)
   c. Average HP
   d. Load
   e. Average number of hours operating/day
4. Average volume of demolition/day in length x width x height
5. Maximum volume of demolition/day in length x width x height
6. Truck hauling capacity in cubic yards
7. Total volume of fill material imported and truck hauling capacity in cu. yards.
8. Identify overlapping phases
Re: SFPUC Urban Watershed Management Program (UWMP)
Stormwater Requirements

Dear Project Proponent,

Your project may be subject to meeting requirements of the 2010 San Francisco Stormwater Management Ordinance and the San Francisco Stormwater Design Guidelines (Guidelines). The project parameter that triggers compliance with the Guidelines is:

- Projects disturbing 5,000 square feet or more of ground surface are subject to the Stormwater Management Ordinance and must therefore meet the performance measures set within the Guidelines.

If your project triggers the Ordinance your project must:

- Determine if your project is located in the area served by the combined sewer or the area served by the separate sewer and meet the applicable performance measure:
  - Combined Sewer Areas:
    - For sites with existing imperviousness of less than or equal to 50%, stormwater runoff rate and volume shall not exceed pre-development conditions for the 1- and 2-year 24-hour design storm.
    - For sites with existing imperviousness of greater than 50%, stormwater runoff rate and volume shall be decreased by 25% from the 2-year 24-hour design storm
      (Equivalent to LEED Sustainable Sites Credit 6.1).
  - Separate Sewer Areas:
    - Capture and treat the rainfall from a design storm of 0.75 inches.
      (Equivalent to LEED Sustainable Sites Credit 6.2).
- Develop a Stormwater Control Plan in accordance with the Guidelines and submit it for review and approval to the UWMP prior to receiving a building permit; and
- Develop an operation and maintenance plan for all proposed stormwater controls and submit it as part of the Stormwater Control Plan.

Stormwater requirements can be met using Low Impact Design (LID) or other green infrastructure approaches. LID approaches use stormwater management solutions that promote the use of ecological and landscape-based systems that mimic pre-development drainage patterns and hydrologic processes by increasing retention, detention, infiltration, and treatment of stormwater at its source.
The necessary documents can be found online at:

- Stormwater Management Ordinance:

- Stormwater Design Guidelines (Guidelines) and Appendixes:
  http://sfwater.org/sdg

- Instructions for completing a Stormwater Control Plan: Refer to Guidelines, Appendix C.

- Municipal separate stormwater sewer system (MS4) and Combined Sewer System Boundary Map: Refer to Guidelines, p.10

Upon receipt of this letter please contact the SFPUC Urban Watershed Management Program (UWMP) to confirm specific Guideline requirements for your project.

Project Reviewer
Urban Watershed Management Program
stormwaterreview@sfwater.org

The UWMP staff looks forward to helping you achieve stormwater management compliance and moving your project forward.

Sincerely,

UWMP Project Review Team
San Francisco Public Utilities Commission
Wastewater Enterprise