



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: February 16, 2018
TO: Geoff Gibson, Windor Gibson Architects
FROM: Richard A. Sucre, Planning Department
RE: PPA Case No. 2017-015056PPA


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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Please find the attached Preliminary Project Assessment (PPA) for the address listed above. You may contact the staff contact, Kimberly Durandet at (415) 575-6816 or kimberly.durandet@sfgov.org, to answer any questions you may have, or to schedule a follow-up meeting.


Richard A. Sucre, Team Leader



SAN FRANCISCO PLANNING DEPARTMENT

Preliminary Project Assessment

Date: February 16, 2018
Case No.: **2017-015056PPA**
Project Address: 986 South Van Ness Avenue
Block/Lot: 3610/010
Zoning: RTO-M (Residential Transit Oriented-Mission) District
Mission Alcoholic Beverage Special Use District
50-X Height & Bulk District
Area Plan: Mission Area Plan
Project Sponsor: Geoff Gibson, Windor Gibson Architects
415-318-8634
Staff Contact: Kimberly Durandet- 415-575-6816
kimberly.durandet@sfgov.org

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DISCLAIMERS:

This Preliminary Project Assessment (PPA) letter provides feedback to the project sponsor from the Planning Department regarding the proposed project described in the PPA application submitted on November 27, 2017, as summarized below. This PPA letter identifies Planning Department review requirements for the proposed project, including those related to environmental review, approvals, neighborhood notification and public outreach, the Planning Code, project design, and other general issues of concern for the project. Please be advised that the PPA application does not constitute an application for development with the Planning Department. The PPA letter also does not represent a complete review of the proposed project, does not grant a project approval of any kind, and does not 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, Public Works, the Municipal Transportation Agency, Department of Public Health, San Francisco Public Utilities Commission, and others. The information included herein is based on the PPA application and plans, 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.

PROJECT DESCRIPTION:

The proposal is to demolish the existing 1,296-square-foot (sf) single-story auto repair industrial building and construct a 5-story, 50-foot-tall residential use building. The existing building on the 5,222-sf subject lot was constructed in 1960. The proposed new building would include 9 dwelling units, 6 parking spaces, and 9 Class 1 bicycle parking spaces. The existing 35-foot curb cut will be reduced to one 10-foot

curb cut. The proposed project estimates 2 feet depth, 2,784 square feet and a total of 206 cubic yards of excavation.

BACKGROUND:

The project site is within the Eastern Neighborhoods Area Plans. The Eastern Neighborhoods Area Plans cover the Mission, East South of Market (SoMa), Showplace Square/Potrero Hill, and Central Waterfront neighborhoods. The proposed project site is in the Mission Area Plan of the Eastern Neighborhoods Area Plans. On August 7, 2008, the Planning Commission certified the *Eastern Neighborhoods Programmatic Final Environmental Impact Report (Eastern Neighborhoods PEIR)*.^{1,2} The Eastern Neighborhoods Area Plans and its associated rezoning became effective December 19, 2008. The proposed project appears to be consistent with the development density of the Eastern Neighborhoods Area Plans. A final determination of consistency with the development density in the Eastern Neighborhoods Area Plans would be made during the environmental review process.

PRELIMINARY PROJECT COMMENTS:

The following comments address general issues that may affect the proposed project.

1. **Mission Area Plan.** The subject property falls within the area covered by the Mission Area Plan in the General Plan. As proposed, the project is not fully consistent with the overarching objectives of the Plan, including maximization of residential density in transit-rich areas and the provision of affordable housing on-site, as described below. The project sponsor is encouraged to read the full plan, which can be viewed at http://www.sf-planning.org/ftp/General_Plan/Mission.htm.
2. **Mission Action Plan 2020.** On March 2nd 2017, the Planning Commission adopted Resolution No. 19864 to endorse the Mission Action Plan 2020 (MAP2020). The subject property falls within MAP2020 boundaries generally defined as Division/13th/Duboce, Guerrero, Potrero/101 and Cesar Chavez Streets. MAP2020 is a collaborative effort to strengthen and preserve the socioeconomic diversity of the Mission neighborhood amidst the accelerated displacement of long-time residents and businesses. The Action Plan recommendations include proposed changes to land uses in certain districts, as well as an overall increase in affordable housing production. Land use changes are currently being finalized and will become part of the Planning Code in 2018. One potential change includes the retention of auto repair along the South Van Ness corridor. For more information please visit: <http://www.sf-planning.org/sfmap2020>.
3. **Density Maximization & Affordable Housing Provision.** The Department has prioritized the development of new housing and encourages the construction of more affordable housing and to maximize permitted density, while maintaining quality of life and adherence to Planning Code standards. In 2009, the City adopted the Mission Area Plan, which removed residential density limits from several zoning districts located within the Mission that are well-served by public transit and have a walkable urban form. Objective 1.2 of the Mission Area Plan, states "In areas of the Mission where housing and mixed-use is encouraged, maximize development potential in keeping with

¹ San Francisco Planning Department. Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (FEIR), Planning Department Case No. 2004.0160E, certified August 7, 2008. Available online at: <http://sf-planning.org/area-plans-eirs>, accessed August 17, 2012.

² San Francisco Planning Department. San Francisco Planning Commission Motion 17659, August 7, 2008. Available online at: http://commissions.sfplanning.org/cpcmotions/17659_1268-EN_BOS_Vol4_CEQ_A_Part7_Web.pdf, accessed August 17, 2012.

neighborhood character.” The Project is located within a 10-minute walk from two BART stations, is two blocks from the recently completed 14-Mission Rapid Project (the “Mission Red Lane”), and served by MUNI lines that connect it to much of the city. Objective 2.1 of the Mission Area plan further directs the Department to “Ensure that a significant percentage of new housing created in the Mission is affordable to people with a wide range of incomes.” The City’s inclusionary housing program is one of its most effective tools for promoting new housing production that is targeted to households from a variety of income groups.. Given the priorities described above, the Department would strongly encourage the Project Sponsor to maximize the parcel’s density and to provide the required amount of affordable housing as discussed in the Affordable Housing section of this letter.

The current proposal to build 9 units would be substantially lower than the number of units permitted by the parcel’s zoning district (RTO-M). Furthermore, the number of proposed dwelling units falls just below the threshold at which below market rate (BMR) units are required, and indeed the project does not propose to set aside any units for low-income households. Given the parcel’s size and height, we estimate that the Project could easily accommodate at least 15 units and possibly more, with some units set aside as BMRs.

4. **PDR Removal.** The PPA application states that 1,296 square feet of PDR space (an existing auto body shop) will be demolished as part of this proposal. Industrial and automotive uses are not permitted in the RTO-M district and the Project does not propose to replace the PDR space.
5. **Off-Street Parking.** The Project includes six unbundled automobile parking spaces. Given the Project’s proximity to several transit options and the inclusion in the Project of 9 bicycle parking spaces, the 2,317 square feet on the ground floor devoted to parking would more closely meet the priorities in the Mission Area Plan if devoted to other uses, such as additional units or shared open space for building residents.

ENVIRONMENTAL REVIEW:

The proposed project requires environmental review in accordance with the California Environmental Quality Act (CEQA). This section identifies the likely environmental review process and additional information and studies necessary to complete environmental review. Formal environmental review begins with Planning Department review of the **Environmental Evaluation Application (EEA)** filed by the project sponsor. The EEA can be submitted at the same time as the PPA application or subsequent to issuance of the PPA letter.

The environmental review may be done in conjunction with the required approvals listed below, but must be completed before any project approval may be granted. **Note that until an entitlement application is submitted to the Current Planning Division, only the proposed project description will be reviewed by the assigned environmental coordinator.** EEAs 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 <http://sf-planning.org/permit-forms-applications-and-fees>. See “Environmental Applications” on page 2 of the current Fee Schedule for a calculation of environmental application fees.³ In addition, please see page 4 of the Fee Schedule for monitoring fees applicable to projects that require active monitoring of mitigation measures.

3 San Francisco Planning Department. Fee Schedule for Application Fees. Available online at: <http://sf-planning.org/permit-forms-applications-and-fees>.

A detailed and accurate description of the proposed project is essential for adequate environmental review. Please update the EEA project description as necessary to reflect feedback provided in this PPA letter and include the additional information and/or documents requested herein and listed again below:

- A construction schedule and indication whether pile driving or other particularly noisy construction methods are required;
- Additional information related to the building's generator, stationary sources, and mechanical systems, if applicable;
- A copy of the geotechnical information with boring logs; and
- A copy of the submitted Maher Application and Phase I Environmental Site Assessment.

If you have already filed your EEA, you may provide the requested information and documents as supplements to your application.

ENVIRONMENTAL REVIEW DOCUMENT- COMMUNITY PLAN EVALUATION

Section 15183 of the California Environmental Quality Act (CEQA) Guidelines states that projects that are consistent with the development density established by a community plan for which an environmental impact report (EIR) was certified do not require additional environmental review, except as necessary to determine the presence of project-specific significant effects not identified in the programmatic plan area EIR.

As discussed above, the proposed project is located within the Eastern Neighborhoods Area Plan, which was evaluated in the *Eastern Neighborhoods PEIR*. If the proposed project is consistent with the development density identified in the area plan, it would be eligible for a community plan evaluation (CPE). Please note that a CPE is a type of streamlined environmental review, and cannot be modified to reflect changes to a project after approval. Proposed increases in project size or intensity after project approval beyond the CPE project description will require reconsideration of environmental impacts and issuance of a new CEQA determination.

Within the CPE process, there can be three different outcomes as follows:

1. **CPE.** All potentially significant project-specific and cumulatively considerable environmental impacts are fully consistent with significant impacts identified in the *Eastern Neighborhoods PEIR*, and there would be no new significant impacts peculiar to the proposed project or its site. In these situations, all pertinent mitigation measures and CEQA findings from the *Eastern Neighborhoods PEIR* are applied to the proposed project, and a CPE checklist and certificate is prepared. With this outcome, the applicable fees are: (a) the CPE determination fee (currently \$14,910) and (b) the CPE certificate fee (currently \$8,266).
2. **Mitigated Negative Declaration.** If new site- or project-specific significant impacts are identified for the proposed project that were not identified in the *Eastern Neighborhoods PEIR*, and if these new significant impacts can be mitigated to a less-than-significant level, then a focused mitigated negative declaration is prepared to address these impacts, and a supporting CPE checklist is prepared to

address all other impacts that were encompassed by the *Eastern Neighborhoods PEIR*, with all pertinent mitigation measures and CEQA findings from the *Eastern Neighborhoods PEIR* also applied to the proposed project. With this outcome, the applicable fees are: (a) the CPE determination fee (currently \$14,910) and (b) the standard environmental evaluation fee (which is based on construction value).

3. **Focused EIR.** If any new site- or project-specific significant impacts cannot be mitigated to a less-than-significant level, then a focused EIR is prepared to address these impacts, and a supporting CPE checklist is prepared to address all other impacts that were encompassed by the *Eastern Neighborhoods PEIR*, with all pertinent mitigation measures and CEQA findings from the *Eastern Neighborhoods PEIR* also applied to the proposed project. With this outcome, the applicable fees are: (a) the CPE determination fee (currently \$14,910); (b) the standard environmental evaluation fee (which is based on construction value); and (c) one-half of the standard EIR fee (which is also based on construction value). An EIR must be prepared by an environmental consultant from the Planning Department's environmental consultant pool (<http://sf-planning.org/consultant-sponsor-resources>). The Planning Department will provide more detail to the project sponsor regarding the EIR process should this level of environmental review be required.

Below is a list of topic areas addressed through the environmental review process. Based on a preliminary review of the project as it is proposed in the PPA application, some of these topics would require additional study.

1. **Historic Resources.** The existing building on the project site was previously evaluated in the South Mission Historic Resource Survey and found to be ineligible for national, state, or local listing. Thus, the proposed project is not subject to review by the Department's Historic Preservation staff; no additional analysis of historic architectural resources is required.
2. **Archeological Resources.** The project site lies within the Archeological Mitigation Zone J-2: Properties with No Previous Studies of the *Eastern Neighborhoods PEIR*. Therefore, the proposed project will require Preliminary Archeological Review (PAR) by a Planning Department archeologist. To aid this review the Department archeologist may request a Preliminary Archeological Sensitivity Assessment (PASS) by a Department Qualified Archeological Consultant, subject to the review and approval by the Department archeologist. The Department archeologist will provide three names from the Qualified Archeological Consultant list if the PASS is required. The PAR will assess the archeological sensitivity of the project site based on in-house source material and will consider the potential for archeological impacts resulting from proposed soils disturbance. Please provide detailed information, including sections, proposed soils-disturbing activities, such as grading, excavation, installation of foundations, soils improvement, and site remediation in the EEA, and submit any available geotechnical/soils or phase II hazardous materials reports prepared for the project to assist in this review. If the Department archeologist determines that the project has a potential to adversely affect archeological resources, the PAR will identify additional measures needed to address the potential effect. These measures may include preparation of an archeological research design and treatment plan, implementation of project mitigation measures (such as archeological testing, monitoring, or accidental discovery), or other appropriate measures.

3. **Transportation.** Based on the PPA submittal, a transportation impact study is not anticipated; an official determination will be made subsequent to submittal of the EEA. Please note that the project site is located on South Van Ness Avenue, a pedestrian and vehicle high injury corridor as mapped by Vision Zero.⁴ Planning staff may conduct a site visit to identify any pedestrian, cyclist, transit, and/or vehicle safety issues.
4. **Noise.** *Eastern Neighborhoods PEIR Noise Mitigation Measure F-1: Construction Noise* addresses requirements related to the use of pile-driving. The project sponsor has indicated that the project would not involve pile driving. Therefore, the proposed project would not be subject to *Noise Mitigation Measure F-1*. If pile driving is to be used during construction, *Noise Mitigation Measure F-1* would apply to the proposed project. This mitigation measure requires that contractors use equipment with state-of-the-art noise shielding and muffling devices. To reduce noise and vibration impacts, sonic or vibratory sheetpile drivers, rather than impact drivers, shall be used wherever sheetpiles are needed. Project sponsors shall also require that contractors schedule pile-driving activity for times of the day that would minimize disturbance to neighbors.

Eastern Neighborhoods PEIR Noise Mitigation Measure F-2: Construction Noise requires that the project sponsor develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant when the environmental review of a development project determines that construction noise controls are necessary due to the nature of planned construction practices and sensitivity of proximate uses. This mitigation measure requires that a plan for such measures be submitted to DBI prior to commencing construction to ensure that maximum feasible noise attenuation will be achieved.

Operation of the proposed project could include a generator and HVAC system, which may generate noise that could result in a substantial permanent increase in ambient noise levels. If applicable, the proposed project could require a noise study that includes at a minimum: measurements of the existing noise environment, discussion of applicable noise regulations, an analysis of the noise effects from the project's operations, and site-specific noise attenuation measures. In order to assess whether a noise study is required, please submit any additional information related to the building's uses, generator, and mechanical systems. If required, the noise study shall be conducted by a qualified acoustical consultant who shall prepare a noise study scope of work for approval by the assigned environmental coordinator prior to conducting the study.

5. **Air Quality.** The proposed project, with 9 dwelling units is below the Bay Area Air Quality Management District's (BAAQMD) construction and operational screening levels for criteria air pollutants.⁵ Therefore, an analysis of the project's criteria air pollutant emissions is not likely to be required.

In addition, project-related demolition, excavation, grading and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. To reduce construction dust impacts, the proposed project will be required to adhere to the dust control requirements set forth in the Construction Dust Ordinance contained in San Francisco Health Code

⁴ This document is available at: <http://www.sfmta.com/sites/default/files/projects/2015/vision-zero-san-francisco.pdf>.

⁵ Bay Area Air Quality Management District, CEQA Air Quality Guidelines Table 3-1, May 2017.

Article 22B and San Francisco Building Code Section 106.A.3.2.6. The proposed project is also required to prepare a Construction Dust Control Plan for review and approval by the San Francisco Department of Public Health (DPH).

The project site is not located within an Air Pollutant Exposure Zone, as mapped and defined by Health Code Article 38. The Air Pollutant Exposure Zone identifies areas with poor air quality based on modeling of air pollution, exposures, and health vulnerability from mobile, stationary, and area source emissions within San Francisco. However, if the project would include new sources of toxic air contaminants including, but not limited to, emissions from diesel generators or boilers, or any other stationary sources, the project would result in toxic air contaminants that may affect both on-site and off-site sensitive receptors. Please provide detailed information related to any proposed stationary sources with the EEA.

6. **Greenhouse Gases.** *The City and County of San Francisco's Strategies to Address Greenhouse Gas Emissions* presents a comprehensive assessment of policies, programs, and ordinances that represents San Francisco's Qualified Greenhouse Gas (GHG) Reduction Strategy. Projects that are consistent with San Francisco's Qualified GHG Reduction Strategy would result in less-than-significant impacts from GHG emissions. In order to facilitate a determination of compliance with San Francisco's Qualified GHG Reduction Strategy, the Planning Department has prepared a Greenhouse Gas Analysis Compliance Checklist.⁶ The project sponsor may be 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 the Greenhouse Gas Reduction Strategy.
7. **Shadow.** The proposed project would result in construction of a building greater than 40 feet in height. A preliminary shadow fan analysis prepared by Planning Department staff indicates that the proposed project would not cast shadows on shadow on any properties under the jurisdiction of the Recreation and Park Commission, other publicly accessible open spaces, or any school properties. Therefore, the project sponsor is not required to hire a qualified consultant to prepare a detailed shadow study.
8. **Geology.** A geotechnical study prepared by a qualified consultant is not required but would facilitate the review, especially in relation to archeology and is encouraged. The study should provide recommendations for any geotechnical concerns identified in the study. In general, compliance with the building codes would avoid the potential for significant impacts related to structural damage, ground subsidence, liquefaction, landslides, and surface settlement. To assist Planning Department staff in determining whether the project would result in environmental impacts related to geological hazards, it is recommended that you provide a copy of the geotechnical information with boring logs for the proposed project. This study will also help inform the Planning Department Archeologist of the project site's subsurface geological conditions.

⁶ Refer to <http://sf-planning.org/consultant-sponsor-resources> for latest "Greenhouse Gas Compliance Checklist for Private Development Projects."

9. **Hazardous Materials.** The proposed project is located in a Maher Area, meaning that it is known or suspected to contain contaminated soil and/or groundwater. In addition, construction of the proposed project would require the disturbance of more than 50 cubic yards of soil. Therefore, the project is subject to Article 22A of the Health Code, also known as the Maher Ordinance. The Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH), requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6. The Phase I ESA would determine the potential for site contamination and level of exposure risk associated with the project. Based on that information, soil and/or groundwater sampling and analysis, as well as remediation of any site contamination, may be required. These steps are required to be completed prior to the issuance of any building permit.

DPH requires that projects subject to the Maher Ordinance complete a Maher Application, available at: <http://www.sfdph.org/dph/EH/HazWaste/hazWasteSiteMitigation.asp>. Fees for DPH review and oversight of projects subject to the ordinance would apply. Please refer to DPH's fee schedule, available at: <http://www.sfdph.org/dph/EH/Fees.asp#haz>. Please provide a copy of the submitted Maher Application and Phase I ESA with the EEA.

Additionally, *Eastern Neighborhoods EIR Hazardous Materials Mitigation Measure L-1: Hazardous Building Materials* would be applicable to the proposed project. The mitigation measure requires that the project sponsor ensure that any equipment containing polychlorinated biphenyls (PCBs) or di(2-ethylhexyl) phthalate (DEPH), such as fluorescent light ballasts, and any fluorescent light tubes containing mercury be removed and properly disposed of in accordance with applicable federal, state, and local laws. In addition, any other hazardous materials identified, either before or during work, must be abated according to applicable federal, state, and local laws.

Because the existing building was constructed prior to 1980, asbestos-containing materials, such as floor and wall coverings, may be found in the building. The Bay Area Air Quality Management District (BAAQMD) is responsible for regulating airborne pollutants including asbestos. Please contact BAAQMD for the requirements related to demolition of buildings with asbestos-containing materials. In addition, because of its age (constructed prior to 1978), lead paint may be found in the existing building. Please contact the San Francisco Department of Building Inspection (DBI) for requirements related to the demolition of buildings that may contain lead paint.

10. **Stormwater.** If the project would result in a ground surface disturbance of 5,000 sf or greater, it would be subject to San Francisco's stormwater management requirements as outlined in the Stormwater Management Ordinance and the corresponding San Francisco Public Utilities Commission (SFPUC) Stormwater Design Guidelines (Guidelines). Projects that trigger the stormwater management requirements must prepare a Stormwater Control Plan demonstrating project adherence to the performance measures outlined in the Guidelines including: (a) reduction in total volume and peak flow rate of stormwater for areas in combined sewer systems OR (b) stormwater treatment for areas in separate sewer systems. Responsibility for review and approval of the Stormwater Control Plan is with the SFPUC, Wastewater Enterprise, and Urban Watershed Management Program. Without SFPUC approval of a Stormwater Control Plan, no site or building permits can be issued. The Guidelines also require a signed maintenance agreement to ensure proper

care of the necessary stormwater controls. The project's environmental evaluation should generally assess how and where the implementation of necessary stormwater controls would reduce the potential negative impacts of stormwater runoff. To view the Stormwater Management Ordinance, the Stormwater Design Guidelines, or download instructions for the Stormwater Control Plan, go to <http://sfwater.org/sdg>. Applicants may contact stormwaterreview@sfwater.org for assistance.

11. **Disclosure Report for Developers of Major Projects.** San Francisco Campaign and Governmental Conduct Code Section 3.520 et seq. requires the developer of any project with estimated construction costs exceeding \$1,000,000 to submit a *Disclosure Report for Developers of Major City Projects* if the project requires the issuance of a Community Plan Evaluation (CPE), certification of an Environmental Impact Report (EIR), adoption of a Final Mitigated Negative Declaration, or a project approval by the Planning Commission that adopts CEQA Findings (EIR certification). A residential development project with four or fewer dwelling units is not required to file this report. The first (or initial) report must be filed within 30 days of the date of EIR certification or final environmental determination under CEQA. Please submit a *Disclosure Report for Developers of Major City Projects* directly to the San Francisco Ethics Commission. This form can be found at the Planning Department or online at <http://www.sfethics.org>.

PRELIMINARY PLANNING CODE AND PROCEDURAL COMMENTS:

The following comments address preliminary Planning Code issues that may substantially affect the design and massing of the proposed project:

The plans submitted with the PPA were not sufficiently detailed to allow for a complete review of Planning Code requirements. Some areas of concern are noted below, and subsequent submittals should address the comments with detailed drawings.

1. **Front Setback and Green Landscaping.** Planning Code Section 132 sets forth requirements for setbacks along the front property line and the treatment of landscaping in the setback area. The setback area shall have a minimum area of 20% unpaved and dedicated to plant materials and 50% of the area shall be permeable to allow for infiltration. Provide area calculations and material details in subsequent submittals.
2. **Street Frontages in RTO Districts.** Per Planning Code Section 144, no more than one-third of the width of the ground story along the front lot line shall be devoted to off street parking and is not permitted on the ground floor within the first 20 feet of building depth from any facade facing the street. The project as proposed does not meet this requirement. Please see the Preliminary Design Comments section below for further discussion.
3. **Parking and Curb Cuts.** Section 151.1 permits three cars for each four dwelling units in the RTO Districts. While the proposed 6 parking spaces meet the Planning Code, there are other policy and design concerns as discussed in the Preliminary Project Comments section above and the Preliminary Design Comments section below.
4. **Bicycle Parking (Class I).** Planning Code Section 155 requires this project to provide at least 9 Class I bicycle parking spaces. The proposed project contains 9 Class I bicycle parking.

5. **Bicycle Parking (Class II).** Planning Code Section 155 requires the project to provide at least 1 Class II bicycle parking spaces provided through on-street bicycle racks; however, SFMTA has final authority on the type, placement and number of Class II bicycle racks within the public ROW. Prior to issuance of first architectural addenda, you will be required contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code. The SFMTA bicycle parking guidelines can be found at: <https://www.sfmta.com/services/streets-sidewalks/installation-requests/bicycle-racks-corrals>.
6. **Transportation Demand Management (TDM) Program.** The TDM Program was adopted by the Board of Supervisors in February 2017, and it took effect on March 19, 2017. The proposed project includes 9 dwelling units and thus is not currently subject to the TDM Program. However, the proposed project is under permitted density capacity and the Planning Department encourages the project sponsor to consider increasing the number of dwelling units. As such, the threshold for the application of TDM is 10 dwelling units.
7. **First Source Hiring Agreement.** A First Source Hiring Agreement is required for any project proposing to construct 10 or more dwelling units or 25,000 gross square feet or more. The proposed project is under permitted density capacity and the Planning Department encourages the project sponsor to consider increasing the number of dwelling units. As such, the threshold for the application of First Source Hiring would apply. For more information, please contact:

Ken Nim, Workforce Compliance Officer
CityBuild, Office of Economic and Workforce Development
City and County of San Francisco
50 Van Ness Avenue, San Francisco, CA 94102
(415) 581-2303
8. **Better Roofs Ordinance.** In 2016, San Francisco became the first major city in the U.S. to require the installation of renewable energy facilities or living roofs on new buildings. The Better Roofs Ordinance will require between 15% and 30% of roof space to incorporate solar (photo voltaic and/or solar thermal systems), living (green) roofs, or a combination of both. The legislation goes into effect January 2017. The Ordinance provides guidance for developers, designers, and/or owners might best utilize rooftop space; ideally, projects should pursue holistic design and amenity enhancements for 100% of usable roof space that include open space, habitat, stormwater management, urban agriculture, and other beneficial uses. Please see the Planning Department's Living Roof Manual to learn more: <http://sf-planning.org/departments-publications>.
9. **Sustainability and Green Building.** San Francisco has a suite of existing sustainability related regulations, including recycling and composting, solar, and more details outlined in the San Francisco Green Building Code (GBC). Per the GBC, this project must meet the standards of LEED Silver or the equivalent GreenPoint rating system. It is recommended that the project sponsor work with the San Francisco Planning, Building, and Environment departments to determine the most

beneficial mix of green building strategies that meet or exceed all current requirements, and best fit the local context. This especially includes the provision of renewable energy on site (PV and solar thermal), living roofs and walls, non-potable water reuse, healthy environments (non-toxic building materials), and other innovative approaches to enhancing performance of the City's environment. The City also encourages projects to maximize energy and water efficiencies, consider zero carbon strategies such as all-electric buildings, and commit to green power purchases for 100% GHG-free electricity. As with non-potable water systems, projects are recommended to consider district-scale energy opportunities on site and in coordination with neighbors.

10. **Refuse Collection and Loading.** San Francisco is a national leader in diverting waste from landfills, has a Mandatory Recycling and Composting Ordinance, and has a goal to achieve zero waste by 2020. In this, the City requires all buildings to be designed with spaces for collecting and loading recycling and composting in common and private areas, and make these options as or more convenient than waste disposal. More information on the complete suite of the City's Zero Waste legislation may be found here: <http://sfenvironment.org/zero-waste/overview/legislation>. Please also see the Guidance on Recycling Design (page 3) resources for designing appropriate areas: http://sfenvironment.org/sites/default/files/fliers/files/sfe_zw_ab088.pdf. Free design and implementation assistance is available from the San Francisco Department of the Environment's Zero Waste Team by calling 415-355-3700.

PRELIMINARY DESIGN COMMENTS:

The following comments address preliminary design issues that may substantially affect the proposed project:

1. **Site Design, Open Space, and Massing.** As proposed, the combined parking and trash areas at the ground floor create a disproportionately wide inactive frontage. Per Planning Code Section 144 off-street parking is not permitted on the ground floor within the first 20 feet of building depth from any facade facing the street. All off-street parking along street frontages must be wrapped with dwelling units, entrances to dwelling units, commercial uses where permitted, and uses (other than storage) that generate activity or pedestrian interest. As such, a reduction in parking and shifting of the garage entry toward the southern edge of the property is recommended. This allows for the addition of a modest, street-facing residential unit at the ground floor. Please refer to the Guidelines for Ground Floor Residential Design for Guidance.
2. **Architecture.** The level of architectural detail provided in the proposal submission is insufficient for the purposes of evaluation; however, the following general guidance applies.
 - Architecture that is consistent and compatible with the surrounding neighborhood is recommended. The Mission is distinguished by more-traditional angled bays, higher solid to void ratio of fenestration, and finer-grain detail at the tops of buildings and around wall openings. Facades are characterized by significant depth with more detailed trim and/or ornamentation. The ground level façade, in particular, should reflect traditional element-scale and shaping.

- Use of high-quality, durable materials that demonstrate a fine-grain of detail – such as textured stucco, wood siding, or masonry – is typical and is strongly encouraged.
 - A definitive architectural or volumetric idea that resolves the top of the building is recommended.
 - In a future submission, please provide façade elevations, as well as an analysis of the commonly-found elements and material characteristics to clarify how the proposal addresses the context.
3. **Vision Zero.** In 2014, the City adopted the Vision Zero Policy which seeks to eliminate all traffic deaths in the City by 2024. The City subsequently established a network of Vision Zero Corridors which have higher rates of traffic-related injuries and fatalities compared to most San Francisco Streets. The City has determined that streets on the Vision Zero network should be prioritized for safety improvements especially those that improve the safety of vulnerable users like people walking and people on bikes. This project is located on a pedestrian and vehicular high-injury corridor and is encouraged to incorporate safety measures into the project.

DEVELOPMENT FEES:

This project will be subject to various impact fees. 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. Please note that this list only reflects fees and requirements referenced in the Planning Code. For projects in ongoing plan areas (e.g. Central SoMa, the Hub, etc.) the below list may not accurately reflect all fees that may become applicable to this project.

Based on an initial review of the proposed project, the following impact fees, which are assessed by the Planning Department, will be required:

1. **Residential Child Care Impact Fee (§414A).**
2. **Eastern Neighborhoods Impact Fees (§423).**

AFFORDABLE HOUSING:

With only 9 dwelling units, the Project is not required to address the requirements for inclusionary affordable housing.

The proposed project is under permitted density capacity and the Planning Department encourages the project sponsor to consider increasing the number of dwelling units. As such, the threshold for the application of affordable housing requirements of 10 or more dwelling units would apply.

Inclusionary Affordable Housing (§415): Inclusionary Affordable Housing is required for a project proposing ten or more dwelling units. The Project Sponsor must submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to the Planning Department identifying the method of compliance, on-site, off-site, or affordable housing fee. The following Inclusionary Affordable Housing requirements are those in effect at the time as of issuance of this letter.

In the event that the requirements change, the Project Sponsor shall comply with requirements in place at the time of the issuance of first construction document. Any on-site affordable dwelling-units proposed as part of the project must be designated as owner-occupied units, not rental units; unless a Costa Hawkins exception agreement is secured by the project sponsor. Affordable units designated as on-site units shall be affordable units for the life of the project. The applicable percentage is dependent on the number of units in the project, the zoning of the property, and the date that the project submitted a complete Environmental Evaluation Application. A complete Environmental Evaluation Application has not been submitted; therefore, pursuant to Planning Code Section 415.3 and 415.6 the Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative currently, EEA accepted before 1/1/19, is to provide 12.5% (ownership) or 20% (rental) of the proposed dwelling units as affordable to low-income households as defined by the Planning Code and Procedures Manual.

For your information, if a project proposes rental units, it may be eligible for an On-site Alternative to the Affordable Housing Fee if it has demonstrated to the Planning Department that the affordable units are either: 1) ownership only or 2) not subject to the Costa Hawkins Rental Housing Act (a Costa Hawkins exception). Affordable units are not subject to the Costa Hawkins Rental Housing Act under the exception provided in Civil Code Sections 1954.50 through one of the following methods:

- direct financial construction from a public entity
- development bonus or other form of public assistance

A Costa Hawkins exception agreement is drafted by the City Attorney. You must state in your submittal how the project qualifies for a Costa Hawkins exception. The request should be addressed to the Director of Current Planning. If the project is deemed eligible, we may start working with the City Attorney on the agreement.

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. An **Environmental Evaluation Application** is required to assess the project pursuant to the California Environmental Quality Act (CEQA).
2. **Conversion of Automotive Service Stations.** Property records indicate that this site was an automotive service station. Planning Code, Section 202.5 requires that no owner of a property used as an Automotive Service Station shall change the use of the property to a different type of use without first applying for and receiving either a Conditional Use authorization from the City Planning Commission, or a conversion determination from the Zoning Administrator. Please refer to the criteria under 202.5 for further information.
3. A **Building Permit Application** is required for the demolition of the existing building on the subject property.

4. A **Building Permit Application** is required for the proposed new construction on the subject property.

In order for Planning Department staff to accurately review projects in a timely manner, plan sets must be complete and thorough. All plans submitted as part of an entitlement or building permit application must meet the Department's Plan Submittal Guidelines.

All 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. Building Permit Applications are available at the Department of Building Inspection at 1660 Mission Street.

NEIGHBORHOOD NOTIFICATIONS AND OUTREACH:

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.

1. **Pre-Application Meeting.** This project is required to conduct a Pre-Application Meeting with surrounding neighbors and registered neighborhood groups before a development application may be filed with the Planning Department. The Pre-Application packet, which includes instructions and template forms, is available at <http://sf-planning.org/permit-forms-applications-and-fees> listed under "N" for Neighborhood Notification Pre-Application Meeting. The registered neighborhood group and organizations mailing list is available online at <http://sf-planning.org/departments-publications> listed under "N".
2. **Neighborhood Outreach.** This project may be required to undertake additional public outreach in advance of a Planning Commission hearing on the Automobile Service Station Conversion. The developer is required to conduct an additional outreach meeting, notifying owners and tenants who live within 300' of the project as well as all registered neighborhood organizations for the Mission neighborhood, after initial design comments have been provided from the Planning Department and prior to the scheduling of the aforementioned Planning Commission hearing. The purpose of this meeting is to keep the community abreast of the project's evolution, presenting the latest design of the project – including the Department's requested changes – to the community in advance of the Commission taking action on the hearing.
3. **Notification of a Project Receiving Environmental Review.** Notice may be required to be sent to occupants of the project site and properties adjacent to the project site, as well as to owners and, to the extent feasible, occupants of properties within 300 feet of the project site at the initiation of the environmental review process. Please be prepared to provide mailing addresses on a CD upon request during the environmental review process.

PRELIMINARY PROJECT ASSESSMENT EXPIRATION:

This Preliminary Project Assessment is valid for a period of **18 months**. An Environmental Evaluation Application, Gasoline Service Station Conversion and/or Building Permit Applications, as listed above,

must be submitted no later than **August 17, 2019**. 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: Shadow Fan

cc: 986 South Van Ness LLC, Property Owner
Kimberly Durandet, Current Planning
Alesia Hsiao, Environmental Planning
Pedro Peterson, Citywide Planning and Analysis
Jonas Ionin, Planning Commission Secretary
Charles Rivasplata, SFMTA
Jerry Sanguinetti, Public Works
Pauline Perkins, SFPUC

Planning Department Webmaster (planning.webmaster@sfgov.org)

Legend

Parcel 3610010

Shadow Fan

RPD Properties

Open Spaces

Public

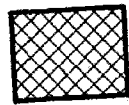
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Schools Public - Dec 2015

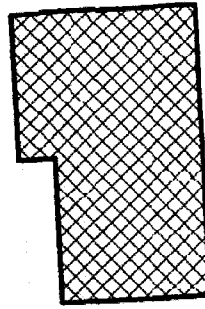
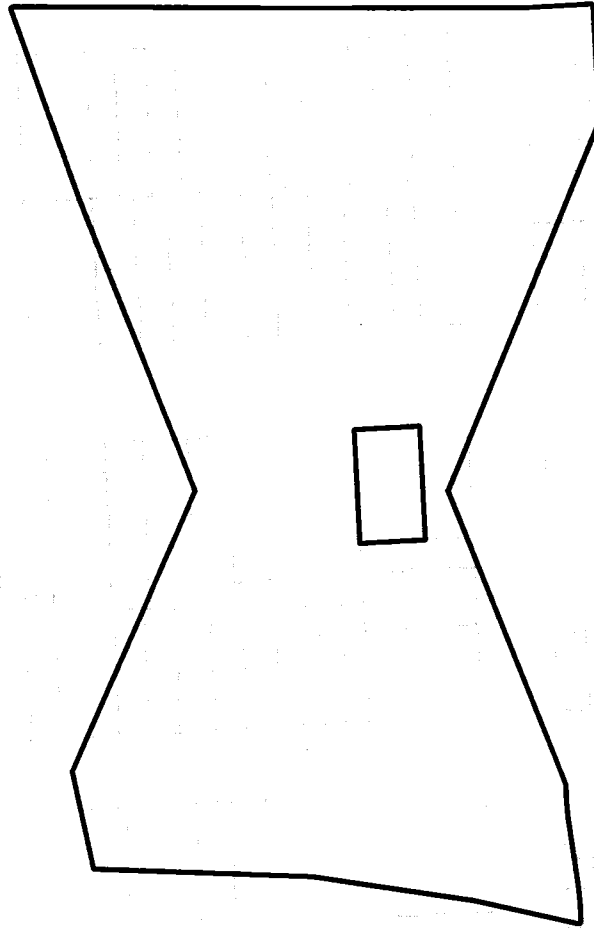
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SFUSD



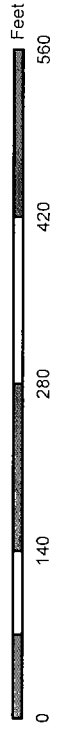
Catherine Ct



Mission St

South Van Ness Ave

Capitola



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Title: 956 S Van Ness Avenue
 Comments: Full site extrapolated to 62 feet.
 Printed: 12 December, 2017

