



# SAN FRANCISCO PLANNING DEPARTMENT

## Community Plan Exemption Checklist

*Case No.:* 2014.002016E  
*Project Address:* 15/23 Grace Street and 17 Grace Street  
*Zoning:* RED-MX (Residential Enclave, Mixed) Use District  
Western SoMa Special Use District  
45-X Height and Bulk District  
*Block/Lot:* 3509/024, 025 and 026  
*Lot Size:* 5,710 square feet  
*Plan Area:* Western SoMa  
*Project Sponsor:* Marc Dimalanta, (415) 252-0888  
*Staff Contact:* Justin Horner – (415) 575-9023  
[Justin.horner@sfgov.org](mailto:Justin.horner@sfgov.org)

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

Reception:  
415.558.6378

Fax:  
415.558.6409

Planning  
Information:  
415.558.6377

### PROJECT DESCRIPTION

The 5,710-square-foot project site is made up of three adjacent parcels. Parcel #1 located at 15 Grace Street is 1,420- square feet; parcel #2 located at 23 Grace Street is 1,420- square feet; and parcel #3 located at 17 Grace Street is 2,880 square feet. All three parcels are located on Grace Street on the block bordered by Grace Street to the west, Washburn Street to the east, Mission Street to the north and Howard Street to the south in the South of Market neighborhood (Figure 1). -Parcel #3 at 17 Grace Street is a through lot between Grace Street and Washburn Street. The entire project site is currently a paved surface parking lot. The project site is located in the RED-MX (Residential Enclave-Mixed) zoning district and a 45-X height and bulk district.

The proposed project would include the merger of parcels #1 and #2, the construction of an 8,041 square foot, four-story, 45-foot-tall residential building with 11 residential units, one of which will be below market rate, on the merged parcel (15/23 Grace Street), and the construction of an 8,385-square-foot four-story, 45-foot-tall residential building with 11 residential, one of which will be below market rate, units on parcel #3 (17 Grace Street). The 15/23 Grace Street building would include six one-bedroom units that average 430 sf each, and four two-bedroom units that average 704 sf in size. The residential lobby entrance for 15/23 Grace Street would be located on Grace Street. The 17 Grace Street building would include four studios that average 308 square feet in size, three one-bedrooms that average 456 square feet, and four two-bedrooms that average 694 square feet in size. The residential entrances for 17 Grace Street would be on Grace Street and Washburn Street. Each building would provide 11 class 1 bicycle parking spaces<sup>1</sup> on the first floor, two class 2 bicycle parking spaces<sup>2</sup> on Grace Street, and no on-site vehicle parking. The proposed 15/23 Grace Street building would remove a curb cut on Grace Street, and 17 Grace Street would remove existing curb cuts on Grace Street and Washburn Street (Figures 2-13). Construction of 15/23 Grace Street would require approximately 140 cubic yards of excavation to a

<sup>1</sup> Class one bicycle spaces are spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and employees. Planning Code section 155.1(a).

<sup>2</sup> Class two bicycle spaces are "bicycle racks located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use. Planning Code section 155.1 (a).

maximum depth of approximately 5 feet, and construction of 17 Grace Street would require approximately 143 cubic yards of excavation to a maximum depth of approximately 5 feet. Construction for both projects would last approximately 11 months.

## PROJECT APPROVAL

The proposed project at 15/23 and 17 Grace Street would require the following approvals:

- Approval of building permits from the San Francisco Department of Building Inspection for new construction.
- Approval of a site mitigation plan from the San Francisco Department of Public Health prior to the commencement of any excavation work.
- Approval of stormwater management plan by the San Francisco Public Utilities Commission.

The approval of the building permit would be the *approval action* for the project. The approval action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to section 31.04(h) of the San Francisco Administrative Code

## EVALUATION OF ENVIRONMENTAL EFFECTS

This initial study evaluates whether the environmental impacts of the proposed project are addressed in the programmatic environmental impact report prepared for the Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project (Western SoMa PEIR).<sup>3</sup> The initial study indicates whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Western SoMa PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR. Such impacts, if any, will be evaluated in a project-specific mitigated negative declaration or environmental impact report. If no such topics are identified, the proposed project is exempt from further environmental review in accordance with CEQA section 21083.3 and CEQA Guidelines section 15183.

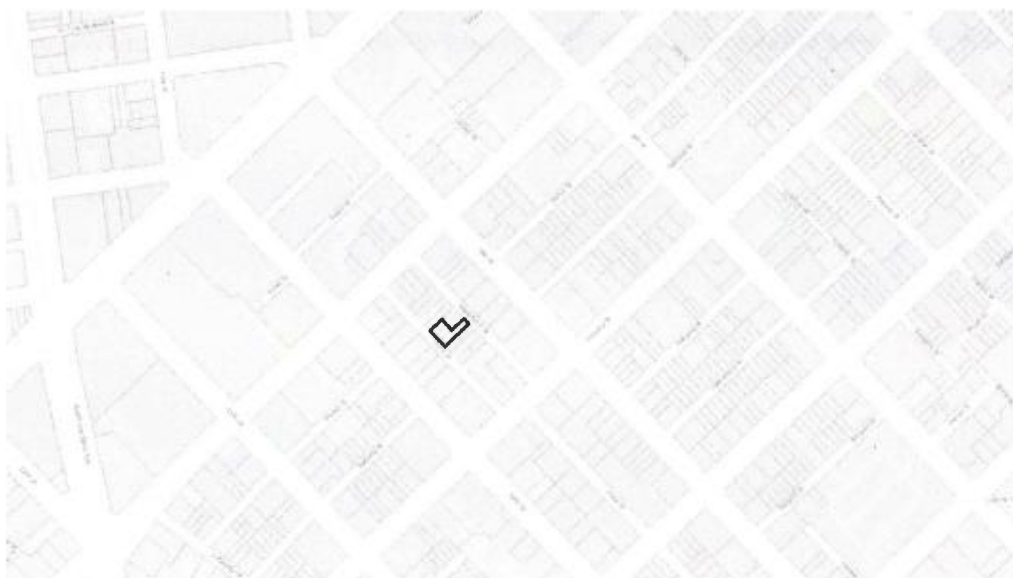
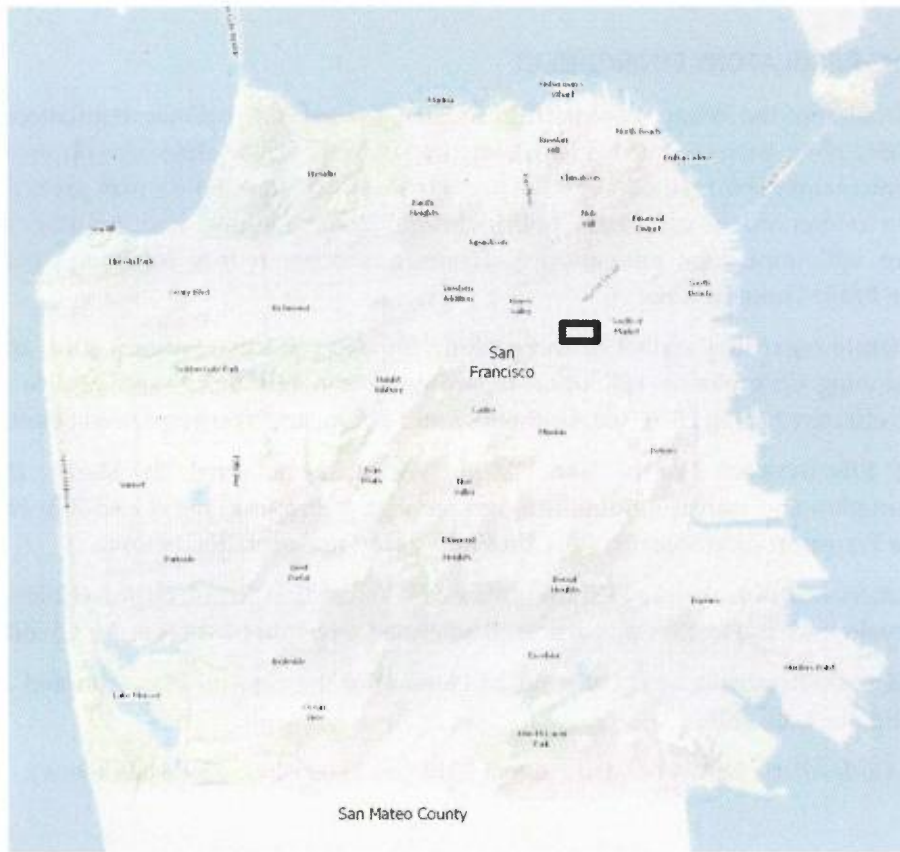
Mitigation measures identified in the PEIR are discussed under each topic area, and measures that are applicable to the proposed project are provided under the Mitigation Measures section at the end of this initial study.

The Western SoMa PEIR identified significant impacts related to transportation and circulation, cultural and paleontological resources, wind and shadow, noise and vibration, air quality, biological resources, and hazards and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to shadow, transportation and circulation, cultural and paleontological resources, air quality, and noise. Aside from shadow, mitigation measures were identified for the above impacts and reduced said impacts to less-than-significant except for those related to transportation (program-level and cumulative traffic impacts at three intersections; and cumulative transit impacts on several Muni lines), cultural and paleontological resources (cumulative impacts from demolition of historic resources), noise (cumulative

---

<sup>3</sup> San Francisco Planning Department, Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project Final Environmental Impact Report, Planning Department Case Nos. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031, certified December 6, 2012. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed May 28, 2015.

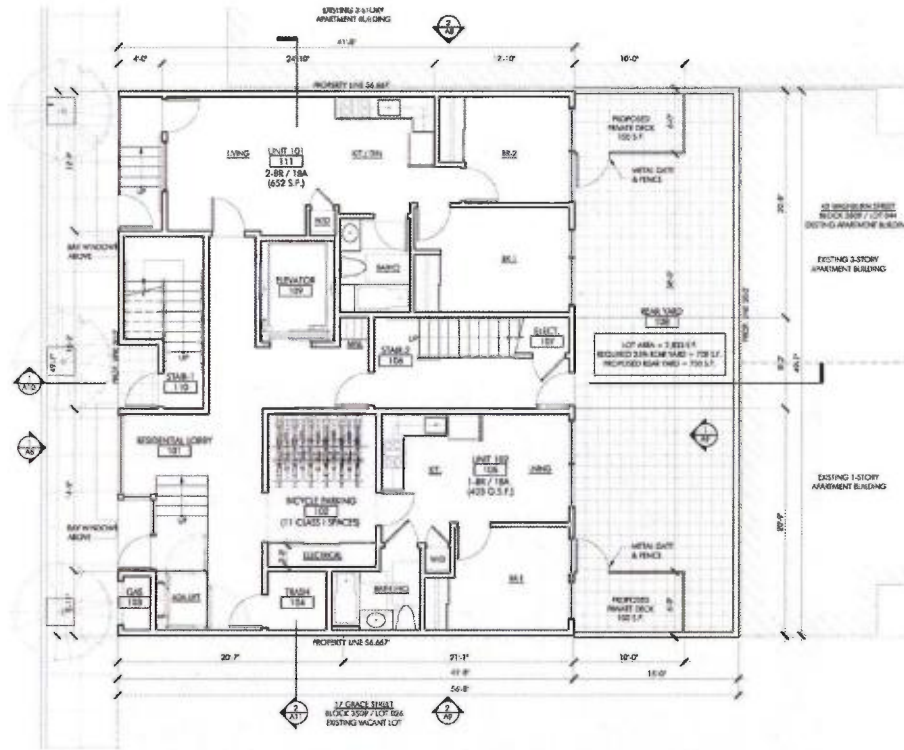
Figure 1. Project Location



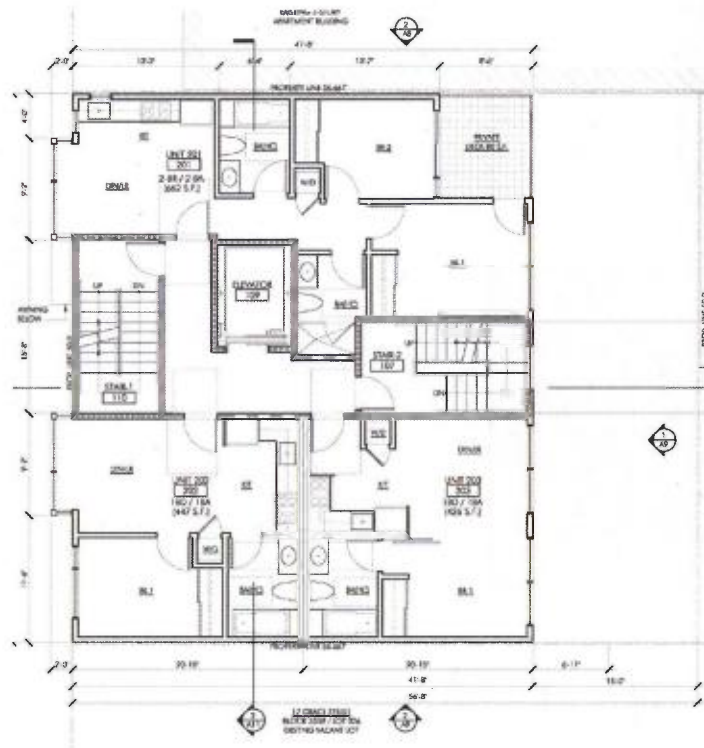
Source: San Francisco Planning Department



Figure 3: 15/23 Grace Street Proposed Ground and Second Floor Plans



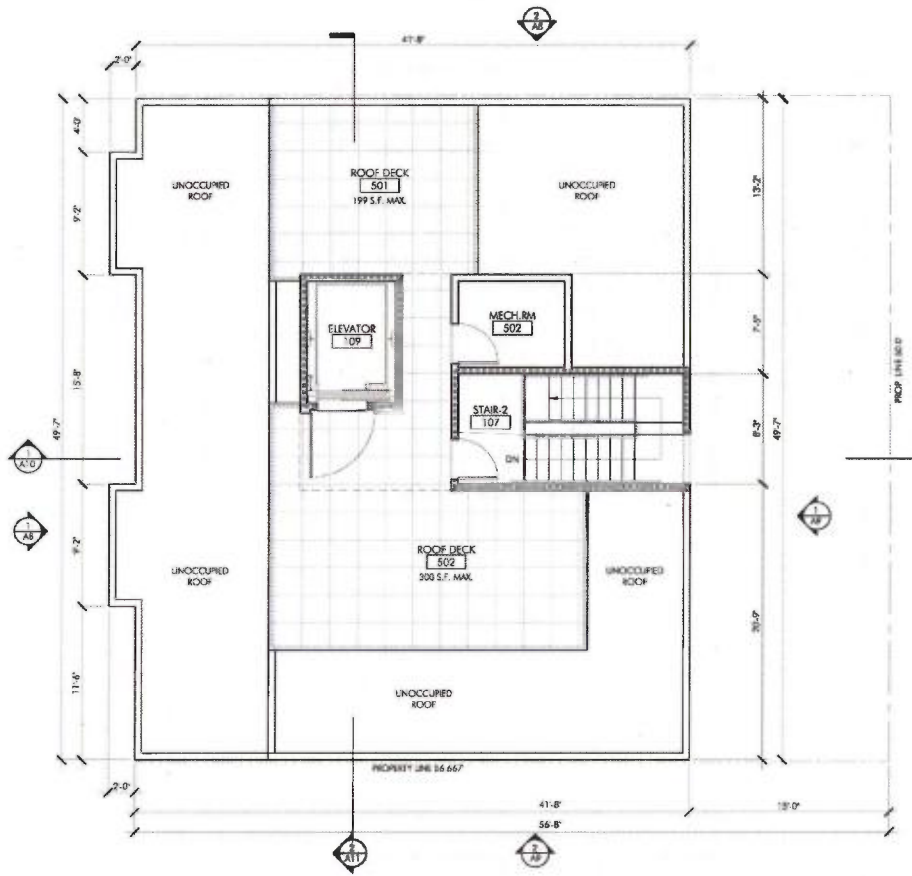
1 | PROPOSED GROUND / FIRST FLOOR PLAN  
3/16=1/8"



2 | PROPOSED SECOND FLOOR PLAN  
3/16=1/8"



Figure 5: 15/23 Grace Street Proposed Roof Plan



**2** PROPOSED ROOF PLAN  
3/16"=1'-0"





Figure 7: 17 Grace Street Proposed Ground Floor Plan



Figure 8: 17 Grace Street Proposed Second Floor Plan

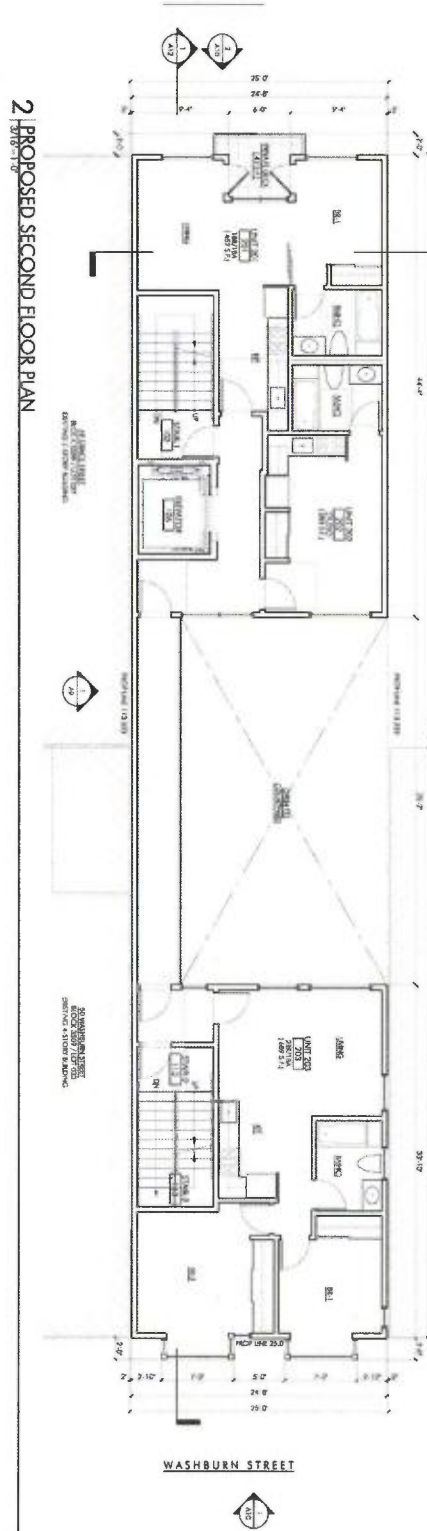


Figure 9: 17 Grace Street Proposed Third Floor Plan

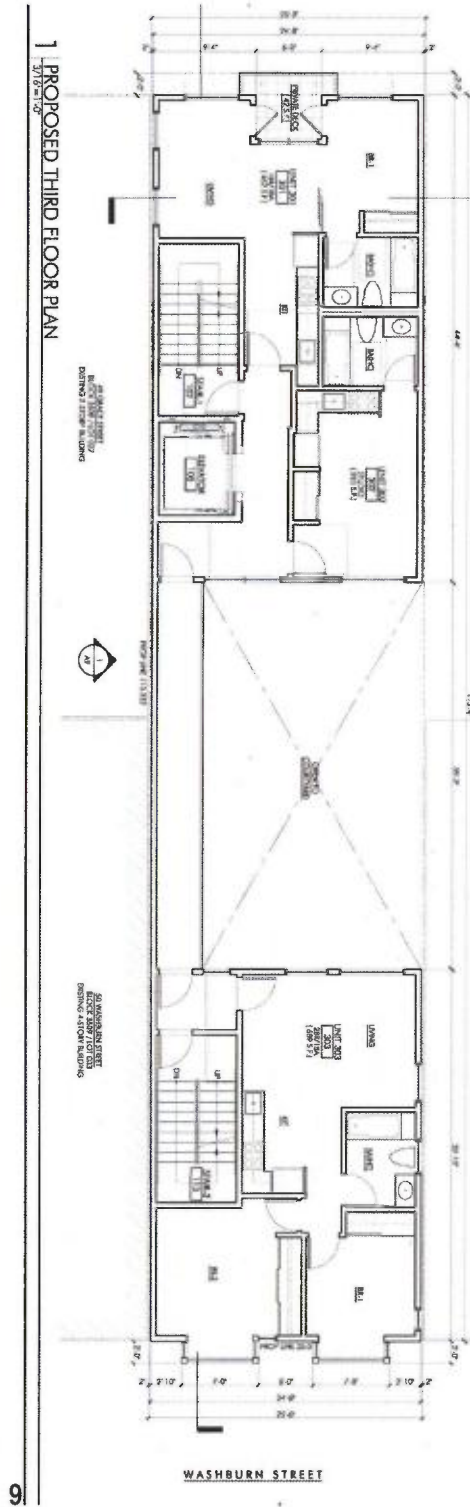






Figure 12: 17 Grace Street Proposed South (Grace Street) Elevation

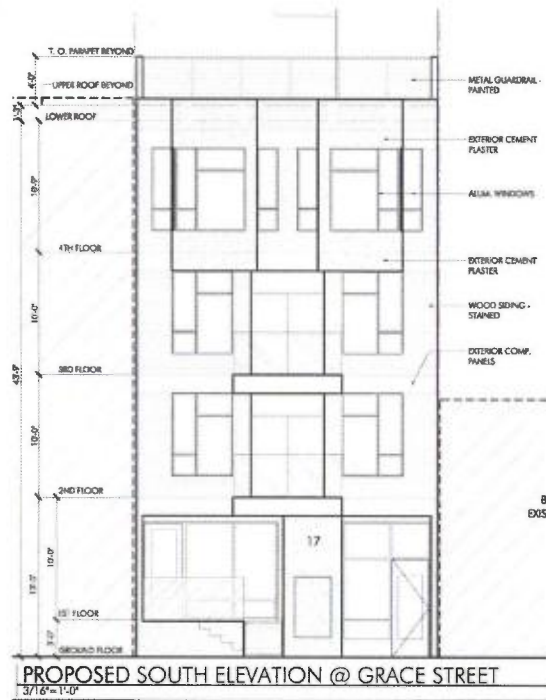
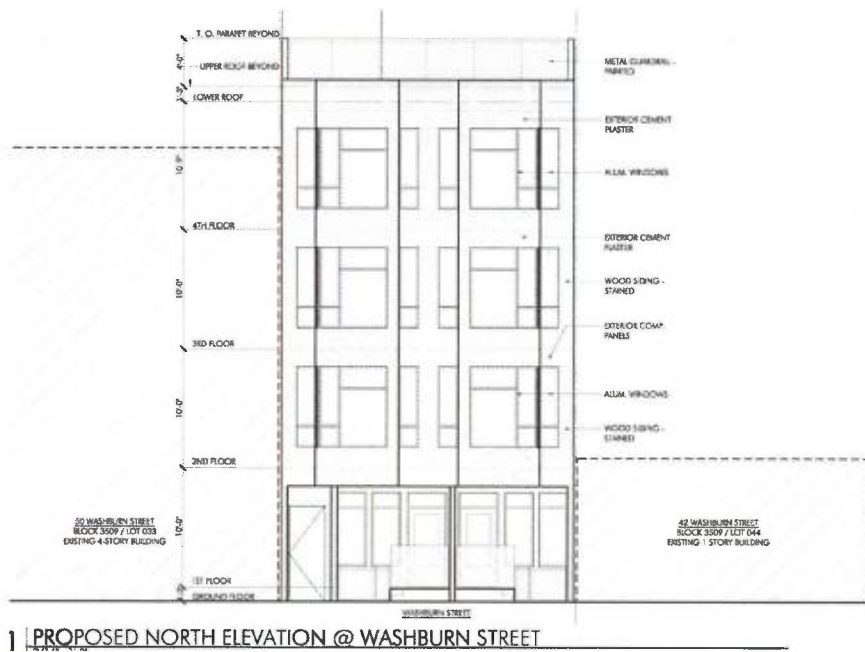


Figure 13: 17 Grace Street Proposed North (Washburn Street) Elevation



### **Aesthetics and Parking**

In accordance with CEQA section 21099 – Modernization of Transportation Analysis for Transit Oriented Projects – aesthetics and parking shall not be considered in determining if a project has the potential to result in significant environmental effects, provided the project meets all of the following three criteria:

- a) The project is in a transit priority area;
- b) The project is on an infill site; and
- c) The project is residential, mixed-use residential, or an employment center.

The proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.<sup>5</sup> Project elevations are included in the project description.

### **Automobile Delay and Vehicle Miles Traveled**

In addition, CEQA section 21099(b)(1) requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” CEQA section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment under CEQA.

In January 2016, OPR published for public review and comment a [\*Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA\*](#)<sup>6</sup> recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted OPR’s recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). Therefore, impacts and mitigation measures from the Western SoMa PEIR associated with automobile delay are not discussed in this checklist, including PEIR Mitigation Measures E-1: Traffic Signal Installation, E-2: Intelligent Traffic Management, E-3: Enhanced Funding, and E-4: Intelligent Traffic Management. Instead, a VMT analysis is provided in the Transportation section.

---

<sup>5</sup> San Francisco Planning Department. Eligibility Checklist: CEQA section 21099 – Modernization of Transportation Analysis for 15-23 Grace Street and 17 Grace Street., June 14, 2017. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2014.002016E.

<sup>6</sup> This document is available online at: [https://www.opr.ca.gov/s\\_sb743.php](https://www.opr.ca.gov/s_sb743.php).