



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination COMMUNITY PLAN EVALUATION

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Case No.: 2014.0011E
Project Title: 1298 Howard Street
Zoning/Plan Area: RCD (Regional Commercial), WMUG (WSOMA Mixed Use-General), and
RED-MX (Residential Enclave-Mixed)
55-X and 45-X Height and Bulk Districts
Western SoMa Community Plan Area
Block/Lots: 3728/019, 024, 025, 086, and 087
Lot Size: 37,125 square feet
Project Sponsor: John Kevlin, 1298 Howard LP, 415-567-9000
Staff Contact: Timothy Johnston, 415-575-9035, timothy.johnston@sfgov.org

PROJECT DESCRIPTION


The project site, consisting of five parcels, is located between Howard and Natoma Streets, along Ninth Street, in the South of Market Neighborhood. The proposed project includes the following: 1) demolition of the existing gas station, fast food restaurant, car wash, and all other improvements onsite; 2) construction of a six-story, 122,900-square-foot mixed use building consisting of 104 dwelling units (19 studios, 36 one-bedroom units, and 49 two-bedroom units), as well as office (12,600 square feet) and restaurant/retail (1,250 square feet) uses; 3) construction of a four-story, 19,600-square-foot residential building consisting of 20 dwelling units (10 studios and 10 two-bedroom townhomes); and 4) construction of two pedestrian bridges that would connect the two buildings at the second floor. The two buildings would be separated by a 30-foot-wide pedestrian alley that would connect with Natoma & Howard Streets. (Continued on next page.)

EXEMPT STATUS

Exempt per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3.

DETERMINATION

I do hereby certify that the above determination has been made pursuant to State and Local requirements.



Lisa M. Gibson
Acting Environmental Review Officer

2/21/17

Date

cc: John Kevlin, Project Sponsor
Doug Vu, Current Planner
Supervisor Jane Kim, District 6

Virna Byrd, M.D.F.
Exclusion/Exemption Dist. List

PROJECT DESCRIPTION (continued)

The 12,600 square feet of office space and 1,250 square feet of the proposed retail space would share a large ground floor space in the main building with frontage on both Howard Street and Ninth Street, but the 1,250 square feet of retail space would be located in a separate portion of the main building fronting Howard Street, with access provided via the pedestrian through-alley. The larger building that would include the ground-floor commercial space would have six stories and would be 55-feet in height at its tallest point, while the smaller building along the eastern boundary that would only include dwelling units would have four stories and would be 45-feet in height. Common area open space for residents of the project would total 9,520 sq. ft. The project's residential lobby entrance would be located at the pedestrian alley between the two buildings that provide access to the units within the larger building and the upper floors of the smaller building via two bridges at the second floor. The ground floor units within the smaller building would have private stoop entrances that also face onto the pedestrian alley.

The proposed project would include a basement-level parking garage with 71 vehicle parking spaces, eight car-share spaces, and three service vehicle spaces. The proposed project would also provide a total of 188 Class 1 bicycle parking spaces, 31 Class 2 bicycle parking spaces, two showers, and 14 lockers. Subject to review and approval by the San Francisco Municipal Transportation Agency (SFMTA), the proposed project would also include sidewalk widening, a bulb-out, and a raised crosswalk.

Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, the current percentage requirements apply to projects that consist of ten or more units. Pursuant to Planning Code Section 415.5, the Project must pay the Affordable Housing Fee ("Fee"). This Fee is made payable to the Department of Building Inspection ("DBI") for use by the Mayor's Office of Housing and Community Development for the purpose of increasing affordable housing citywide. 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 was submitted on March 4, 2015; therefore, pursuant to Planning Code Section 415.3 the Inclusionary Affordable Housing Program requirement for the Affordable Housing Fee is at a rate equivalent to an off-site requirement of 30%.

Construction of the proposed project would occur over approximately 21 months. Construction equipment to be used would include backhoes, excavators, and construction cranes. The entire project site would be excavated to a depth of 15 feet to accommodate the foundation and the basement level. The total amount of excavation for the project would be approximately 20,000 cubic yards (cy) of soil.

Transportation Demand Management

The project also proposes the following transportation demand management (TDM) measures:

Unbundle Parking

All Accessory Parking spaces would be leased or sold separately from the rental or purchase fees for use for the Life of the Development Project, so that residents or tenants have the option of renting or buying a parking space at an additional cost, and would, thus, experience a cost savings if they opt not to rent or purchase parking.

Improve Walking Conditions

The streetscape improvements would include, at a minimum, complete streetscape improvements consistent with the Better Streets Plan and any local streetscape plan so that the public right-of-way is safe, accessible, convenient and attractive to persons walking.

- The recommended sidewalk width adjacent to the property, unless the recommended sidewalk width is determined to be infeasible or undesirable by City staff;
- The required streetscape elements; AND one of the following:
 - Ten additional streetscape elements identified by City staff that contribute to VMT reduction/increased walking 1; OR
 - Five of the additional streetscape elements identified by City staff, PLUS the recommended sidewalk adjacent to and beyond the project site (but not to exceed 50 feet beyond the project site in any direction), unless the recommended sidewalk width is determined to be infeasible or undesirable by City staff; OR
 - Five of the additional streetscape elements identified by City staff, PLUS the project would provide a minimum of two Safety Tools identified in the WalkFirst toolkit if the Development Project is located on a High-Injury Corridor.

Bicycle Parking

The project would provide Class 1 and 2 bicycle parking spaces as required by the Planning Code for office land uses. For each Dwelling Unit, one and half Class 1 Bicycle Parking spaces or one Class 1 Bicycle Parking space for each bedroom, whichever is greater, and four Class 2 Bicycle Parking spaces for every 20 Dwelling Units, would be provided.

Showers and Clothes Lockers

The project would provide at least one shower and at least six clothes lockers for every 30 Class 1 Bicycle Parking spaces, but no fewer than the number of showers and clothes lockers that are required by the Planning Code, if any.

Bicycle Repair Station

The project would include a bicycle repair station consisting of a designated, secure area within the building, such as within a bicycle storage room or in the building garage, where bicycle maintenance tools and supplies are readily available on a permanent basis and offered in good condition to encourage bicycling. Tools and supplies should include, at a minimum, those necessary for fixing a flat tire, adjusting a chain, and performing other basic bicycle maintenance. Available tools should include, at a minimum, a bicycle pump, wrenches, a chain tool, lubricants, tire levers, hex keys/Allen wrenches, torx keys, screwdrivers, and spoke wrenches.

Car-Share Parking and Membership

The project would proactively offer memberships to a Certified Car-share Organization, at least once annually, to each Dwelling Unit and/or employee for the Life of the Project and/or provide car-share parking spaces as specified below. If requested by the resident and/or employee, the project would pay for, or otherwise provide, memberships minimally equivalent to one annual membership per Dwelling Unit and/or employee. Residents or employees would pay all other costs associated with the car-share usage, including hourly or mileage fees. Any car-share parking space(s) provided to comply with Section 166 of the Planning Code would meet the availability and specifications required in the Planning Code. Any car-share parking spaces provided in excess of those required of the project by the Planning Code

may be occupied by car-share vehicles operated by a Certified Car-share Organization or may be occupied by other car-share vehicles that the property owner provides for the sole purpose of shared use and that are operated in compliance with Section 166 of the Planning Code, including, but not limited to the following standards:

1. All residents/tenants eligible to drive shall have access to the vehicles; the vehicles may also be made available to users who do not live or work on the subject property;
2. Users shall pay for the use of vehicles;
3. Vehicles shall be made available by reservation on an hourly basis, or in smaller intervals;
4. Vehicles must be located at on-site unstaffed, self-service locations (other than any incidental garage valet service), and generally be available for pick-up by eligible users 24 hours per day;
5. The property owner or a third party vendor shall provide automobile insurance for its users when using car-share vehicles and shall assume responsibility for maintaining car-share vehicles.
6. One car-share parking space for each 20,000 square feet of Occupied Floor Area, with a minimum of two car-share parking spaces.
7. One car-share parking space for every 80 Dwelling Units, with a minimum of two car-share parking spaces.

Delivery Supportive Amenities

The project would facilitate delivery services by providing an area for receipt of deliveries that offers one of the following: (1) clothes lockers for delivery services, (2) temporary storage for package deliveries, laundry deliveries, and other deliveries, or (3) providing temporary refrigeration for grocery deliveries, and/or including other delivery supportive measures as proposed by the property owner that may reduce Vehicle Miles Traveled by reducing the number of trips that may otherwise have been by single occupancy vehicle.

Multimodal Wayfinding Signage

The project would provide multimodal wayfinding signage that can withstand weather elements (e.g., wind, rain) in key locations. That is, the signs would be located in externally and/or internally so that the residents, tenants, employees and visitors are directed to transportation services and infrastructure, including:

- transit
- bike share
- car-share parking
- bicycle parking and amenities (including repair stations and fleets)
- showers and lockers
- taxi stands
- shuttle/carpool/Vanpool pick-up/drop-off locations

Wayfinding signage would meet City standards for any on-street wayfinding signage, in particular for bicycle and car-share parking, and shall meet best practices for any interior wayfinding.

Real Time Transportation Information Displays

The project would provide real time transportation information on displays (e.g., large television screens or computer monitors) in prominent locations (e.g., entry/ exit areas, lobbies, elevator bays) on the project site to highlight sustainable transportation options and support informed trip-making. At minimum, the project would include such screens at each major entry/exit.

The displays would include real time information on sustainable transportation options in the vicinity of the project site, which may include, but are not limited to, transit arrivals and departures for nearby transit routes, walking times to these locations, and the availability of car-share vehicles (within or adjacent to the building), shared bicycles, and shared scooters.

Tailored Transportation Marketing Services

The project would provide individualized, tailored marketing and communication campaigns, including incentives to encourage the use of sustainable transportation modes. Marketing services shall either be provided by the TDM coordinator or a communications professional.

Marketing services would include, at a minimum, the following activities:

- (1) Promotions. The TDM coordinator would develop and deploy promotions to encourage use of sustainable transportation modes. This includes targeted messaging and communications campaigns, incentives and contests, and other creative strategies. These campaigns may target existing and/or new residents/employees/ tenants.
- (2) Welcome Packets. New residents and employees would be provided with tailored marketing information about sustainable transportation options associated with accessing the project site (e.g., specific transit routes and schedules; bicycle routes; carpooling programs, etc.) as part of a welcome packet. For employees, the packet would reflect options for major commute origins. New residents and employees would also be offered the opportunity for a one-on-one consultation about their transportation options.

On-site Childcare

The project would include an on-site childcare facility to reduce commuting distances between households, places of employment, and childcare. The on-site childcare facility would comply with all state and City requirements, including provisions within the San Francisco Planning Code. The childcare facility may be a stand-alone facility, or it may be a Designated Child Care Unit that meets all the provisions of Planning Code Section 414A.6(a). If a Designated Child Care Unit is provided, that unit would provide child care for the Life of the Project.

On-site Affordable Housing

The project would include on-site Affordable Housing, as defined in Planning Code Section 415, and as follows:

- the project would provide greater than or equal to five percent and less than or equal to 10 percent on-site Affordable Housing where total household income does not exceed 80 percent of Area Median Income; OR
- the project would provide greater than or equal to three percent and less than or equal to seven percent on-site Affordable Housing where total household income does not exceed 55 percent of Area Median Income.

PROJECT APPROVALS

The proposed project would require the following approvals:

- **Large Project Authorization** (*Planning Commission*)
- **Conditional Use Authorization** (*Planning Commission*)

- **Building Permit** (*Department of Building Inspection*)

The Conditional Use Authorization from the Planning Commission is the Approval Action for the project. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

COMMUNITY PLAN EVALUATION OVERVIEW

California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 provide that projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified, shall not be subject to additional environmental review except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that: a) are peculiar to the project or parcel on which the project would be located; b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent; c) are potentially significant off-site and cumulative impacts that were not discussed in the underlying EIR; or d) are previously identified in the EIR, but which, as a result of substantial new information that was not known at the time that the EIR was certified, are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for the project solely on the basis of that impact.

This determination evaluates the potential project-specific environmental effects of the 1298 Howard Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eight Street Project (Western SoMa Community Plan PEIR).¹ Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Western SoMa PEIR.

The Western SoMa PEIR included analyses of the following environmental issues: land use; aesthetics; population and housing; cultural and paleontological resources; transportation and circulation; noise and vibration; air quality; greenhouse gas emissions; wind and shadow; recreation; public services, utilities, and service systems; biological resources; geology and soils; hydrology and water quality; hazards and hazardous materials; mineral and energy resources; and agricultural and forest resources.

The 1298 Howard Street site is located in the Western SoMa Community Plan Area. As a result of the Western SoMa rezoning process, the project site was rezoned to a 55-X and 45-X Height and Bulk District.

Individual projects that could occur in the future under the Western SoMa Community Plan will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development, and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 1298 Howard Street is consistent with and was encompassed within the analysis in the Western SoMa PEIR. This determination also finds that the Western SoMa PEIR adequately anticipated and described the

¹ Planning Department Case Nos. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031. Available: <<http://www.sf-planning.org/index.aspx?page=1893>>.

impacts of the proposed 1298 Howard Street project, and identified the mitigation measures applicable to the project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{2,3} Therefore, no further CEQA evaluation for the 1298 Howard Street project is required. In sum, the Western SoMa PEIR, this Certificate of Determination, and the accompanying project-specific initial study comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

The project site is located in the South of Market neighborhood on the block bounded by Howard Street, Eight Street, Natoma Street, and Ninth Street. Surrounding properties along Ninth Street are also zoned Regional Commercial District (RCD), while properties directly across Natoma and Howard Streets from the project site are also zoned WSOMA Mixed Use-General (WMUG), and properties adjacent to the project site to the northeast are also zoned Residential Enclave-Mixed (RED-MX). Two of the parcels within the project site that are closest to Ninth Street are within a 55-X height and bulk district, as are the neighboring parcels along Ninth Street, while three of the parcels within the project site, as well as adjacent properties to the northeast are within a 45-X height and bulk district. Building heights in the project area range from about one to five stories.

Land uses adjacent to the project site include residential and management/information/professional/services to the northeast; production/distribution/repair (PDR), residential, and mixed-use residential across Howard Street to the southeast; cultural/institutional/educational and PDR across Ninth Street to the southwest; and mixed use with no residential, PDR, residential, and visitor uses across Natoma Street to the northwest.

The project vicinity is an area of transition. Development projects within three blocks of the project site include the conversion of 24,009 sf of existing industrial/retail space to office space (149 Ninth Street); the construction of six new residential units (727 Natoma Street); construction of a five-story-over-basement building with 19 single-room-occupancy units and two commercial units (244 Ninth Street); construction of a mixed use project including nine new residential units, office space, and ground floor commercial on a vacant lot on Tehama and Ninth Streets (239 9th Street); the construction of a five-story, 45-foot tall residential building on an approximately 2,831 square-foot lot (17 Grace Street); adjacent to the project site at 17 Grace Street is a proposed project to construct a 10,463 gross-square-foot, 13-unit residential building.

² Adam Varat, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Citywide Planning and Policy Analysis, 1298 Howard St., April 3, 2015. This document and all other documents referenced herein unless otherwise noted are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2014.0011E.

³ Jeff Joshlin, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 1298 Howard St, June 7, 2016.

POTENTIAL ENVIRONMENTAL EFFECTS

The proposed 1298 Howard Street project is in conformance with the height, use, and density for the site described in the Western SoMa PEIR and would represent a small portion of the growth that was forecast for the Western SoMa Community Plan. Thus, the project analyzed in the Western SoMa PEIR considered the incremental impacts of the proposed 1298 Howard Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Western SoMa PEIR.

Significant and unavoidable impacts were identified in the Western SoMa PEIR for the following topics: historic resources, transportation and circulation, noise, air quality, and shadow. The Western SoMa PEIR identified feasible mitigation measures to address significant impacts related to cultural and paleontological resources, transportation and circulation, noise and vibration, air quality, wind, biological resources, and hazards and hazardous materials. **Table 1** (page 9) lists the mitigation measures identified in the Western SoMa PEIR and states whether each measure would apply to the proposed project.

Table 1 – Western SoMa PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
D. Cultural and Paleontological Resources		
M-CP-1a: Documentation of a Historical Resource	Not applicable: site is not a historic resource	Not applicable
M-CP-1b: Oral Histories	Not applicable: site is not a historic resource	Not applicable
M-CP-1c: Interpretive Program	Not applicable: site is not a historic resource	Not applicable
M-CP-4a: Project-Specific Preliminary Archeological Assessment	Applicable: soil disturbing activities proposed	The project sponsor shall retain an archeological consultant, submit an Archeological Testing Plan (ATP) for review by the Planning Department, implement the ATP prior to soil disturbance, and, as needed, implement an Archeological Monitoring Program (AMP) with all soil-disturbing activities. Project sponsor and archeologist shall notify and mitigate the finding of any archeological resource in coordination with the Environmental Review Officer (ERO).
M-CP-4b: Procedures for Accidental Discovery of Archeological Resources	Applicable: project proposes excavation more than 5 feet below grade (down to 15 feet deep).	The project sponsor shall alert the ERO of any accidental discoveries of archeological resources, who will then determine how any such resources shall be protected or preserved.
M-CP-7a: Protect Historical Resources from Adjacent Construction Activities	Applicable: adjacent historic resources present	The project sponsor of a development project in the Draft Plan Area and on the Adjacent Parcels shall consult with Planning Department environmental planning/preservation staff to determine whether adjacent or nearby buildings constitute historical resources that could be adversely affected by construction-generated vibration.

Mitigation Measure	Applicability	Compliance
M-CP-7b: Construction Monitoring Program for Historical Resources	Applicable: adjacent historic resources present	For those historical resources identified in Mitigation Measure M-CP-7a, and where heavy equipment would be used on a subsequent development project, the project sponsor of such a project shall undertake a monitoring program to minimize damage to adjacent historic buildings and to ensure that any such damage is documented and repaired.
E. Transportation and Circulation		
M-TR-1c: Traffic Signal Optimization (8 th /Harrison/I-80 WB off-ramp)	Not applicable: automobile delay removed from CEQA analysis	Not applicable
M-TR-4: Provision of New Loading Spaces on Folsom Street	Not applicable: project would not remove loading spaces along Folsom Street	Not applicable
M-C-TR-2: Impose Development Impact Fees to Offset Transit Impacts	Not applicable: transit ridership generated by project would not considerably contribute to impact	Not applicable
F. Noise and Vibration		
M-NO-1a: Interior Noise Levels for Residential Uses	Not applicable: impacts of the environment on the project no longer a CEQA topic	Not applicable
M-NO-1b: Siting of Noise-Sensitive Uses	Not applicable: impacts of the environment on the project no longer a CEQA topic	Not applicable
M-NO-1c: Siting of Noise-Generating Uses	Not applicable: project is not proposing a noise-generating use	Not applicable
M-NO-1d: Open Space in Noisy Environments	Not applicable: impacts of the environment on the project no longer a CEQA topic	Not applicable

Mitigation Measure	Applicability	Compliance
M-NO-2a: General Construction Noise Control Measures	Applicable: project includes construction activities	The project sponsor shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques; locate stationary noise sources as far from adjacent or nearby sensitive receptors as possible; use hydraulically or electrically powered impact tools; and include noise control requirements to construction contractors. The project sponsor shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise.
M-NO-2b: Noise Control Measures During Pile Driving	Applicable: project could potentially include pile-driving activities	A set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. The project sponsor shall require the construction contractor to erect temporary plywood noise barriers along the project boundaries, implement "quiet" pile-driving technology, monitor the effectiveness of noise attenuation measures by taking noise measurements, and limit pile-driving activity to result in the least disturbance to neighboring uses.
G. Air Quality		
M-AQ-2: Transportation Demand Management Strategies for Future Development Projects	Not applicable: project would not generate more than 3,500 daily vehicle trips	Not applicable, but project could be subject to the Transportation Demand Management Ordinance, if effective at the time of project approval.
M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors	Not applicable: superseded by Health Code Article 38	Not applicable
M-AQ-4: Siting of Uses that Emit PM _{2.5} or other DPM and Other TACs	Not applicable: project-related construction and operation would not introduce substantial emissions	Not applicable

Mitigation Measure	Applicability	Compliance
M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants	Not applicable: project does not exceed the BAAQMD screening criteria	Not applicable
M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards	Applicable: project does include construction in an area of poor air quality	Prior to issuance of a construction permit, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist
I. Wind and Shadow		
M-WS-1: Screening-Level Wind Analysis and Wind Testing	Not applicable: project would not exceed 80 feet in height	Not applicable
L. Biological Resources		
M-BI-1a: Pre-Construction Special-Status Bird Surveys	Applicable: project includes removal of street trees	Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period.
M-BI-1b: Pre-Construction Special-Status Bat Surveys	Applicable: project includes removal of buildings or other habitat for roosting bats	Pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished.
O. Hazards and Hazardous Materials		
M-HZ-2: Hazardous Building Materials Abatement	Not applicable: project does not include demolition of a pre-1970s building	Not applicable
M-HZ-3: Site Assessment and Corrective Action	Not applicable: superseded by Health Code Article 22A (Maher Ordinance)	Not applicable

Please see the attached Mitigation Monitoring and Reporting Program (MMRP) for the complete text of the applicable mitigation measures. With implementation of these mitigation measures the proposed project would not result in significant impacts beyond those analyzed in the Western SoMa PEIR.

PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on July 31, 2015 to adjacent occupants and owners of properties within 300 feet of the project site and to community groups and other interested parties. One comment was received asking for notification when the CPE is released. No other comments were received.

CONCLUSION

As summarized above and further discussed in the CPE Checklist:⁴

1. The proposed project is consistent with the development density established for the project site in the Western SoMa Community Plan;
2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Western SoMa PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Western SoMa PEIR;
4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Western SoMa PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and
5. The project sponsor will undertake feasible mitigation measures specified in the Western SoMa PEIR to mitigate project-related significant impacts.

Therefore, no further environmental review shall be required for the proposed project pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

⁴ The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2014.0011E.