



# SAN FRANCISCO PLANNING DEPARTMENT

## Certificate of Determination Community Plan Evaluation

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*Case No.:* 2016-007877ENV  
*Project Address:* 235 Valencia Street  
*Zoning:* NCT-3 (Moderate Scale Neighborhood Commercial Transit) District  
50-X Height and Bulk District  
*Block/Lot:* 3532/019B  
*Lot Size:* 9,000 square feet  
*Plan Area:* Market and Octavia Area Plan  
*Project Sponsor:* Craig Hamburg, DDG 235 Valencia Realty LLC, (415) 692-5054,  
[cnh@ddgpartners.com](mailto:cnh@ddgpartners.com)  
*Staff Contact:* Jennifer McKellar, (415) 575-8754,  
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### PROJECT DESCRIPTION

The project site is located at the southeast corner of Valencia Street and Clinton Park in the Mission neighborhood of San Francisco. The project site consists of a 9,000-square-foot rectangular lot that has frontage along Valencia, Clinton Park, and Stevenson streets. A vacant, one-story, 9,210-square-foot commercial building currently occupies the lot. The existing building was constructed in 1924 and was formerly used as a motorcycle shop and, more recently, as an automobile repair shop.

The proposed project would demolish the existing building and construct a new five-story, 50-foot-tall (55-foot-tall at the section containing the ground-floor active commercial use), approximately 33,268-sf mixed-use building with 40 dwelling units and two ground-floor commercial units totaling 5,188 square feet.

(Continued on next page.)

### CEQA DETERMINATION

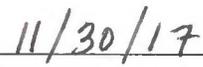
The project is eligible for streamlined environmental review per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3

### DETERMINATION

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



Lisa Gibson  
Environmental Review Officer

  
Date

cc: Craig Hamburg, Project Sponsor; Supervisor Hillary Ronen, District 9; Doug Vu, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

## PROJECT DESCRIPTION (continued)

The residential units would be accessed from a lobby fronting Valencia Street. One of the commercial units would be accessed from both Valencia Street and Clinton Park, the other would be accessed from Clinton Park. The residential mix would include 18 studio units, two one-bedroom units, 18 two-bedroom units and two three-bedroom units.

No off-street vehicle parking is proposed; however, 41 class 1 bicycle parking spaces would be provided on the ground floor of the new building (40 residential and one commercial). In addition, five class 2 spaces would be provided on the Clinton Park and Valencia Street sidewalks (two residential and three commercial). About 4,166 square feet of usable open space would be provided in the form of a private deck on the fourth floor and common terraces on the fourth, fifth and roof levels.

The project also proposes improvements to Clinton Park, including a sidewalk bulbout beginning at the corner of Valencia Street and Clinton Park and pavers, seating and landscaping along Clinton Park to create a "living alley" to identify and honor the legacy of Hap Jones, the former owner of the site. The three existing curb cuts (one on Valencia Street and two on Clinton Park) would be removed and replaced with a 40-foot-wide commercial loading zone at the terminus of Clinton Park.

The proposed project would be supported by a new mat slab foundation that may require drilled piers for shoring and underpinning. Construction of the proposed new building and associated street improvements would occur over a 16-month period and require excavation over the entire site to a maximum depth of 2.5 feet below ground surface and remove approximately 834 cubic yards of soil.

## PROJECT APPROVAL

If discretionary review before the Planning Commission is requested, the discretionary review hearing is the Approval Action for the project. If no discretionary review is requested, the issuance of a building permit by the Department of Building Inspection is the Approval Action. 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.

## COMMUNITY PLAN EVALUATION OVERVIEW

California Public Resources Code section 21083.3 and CEQA Guidelines section 15183 provide an exemption from environmental review for 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, 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 235 Valencia Street project described above, and incorporates by reference information contained in the Programmatic Final Environmental Impact Report for the Market and Octavia Area Plan (Market and Octavia PEIR).<sup>1</sup> 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 Market and Octavia PEIR.

On April 5, 2007, the Planning Commission certified the Market and Octavia PEIR by Motion No. 17406.<sup>2</sup> The PEIR analyzed amendments to the San Francisco General Plan (General Plan) to create the Market and Octavia Area Plan and amendments to the planning code and Zoning Maps, including the creation of the Upper Market Street NCT (Neighborhood Commercial Transit) District. The PEIR analysis was based upon an assumed development and activity that were anticipated to occur under the Market and Octavia Area Plan. The proposed 235 Valencia Street project is in conformance with the height, use, and density for the site described in the Market and Octavia PEIR and would represent a small part of the growth that was forecast for the Market and Octavia Plan area. Thus, the plan analyzed in the Market and Octavia PEIR considered the incremental impacts of the proposed 235 Valencia Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Market and Octavia PEIR.

In May 2008, subsequent to the certification of the Market and Octavia PEIR, the Board of Supervisors approved and the Mayor signed into law revisions to the planning code, zoning maps, and general plan that constituted the “project” analyzed in the Market and Octavia PEIR. The legislation created several new zoning controls, which allow for flexible types of new housing to meet a broad range of needs, reduce parking requirements to encourage housing and services without adding cars, balance transportation by considering people movement over auto movement, and build walkable whole neighborhoods meeting everyday needs. The Market and Octavia Area Plan, as evaluated in the PEIR and as approved by the Board of Supervisors, accommodates the proposed use, design, and density of the 235 Valencia Street project.

Individual projects that could occur in the future under the Market and Octavia Area 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 235 Valencia Street is consistent with and was encompassed within the analysis in the Market and Octavia PEIR. This determination also finds that the Market and Octavia PEIR adequately anticipated and described the impacts of the proposed 235 Valencia Street project, and identified the mitigation measures applicable to the 235 Valencia Street project. The proposed project is also consistent with the zoning controls and the provisions of the planning code applicable to the project site.<sup>3,4</sup> Therefore, no further CEQA evaluation for the 235 Valencia Street project is required. Overall, the Market and Octavia PEIR

<sup>1</sup> San Francisco Planning Department, *Market and Octavia Area Plan Final EIR, Case No. 2003.0347E, State Clearinghouse No. 2004012118, April 5, 2007*, <http://sf-planning.org/area-plan-eirs>, October 3, 2017. This document (and all other documents contained herein) is available for review at 1650 Mission Street, Suite 400, as part of Case No. 2003.0347E.

<sup>2</sup> San Francisco Planning Commission, *Motion No. 17406, April 5, 2007*, <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=568>, accessed October 3, 2017.

<sup>3</sup> San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Citywide Planning Analysis, 235 Valencia Street*, March 23, 2017. This document (and all other documents cited in this report, unless otherwise noted), is available for review at 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case No. 2016-007877ENV.

<sup>4</sup> San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Current Planning Analysis, 235 Valencia Street*, April 13, 2017.

and this certificate of exemption for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

## PROJECT SETTING

As described above, the project site fronts Valencia Street, Clinton Park and Stevenson Street. Valencia Street is a three-lane, two-way, north/south street with bicycle lanes oriented in both directions. Clinton Park and Stevenson Street are single-lane alleys running west and north, respectively. Parallel parking is permitted on both sides of Valencia Street, the west side of Clinton Park and the east side of Stevenson Street. The project site is located within a half mile of the 16th Street & Mission (Bay Area Rapid Transit) BART transit stop and within a quarter mile of several local San Francisco Municipal Transportation Agency (Muni) transit lines, including 14-Mission, 14R-Mission Rapid, 49-Van Ness/Mission, 55-16<sup>th</sup> Street, F-Market & Wharves, J-Church, KT-K-Ingleside/T-Third Street, L-Owl, M-Ocean View and N-Judah.

The project vicinity is characterized by a mix of one- to five-story buildings containing residential, retail, entertainment, institutional and production, distribution and repair (PDR) uses. The buildings are predominately mixed-use residential buildings with commercial uses on the ground floor. Numerous restaurants, bars, and other retail and services establishments are located within a few blocks of the project site. Nearby institutions include San Francisco Friends School, situated directly opposite the project site on Valencia Street, and Annunciation Greek Orthodox Cathedral, situated directly south of the project site. The San Francisco Armory is located two blocks southwest of the project site. There is limited public open space in the immediate vicinity; however, Page and Laguna Mini-Park and Koshland Park are located within one-quarter mile of the project site and numerous open space areas, including Mission Dolores Park, Alamo Square and Duboce Park, are located within one mile of the project site.

## POTENTIAL ENVIRONMENTAL EFFECTS

The Market and Octavia PEIR analyzed environmental issues including: plans and policies; land use and zoning; population, housing, and employment; urban design and visual quality; shadow and wind; cultural (historic and archeological) resources; transportation; air quality; noise; hazardous materials; geology, soils, and seismicity; public facilities, services, and utilities; hydrology; biology; and growth inducement.

The proposed 235 Valencia Street project is in conformance with the height, use, and density for the site described in the Market and Octavia PEIR and would represent a small part of the growth that was forecast for the area covered by the Market and Octavia Plan. Thus, the plan analyzed in the Market and Octavia PEIR considered the incremental impacts of the proposed 235 Valencia Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Market and Octavia PEIR.

The Market and Octavia PEIR identified significant impacts related to shadow, wind, archeology, transportation, air quality, hazardous materials, and geology. Mitigation measures were identified for these impacts and reduced all of these impacts to less-than-significant levels with the exception of those related to shadow (impacts on two open spaces: the War Memorial Open Space and United Nations Plaza) and transportation (project- and program-level, as well as cumulative, traffic impacts at nine intersections; project-level and cumulative transit impacts on Muni line 21-Hayes), which would remain significant and unavoidable. These environmental topics are discussed below.

The proposed project would construct a 50-foot-tall building (55-foot-tall at the section containing the ground-floor active commercial use). To assess potential shadow impacts, the Planning Department prepared a preliminary shadow fan analysis, which determined that the proposed project would not cast any new shadow on open spaces under the jurisdiction of the San Francisco Recreation and Park Commission or on any publically accessible open spaces.<sup>5</sup> Therefore, the proposed project would not contribute to the significant and unavoidable shadow impacts identified in the Market and Octavia PEIR.

The proposed project is expected to add 367 daily vehicle trips (41 during the p.m. peak hour) to existing traffic volumes in the project vicinity.<sup>6</sup> As anticipated in the Market and Octavia PEIR, these additional vehicle trips could potentially contribute to the worsening of automobile delay at the Laguna/Market/Hermann/Guerrero streets intersection. However, this impact was disclosed in the PEIR as significant and unavoidable due to future growth in the project area and implementation of the proposed mitigation measure determined infeasible. Furthermore, on March 3, 2016, San Francisco Planning Commission Resolution 19579 replaced automobile delay (e.g., level of service (LOS)) as a measure of transportation impacts with a vehicle miles traveled (VMT) metric. Under the new metric, a project that would cause substantial additional VMT would result in a significant effect on the environment. As described in the project-specific initial study,<sup>7</sup> the proposed project would not cause substantial additional VMT and therefore, would not result in a significant impact related to transportation.

In addition, the project site is located within a half mile of the 16th Street & Mission (Bay Area Rapid Transit) BART transit stop and within a quarter mile of several local San Francisco Municipal Transportation Agency (Muni) transit lines, including 14-Mission, 14R-Mission Rapid, 49-Van Ness/Mission, 55-16<sup>th</sup> Street, F-Market & Wharves, J-Church, KT-K-Ingleside/T-Third Street, L-Owl, M-Ocean View and N-Judah. Transit ridership generated by the project would be distributed across these transit lines. Therefore, the proposed project would not contribute substantially to the project-level and cumulative impacts on Muni line 21-Hayes identified in the Market and Octavia PEIR.

The Market and Octavia PEIR identified feasible mitigation measures to address significant impacts related to noise, air quality, archeological resources, historic resources, hazardous materials, and transportation. **Table 1**, below, lists the mitigation measures identified in the Market and Octavia PEIR and states whether each measure would apply to the proposed project.

**Table 1 – Market and Octavia PEIR Mitigation Measures**

Mitigation Measure	Applicability	Compliance
<b>A. Shadow</b>		
A1. Parks and Open Space not Subject to section 295	Applicable: the proposed project would exceed 50 feet.	<b>Completed:</b> In accordance with Project Mitigation Measure 3, the Planning Department prepared a shadow fan and determined that the proposed

<sup>5</sup> San Francisco Planning Department, *Preliminary Shadow Fan Analysis: 235 Valencia Street, San Francisco, California*, September 28, 2017.

<sup>6</sup> San Francisco Planning Department, *Transportation Calculations: 235 Valencia Street, San Francisco, California*, October 3, 2017.

<sup>7</sup> San Francisco Planning Department, *Initial Study – Community Plan Evaluation: 235 Valencia Street, San Francisco, California*, 10/12/2017.

Mitigation Measure	Applicability	Compliance
		project would not cast any new shadow on any publically accessible parks and open spaces, and therefore, the proposed new building does not require shaping to reduce substantial shadow impacts.
<b>B. Wind</b>		
B1: Buildings in Excess of 85 Feet in Height	Not Applicable: the proposed project would not exceed a height of 85 feet.	N/A
B2: All New Construction	Applicable: the proposed project would construct a new 50- to 55-foot-tall building.	<b>Completed:</b> In accordance with Project Mitigation Measure 2, the project sponsor had a qualified consultant prepare a wind analysis for the proposed project. <sup>8</sup> The analysis determined that the proposed project would not result in significant wind impacts because it would not cause ground-level wind conditions to exceed the pedestrian comfort and wind hazard criteria. Therefore, the project sponsor has complied with this mitigation measure.
<b>C. Archeological Resources</b>		
C1: Soil-Disturbing Activities in Archeologically Documented Properties	Not Applicable: the project site is not an archeologically documented property.	N/A
C2: General Soil-Disturbing Activities	Not Applicable: the proposed project would not include soil-disturbing activities beyond a depth of 4 feet below grade.	N/A
C3: Soil-Disturbing Activities in Public Street and Open Space Improvements	Not Applicable: the proposed project would not include soil-disturbing activities associated with public street or open space	N/A

<sup>8</sup> Ballanti, Donald, *Wind and Comfort Analysis of the Proposed 235 Valencia Street Project, San Francisco*, October 9, 2017.

Mitigation Measure	Applicability	Compliance
	improvements that would disturb soils beyond a depth of four feet below grade.	
C4: Soil-Disturbing Activities in the Mission Dolores Archeological District	Not Applicable: the project site is not located in the Mission Dolores Archeological District.	N/A
<b>D. Transportation</b>		
D1: Traffic Mitigation Measure for Hayes and Gough Streets Intersection (LOS C to LOS F PM peak hour)	Not Applicable: not adopted.	N/A
D2: Traffic Mitigation Measure for Hayes and Franklin Streets Intersection (LOS D to LOS F PM peak hour)	Not Applicable: not adopted.	N/A
D3: Traffic Mitigation Measure for Laguna/Market/ Hermann/Guerrero Streets Intersection (LOS D to LOS E PM peak-hour)	Not Applicable: plan level mitigation to be implemented by the San Francisco Municipal Transportation Agency (SFMTA); at project level, automobile delay removed from CEQA analysis.	N/A
D4: Traffic Mitigation Measure for Market/Sanchez/ Fifteenth Streets Intersection (LOS E to LOS E with increased delay PM peak-hour)	Not Applicable: plan level mitigation to be implemented by the San Francisco Municipal Transportation Agency (SFMTA); at project level, automobile delay removed from CEQA analysis.	N/A
D5: Traffic Mitigation Measure for Market/Church/ Fourteenth Streets Intersection (LOS E to LOS E with increased delay PM peak hour)	Not Applicable: plan level mitigation to be implemented by the San Francisco Municipal Transportation Agency (SFMTA); at project level, automobile delay removed from CEQA analysis.	N/A
D6: Traffic Mitigation Measure for Mission Street/Otis Street/South Van Ness Intersection (LOS F to LOS F with increased delay PM peak-hour)	Not Applicable: plan level mitigation to be implemented by the San Francisco Municipal Transportation Agency (SFMTA); at project level,	N/A

Mitigation Measure	Applicability	Compliance
	automobile delay removed from CEQA analysis.	
D7: Traffic Mitigation Measure for Hayes Street/Van Ness Avenue Intersection (LOS F to LOS F with increased delay PM peak hour)	Not Applicable: not adopted.	N/A
D8: Transit Mitigation Measure for degradation to transit service as a result of increase in delays at Hayes Street intersections at Van Ness Avenue (LOS F to LOS F with increased delays); Franklin Street (LOS D to LOS F); and Gough Street (LOS C to LOS F) PM peak hour	Not Applicable: not adopted.	N/A
<b>E. Air Quality</b>		
E1: Construction Mitigation Measure for Particulate Emissions	Not Applicable: superseded by the San Francisco Construction Dust Control Ordinance.	N/A
E2: Construction Mitigation Measure for Short-Term Exhaust Emissions	Applicable: the proposed project is located within an Air Pollutant Exposure Zone.	The project sponsor has agreed to develop and implement a Construction Emissions Minimization Plan for Health Risks and Hazards under Project Mitigation Measure 1.
<b>F. Hazardous Materials</b>		
F1: Program- or Project-Level Mitigation Measures	Not Applicable: superseded by the San Francisco Construction Dust Control Ordinance and federal, state, and local regulations related to the abatement and handling of hazardous materials.	N/A
<b>G. Geology, Soils, and Seismicity</b>		
G1: Construction-Related Soils Mitigation Measure	Not Applicable: superseded by the San Francisco Construction Site Runoff Ordinance.	N/A

Please see the attached Mitigation Monitoring and Reporting Program 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 Market and Octavia PEIR.