

**PRELIMINARY MITIGATED NEGATIVE DECLARATION**

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**Date of Publication of Preliminary Negative Declaration: March 15, 2003**

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**Lead Agency:** Planning Department, City and County of San Francisco  
1660 Mission Street, 5th Floor, San Francisco, CA 94103

**Agency Contact Person:** Tammy Chan

**Telephone:** (415) 558-5982

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**Project Title:** 2000.280E-1828 Egbert Avenue

**Project Sponsor:** San Francisco Self Storage III, LLC

**Project Contact Person:** Joel Yodowitz (415) 567-9000

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**Project Address:** 1828 Egbert Street

**Assessor's Block(s) and Lot(s):** Block 5434B/Lot 5

**City and County:** San Francisco

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**Project Description:**

The proposed project is located at 1828 Egbert Avenue, west of Newhall Street on Assessor's Block 5434B, Lot 5. Subsequent to the issuance of an earlier Final Negative Declaration (FND) for this project, the project was revised. This analysis is for the revised project. The project analyzed in the original FND was the demolition of two vacant buildings and the construction of a four-story 246,000-square-foot-telecommunication switch facility and a three-story 124-space parking garage. The revised project only differs from that analyzed in the FND with respect to the number of diesel generators provided. The revised project proposes 16-diesel-fuel-generators compared to the previously analyzed one generator. The total square footage of the structure has been reduced to 210,102-sq.ft. and 94 parking spaces within the structure, eliminating the 124 space parking garage originally proposed. All 16 generators would provide backup capability to the telecommunications facility. The generators would be located outside the building envelope, 12 of which would be on the roof of the building and the remaining four located at the ground level next to the building. The diesel-fuel-generators would be limited to only operate for reliability testing and for emergency operations. Since the issuance of the FND, the site is no longer within the Planning Commission's adopted Industrial Protection Zone (IPZ) Buffer, but it is now located in the Permanent Industrial Protection Zone, in which industrial uses are principally permitted uses. The project site is also within the Planning Commission's adopted Conditional Use Authorization for Internet Services Exchanges Zoning area. The proposed project is located in an M-1 (Light Industrial) District and within a 65-J Height and Bulk district.

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**Building Permit Application Number, if Applicable:** 200006172939S, 200103245157 and 200104187082

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THIS PROJECT COULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance) and 15070 (Decision to Prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached:

-Over-

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Mitigation measures, if any, included in this project to avoid potentially significant effects: Pages 23-26

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cc: Project Sponsor  
Joel Yodowitz, Reuben & Alter  
Dan Sider- SE Team Case Planner  
O.Chavez/Bulletin Board  
Master Decision File  
Distribution List

## **PROJECT DESCRIPTION**

The project site is located at 1828 Egbert Avenue, on Assessor's Block 5434B, Lot 5, which is 87,193 square feet. The site is part of the major City block bounded by Egbert Avenue to the south, Newhall Street to the east, Carroll Avenue to the North, and Phelps Street to the west in a mixed industrial/residential area of San Francisco. Figure 1 depicts the location of the proposed project.

A Final Negative Declaration (FND) for the 1828 Egbert Street project was adopted on June 26, 2000. Subsequent to the issuance of the FND, the project was revised. The original FND analyzed the demolition of two vacant buildings and the construction of a four-story 246,000-square-foot-telecommunication switch facility and a three-story 124-space parking garage. The project also proposed one diesel generator to be placed on the Egbert Street side of the property. The proposed project was approved in May 2001 and would occur in two phases. The project sponsor has completed Phase 1 of their project, which includes the demolition of the structures on site, construction of 124,633 sq.ft. of telecommunication space, 79 parking spaces and one freight loading space. The parking requirement was reduced from the originally proposed 124 parking spaces to 94 parking spaces because of the reduction in project size. The 94 parking spaces would be provided inside the structure. Phase 2 of the project would consist of the build-out of the remaining telecommunication space, for a total of 210,102 sq.ft. Phase 2 of the project was analyzed in the original FND and no further discussions of its impact would be included in this analysis. However, the project was revised from that analyzed in the FND with respect to the number of diesel generators provided. The revised project proposes 16-diesel-fuel-generators compared to the previously analyzed one generator. This analysis is for the revised project.

The site currently contains a 124,633-sq.ft. telecommunication-switching station with 79 parking spaces that is under construction. Prior to that, the property was occupied by a sausage distribution center until August of 1999. The total proposal would be four-story 210,102-sq.ft. telecommunication-switching facility at approximately 65' in height. The switching facility would involve the installation, storage, and maintenance of telecommunications switching equipment. Development of the site would require excavations of about 2'-6" in some portions and 5' in other portions of the site. Figures 2 - 4 depict the proposed project's overall site plans and schematic elevations of the proposed building.

## **PROJECT SETTING**

The project site is L-shaped. An existing office building situated on the corner of Egbert Avenue and Newhall Street is not part of the project. The zoning on this block of Egbert Avenue is M-1 (Light Industrial) and RH-1 (Residential House District, One-Family). The zoning within one block of the project site (i.e. with an area encompassing nine blocks, with the subject block at the center) is M-1, RH-1, and P (Public). The area to the east and northeast of the property is primarily M-1, to the south, across Egbert Street, is P and RH-1, and the area to the west is mostly RH-1. Much of the adjacent M-1 zoned sites have been developed into residential in recent years, therefore, the buildings in the general area range from one to three stories, some large in scale, with a mix of residential and industrial in character. The area is undergoing renovation as older buildings are demolished and redeveloped. The subject site is also located several blocks east of Highway 101 and is approximately one mile west of the San Francisco Bay within the Bayview/Hunters Point neighborhood.

The site is essentially a level lot with a gradual natural slope to the east towards the San Francisco Bay, with frontage onto Egbert Avenue. The site is bounded by an industrial parcel that is used as office space on the northwest corner of Newhall Street and Egbert Avenue, a deteriorated residential dwelling unit immediately to the west, Newhall Street to the east, an abandoned railroad spur to the north, and Egbert Avenue to the south. The site is bounded on the south, opposite from the subject property, by several warehouse, commercial, and industrial buildings. The area east of Newhall Street was the old Lucky Lager Brewery site. The brewery was demolished and has been redeveloped in the 1990s to approximately 300 single-family residential units. The property immediately north of the project site is a warehouse and parking lot. Other warehouse type commercial facilities exist beyond the abandoned railroad spur to the north. The surrounding neighborhood along this block of Egbert is primarily industrial with some older residential buildings to the west towards Phelps Street.

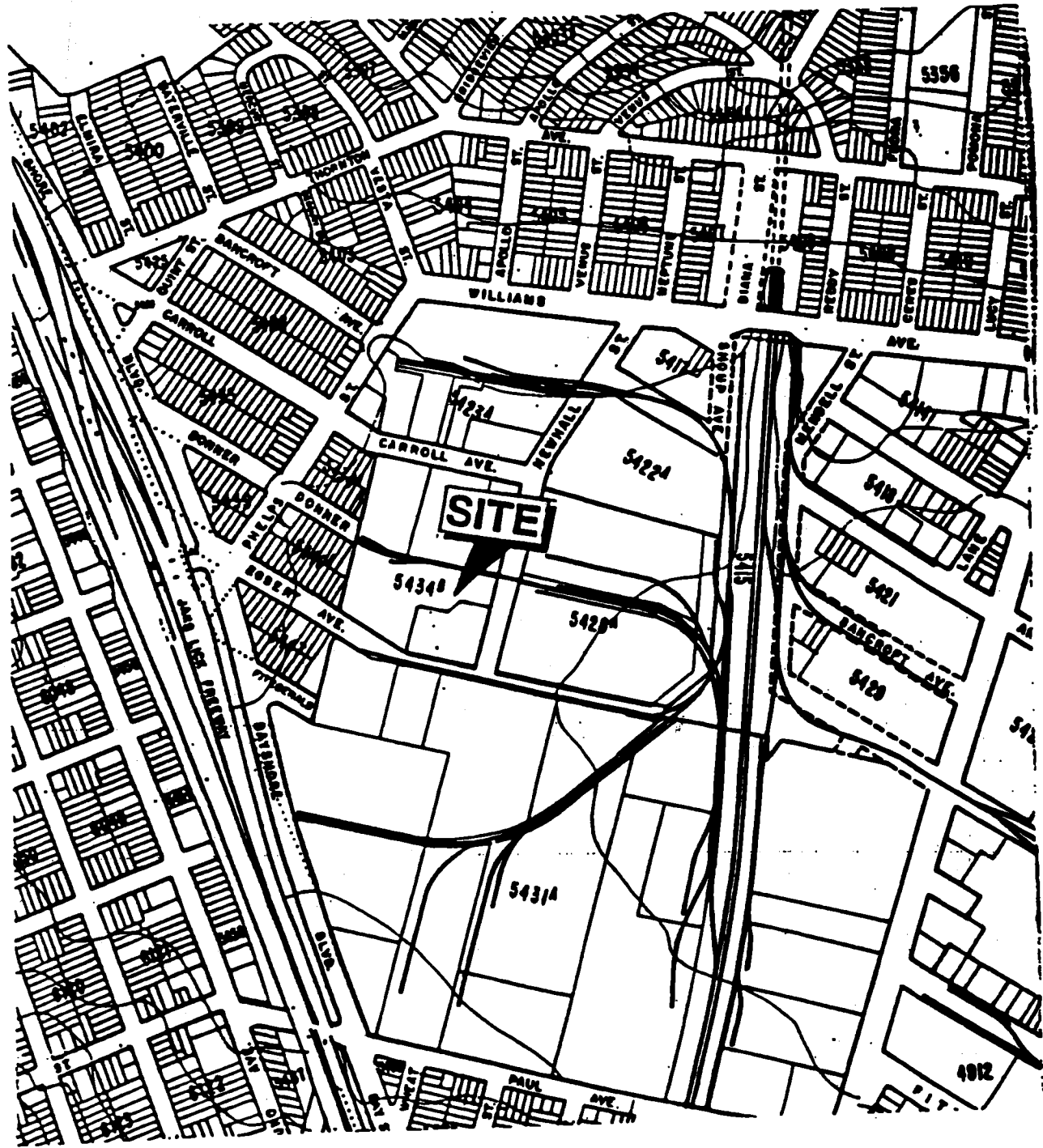
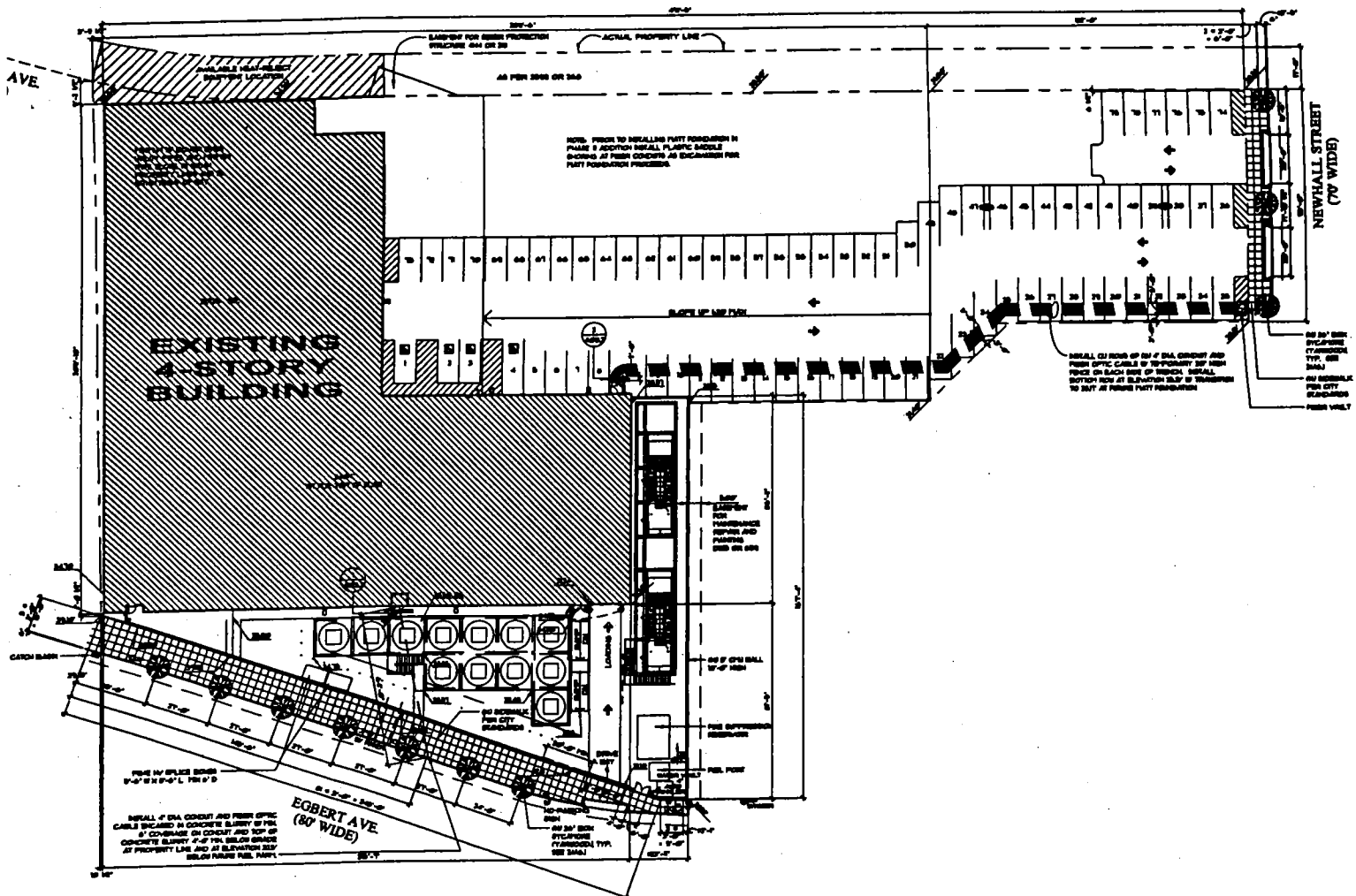


FIGURE 1 - PROJECT LOCATION

Source: San Francisco Planning Department

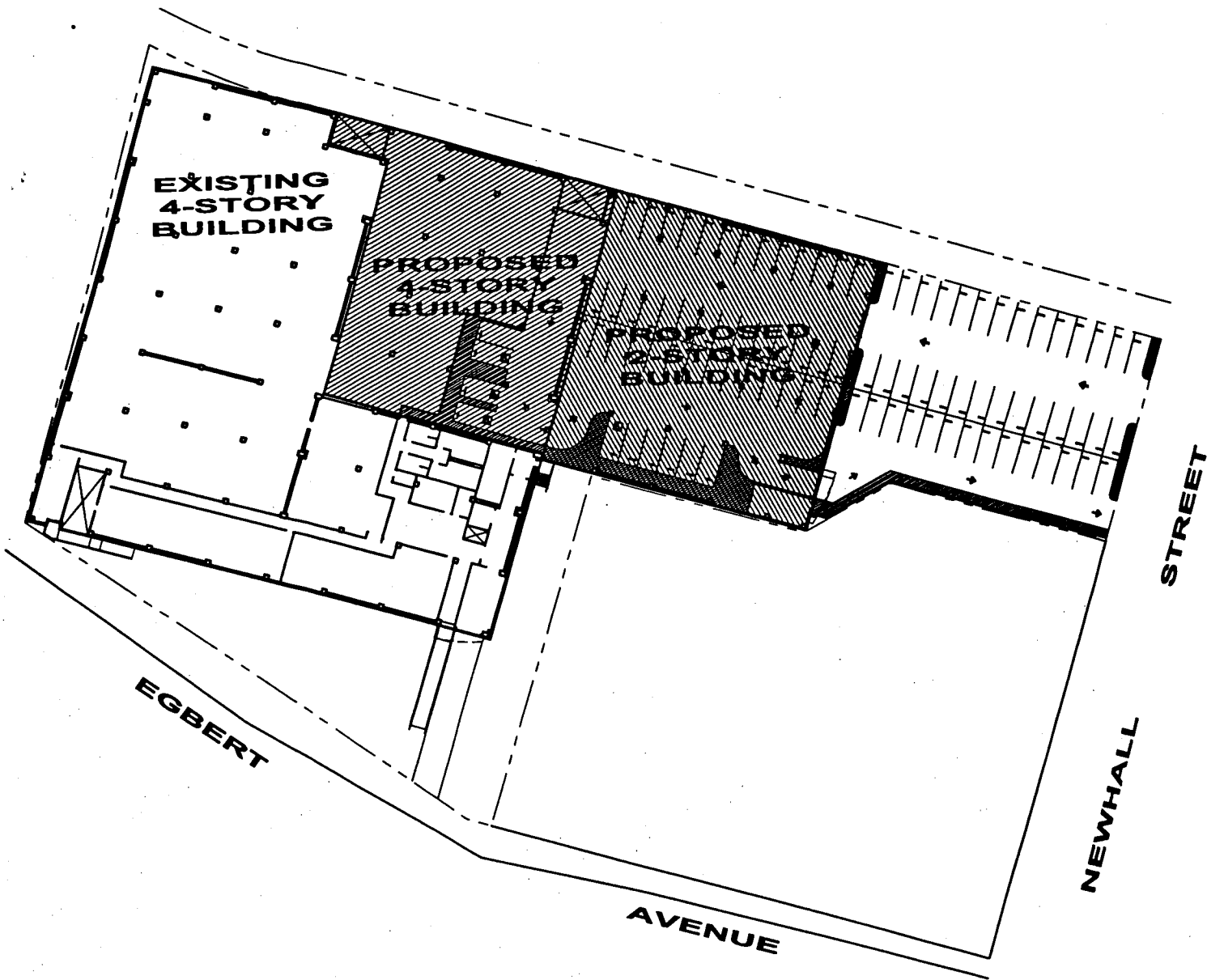


**PHASE I SITE PLAN**



FIGURE 2 – Phase 1-Site Plan (Under Construction)

Source: Richard Pollack & Associates



PHASE II SITE PLAN

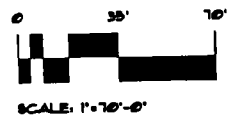


FIGURE 3 – Phase 2 Site Plan (Yet to be Built)

Source: Richard Pollack & Associates

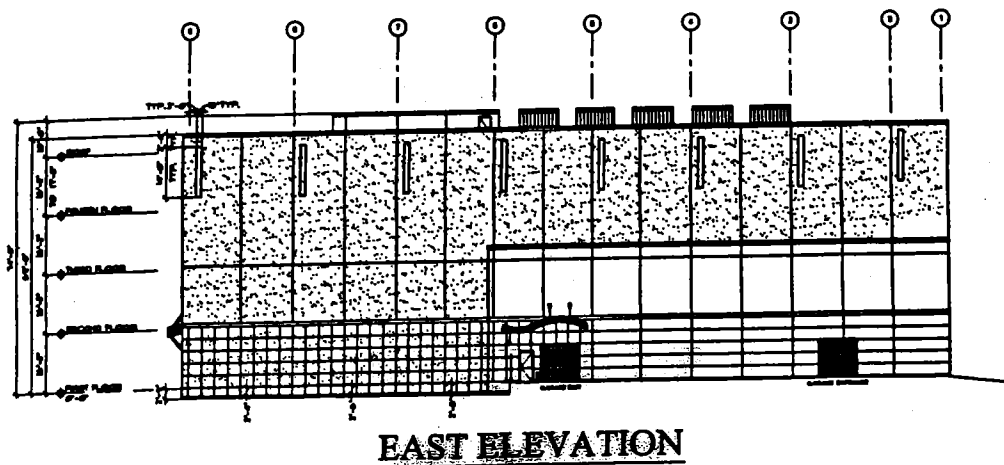
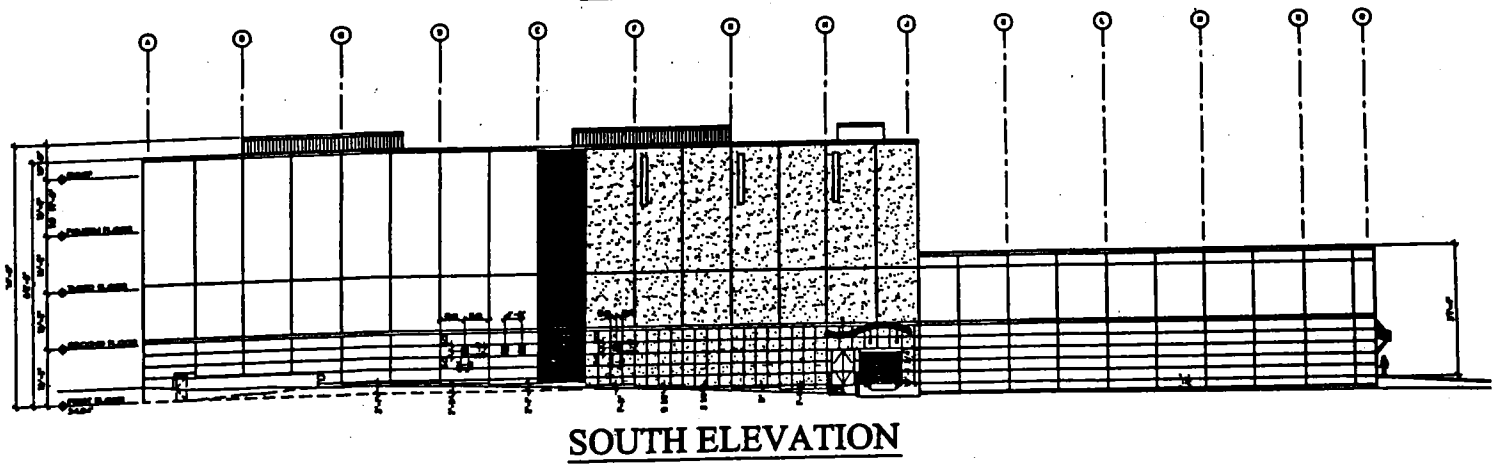
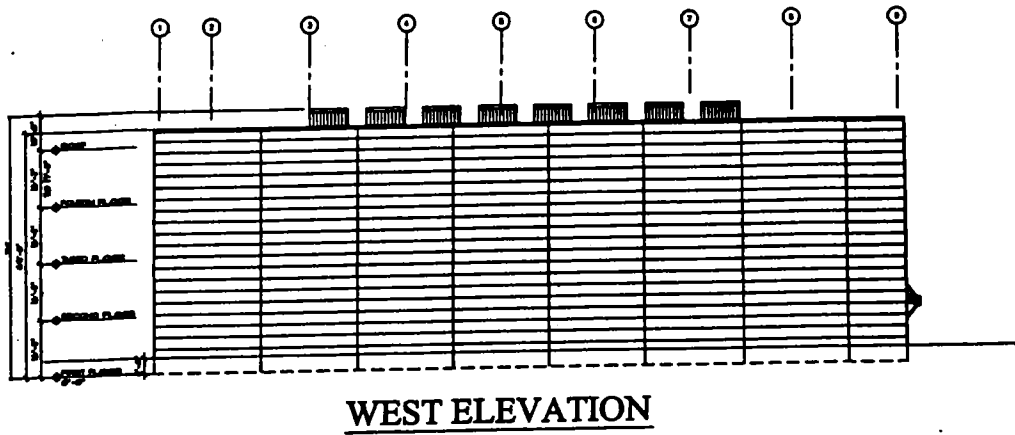
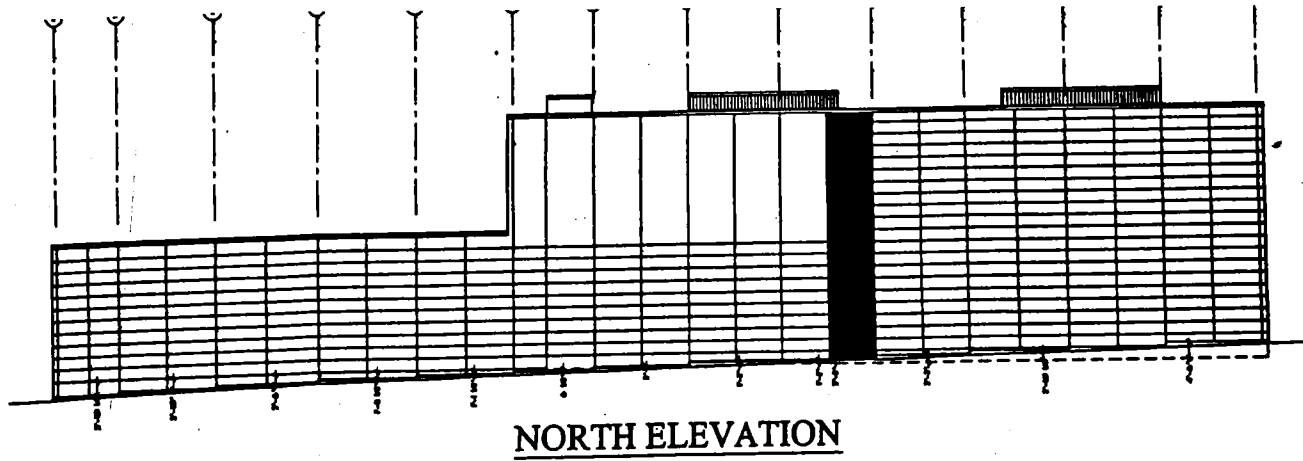


FIGURE 4 – Schematic Elevations

Source: Richard Pollack & Associates

**INITIAL STUDY CHECKLIST  
AND DISCUSSION**

	<u>Not</u>	
A. COMPATIBILITY WITH EXISTING ZONING AND PLANS	<u>Applicable</u>	<u>Discussed</u>
1) Discuss any variances, special authorizations, or changes proposed to the City Planning Code or Zoning Map, if applicable.	—	✓
2) Discuss any conflicts with any adopted environmental plans and goals of the City or Region, if applicable.	✓	✓

The San Francisco City Planning Code, which incorporates by reference of the City’s Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. The Planning Department may not issue permits to construct new buildings (or to alter or demolish existing ones) unless either the proposed project conforms to the Code, or it grants an exception pursuant to provisions of the Code.

The project site is located in an M-1 (Light Industrial) zoning district in the Bayview/Hunters Point neighborhood. This site is also within a 65-J height and bulk district where heights up to 65 feet may be permitted. The height of the proposed building would comply with the 65-foot height limit. The proposed ten-foot- mechanical equipment and penthouses are permitted exemptions from the height limit pursuant to Planning Code Section 260(b)(1)(A). Bulk restrictions include a maximum building length of 250 feet and a maximum diagonal length of 300 feet. These restrictions would only apply if portions of the buildings exceeded 40 feet in height from the base of the buildings. The proposed construction of the new structures would be in conformance with the bulk requirement.

Under the proposed use, the building would be occupied primarily by telecommunications switching equipment. Since the site would predominately be equipment storage, the use would be most accurately classified as storage or warehouse space, which is a permitted use in this zoning district. The site is within the Planning Commission’s adopted Permanent Industrial Protection Zone.

On June of 2002, permanent legislation requiring conditional use authorization for internet services exchanges was approved by Mayor Brown following action by the San Francisco Board of Supervisors. In order to secure conditional use authorization, specific findings are required regarding a project’s compatibility with the neighborhood’s scale and intensity of uses, appropriate screening of rooftop equipment, minimization of pollutant emissions associated with back-up power systems, and use of efficient energy technology including consideration of recapture of waste heat or the use of fuel cells or co-generation. The revised project could potentially require a conditional use authorization if the increased number of diesel generators is determined by the Department to be an enlargement or intensification of the previously approved used.

Environmental plans and policies are those, like the *Bay Area Air Quality Plan*, which directly address environmental issues and/or contain targets or standards which must be met in order to preserve or improve characteristics of the City's physical environment. The current proposed project at 1828 Egbert Avenue would not obviously or substantially conflict with any such adopted environmental plan or policy.

The City's General Plan, which provides general policies and objectives to guide land use decisions, contains some policies which relate to physical environmental issues. The current project would not obviously or substantially conflict with any such policy. In general, potential conflicts with the General Plan are considered by decision makers independently of the environmental review process, as part of the decision whether to approve or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the City Planning Code to establish eight Priority Policies. These policies are: preservation

and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under CEQA, and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the General Plan, the City is required to find that the proposed project or legislation is consistent with the Priority Policies.

In reviewing the building permit for the proposed project, the Planning Department would make the necessary findings of consistency with the Priority Policies.

**B. POTENTIAL ENVIRONMENTAL EFFECTS**

All items on the Initial Study Checklist have been checked “No”, indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect. Several of those Checklist items have also been checked “Discussed,” indicating that the Initial Study text includes discussion about that particular issue. For all of the items checked “No” without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Department, such as the Department’s Transportation Guidelines For Environmental Review, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

1) <u>Land Use.</u> Could the project:	<u>Yes</u> <u>No</u> <u>Discussed</u>
(a) Disrupt or divide the physical arrangement of an established community?	— ✓ ✓
(b) Have any substantial impact upon the existing character of the vicinity?	— ✓ ✓

The proposed project would represent continuation of ongoing change in land use on the project site from a 124,633-sq.ft. telecommunication switch facility to the full build-out of the facility of 210,102 sq.ft. with 16-diesel generators. The proposal would not change the light industrial character of the site. Warehouse and industrial uses are permitted land uses in the M-1 zoning district and would not be substantially or demonstrably incompatible with the existing nearby residential, commercial, and industrial land uses in the dense urban area.

The 16 diesel generators would be consistent with the industrial characteristic of the neighborhood. Figure 5 shows the aerial view of the project site, adjacent to other large industrial parcels along with residential uses in the immediate project vicinity. Use of the project site for light industrial uses is consistent with the predominant zoning and uses in the surrounding area. Some residential uses are adjacent to the long-standing pattern of industrial uses. The proximity of industrial and residential uses has co-existed for many decades in this neighborhood. The proposed project would not alter this pattern of mixed uses and would therefore not constitute a substantial change upon the existing character of the project vicinity.





Figure 5- Aerial View of Subject Property and Other Telecom Sites

Source: AWR Engineering Group

