



# SAN FRANCISCO PLANNING DEPARTMENT

## Certificate of Determination Community Plan Evaluation

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Case No.: 2016-004946ENV  
Project Address: 280-282 7th Street  
Zoning: WMUG (WSOMA Mixed Use-General) Use District  
Western SoMa Special Use District  
Youth and Family Zone Special Use District  
65-X Height and Bulk District  
Block/Lot: 3730/290  
Lot Size: 6,250 square feet  
Plan Area: Western SoMa Community Plan  
Project Sponsor: William Mollard, Workshop1, (415) 523-0304  
Staff Contact: Jennifer McKellar, (415) 575-8754, jennifer.mckellar@sfgov.org

### PROJECT DESCRIPTION

The project site consists of a 6,250-square-foot, L-shaped through lot located within the block bounded by Howard, 7th, Folsom and Langton streets in the South of Market neighborhood of San Francisco. The site fronts 7th Street (50 feet) and Langton Street (25 feet) and currently contains a vacant, two-story, 20-foot-tall commercial building that was constructed in 1906. The site is also located within the Western SoMa Light Industrial and Residential Historic District.

The proposed project would demolish the existing building and construct two new buildings with a ground-level inner courtyard between them.


(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 3/22/18

cc: William Mollard, Project Sponsor; Supervisor Jane Kim, District 6; Ella Samonsky, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

## PROJECT DESCRIPTION (continued)

The first building (280-282 7th Street) would front 7th Street and consist of a new 19,247-square-foot, six-story, approximately 65-foot-tall, mixed-use building with an 861-square-foot ground-floor retail unit and 17 dwelling units located on the upper floors. The dwelling unit mix would include eleven one-bedroom units and six two-bedroom units, two of which would be offered at below market rate. Common usable open space would be provided to the residents via a rear yard (277 square feet) located within the courtyard and a sixth-floor deck (1,286 square feet). Private open space (2,319 square feet) would be provided in the form of a rear yard for the ground-floor unit, balconies for the second through fifth floor units and roof decks for the sixth floor units.

The second building (79 Langton Street) would front Langton Street and consist of a new 6,355-square-foot, five-story, approximately 52-foot-tall residential building with three dwelling units. The dwelling unit mix would include one one-bedroom unit and two three-bedroom units. Private usable open space (1,043 square feet) would be provided to the residents in the form of a rear yard for the ground-floor/first-floor unit and private balconies for the upper units.

The project would not provide any off-street vehicle parking spaces, but would include 21 class 1 bicycle parking spaces located on the ground floor of each building; 18 of these spaces would be allocated to 280 7th Street and three would be allocated to 79 Langton Street. The proposed project would also provide four class 2 bicycle spaces located on the sidewalk along the 7th Street frontage. Two existing curb cuts on 7th Street and one existing curb cut on Langton Street would be removed. Four new street trees would be added along the 7th Street (three trees) and Langton Street (one tree) frontages.

The proposed new buildings would be supported by one of the following three foundation systems: (1) mat foundation on improved soil; (2) spread footings on improved soil; or (3) torque-down piles. Construction of the proposed project would last approximately 15 to 18 months and include 4,850 square feet of excavation to maximum depths of four feet (majority of the site) and eight feet (at elevator pit locations) below ground surface and remove approximately 750 cubic yards of soil.

## PROJECT APPROVAL

The proposed 280-282 7th Street project would require the following approvals:

- **Large Project Authorization (Section 329).** Planning Commission approval of exceptions from street frontage, dwelling unit exposure and rear yard requirements.
- **Demolition and site/building permits.** Department of Building Inspection approval to demolish the existing building and construct two new buildings.

The approval of the Large Project Authorization by the Planning Commission would constitute the Approval Action for the proposed 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. 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 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 280-282 7<sup>th</sup> 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 Eighth Street Project* (Western SoMa 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 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 280-282 7<sup>th</sup> Street project site is located in the area covered by the *Western SoMa Community Plan*. As a result of the Western SoMa rezoning process, the project site has been reclassified from an SLR (Service/Light Industrial/Residential Mixed Use) District and a 50-X Height and Bulk District to a WMUG (WSoMa Mixed Use General) District and a 65-X Height and Bulk District. The WMUG District is designed to maintain and facilitate the growth and expansion of small-scale light industrial, wholesale distribution, arts production and performance/exhibition activities, general commercial and neighborhood-serving retail and personal service activities while protecting existing housing and encouraging the development of housing at a scale and density compatible with the existing neighborhood. The proposed project is consistent with the uses permitted within the WMUG 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 280-282 7<sup>th</sup> 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 impacts of the proposed 280-282 7<sup>th</sup> 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

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<sup>1</sup> San Francisco Planning Department, *Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project Final Environmental Impact Report (PEIR)*, Planning Department Cases No. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031, certified December 6, 2012, <http://sf-planning.org/AREA-PLAN-EIRS>, accessed February 22, 2018.

applicable to the project site.<sup>2,3</sup> Therefore, no further CEQA evaluation for the 280-282 7<sup>th</sup> Street project is required. In sum, the Western SoMa PEIR and this Certificate of Determination and accompanying project-specific initial study comprise the full and complete CEQA evaluation necessary for the proposed project.

## PROJECT SETTING

The project vicinity is characterized by a mix of residential, retail, office, nighttime entertainment and production/distribution/repair (PDR) uses. The scale of development in the project vicinity varies in height from two to five stories. Land uses on the same block as the project site include residential, café, bar, co-working office and parking garage uses. Other uses within one block of the project site include restaurant, retail stores, office and PDR uses. Howard & Langton Mini Park is located less than one block northwest of the project site. Victoria Manalo Draves Park is located approximately one block east.

The project site is well served by public transportation. Within one-quarter mile of the project site, the San Francisco Municipal Railway (Muni) operates the following bus lines: 8-Bayshore, 8AX-Bayshore A Express, 8BX-Bayshore B Express, 12-Folsom/Pacific, 14-Mission, 14R-Mission Rapid, 14X-Mission Express, 19-Polk, 27-Bryant, 47-Van Ness and 83X-Mid-Market Express. The nearest bus stop, which serves the 12-Folsom/Pacific bus line, is located less than one block southeast of the project site at the intersection of 7<sup>th</sup> and Folsom streets. The BART Civic Center station is located within one half-mile northwest of the project site.

## POTENTIAL ENVIRONMENTAL EFFECTS

The proposed 280-282 7<sup>th</sup> 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 part of the growth that was forecast in the *Western SoMa Community Plan*. Thus, the project analyzed in the Western SoMa PEIR considered the incremental impacts of the proposed 280-282 7<sup>th</sup> 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.

The Western SoMa PEIR identified significant and unavoidable impacts associated with the following environmental topics: cultural and paleontological resources, transportation and circulation, noise, air quality, and shadow. The proposed project would not result in a significant impact related to the demolition of any historic or potentially historic resources or any resources contributing to a historic district (see CPE Checklist).<sup>4</sup> The proposed project is also required to comply with the *Design Standards for Western SoMa Special Use District*.<sup>5</sup> For these reasons, the proposed project would not contribute to any impacts on historic resources. In addition, traffic and transit ridership generated by the project would not contribute considerably to the traffic and transit impacts identified in the Western SoMa PEIR. The proposed project would also not introduce any net new shadow on any Recreation and Park Department properties or other publically accessible open spaces.

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<sup>2</sup> San Francisco Planning Department, *Community Plan Evaluation Eligibility Determination, Citywide Planning and Policy Analysis, 280-282 7<sup>th</sup> Street*, October 26, 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. 2016-004946ENV.

<sup>3</sup> San Francisco Planning Department, *Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 280-282 7<sup>th</sup> Street*, October 2, 2017.

<sup>4</sup> The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2016-004946ENV.

<sup>5</sup> Western SoMa Citizens Planning Task Force, *Design Standards for Western SoMa Special Use District*, 2011, [http://www.sf-planning.org/ftp/files/publications\\_reports/WesternSoMa\\_DesignStandards\\_Draft.pdf](http://www.sf-planning.org/ftp/files/publications_reports/WesternSoMa_DesignStandards_Draft.pdf), accessed October 2, 2017.

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** below 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
<b>D. Cultural and Paleontological Resources</b>		
M-CP-1a: Documentation of a Historical Resource	Not Applicable: The proposed project would not cause a substantial adverse change in the significance of a historical resource through demolition.	Not Applicable
M-CP-1b: Oral Histories	Not Applicable: The proposed project would demolish a contributor to a California Register-eligible SoMa LGBTQ historic district. However, Planning Department preservation staff have determined that the subject property is one of many such contributors and its demolition would not result in a significant impact to the SoMa LGBTQ district.	Not Applicable
M-CP-1c: Interpretive Program	Not Applicable: The proposed project would demolish a contributor to a California Register-eligible SoMa LGBTQ historic district. However, Planning Department preservation staff have determined that the subject property is one of many such contributors and its demolition would not result in a significant impact to the SoMa LGBTQ district.	Not Applicable
M-CP-4a: Project-Specific Preliminary Archeological	Applicable: Soils-disturbing activities are proposed.	<b>Completed:</b> The Planning Department has conducted a Preliminary Archeological

Mitigation Measure	Applicability	Compliance
Assessment		Review and determined that a mitigation measure of archeological testing would apply (see <b>Project Mitigation Measure 3</b> ).
M-CP-4b: Procedures for Accidental Discovery of Archeological Resources	Applicable: Soils-disturbing activities are proposed.	The project sponsor has agreed to implement <b>Project Mitigation Measure 3: Archeological Testing</b> for PEIR Mitigation Measure M-CP-4b.
M-CP-7a: Protect Historical Resources from Adjacent Construction Activities	Applicable: Adjacent historic resources are present.	The project sponsor has agreed to implement practices to protect adjacent historic resources from damage caused by project-related construction activities (see <b>Project Mitigation Measure 1</b> ).
M-CP-7b: Construction Monitoring Program for Historical Resources	Applicable: Adjacent historic resources are present.	The project sponsor has agreed to implement a program to monitor adjacent historic resources for damage caused by project-related construction activities and to repair such damage (see <b>Project Mitigation Measure 2</b> ).
<b>E. Transportation and Circulation</b>		
M-TR-1c: Traffic Signal Optimization (8 <sup>th</sup> /Harrison/I-80 WB off-ramp)	Not Applicable: Plan level mitigation by SFMTA.	Not Applicable
M-TR-4: Provision of New Loading Spaces on Folsom Street	Not Applicable: No existing commercial vehicle loading spaces on Folsom Street between 7th and Langton streets would be removed.	Not Applicable
M-C-TR-2: Impose Development Impact Fees to Offset Transit Impacts	Not Applicable: Transit ridership generated by the project would not contribute substantially to this impact.	Not Applicable
<b>F. Noise and Vibration</b>		
M-NO-1a: Interior Noise Levels for Residential Uses	Not Applicable: Impacts of the environment on proposed	Not Applicable

Mitigation Measure	Applicability	Compliance
	projects removed from CEQA analysis.	
M-NO-1b: Siting of Noise-Sensitive Uses	Not Applicable: Impacts of the environment on proposed projects removed from CEQA analysis.	Not Applicable
M-NO-1c: Siting of Noise-Generating Uses	Not Applicable: The project does not include substantial noise-generating uses.	Not Applicable
M-NO-1d: Open Space in Noisy Environments	Not Applicable: Impacts of the environment on proposed projects removed from CEQA analysis.	Not Applicable
M-NO-2a: General Construction Noise Control Measures	Applicable: The project would generate construction noise.	The project sponsor has agreed to develop and implement noise attenuation measures during construction (see <b>Project Mitigation Measure 4</b> ).
M-NO-2b: Noise Control Measures During Pile Driving	Not Applicable: The project would not include pile-driving activities.	Not Applicable
<b>G. Air Quality</b>		
M-AQ-2: Transportation Demand Management Strategies for Future Development Projects	Not Applicable: The project would not generate more than 3,500 daily vehicle trips.	Not Applicable
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 <sub>2.5</sub> or DPM and Other TACs	Not Applicable: The project would not site uses that emit TACs.	Not Applicable
M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants	Not Applicable: The project would not exceed the construction screening criterion.	N/A
M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards	Applicable: The project site is in an Air Pollutant Exposure Zone.	The project sponsor has agreed to implement a mitigation measure related to minimizing exhaust emissions from

Mitigation Measure	Applicability	Compliance
		construction equipment and vehicles (see <b>Project Mitigation Measure 5</b> ).
<b>I. Wind and Shadow</b>		
M-WS-1: Screening-Level Wind Analysis and Wind Testing	Not Applicable: The project would not exceed 80 feet in height.	Not Applicable
<b>L. Biological Resources</b>		
M-BI-1a: Pre-Construction Special-Status Bird Surveys	Applicable: The project includes building demolition.	The project sponsor has agreed to conduct pre-construction special-status bird surveys prior to demolition of the existing building (see <b>Project Mitigation Measure 6</b> ).
M-BI-1b: Pre-Construction Special-Status Bat Surveys	Applicable: The project would demolish a vacant building.	The project sponsor has agreed to conduct pre-construction special-status bat surveys prior to demolition of the existing building (see <b>Project Mitigation Measure 7</b> ).
<b>O. Hazards and Hazardous Materials</b>		
M-HZ-2: Hazardous Building Materials Abatement	Applicable: The project includes demolition of a pre-1970s building.	The project sponsor has agreed to remove and properly dispose of any hazardous building materials in accordance with applicable federal, state, and local laws prior to demolishing the existing building (see <b>Project Mitigation Measure 8</b> ).
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 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 September 11, 2017 to adjacent occupants and owners of properties within 300 feet of the project site. The Planning Department received four responses to the notification; two expressed an interest in being kept up-to-date with project-related developments, one notified the Department that squatters were a constant problem associated with the vacant property, and one expressed the view that an adverse impact would result from the lack of parking provided by the project. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. The Planning Department has determined that the proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Western SoMa PEIR.

## CONCLUSION

As summarized above and further discussed in the CPE Checklist:<sup>6</sup>

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.

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<sup>6</sup> The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2016-004946ENV.