



SAN FRANCISCO PLANNING DEPARTMENT

Initial Study – Community Plan Evaluation

Case No.: 2009.0880E
Project Address: 2100 Mission Street
Zoning: Mission Street NCT (Neighborhood Commercial Transit)
Mission Street Formula Retail Restaurant Subdistrict
Mission Alcoholic Beverage Restricted Use District
Fringe Financial Services Restricted Use District
65-B Height and Bulk District
Block/Lot: 3576/001
Lot Size: 6,370 square feet
Plan Area: Mission Subarea of the Eastern Neighborhoods Plan
Project Sponsor: David Silverman
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PROJECT DESCRIPTION

The project site is located at the southwest corner of the intersection of Mission Street and 17th Street in the Mission District neighborhood (Figure 1). The proposed project would demolish the existing one story plus mezzanine, 7,630 square-foot building that covers the entire site. The building was constructed in 1963 and was occupied by 4-Wheel Brake Service for automobile repair from 1965 through 2005; it has been in retail use since 2005. The building is currently occupied by the One \$ Store. The retail store entrance fronts on Mission Street and the building has a ground-level loading/garage entrance on 17th Street. Buildings adjacent to the site include a three-story residential-over-commercial building to the south, and a four-story residential building to the west. The site vicinity consists of similar mixed residential and commercial uses.

The proposed project would construct a 28,703 square-foot, six-story, approximately 65-foot-tall, mixed-use building with 29 residential units and approximately 3,000 square feet of ground-floor commercial space. An elevator and stair penthouse would extend up to 16 feet above the building's 65 foot roof. The proposed project would include a 1,638 square foot rear yard the full width of the lot, and a 2,900 square foot rooftop deck. The retail store would be accessed on Mission Street. A 500 square foot residential lobby would be accessed from 17th Street through the rear yard. The residential unit mix would consist of 5 one-bedroom units, 9 one-and-a-half-bedroom units, 13 two-bedroom units, and 2 three-bedroom units. A secure bike storage room would provide 29 class one bicycle parking spaces. Six class-two bicycle parking spaces would be available for retail customers and employees on 17th Street. Landscaping would include nine street trees (four on Mission Street and five on 17th Street) and landscaping of the rear yard. Figures 2 through 9 present the proposed site plans and elevations. The proposed project would not include vehicle parking.

Project construction is anticipated to take about 15 months overall and include the following phases: demolition of existing building and existing mat foundation; excavation and soil disturbance, and grading; building construction; architectural coating; landscaping (2 weeks). Project construction would include excavation of an 8-foot by 8-foot, 3-foot deep elevator pit, soil disturbance of the entire site to a depth of approximately 6 inches below ground surface for a mat slab building foundation.

2100 Mission Street



FIGURE 1 – PROJECT LOCATION

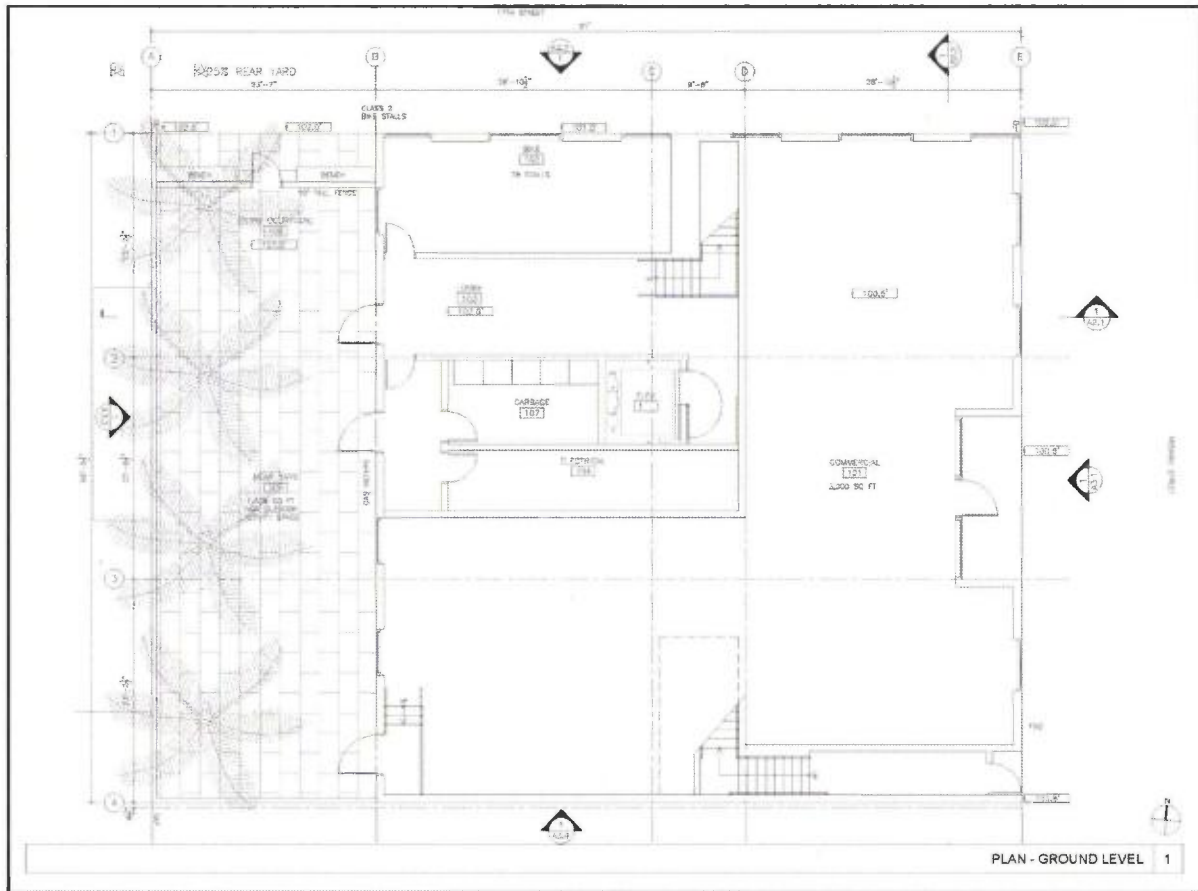


FIGURE 2. GROUND LEVEL PLAN

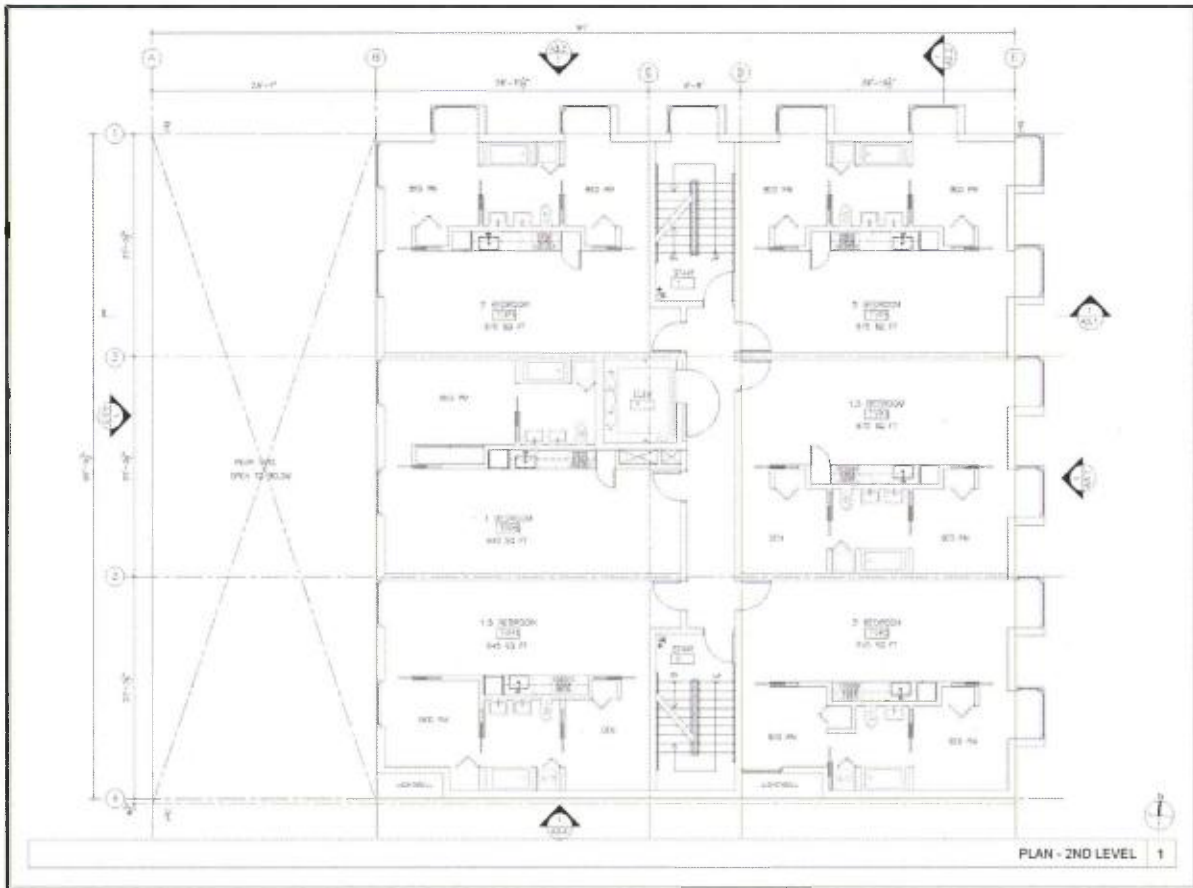


FIGURE 3. SECOND AND THIRD LEVELS PLAN

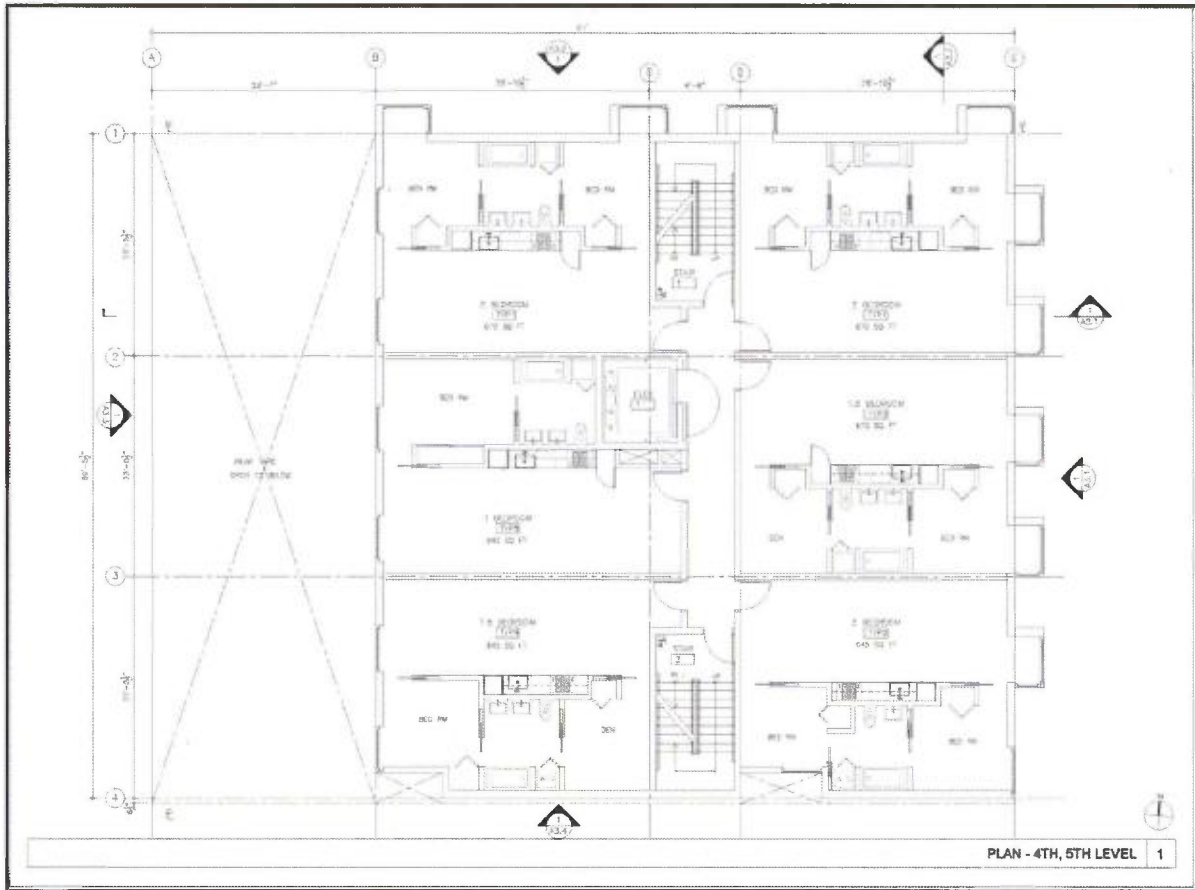


FIGURE 4. FOURTH AND FIFTH LEVELS PLAN

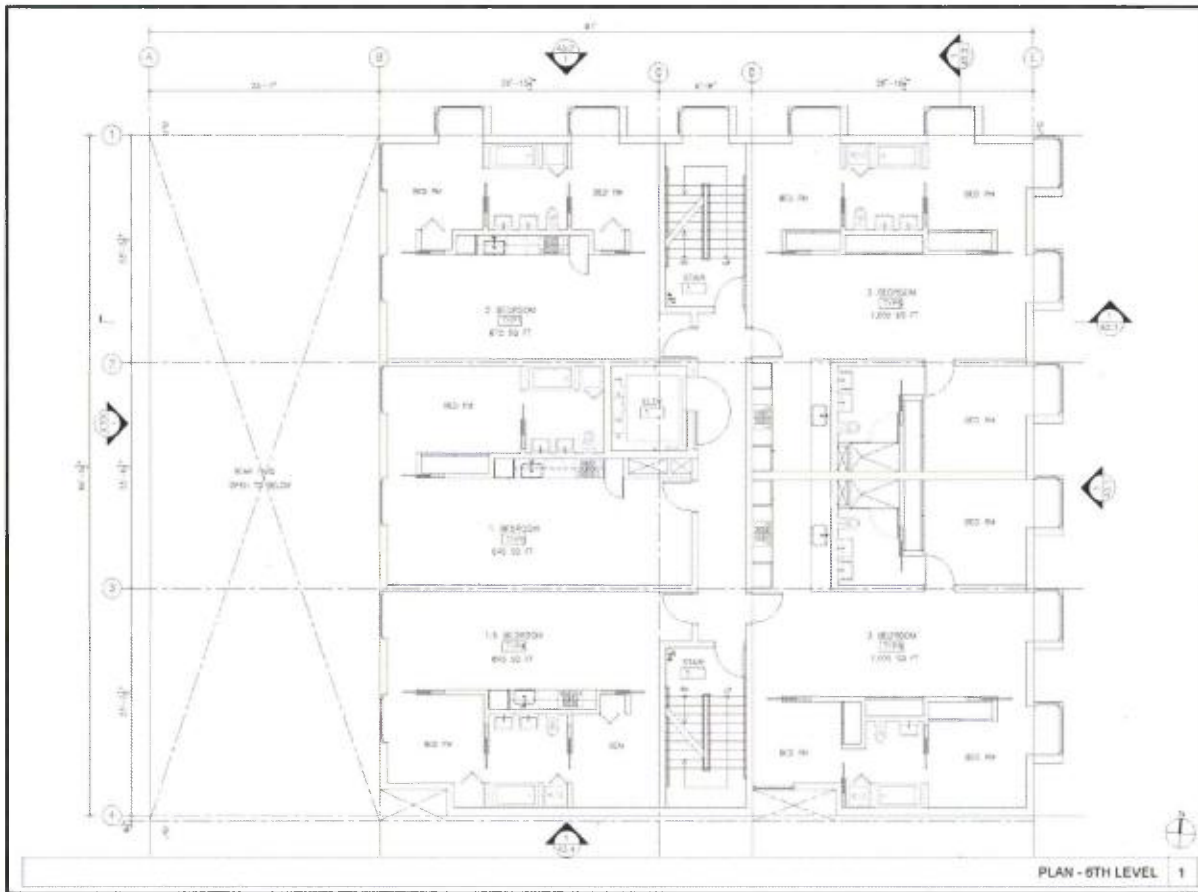


FIGURE 5. SIXTH LEVEL PLAN

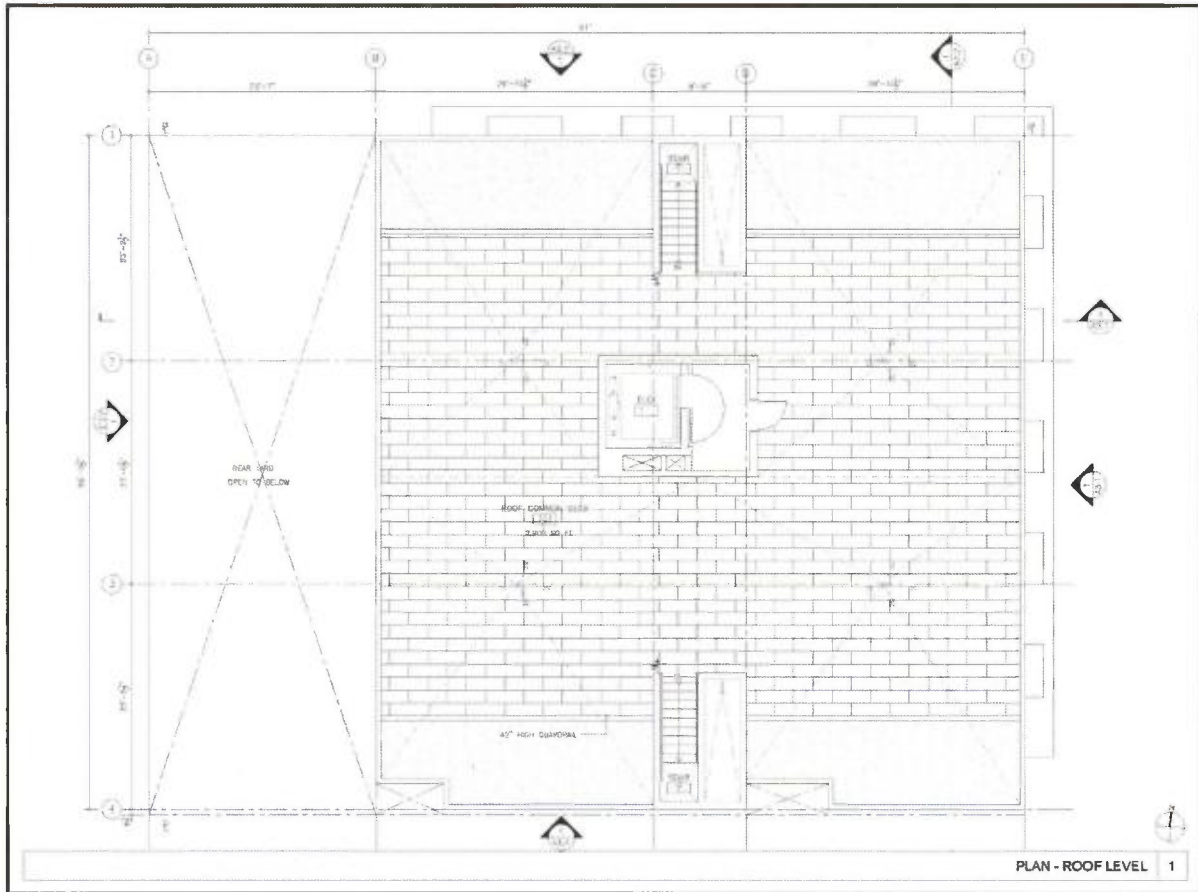


FIGURE 6. SIXTH LEVEL PLAN



FIGURE 7. EAST ELEVATION, FRONTING MISSION STREET



FIGURE 8. NORTH ELEVATION, FRONTING 17TH STREET

PROJECT APPROVALS

The proposed 2100 Mission Street project would require the following approvals:

Action by the Planning Commission

Large Project Authorization pursuant to Planning Code Section 329 for new construction of more than 25,000 gross square feet (gsf), as required by Mission 2016 Interim Zoning Controls, Planning Commission Resolution No. 19548

Actions by other City Departments

- Demolition and Building Permits (Department of Building Inspection) for the demolition of the existing building and construction of the proposed project
- Site Mitigation Plan (Department of Public Health) for treatment of potentially hazardous soils and groundwater
- Street and Sidewalk Permits (Bureau of Streets and Mapping, Department of Public Works) for modifications to public sidewalks and street trees

- Stormwater Control Plan (San Francisco Public Utilities Commission), ground disturbance of an area greater than 5,000 square feet

The Large Project Authorization approval by 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.

EVALUATION OF ENVIRONMENTAL EFFECTS

This initial study evaluates whether the environmental impacts of the proposed project are addressed in the programmatic environmental impact report for the Eastern Neighborhoods Rezoning and Area Plans (Eastern Neighborhoods PEIR).¹ The initial study considers whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Eastern Neighborhoods PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR. Such impacts, if any, will be evaluated in a project-specific, focused mitigated negative declaration or environmental impact report. If no such impacts are identified, no additional environmental review shall be required for the project beyond that provided in the Eastern Neighborhoods PEIR and this project-specific initial study in accordance with CEQA section 21083.3 and CEQA Guidelines section 15183.

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

The Eastern Neighborhoods PEIR identified significant impacts related to land use, transportation, cultural resources, shadow, noise, air quality, and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to land use, transportation, and cultural resources. Mitigation measures were identified for the above impacts and reduced all impacts to less-than-significant except for those related to land use (cumulative impacts on Production, Distribution, and Repair (PDR) use), transportation (program-level and cumulative traffic impacts at nine intersections; program-level and cumulative transit impacts on seven Muni lines), cultural resources (cumulative impacts from demolition of historical resources), and shadow (program-level impacts on parks).

The proposed project would include construction of a six-story, residential building with ground floor retail. As discussed below in this checklist, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR.

¹ San Francisco Planning Department, Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (PEIR), Planning Department Case No. 2004.0160E, State Clearinghouse No. 2005032048, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed August 17, 2012.

CHANGES IN THE REGULATORY ENVIRONMENT

Since the certification of the Eastern Neighborhoods PEIR in 2008, several new policies, regulations, statutes, and funding measures have been adopted, passed, or are underway that affect the physical environment and/or environmental review methodology for projects in the Eastern Neighborhoods plan areas. As discussed in each topic area referenced below, these policies, regulations, statutes, and funding measures have implemented or will implement mitigation measures or further reduce less-than-significant impacts identified in the PEIR. These include:

- State legislation amending CEQA to eliminate consideration of aesthetics and parking impacts for infill projects in transit priority areas, effective January 2014.
- State legislation amending CEQA and San Francisco Planning Commission resolution replacing level of service (LOS) analysis of automobile delay with vehicle miles traveled (VMT) analysis, effective March 2016 (see “CEQA Section 21099” heading below).
- San Francisco Bicycle Plan update adoption in June 2009, Better Streets Plan adoption in 2010, Transit Effectiveness Project (aka “Muni Forward”) adoption in March 2014, Vision Zero adoption by various City agencies in 2014, Proposition A and B passage in November 2014, and the Transportation Sustainability Program (see initial study Transportation section).
- San Francisco ordinance establishing Noise Regulations Related to Residential Uses near Places of Entertainment effective June 2015 (see initial study Noise section).
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (Topic 6, Air Quality section).
- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element of the General Plan adoption in April 2014 (see Topic 9, Recreation section).
- Urban Water Management Plan adoption in 2011 and Sewer System Improvement Program process (see initial study Utilities and Service Systems section).
- Article 22A of the Health Code amendments effective August 2013 (see initial study Hazardous Materials section).

Aesthetics and Parking

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

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

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

Automobile Delay and Vehicle Miles Traveled

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

In January 2016, the State Office published for public review and comment a [*Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*](#)² recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted State Office recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). (Note: the VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as transit, walking, and bicycling.) Therefore, impacts and mitigation measures from the Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this checklist, including PEIR Mitigation Measures E-1: Traffic Signal Installation, E-2: Intelligent Traffic Management, E-3: Enhanced Funding, and E-4: Intelligent Traffic Management. Instead, a VMT analysis is provided in the Transportation section.

² This document is available online at: https://www.opr.ca.gov/s_sb743.php.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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**1. LAND USE AND LAND USE
PLANNING—Would the project:**

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial impact upon the existing character of the vicinity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The Eastern Neighborhoods PEIR determined that adoption of the rezoning and area plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR. The proposed project would not remove any existing PDR uses and would therefore not contribute to any impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR. In addition, the project site was zoned Neighborhood Commercial (NC-3) prior to the rezoning of Eastern Neighborhoods, which did not encourage PDR uses and the rezoning of the project site did not contribute to the significant impact. The Eastern Neighborhoods PEIR determined that implementation of the area plans would not create any new physical barriers in the Eastern Neighborhoods because the rezoning and area plans do not provide for any new major roadways, such as freeways that would disrupt or divide the plan area or individual neighborhoods or subareas.

The Citywide Planning and Current Planning divisions of the planning department have determined that the proposed project is permitted in the Mission Neighborhood Commercial Transit District and is consistent with the bulk, height, density, and land uses as specified in the Mission Subarea of the Eastern Neighborhoods Area Plan.^{3,4} The zoning district is meant to encourage higher density transit-oriented development with ground floor commercial uses and residential or office uses above. In addition, the zoning district calls for reduced parking requirements in acknowledgement of the area’s good transit service. As a residential building with ground floor retail uses and no vehicle parking, the project is consistent with both the zoning designations and the General Plan. Because the proposed project is consistent with the development density established in the Eastern Neighborhoods Rezoning and Area Plans, implementation of the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to land use and land use planning, and no mitigation measures are necessary.

³ San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Citywide Planning and Policy Analysis, 2100 Mission Street, 2009.0880E.

⁴ San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 2100 Mission Street, May 21, 2010.