



# SAN FRANCISCO PLANNING DEPARTMENT

## Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

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Case No.: **2013.0007E**  
Project Title: **81-85 Bluxome Street**  
Zoning/Plan Area: **WMUO (Western SoMa Mixed-Use Office); 65-X Height and Bulk District**  
**Western SoMa Community Plan**  
Block/Lot: **3786/018**  
Lot Size: **11,000 square feet**  
Project Sponsor: **Bluxome Partners LLC**  
**(760) 214-8753**  
Staff Contact: **Brett Becker – (415) 554-1650**  
**Brett.Becker@sfgov.org**

### PROJECT DESCRIPTION:

The project site is located on the west side of Bluxome Street, on a block bounded by 4<sup>th</sup> Street to the north, Townsend Street to the east, Brannan Street to the west, and 5<sup>th</sup> Street to the south in the Western South of Market (SoMa) area. The approximately 11,000-square-foot project site is currently occupied by a two-story industrial building, comprising approximately 27,646 square feet with no off-street parking. The proposed project would involve demolition of the existing industrial building and construction of a five-story, 65-foot tall office building approximately 55,000 square feet in size.

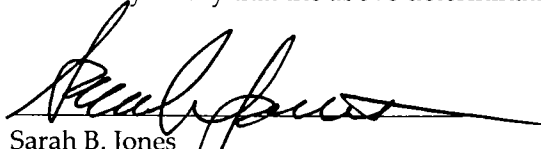
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### EXEMPT STATUS:

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.

  
Sarah B. Jones  
Environmental Review Officer

January 27, 2014  
Date

cc: **Bluxome Street Partners LLC**, Project Sponsor  
**Tamara Shroll**, Project Contact  
**Brittany Bendix**, Current Planning Division

Supervisor **Jane Kim**, District 6  
Virna Byrd, M.D.F.

**PROJECT DESCRIPTION (continued):**

No new parking or loading is proposed, however, 15 bicycle storage spaces would be provided. Five street trees would be planted along the street frontage. The project would provide approximately 2,359 square feet of common useable open area at the roof level (see Figures 1 - 10 below).

The new office building would be supported on a micropile or displacement (pushed and torque-down steel pipe pile, not pneumatically driven) deep foundation. The amount of excavation is expected to be less than 50 cubic yards and relatively shallow, 2 feet to 3 feet maximum, with structural slab being less than the depth of the grade beams. Construction of the building would take approximately one year to complete.

The project site is in the Western SoMa Community Plan of the San Francisco General Plan, and in the Western SoMa Mixed-Use Office (WMUO) District, which is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially zoned area. Permitted uses within the WMUO District include light manufacturing, arts activities, retail, office, and restaurants. The existing character of the project site and surroundings is dominated by uses typical in an urban setting, mostly two-to-five-story commercial, light industrial, and residential uses. The existing industrial building is currently being used for office space. Immediate surrounding properties to the project site include a tennis facility, an apartment building, and a multi-family residential building.

The proposed project would require a Large Project Authorization from the Planning Commission per Planning Code Sections 329 for the new construction of a building containing new office space greater than 25,000 gross square feet, which would constitute the approval action for the proposed project.

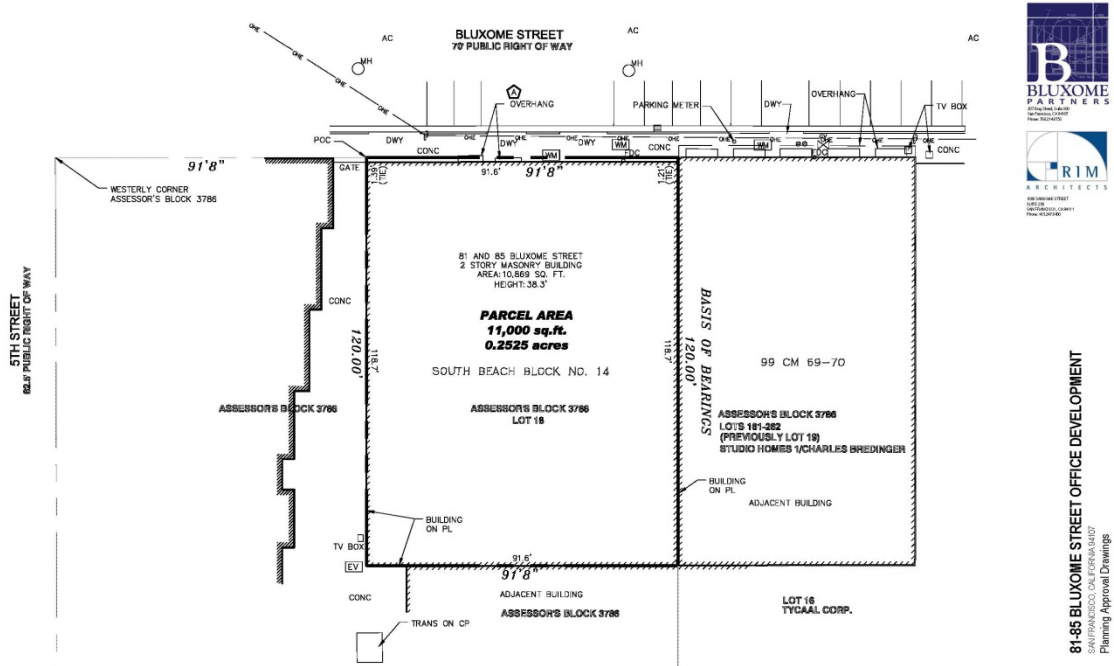


Figure 1: Existing Site Plan

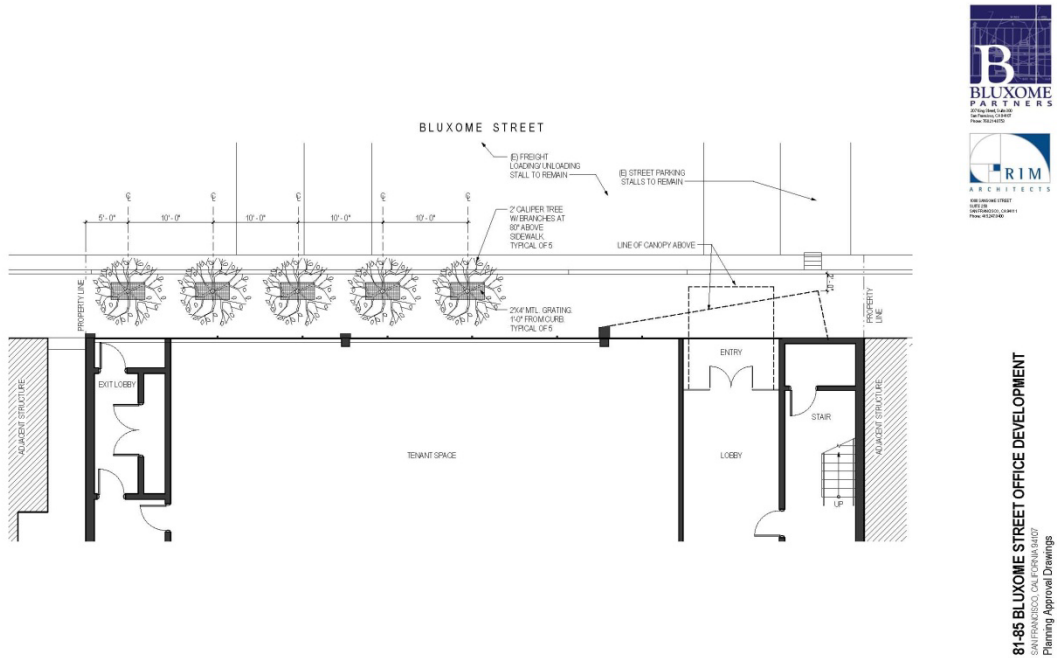


Figure 2: Proposed Streetscape Plan

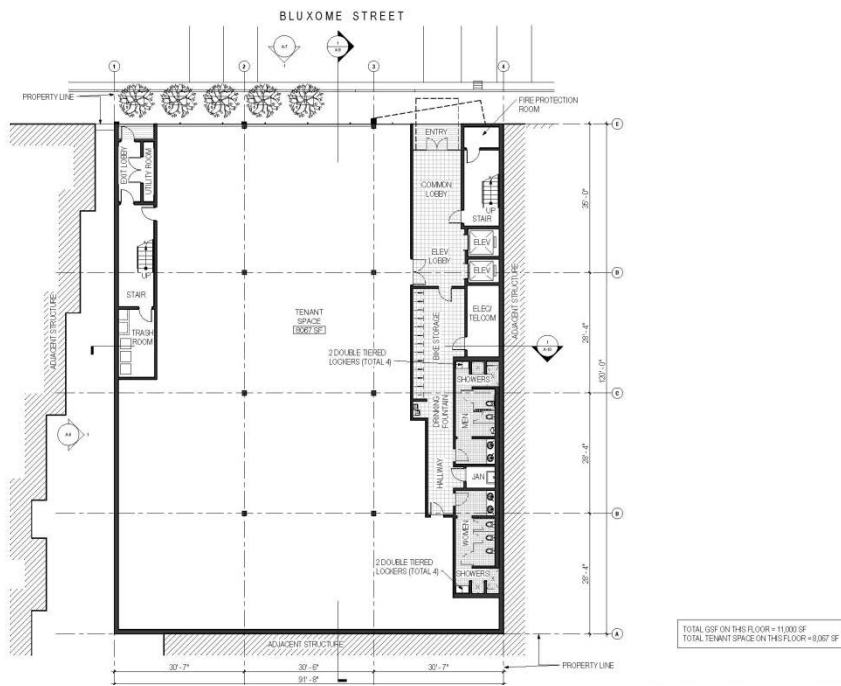


Figure 3: Proposed Floor Plan – Level 1



81-85 BLUXOME STREET OFFICE DEVELOPMENT  
 SAN FRANCISCO, CALIFORNIA 94107  
 Planning Approval Drawings

TOTAL GSF ON THIS FLOOR = 11,000 SF  
 TOTAL TENANT SPACE ON THIS FLOOR = 8,987 SF

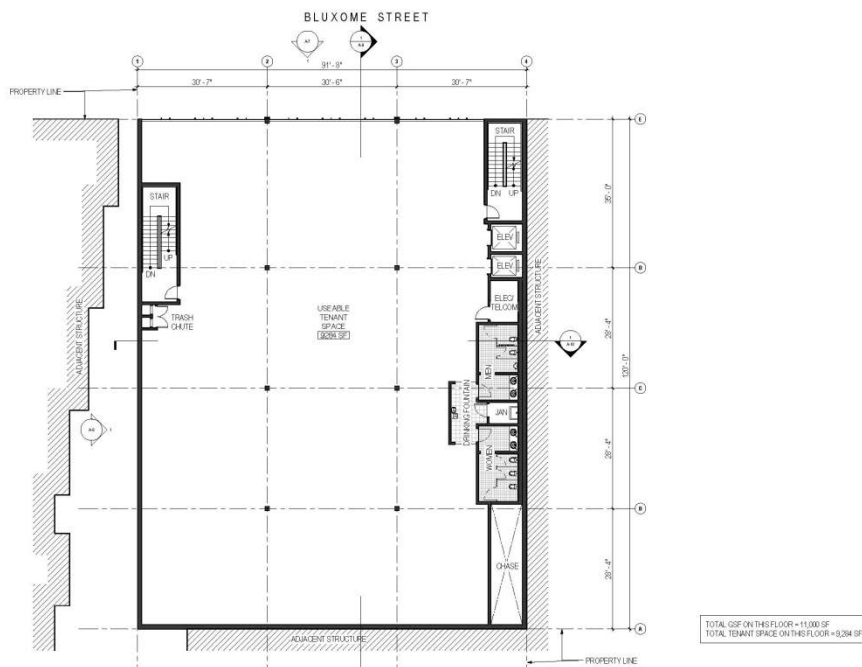


Figure 4: Proposed Floor Plan – Levels 2, 3, and 4



81-85 BLUXOME STREET OFFICE DEVELOPMENT  
 SAN FRANCISCO, CALIFORNIA 94107  
 Planning Approval Drawings

TOTAL GSF ON THIS FLOOR = 11,000 SF  
 TOTAL TENANT SPACE ON THIS FLOOR = 8,924 SF

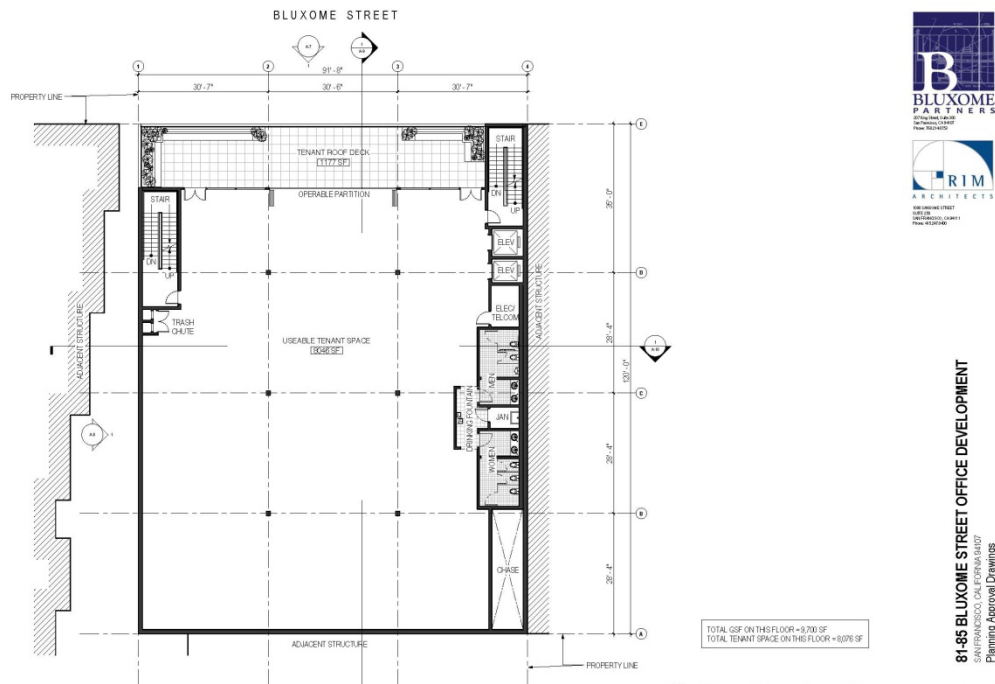


Figure 5: Proposed Floor Plan – Level 5

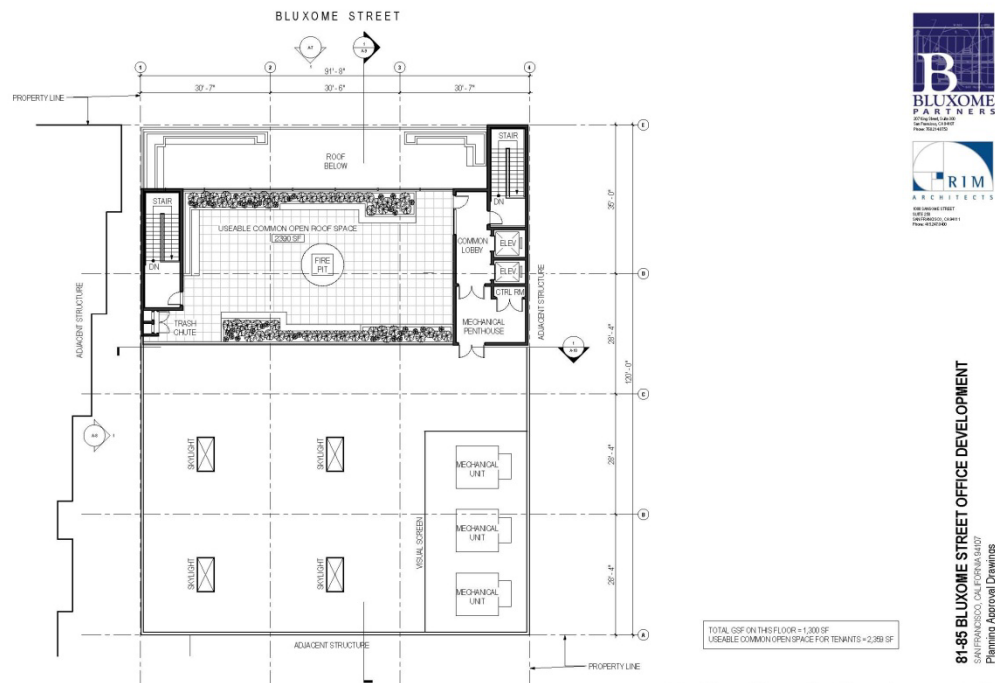


Figure 6: Proposed Floor Plan – Roof Level



Figure 7: Proposed North Elevation



81-85 BLUXOME STREET OFFICE DEVELOPMENT  
SAN FRANCISCO, CALIFORNIA 94107  
Planning Approval Drawings

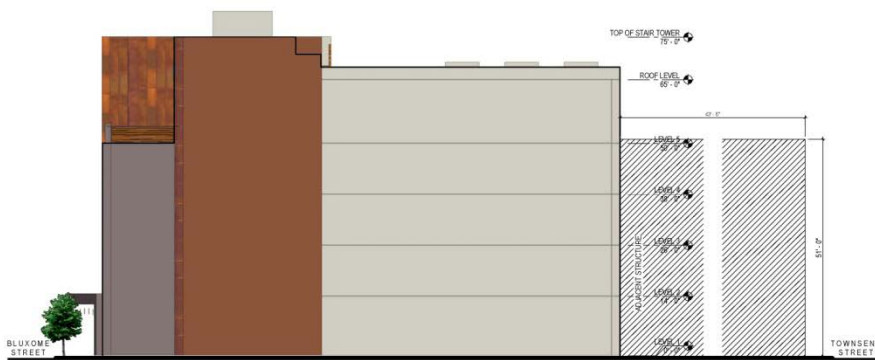


Figure 8: Proposed West Elevation



81-85 BLUXOME STREET OFFICE DEVELOPMENT  
SAN FRANCISCO, CALIFORNIA 94107  
Planning Approval Drawings



Figure 9: Proposed Street View



81-85 BLUXOME STREET OFFICE DEVELOPMENT  
SAN FRANCISCO, CALIFORNIA 94107  
Planning Approval Drawings



Figure 10: Proposed Aerial View



81-85 BLUXOME STREET OFFICE DEVELOPMENT  
SAN FRANCISCO, CALIFORNIA 94107  
Planning Approval Drawings

## REMARKS

The California Environmental Quality Act (CEQA) State Guidelines Section 15183 provides 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 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 which were not discussed in the underlying EIR, and (d) are previously identified in the EIR, but which 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 that project solely on the basis of that impact.

This Certificate of Determination (determination) evaluates the topics for which a significant impact is identified in the final programmatic EIR, *Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project Final EIR* (Western SoMa Community Plan FEIR – Case Nos. 2008.0877E and 2007.1035E; State Clearinghouse No. 2009082031) and evaluates whether the proposed project would result in impacts that would contribute to the impact identified in the FEIR. Mitigation measures identified in the FEIR applicable to the proposed project are identified in the text of the determination under each topic area. The Community Plan Exemption Checklist (Attachment A) identifies the potential environmental impacts of the proposed project and indicates whether such impacts are addressed in the Western SoMa Community Plan FEIR.

This determination assesses the proposed project's potential to cause environmental impacts and concludes that the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Western SoMa Community Plan FEIR. This determination does not identify new or additional information that would alter the conclusions of the Western SoMa Community Plan FEIR. This determination also identifies mitigation measures contained in the Western SoMa Community Plan FEIR that would be applicable to the proposed project at 81-85 Bluxome Street. Relevant information pertaining to prior environmental review conducted for the Western SoMa Community Plan is included below, as well as an evaluation of potential environmental effects.

### *Background*

The Western SoMa Community Plan FEIR 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 Citywide Planning and Current Planning Divisions of the Planning Department have determined that the proposed project would be consistent with the development density of the Western SoMa Mixed-Use Office District Zoning and satisfy the requirements of the General Plan and the



Planning Code.<sup>1,2</sup> The proposed project at 81-85 Bluxome Street is in conformance with the height, use, and density restrictions for the site described in the Western SoMa Community Plan FEIR and would represent a small part of the growth that was forecast for the Western SoMa Community Plan. Thus, the Western SoMa Community Plan FEIR considered the incremental impacts of the proposed 81-85 Bluxome 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 Community Plan FEIR.

### *Potential Environmental Effects*

The following discussion demonstrates that the proposed 81-85 Bluxome Street project would not result in significant impacts that were not identified or a more severe adverse impact than discussed in the Western SoMa Community Plan FEIR, including proposed project-specific impacts related to cultural and paleontological resources, transportation and circulation, noise, air quality, wind and shadow, biological resources, and hazards and hazardous materials.

### **Cultural Resources**

#### Historic Architectural Resources

The Western SoMa Community Plan FEIR identified significant and unavoidable impacts related to causing a substantial adverse change in the significance of a historic resource through demolition. The Western SoMa Community Plan FEIR identified three mitigation measures that would help reduce historical resource impacts; however, they would not be able to reduce these impacts to a less than significant level.

Mitigation Measures M-CP-1a: Documentation of a Historic Resource, M-CP-1b: Oral Histories, and M-CP-1c: Interpretive Program require methods to document historic resources for individual projects that would demolish these resources. The proposed project would involve demolition of an existing two-story industrial building and construction of a five-story, 65-foot tall office building. The existing two-story industrial building was built circa 1910 and was included in the South of Market Area Historic Resource Survey. According to the Survey, this building is not considered to be a historic resource since it appears to not be eligible for listing in the California Register of Historical Resources (including those that appear eligible for listing in the National Register of Historical Places) as it was not found to be eligible under Criterion 1 (Event), Criterion 2 (Person), Criterion 3 (Design/Construction), or Criterion 4 (Information Potential). Therefore, Mitigation Measures M-CP-1a, M-CP-1b, and M-CP-1c would not apply to the proposed project.

The Western SoMa Community Plan FEIR identified potential construction impacts related to substantial damage to offsite historic architectural resources. The Western SoMa Community Plan FEIR identified two mitigation measures that would reduce historic architectural resource impacts to a less than significant level.

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<sup>1</sup> Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning Analysis, 81-85 Bluxome Street, October 29, 2013. This document is on file and available for review as part of Case File No. 2013.0007.

<sup>2</sup> Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 81-85 Bluxome Street, November 25, 2013. This document is on file and available for review as part of Case File No. 2013.0007.

Mitigation Measures M-CP-7a: Protect Historical Resources from Adjacent Construction Activities and M-CP-7b: Construction Monitoring Program for Historical Resources require implementation of protection methods and a monitoring program during construction in order to minimize construction-related vibration effects on nearby historic buildings. For purposes of these measures, nearby historic buildings would include those within 100 feet of a construction site if pile driving would be used or those within 25 feet of a construction site if heavy equipment would be used. The proposed project would involve demolition of an existing two-story industrial building and construction of a new five-story office building. The project site is located 80 feet from a potential historic warehouse building located at 53 Bluxome Street. Construction of the project would include installation of a micropile or displacement deep foundation for the new building. Since installation of this type of foundation would not require pile driving and would avoid vibration effects typically generated by pile driving activities, and because the project site is located more than 25 feet from the nearest (potential) historic building, construction of the project would not have a significant effect on nearby historic buildings. Therefore, Mitigation Measures M-CP-7a and M-CP-7b would not apply to the proposed project.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan FEIR related to historic resources.

#### Archeological Resources

The Western SoMa Community Plan FEIR identified potential archeological impacts related to implementation of the Draft Plan and Rezoning of Adjacent Parcels and identified two archeological mitigation measures that would reduce impacts to archeological resources to a less than significant level.

Mitigation Measures M-CP-4a: Project-Specific Preliminary Archeological Assessment and M-CP-4b: Procedures for Accidental Discovery of Archeological Resources require evaluation of the potential archeological effects of a proposed individual project and procedures to avoid any potential adverse effect on accidentally discovered buried or submerged historical resources. The proposed project would involve ground disturbance (2 to 3 feet deep with a micropile or displacement deep foundation) due to demolition of an existing two-story industrial building and construction of a new five-story office building and would contribute to potential archeological impacts identified in the Western SoMa Community Plan FEIR. As part of project implementation of Mitigation Measure M-CP-4a, the Planning Department's archeologist conducted a Preliminary Archeology Review (PAR) of the project site and the proposed project.<sup>3</sup> The PAR determined that the project would have the potential to adversely affect an archeological resource. Therefore, in accordance with Mitigation Measure M-CP-4a, the project sponsor would be required to prepare an Archeological Research Design Treatment Plan (ARDTP) to more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less than significant level. In addition, the project would be subject

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<sup>3</sup> Environmental Planning Preliminary Archeological Review: checklist for 81-85 Bluxome Street from Randall Dean, November 21, 2013. This document is on file and available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0007E.

to Mitigation Measure M-CP-4b to reduce potential impacts from accidental discovery of buried archeological resources during project construction to a less than significant level.

**Mitigation Measure M-CP-4a: Project-Specific Preliminary Archeological Assessment.** Project sponsors wishing to obtain building permits from the City are required to undergo environmental review pursuant to CEQA. The San Francisco Planning Department, as the Lead Agency, requires an evaluation of the potential archeological effects of a proposed individual project. Pursuant to this evaluation, the San Francisco Planning Department has established a review procedure that may include the following actions, carried out by the Department archeologist or by a qualified archeological consultant, as retained by the project sponsor.

This archeological mitigation measure shall apply to any project involving any soils-disturbing or soils-improving activities including excavation, utilities installation, grading, soils remediation, compaction/chemical grouting to a depth of five (5) feet or greater below ground surface and located within properties within the Draft Plan Area or on the Adjacent Parcels for which no archeological assessment report has been prepared.

Projects to which this mitigation measure applies shall be subject to Preliminary Archeology Review (PAR) by the San Francisco Planning Department archeologist, or a Preliminary Archeological Sensitivity Study (PASS) shall be prepared by an archeological consultant with from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The PASS shall:

- Determine the historical uses of the project site based on any previous archeological documentation and Sanborn maps;
- Determine types of archeological resources/properties that may have been located within the project site and whether the archeological resources/property types would potentially be eligible for listing on the California Register;
- Determine if 19th or 20th century soils-disturbing activities may have adversely affected the identified potential archeological resources;
- Assess potential project effects in relation to the depth of any identified potential archeological resource;
- Provide a conclusion that assesses whether any California Register-eligible archeological resources could be adversely affected by the proposed project and recommends appropriate further action.

Based on the PAR or PASS, the Environmental Review Officer (ERO) shall determine if an Archeological Research Design Treatment Plan (ARDTP) shall be required to more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of

the project on archeological resources to a less-than-significant level. The scope of the ARDTP shall be determined in consultation with the ERO and consistent with the standards for archeological documentation established by the Office of Historic Preservation (OHP) for purposes of compliance with CEQA (OHP *Preservation Planning Bulletin* No. 5).

**Mitigation Measure M-CP-4b: Procedures for Accidental Discovery of Archeological Resources.** This mitigation measure is required to avoid any potential adverse effect on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c).

The project sponsor shall distribute the San Francisco Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); and to utilities firms involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firms) to the ERO confirming that all field personnel have received copies of the "ALERT" sheet.

Should any indication of an archeological resource be encountered during any soils-disturbing activity of the project, the project head foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the San Francisco Planning Department archeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include preservation in situ of the archeological resource, an archeological monitoring program, or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the San Francisco Planning Department shall receive one bound copy, one unbound copy, and one unlocked, searchable PDF copy on a CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution from that presented above.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan FEIR related to archeological resources.

### **Transportation and Circulation**

The Western SoMa Community Plan FEIR anticipated that growth resulting from implementation of the Draft Plan would result in significant impacts on transportation levels of service. Even with mitigation, however, it was anticipated that the significant adverse cumulative traffic impacts at certain local intersections could not be fully mitigated. Thus, these impacts were found to be significant and unavoidable.

#### Trip Generation

The proposed project would involve demolition of an existing two-story industrial building and construction of a five-story, 65-foot tall office building. Since the existing 27,646 square foot industrial building is currently being used as office space, trip generation from the project is based on the net new square footage of office space added to the property. The proposed new 55,000 square foot office building would result in a net addition of 27,354 square feet of office space. Based on information in the Institute of Transportation Engineers (ITE), Trip Generation Rates (8<sup>th</sup> Edition), the trip generation rate for new office use would be 18.1. The proposed project's net addition of 27,354 square feet of office space would generate 183 daily vehicle trips. During the PM peak hour, the proposed project would generate 16 vehicle trips.

#### Traffic

The proposed project's vehicle trips would travel through the intersections surrounding the project block. Intersection operating conditions are characterized by the concept of Level of Service (LOS), which ranges from A to F and provides a description of an intersection's performance based on traffic volumes, intersection capacity, and vehicle delays. LOS A represents free flow conditions, with little or no delay, while LOS F represents congested conditions with extremely long delays. LOS D (moderately high

delays) is considered the lowest acceptable level in San Francisco. Available LOS data of intersections within three blocks of the project site currently operate during the weekday PM peak hour at LOS F (4<sup>th</sup>/Bryant/I-280 EB Off-Ramp intersections), LOS E (5<sup>th</sup>/Bryant/I-280 EB On-Ramp intersections), and LOS D (5<sup>th</sup>/Harrison/I-280 WB Off-Ramp intersections).<sup>4</sup> The proposed project would generate 16 new PM peak hour vehicle trips to surrounding intersections. This amount of new PM peak hour vehicle trips is not anticipated to substantially increase traffic volumes at these or other nearby intersections, substantially increase average delay that would cause intersections that currently operate at acceptable LOS to deteriorate to unacceptable LOS, or substantially increase average delay at intersections that currently operate at unacceptable LOS.

The Western SoMa Community Plan FEIR identified significant and unavoidable impacts relating to weekday PM peak hour traffic conditions at three intersections. Of those intersections, the project site is near 5<sup>th</sup>/Bryant/I-80 EB On-Ramp, 6<sup>th</sup>/Brannan/I-280 Ramps, and 8<sup>th</sup>/Harrison/I-80 WB Off-Ramp. Specific mitigation measures were not proposed for the 5<sup>th</sup>/Bryant/I-80 EB On-Ramp or 6<sup>th</sup>/Brannan/I-280 Ramps intersections, but were proposed for the 8<sup>th</sup>/Harrison/I-80 WB Off-Ramp intersections. These include optimization of signal timing and transportation demand management strategies. Even with mitigation, however, impacts at the above intersections were found to be significant and unavoidable and a Statement of Overriding Considerations related to the significant and unavoidable cumulative traffic impacts was adopted as part of the FEIR Certification and project approval.

The proposed project would not contribute considerably to these conditions as its contribution of 16 PM peak hour vehicle trips would not be a substantial proportion of the overall traffic volume or the new vehicle trips generated by Western SoMa Community Plan area projects. The proposed project would not contribute considerably to cumulative conditions and thus, the proposed project would not have any significant cumulative traffic impacts that were not identified in the FEIR.

The proposed project's construction activities would include below-ground surface construction and building construction. Although construction activities would result in additional vehicle trips to the project site from workers, soil hauling, and material and equipment deliveries, these activities would be limited in duration. Therefore, the proposed project's construction would not result in a substantial impact to transportation.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan FEIR related to traffic.

### Transit

The project site is located within a quarter-mile of several local Muni transit lines and regional transit stop for Caltrain. The proposed project would generate 173 daily transit trips. During the PM peak hour, the proposed project would generate 20 transit trips. Because of the wide availability of nearby transit, this amount of new PM peak hour transit trips would not be anticipated to cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable

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<sup>4</sup> LOS is for the year 2011 and comes from the Transit Center District Plan.

levels of transit service; or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service levels could result.

The Western SoMa Community Plan FEIR identified less than significant impacts relating to exceedance of the capacity utilization standards for Muni lines or regional transit providers, or a substantial increase in delays or operating costs.

The proposed project's minor contribution of PM peak hour transit trips would not be a substantial proportion of the overall transit volume generated by Western SoMa Community Plan area projects. The proposed project would not contribute considerably to cumulative transit conditions and thus, the proposed project would not result in any significant cumulative transit impacts that were not identified in the FEIR.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan FEIR related to transit.

#### Pedestrian

The proposed project would not include sidewalk narrowing, roadway widening, or removal of a center median; conditions that can negatively impact pedestrians. The proposed project would remove existing curb cuts at Bluxome Street. Pedestrian activity may increase as a result of the proposed project, but not to a degree that would result in substantial overcrowding on public sidewalks.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan FEIR related to pedestrian movement.

#### Bicycle

Adjacent to the project site, a designated bike lane exists on Townsend Street and a designated bike route exists on 5<sup>th</sup> Street. The proposed project would generate up to 1 bicycle trip on surrounding streets during the PM peak hour. The proposed project would not include onsite vehicle access or parking and thus would not create a potential conflict for bicyclists from vehicles entering and exiting the project site.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan FEIR related to bicycle use.

#### Loading

Per the requirements of the Planning Code, no loading spaces are required. The proposed project would not provide any loading spaces, but may use nearby on-street parking spaces for occasional loading purposes. The project's office use would generate approximately 0.33 trips by service vehicles during the PM peak hour.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan FEIR related to loading.

#### Parking

Public Resources Code Section 21099(d), effective January 1, 2014, provides that, “aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment.” Accordingly, aesthetics and parking are no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

- a) The project is in a transit priority area; and
- 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 determination does not consider the adequacy of parking in determining the significance of project impacts under CEQA.<sup>5</sup> The Planning Department acknowledges that parking conditions may be of interest to the public and the decision makers. Therefore, this determination presents a parking demand analysis for informational purposes.

Per the requirements of the Planning Code, no off-street parking spaces are required. The proposed project would not provide any off-street parking, but may result in additional on-street parking at Bluxome Street and other nearby streets. The proposed office use would generate an estimated demand for 29 new spaces. As such, the proposed project would have an unmet parking demand of 29 spaces. However, on-street parking is available on Bluxome Street and other nearby streets, and off-street parking is available at nearby lots.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. While parking conditions change over time, a substantial deficit in parking caused by a project that creates hazardous conditions or significant delays to traffic, transit, bicycles or pedestrians could adversely affect the physical environment. Whether a deficit in parking creates such conditions will depend on the magnitude of the shortfall and the ability of drivers to change travel patterns or switch to other travel modes. If a substantial deficit in parking caused by a project creates hazardous conditions or significant delays in travel, such a condition could also result in secondary physical environmental impacts (e.g., air quality or noise impacts cause by congestion), depending on the project and its setting. The absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service or other modes (walking and biking), would be in keeping with the City’s “Transit First” policy and numerous San Francisco General Plan Polices, including those in the Transportation Element. The City’s Transit First Policy, established in

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<sup>5</sup> Transit-Oriented Infill Project Eligibility Checklist for 81-85 Bluxome Street, January 10, 2014. This document is on file and available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0007E.



the City's Charter Article 8A, Section 8A.115, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area, and thus choose to reach their destination by other modes (i.e. walking, biking, transit, taxi). If this occurs, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, would reasonably address potential secondary effects.

Because the unmet parking demand of an estimated 29 spaces could be met by existing on-street parking and nearby parking facilities and because the project area is well-served by transit and bicycle facilities, the project's unmet parking demand would not result in significant delays or hazardous conditions. As such, the proposed project would not result in a substantial parking deficit that would create hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians.

### Noise

The Western SoMa Community Plan FEIR identified potential conflicts related to residences and other noise-sensitive uses in proximity to noisy uses such as commercial, industrial, retail, and entertainment uses. In addition, the Western SoMa Community Plan FEIR noted that implementation of the Draft Plan and Rezoning of Adjacent Parcels would incrementally increase traffic-generated noise on some streets in the Plan area and result in construction noise impacts from pile driving and other construction activities. The Western SoMa Community Plan FEIR therefore identified six noise mitigation measures that would reduce noise impacts to a less than significant level.

Mitigation Measure M-NO-1a: Interior Noise Levels for Residential Uses requires a detailed analysis of noise reduction requirements for new development including noise-sensitive uses located along streets with noise levels above 60 dBA (Ldn), where such development is not already subject to the California Noise Insulation Standards in Title 24 of the California Code of Regulations. The proposed project would construct a new five-story office building for office use. The new office building would not be considered a noise-sensitive use (primarily residences, and also including schools and child care, religious, and convalescent facilities). Therefore, Mitigation Measure M-NO-1a would not apply to the proposed project.

Mitigation Measure M-NO-1b: Siting of Noise-Sensitive Uses requires a noise analysis for new residential development and development that includes other noise-sensitive uses in order to reduce potential conflicts between existing noise-generating uses and new sensitive receptors. The proposed project's office use would not be considered a noise-sensitive use. Therefore, Mitigation Measure M-NO-1b would not apply to the proposed project.

Mitigation Measure M-NO-1c: Siting of Noise-Generating Uses requires a noise analysis for new development including commercial, industrial, or other uses that would be expected to generate noise levels in excess of ambient noise in the project vicinity in order to reduce potential conflicts between existing sensitive receptors and new noise-generating uses. The proposed project's office use would not be considered a noise-generating use and would not be expected to generate noise levels in excess of ambient noise. Therefore, Mitigation Measure M-NO-1c would not apply to the proposed project.

Mitigation Measure M-NO-1d: Open Space in Noisy Environments requires that new open space associated with new development that includes noise-sensitive uses be protected from existing ambient noise levels in order to minimize disruption to users of the open space. The proposed project's office use would not be considered a noise-sensitive use. Therefore, Mitigation Measure M-NO-1d would not apply to the proposed project.

Mitigation Measures M-NO-2a: General Construction Noise Control Measures and M-NO-2b: Noise Control Measures During Pile Driving require implementation of noise controls during construction in order to reduce construction-related noise impacts. The proposed project would involve demolition of an existing two-story industrial building and construction of a new five-story office building, and therefore, would contribute to construction-related noise impacts. Since installation of a micropile or displacement type foundation would not require pile driving and would avoid vibration effects typically generated by pile driving activities, Mitigation Measure M-NO-2b would not apply to the proposed project. However, the project would be subject to Mitigation Measures M-NO-2a requiring implementation of noise controls measures during construction in order to reduce these impacts to a less than significant level.

**Mitigation Measure M-NO-2a: General Construction Noise Control Measures.** To ensure that project noise from construction activities is minimized to the maximum extent feasible, the sponsor of a subsequent development project shall undertake the following:

- The sponsor of a subsequent development project shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible).
- The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible.
- The sponsor of a subsequent development project shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an

exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA.

- The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to, performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible.
- Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor of a subsequent development project 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. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan FEIR related to noise.

### **Air Quality**

The Western SoMa Community Plan FEIR identified significant and unavoidable impacts related to violation of an air quality standard, uses that emit Diesel Particulate Matter (DPM), and construction emissions. The Western SoMa Community Plan FEIR identified five mitigation measures that would help reduce air quality impacts; however, they would not be able to reduce these impacts to a less than significant level.

Mitigation Measure M-AQ-2: Transportation Demand Management Strategies for Future Development Projects requires subsequent development projects that would generate more than 3,500 daily vehicle trips to develop and implement a Transportation Demand Management plan in order to reduce vehicle trip generation. The proposed project would generate approximately 183 daily vehicle trips. Therefore, Mitigation Measure M-AQ-2 would not apply to the proposed project.

Mitigation Measure M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors requires analysis of potential site-specific health risks for all projects that would include sensitive receptors in order to reduce the potential health risk to new sensitive receptors resulting from exposure to roadways, stationary sources, and other non-permitted sources of fine particulate matter

(PM2.5) and toxic air contaminants (TACs). Sensitive receptors are considered to include housing units, child care centers, schools, and health care facilities. The proposed project would involve construction of a new five-story office building for office use only and would not include sensitive receptors. Therefore, Mitigation Measure M-AQ-3 would not apply to the proposed project.

Mitigation Measures M-AQ-4: Siting of Uses that Emit PM2.5 or DPM and Other TACs, M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants, and M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards require analysis of operational and construction emissions for new development that would generate substantial levels of toxic air contaminants (TACs) as part of everyday operations (M-AQ-4), exceed the standards for criteria air pollutants (M-AQ-6), or expose sensitive receptors to substantial levels of TACs generated by construction equipment (M-AQ-7).

The Bay Area Air Quality Management District (BAAQMD), the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (SFBAAB) 2011 BAAQMD *CEQA Air Quality Guidelines* (Air Quality Guidelines)<sup>6</sup> provide screening criteria for determining whether a project's criteria air pollutant emissions may violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. If a project meets the screening criteria, then the lead agency or applicant does not need to perform a detailed air quality assessment of the proposed project's air pollutant emissions and construction or operation of the proposed project would result in a less-than-significant air quality impact. As part of the Preliminary Project Assessment, the Planning Department conducted a screening analysis to determine if the proposed project would exceed construction and/or operational screening levels for criteria air pollutants. The screening analysis determined that the proposed project would meet the screening criteria provided in the BAAQMD Air Quality Guidelines for construction-related criteria air pollutants.

To reduce construction dust impacts, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection. Construction activities from the proposed project would result in dust, primarily from ground-disturbing activities. The proposed project would be subject to and would comply with the Construction Dust Control Ordinance, which would ensure that these impacts would remain less than significant.

For determining potential health risk impacts, San Francisco has partnered with the BAAQMD to inventory and assess air pollution and exposures from mobile, stationary, and area sources within San Francisco and identify portions of the City that result in additional health risks for affected populations ("hot spots"). Air pollution hot spots were identified based on two health based criteria:

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<sup>6</sup> Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, updated May 2011.

1. Excess cancer risk from all sources > 100; and
2. PM<sub>2.5</sub> concentrations from all sources including ambient >10µg/m<sup>3</sup>.

Sensitive receptors<sup>7</sup> within these hot spots are more at risk for adverse health effects from exposure to substantial air pollutant concentrations than sensitive receptors located outside these hot spots. These locations (i.e., within hot spots) require additional consideration when projects or activities have the potential to emit TACs, including DPM emissions from construction and operational activities. The project site is not located within an identified hot spot; therefore, the proposed project's construction and operational activities would not add emissions to areas already adversely affected by poor air quality.

For the above reasons, the proposed project would result in less than significant impacts associated with operational and construction emissions and the applicant would not need to perform a detailed air quality assessment of the proposed project's air pollutant emissions. Therefore, Mitigation Measures M-AQ-4, M-AQ-6, and M-AQ-7 would not apply to the proposed project.

Overall, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan FEIR related to air quality.

### Wind

The Western SoMa Community Plan FEIR determined that implementation of the Draft Plan and Rezoning of the Adjacent Parcels would have a potentially significant impact related to the alteration of wind in a manner that would substantially affect public areas. However, the FEIR determined that this impact could be reduced to a less than significant level with implementation of Mitigation Measure M-WS-1: Screening-Level Wind Analysis and Wind Testing, which would require a wind analysis for any new structures within the Community Plan area that have a proposed height of 80 feet or taller.

Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally the case that projects under 80 feet in height would not have the potential to generate significant wind impacts. The proposed 65-foot-tall office building would be similar in height to existing buildings in the area. The project would not contribute to the significant wind impact identified in the Western SoMa Community Plan FEIR because the proposed structure would not exceed 80 feet in height. Therefore, Mitigation Measure M-WS-1 would not apply to the proposed project.

For the above reasons, the proposed project is not anticipated to cause significant impacts that were not identified in the Western SoMa Community Plan FEIR related to wind.

### Shadow

The Western SoMa Community Plan FEIR determined that implementation of the Draft Plan and Rezoning of the Adjacent Parcels would have a significant and unavoidable impact related to the creation

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<sup>7</sup> The BAAQMD considers sensitive receptors as: children, adults or seniors occupying or residing in: 1) Residential dwellings, including apartments, houses, condominiums, 2) schools, colleges, and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. Bay Area Air Quality Management District (BAAQMD), *Recommended Methods for Screening and Modeling Local Risks and Hazards*, May 2011, page 12.

of new shadows in a manner that would substantially affect outdoor recreation facilities or other public areas. No mitigation measures were identified in the FEIR.

Planning Code Section 295 generally prohibits new buildings that would cast new shadow on open space that is under the jurisdiction of the San Francisco Recreation and Parks Department between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. The proposed project would demolish an existing two-story industrial building and construct a five-story, 65-foot tall office building. As part of the Preliminary Project Assessment and to determine whether the proposed project would conform to Section 295, the Planning Department conducted a preliminary shadow fan analysis. The preliminary shadow fan analysis determined that the project would not cast shadows on any public open spaces or recreational resources, including but not limited to parks under the jurisdiction of the San Francisco Recreation and Parks Department. Therefore, the project would not contribute to the significant shadow impact identified in the Western SoMa Community Plan FEIR.

For the above reasons, the proposed project is not anticipated to cause significant impacts that were not identified in the Western SoMa Community Plan FEIR related to shadow.

### **Biological Resources**

The Western SoMa Community Plan FEIR determined that the Draft Plan would result in significant but mitigable impacts on special-status birds or bats that may be nesting in trees or roosting in buildings that are proposed for removal/demolition as part of an individual project. As identified in the FEIR, Mitigation Measures M-BI-1a: Pre-Construction Special-Status Bird Surveys and M-BI-1b: Pre-Construction Special-Status Bat Surveys would reduce these impacts to a less than significant level.

As detailed below, Mitigation Measure M-BI-1a requires that conditions of approval for building permits issued for construction of projects within the Western SoMa Community Plan area include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. 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. Mitigation Measure M-BI-1b requires 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. The proposed project would involve demolition of an existing two-story industrial building, and therefore, would contribute to this significant impact. However, the project would be subject to Mitigation Measures M-BI-1a and M-BI-1b requiring pre-construction special-status bird and bat surveys to be conducted prior to demolition in order to reduce these impacts to a less than significant level.

**Mitigation Measure M-BI-1a: Pre-Construction Special-Status Bird Surveys.** Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Preconstruction 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. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Game (CDFG) and/or United States Fish and Wildlife Service (USFWS) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.

**Mitigation Measure M-BI-1b: Pre-Construction Special-Status Bat Surveys.** Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for 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. If active day or night roosts are found, the bat biologist shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no-disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with the CDFG. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would be necessary.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan FEIR related to biological resources.

## **Hazards and Hazardous Materials**

### Handling of Potentially Contaminated Soils

The Western SoMa Community Plan FEIR identified potentially significant impacts related to exposing the public or the environment to unacceptable levels of hazardous materials as a result of subsequent projects within the Plan Area. The FEIR determined that Mitigation Measure M-HZ-3: Site Assessment and Corrective Action would reduce these impacts to a less than significant level.

Subsequently, the San Francisco Board of Supervisors amended Health Code Article 22A, which is administered and overseen by the Department of Public Health (DPH) and is also known as the Maher Ordinance. Amendments to the Maher Ordinance became effective August 24, 2013, and require that sponsors for projects that disturb soils on sites that are known or suspected to contain contaminated soil and/or groundwater to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6. Mitigation Measure M-HZ-3 of the Western SoMa Community Plan FEIR related to contaminated soil and groundwater is therefore superseded by the Maher Ordinance.

In compliance with the Maher Ordinance, the project sponsor would be required to submit a Maher Application to DPH and a Phase I ESA to assess the potential for site contamination. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor would be required to submit a site mitigation plan (SMP) to DPH or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit.

The project site is located on the Maher map indicating the potential for contaminated soil and/or groundwater, and is therefore subject to the Maher Ordinance. A Phase I ESA was prepared for the project and describes current and prior uses of the property, reviews environmental agencies' databases and records, reports site reconnaissance observations, and summarizes potential soil and groundwater contamination issues. The Phase I ESA conducted for the project site in 2013 found no records of prior use of hazardous materials or generation of hazardous waste on the project site.<sup>8</sup> Therefore, previous or current on-site uses are not expected to have contaminated the soil or groundwater at the site.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan FEIR related to hazardous soil and/or groundwater.

#### Hazardous Building Materials

The proposed project would involve demolition of the existing two-story industrial building on the project site, which was built circa 1910. Because this structure was built before the 1970s, hazardous building materials such as polychlorinated biphenyls (PCBs), mercury, asbestos and lead-based paint are likely to be present in this structure. Demolishing the existing structure could expose workers or the community to hazardous building materials. In compliance with the Western SoMa Community Plan FEIR, the project would be required to implement Mitigation Measure M-HZ-2: Hazardous Building Materials Abatement, as described below, before demolition of the existing structure, which would reduce potential impacts related to hazardous building materials to a less than significant level.

**Mitigation Measure M-HZ-2: Hazardous Building Materials Abatement.** The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan FEIR related to hazardous building materials.

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<sup>8</sup> Partner Engineering and Science, Inc. January 24, 2013. Phase I Environmental Site Assessment Report, 81-85 Bluxome Street, San Francisco, CA 94107. This document is on file for review as part of Case File No. 2013.0007E at 1650 Mission Street, Suite 400, San Francisco, CA.



***Public Notice and Comment***

A “Notification of Project Receiving Environmental Review” was mailed on October 7, 2013, to owners of properties within 300 feet of the project site, adjacent occupants, and neighborhood groups. Two comments were received regarding physical environmental effects. These comments were related to the proposed building’s height and bulk, in that the proposed building would be taller than the existing building and could affect natural light on nearby private property and buildings.

The new building would be visible from and adjacent to some residential and commercial buildings within the project site vicinity, which could reduce private views from some locations and natural light on nearby private property and buildings. Reduced private views and natural light on private property and buildings would be an unavoidable consequence of the proposed project and may be an undesirable change for those individuals affected. Nonetheless, the change in private views and natural light on private property and buildings would not exceed those commonly expected in an urban setting and would not constitute a significant impact under CEQA. Moreover, as further discussed in the Community Plan Exemption Checklist (Attachment A), aesthetics are not considered in determining the impacts of the proposed projects on the physical environment under CEQA pursuant to Public Resources Code Section 21099(d).

***Conclusion***

The Western SoMa Community Plan FEIR incorporated and adequately addressed all potential impacts of the proposed project at 81-85 Bluxome Street. As described above, the 81-85 Bluxome Street project would not have any significant adverse effects not examined in the Western SoMa Community Plan FEIR, nor has any new or additional information come to light that would alter the conclusions of the Western SoMa Community Plan FEIR. Thus, the proposed project at 81-85 Bluxome Street would not result in any environmental impacts substantially greater than described in the FEIR. No mitigation measures previously found infeasible have been determined to be feasible, nor have any new mitigation measures or alternatives been identified but rejected by the project sponsor. Therefore, in addition to being exempt from environmental review under Section 15183 of the CEQA Guidelines, the proposed project is also exempt under Section 21083.3 of the California Public Resources Code.

# Attachment A Community Plan Exemption Checklist

*Case No.:* 2013.0007E  
*Project Title:* 81-85 Bluxome Street  
*Zoning:* WMUO (Western SoMa Mixed-Use Office) District  
65-X Height and Bulk District  
*Block/Lot:* 3786/018  
*Lot Size:* 11,000 square feet  
*Plan Area:* Western SoMa Community Plan  
*Staff Contact:* Brett Becker – (415) 554-1650  
Brett.Becker@sfgov.org

## A. PROJECT DESCRIPTION

The project site is located on the west side of Bluxome Street, on a block bounded by 4<sup>th</sup> Street to the north, Townsend Street to the east, Brannan Street to the west, and 5<sup>th</sup> Street to the south in the Western South of Market (SoMa) area. The approximately 11,000-square-foot project site is currently occupied by a two-story industrial building, comprising approximately 27,646 square feet with no off-street parking. The proposed project would involve demolition of the existing industrial building and construction of a five-story, 65-foot tall office building approximately 55,000 square feet in size. No new parking or loading is proposed, however, 15 bicycle storage spaces would be provided. Five street trees would be planted along the street frontage. The project would provide approximately 2,359 square feet of common useable open area at the roof level.

## B. EVALUATION OF ENVIRONMENTAL EFFECTS

This Community Plan Exemption Checklist examines the potential environmental impacts that would result from implementation of the proposed project and indicates whether any such impacts are addressed in the applicable final Programmatic EIR (FEIR) for the plan area.<sup>1</sup> Items checked "Sig. Impact Identified in FEIR" identify topics for which a significant impact is identified in the FEIR. In such cases, the analysis considers whether the proposed project would result in impacts that would contribute to the impact identified in the FEIR. If the analysis concludes that the proposed project would contribute to a significant impact identified in the FEIR, the item is checked "Proj. Contributes to Sig. Impact Identified in FEIR." Mitigation measures identified in the FEIR applicable to the proposed project are identified in the text of the Certificate of Determination under each topic area.

Items checked "Project Has Sig. Peculiar Impact" identify topics for which the proposed project would result in a significant impact that is peculiar to the proposed project, i.e., the impact is not identified as significant in the FEIR. If any item is checked as this in a topic, these topics will be addressed in a separate Focused Initial Study or EIR.

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<sup>1</sup> The FEIR also refers to any Initial Study that may have been conducted for the FEIR.

Any item that was not addressed in the FEIR is discussed in the Checklist. For any topic that was found in the FEIR and for the proposed project to be less than significant (LTS) or would have no impacts, the topic is marked LTS/No Impact and is discussed in the Checklist below.

<u>Topics:</u>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
<b>1. LAND USE AND LAND USE PLANNING— Would the project:</b>				
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"/>

***Less than Significant Impacts Identified in FEIR***

The Western SoMa Community Plan FEIR determined that implementation of the Plan and Rezoning of Adjacent Parcels would not divide an established community, conflict with applicable plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, or have a substantial impact upon the existing character of the vicinity. No mitigation measures were identified in the FEIR.

***No Peculiar Impacts***

The proposed project would not create any new physical barriers in Western SoMa. The project site is currently occupied by a two-story industrial building. The proposed project would involve demolition of the existing industrial building and construction of a five-story, 65-foot tall office building. Consequently, the proposed project would not physically disrupt or divide the project area or individual neighborhoods or subareas.

The project site is in the Western SoMa Community Plan of the San Francisco General Plan. The project site is in the Western SoMa Mixed-Use Office (WMUO) District, which is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially zoned area. Permitted uses within the WMUO District include light manufacturing, arts activities, retail, office, and restaurants. The proposed project’s use, office, is consistent with uses permitted within the WMUO District.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan FEIR related to land use.

<u>Topics:</u>	<u>Sig. Impact Identified in FEIR</u>	<u>Project Contributes to Sig. Impact Identified in FEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>LTS/ No Impact</u>
<b>2. AESTHETICS—Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***Less than Significant Impacts Identified in FEIR***

The Western SoMa Community Plan FEIR determined that implementation of the Plan and Rezoning of Adjacent Parcels would not have a substantial adverse effect on a scenic vista, substantially damage scenic resources that contribute to a scenic public setting, substantially degrade the visual character or quality of the area, or create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties. No mitigation measures were identified in the FEIR.

***No Peculiar Impacts***

Public Resources Code Section 21099(d), effective January 1, 2014, provides that, “aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment.” Accordingly, aesthetics and parking are no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

- a) The project is in a transit priority area; and
- 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 in determining the significance of project impacts under CEQA.<sup>2</sup> The Planning Department acknowledges that aesthetic effects may be of interest to the public and the decision

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<sup>2</sup> Transit-Oriented Infill Project Eligibility Checklist for 81-85 Bluxome Street, January 10, 2014. This document is on file and available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0007E.

makers. Therefore, the following description of the project setting and appearance is provided for informational purposes.

The existing character of the project site and surroundings is dominated by uses typical in an urban setting, mostly two-to-five-story commercial, light industrial, and residential uses. Public viewpoints in the project vicinity are dominated by these existing nearby buildings and the Caltrain station. No scenic vistas or scenic resources exist in the project vicinity. The existing project site is a two-story industrial building.

The proposed project would involve demolition of the existing two-story industrial building and construction of a five-story, 65-foot tall office building. The new building would not be substantially taller than some of the surrounding development in the project vicinity, and the proposed project would not obstruct longer-range views from any publicly-accessible areas. The proposed building envelope and design meets Planning Code requirements for Western SoMa Mixed-Use Office zoning district.

As the new building would be taller than the existing building, the project would introduce a new source of light and glare. However, the proposed project would be subject to and would comply with the City’s Green Building Code,<sup>3</sup> which requires all newly constructed non-residential buildings to design interior and exterior lighting such that zero direct-beam illumination leaves the building site, except for emergency lighting and lighting required for nighttime activity. Furthermore, Planning Commission Resolution No. 9212 (1981) established guidelines aimed at limiting glare from proposed buildings and the City’s Standards for Bird-Safe Buildings require that new structures do not create a substantial source of glare. The proposed project would be subject to and would comply with this resolution and regulation.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
<b>3. POPULATION AND HOUSING— Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***Less than Significant Impacts Identified in FEIR***

<sup>3</sup> Building Code, 2010 Edition, Section 13.C.5.106.8

The Western SoMa Community Plan FEIR determined that the anticipated increase in population and density would not result in significant adverse physical effects on the environment. No mitigation measures were identified in the FEIR.

***No Peculiar Impacts***

The proposed project does not involve a development with residential use or the displacement of people. No housing would be removed; therefore the construction of replacement housing would not be necessary. In addition, the proposed project would not add any new infrastructure that would indirectly induce population growth.

The Western SoMa Community Plan FEIR concluded that an increase in population in the Community Plan area is expected to occur as a secondary effect of the proposed rezoning and that any population increase would not, in itself, result in adverse physical effects, but would serve to advance some key City policy objectives, such as providing housing in appropriate locations near Downtown and other employment generators and furthering the City’s Transit First policies. It was anticipated that the rezoning would result in an increase in both housing development and population in the Community Plan area. The proposed project would not induce substantial population growth and any increase in population would be within the scope of the Western SoMa Community Plan FEIR analysis.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan FEIR related to population and housing.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
<b>4. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

For a discussion on Topic 4a and 4b, please see the Certificate of Determination.

***Less than Significant Impacts Identified in FEIR***

The Western SoMa Community Plan FEIR identified less than significant impacts related to directly or indirectly destroying a unique paleontological resource or site or unique geologic feature, and disturbing any human remains, including those interred outside of formal cemeteries. No mitigation measures were identified in the FEIR.

**No Peculiar Impacts**

The proposed project would involve demolition of an existing two-story industrial building and construction of a five-story, 65-foot tall office building. Subsurface conditions at the project site consist of sand/debris fill at depths of 12-18 feet and bay mud at depths of 15-34 feet below the existing ground surface. It is unlikely that paleontological resources or human remains would be located within the sand/debris fill or bay mud subsurfaces. Because the potential disturbance to human remains is governed by state laws and regulations, compliance with these laws and regulations would avoid any potentially significant impacts related to such disturbance. As such, the proposed project would not directly or indirectly destroy a unique paleontological resource, or improperly disturb any human remains.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan FEIR related to cultural and paleontological resources.

<u>Topics:</u>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
<b>5. TRANSPORTATION AND CIRCULATION— Would the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Topics:</u>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

For a discussion on Topic 5a and 5b, please see the Certificate of Determination.

***Less than Significant Impacts Identified in FEIR***

The Western SoMa Community Plan FEIR identified less than significant impacts related to a change in air traffic patterns, a substantial increase in hazards due to a design feature, inadequate emergency access, and conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. No mitigation measures were identified in the FEIR.

***No Peculiar Impacts***

The proposed project would involve demolition of an existing two-story industrial building and construction of a five-story, 65-foot tall office building. No new parking or loading is proposed. The project site would be in walking distance from Muni and Caltrain. The project would not interfere with any bike lane or Muni lines or require closure of streets or entrances to public use. As such, the proposed project would not cause a substantial increase in hazards due to a design feature, result in inadequate emergency access, or conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan FEIR related to transportation and circulation.

The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, Topic 5c is not applicable.

<u>Topics:</u>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
<b>6. NOISE—Would the project:</b>				
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Please see the Certificate of Determination for discussions of Topics 6a, b, c, d, and g.

The project site is not located within an airport land use plan area or within two miles of a public airport or public use airport. Therefore, Topics 6e and f are not applicable.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
<b>7. AIR QUALITY</b>				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. <b>Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Please see the Certificate of Determination for discussion of this topic.

<u>Topics:</u>	<u>Sig. Impact Identified in FEIR</u>	<u>Project Contributes to Sig. Impact Identified in FEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>LTS/ No Impact</u>
<b>8. GREENHOUSE GAS EMISSIONS—Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### ***Less than Significant Impacts Identified in FEIR***

The Western SoMa Community Plan FEIR assessed the GHG emissions that could result from implementation of the Plan and Rezoning of Adjacent Parcels. The FEIR concluded that the resulting GHG emissions from plan implementation would be less than significant. No mitigation measures were identified in the FEIR.

### ***No Peculiar Impacts***

The proposed project would demolish an existing two-story industrial building and construct a five-story, 65-foot tall office building. The proposed project would contribute to the cumulative effects of climate change by emitting GHGs during construction and operational phases. Project operations would generate both direct and indirect GHG emissions. Direct operational emissions include GHG emissions from vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

Bay Area Air Quality Management District (BAAQMD) studies provide methodologies for analyzing GHGs, one of which is a determination of whether the proposed project is consistent with a Qualified GHG Reduction Strategy, as defined in the BAAQMD's studies. On August 12, 2010, the San Francisco Planning Department submitted a draft of San Francisco's *Strategies to Address Greenhouse Gas Emissions* to the BAAQMD.<sup>4</sup> This document presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's Qualified GHG Reduction Strategy in compliance with the BAAQMD's studies.

The BAAQMD reviewed San Francisco's *Strategies to Address Greenhouse Gas Emissions* and concluded that the strategy meets the criteria for a Qualified GHG Reduction Strategy as outlined in BAAQMD's studies and stated that San Francisco's "aggressive GHG reduction targets and comprehensive strategies help the Bay Area move toward reaching the State's AB 32 goals, and also serve as a model from which other communities can learn."<sup>5</sup>

<sup>4</sup> San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, 2010. The final document is available online at: <http://www.sfplanning.org/index.aspx?page=1570>.

<sup>5</sup> Letter from Jean Roggenkamp, BAAQMD, to Bill Wycko, San Francisco Planning Department. October 28, 2010. This letter is available online at: <http://www.sfplanning.org/index.aspx?page=1570>. Accessed November 12, 2010.

Based on the BAAQMD’s studies, projects that are consistent with San Francisco’s *Strategies to Address Greenhouse Gas Emissions* would result in a less than significant impact with respect to GHG emissions. Furthermore, because San Francisco’s strategy is consistent with AB 32 goals, projects that are consistent with San Francisco’s strategy would also not conflict with the State’s plan for reducing GHG emissions. As discussed in San Francisco’s *Strategies to Address Greenhouse Gas Emissions*, new development and renovations/alterations for private projects and municipal projects are required to comply with San Francisco’s ordinances that reduce GHG emissions. Depending on a proposed project’s size, use, and location, a variety of controls are in place to ensure that a proposed project would not impair the State’s ability to meet statewide GHG reduction targets outlined in AB 32, nor impact the City’s ability to meet San Francisco’s local GHG reduction targets. Given that: (1) San Francisco has implemented regulations to reduce GHG emissions specific to new construction and renovations of private developments and municipal projects; (2) San Francisco’s sustainable policies have resulted in the measured success of reduced GHG emissions levels; (3) San Francisco has met and exceeded AB 32 GHG reduction goals for the year 2020; (4) current and probable future state and local GHG reduction measures will continue to reduce a project’s contribution to climate change; and (5) San Francisco’s *Strategies to Address Greenhouse Gas Emissions* meet BAAQMD’s requirements for a Qualified GHG Reduction Strategy, projects that are consistent with San Francisco’s regulations would not contribute significantly to global climate change. The proposed project would be subject to and would comply with these requirements. In addition, the proposed project was determined to be consistent with San Francisco’s *Strategies to Address Greenhouse Gas Emissions*.<sup>6</sup>

For the above reasons, the proposed project would not result in any significant impacts that were not identified in the Western SoMa Community Plan FEIR related to GHG emissions.

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<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
<b>9. WIND AND SHADOW—Would the project:</b>				
a) Alter wind in a manner that substantially affects public areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Please see the Certificate of Determination for discussion of this topic.

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<sup>6</sup> San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 81-85 Bluxome Street Office Development, September 13, 2013. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2013.0007E.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
<b>10. RECREATION—Would the project:</b>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***Less than Significant Impacts Identified in FEIR***

The Western SoMa Community Plan FEIR determined that implementation of the Plan and Rezoning of Adjacent Parcels would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures were identified in the FEIR.

***No Peculiar Impacts***

The proposed project would produce an increase in office space. The proposed project would not introduce new residents, but would result in an increase of approximately 99 employees. This would be within the expected population increase and would not result in substantial deterioration of recreational resources beyond what was analyzed in the FEIR.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan FEIR related to recreational resources.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
<b>11. UTILITIES AND SERVICE SYSTEMS—Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***Less than Significant Impacts Identified in FEIR***

The Western SoMa Community Plan FEIR determined that the anticipated increase in population would not result in a significant impact to the provision of water, wastewater collection and treatment, and solid waste collection and disposal. No mitigation measures were identified in the FEIR.

***No Peculiar Impacts***

The proposed project would produce an increase in office space. The proposed project would not introduce new residents, but would result in an increase of approximately 99 employees. This would be within the expected population increase and would not result in substantial demand for utility services beyond what was analyzed in the FEIR.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan FEIR related to utility and service systems.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
<b>12. PUBLIC SERVICES— Would the project:</b>				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***Less than Significant Impacts Identified in FEIR***

The Western SoMa Community Plan FEIR determined that the anticipated increase in population would not result in a significant impact to public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the FEIR.

***No Peculiar Impacts***

The proposed project would produce an increase in office space. The proposed project would not introduce new residents, but would result in an increase of approximately 99 employees. This would be within the expected population increase and would not result in substantial demand for public services beyond what was analyzed in the FEIR.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan FEIR related to public services.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
<b>13. BIOLOGICAL RESOURCES— Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

For a discussion on Topic 13a, please see the Certificate of Determination.

***Less than Significant Impacts Identified in FEIR***

The Western SoMa Community Plan project area is almost fully developed with buildings and other improvements such as streets and parking lots. Most of the project area consists of structures that have been in industrial use for many years. As a result, landscaping and other vegetation is sparse, except for a few parks. Because future development projects in the Western SoMa Community Plan would largely consist of new construction of mixed-uses in these heavily built-out former industrial neighborhoods, vegetation loss or disturbance of wildlife other than common urban species would be minimal. Therefore, the Western SoMa Community Plan FEIR concluded that implementation of the Plan would not result in any significant effects related to riparian habitat, wetlands, movement of migratory species, local policies or ordinances protecting biological resources, or habitat conservation plans. No mitigation measures were identified in the FEIR.

***No Peculiar Impacts***

The existing project site is covered entirely by an existing industrial building. Similar to the rest of the Western SoMa Community Plan, the project site does not support or provide habitat for any rare or endangered wildlife species, animal, or plant life or habitat. No trees exist at or adjacent to the project site. Furthermore, the proposed project would be subject to and would comply with the City’s Standards for Bird-Safe Buildings so that new building would not include a feature-related hazard to birds.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan FEIR related to biological resources.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
<b>14. GEOLOGY AND SOILS—</b>				
<b>Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Topics:</u>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***Less than Significant Impacts Identified in FEIR***

The Western SoMa Community Plan FEIR concluded that the project would indirectly increase the population that would be subject to an earthquake, including seismically induced groundshaking, liquefaction, and landslides. The FEIR also noted that new development is generally safer than comparable older development due to improvements in building codes and construction techniques. Compliance with applicable codes and recommendations made in project-specific geotechnical analyses would not eliminate earthquake risk, but would reduce them to an acceptable level, given the seismically active characteristics of the Bay Area. Therefore, the FEIR concluded that the project would not result in significant impacts related to geological hazards. No mitigation measures were identified in the FEIR.

***No Peculiar Impacts***

A review of geotechnical reports prepared for nearby parcels was conducted for the proposed project.<sup>7</sup> The reports indicate that layers of sandy fill and Bay Mud were observed on each of the adjacent properties. Consequently, the subsurface profile of the subject property is expected to include similar layers. These materials are considered to be unsuitable for shallow footing foundation support. The review recommends installation of a deep foundation system and that additional subsurface exploration is required to provide adequate data for the foundation design.

Based on the above-noted recommendations, the geotechnical review concluded that the project would not cause significant geology and soil impacts. The proposed project would be subject to and would comply with the recommendations of this geotechnical review by incorporating the recommendations into the final building design. Furthermore, the proposed project would be subject to the building permit review process. The Department of Building Inspection (DBI), through the process, reviews the geotechnical investigation to determine the adequacy of necessary engineering and design features to ensure compliance with all Building Code

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<sup>7</sup> Partner Engineering and Science, Inc., “Subsurface Exploration Report”, August 26, 2013. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2013.0007E.



provisions regarding structure safety. Past geological and geotechnical investigations would be available for use by DBI during its review of building permits for the project site. Also, DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan FEIR related to geology and soils.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
<b>15. HYDROLOGY AND WATER QUALITY— Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***Less than Significant Impacts Identified in FEIR***

The Western SoMa Community Plan FEIR determined that the anticipated increase in population would not result in a significant impact to hydrology and water quality, including the combined sewer system and the potential for combined sewer outflows. No mitigation measures were identified in the FEIR.

***No Peculiar Impacts***

The project site is completely covered by an existing two-story industrial building. The proposed project would construct a new five-story building on the entirety of the project site. Groundwater is relatively shallow throughout the project site, approximately six to ten feet below grade. The proposed project’s excavation has the potential to encounter groundwater, which could impact water quality. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City’s Sewer Use Ordinance (Ordinance Number 19-92, amended 116-97), as supplemented by Department of Public Works Order No. 158170, requiring a permit from the Wastewater Enterprise Collection System Division of the San Francisco Public Utilities Commission. A permit may be issued only if an effective pretreatment system is maintained and operated. Each permit for such discharge shall contain specified water quality standards and may require the project sponsor to install and maintain meters to measure the volume of the discharge to the combined sewer system. Although dewatering would be required during construction, any effects related to lowering the water table would be temporary and would not be expected to substantially deplete groundwater resources.

The proposed project would not increase the amount of impervious surface area on the project site. In accordance with the Stormwater Management Ordinance (Ordinance No. 83-10), the proposed project would be subject to and would comply with Low Impact Design (LID) approaches and stormwater management systems to comply with the Stormwater Design Guidelines. Therefore, the proposed project would not adversely affect runoff and drainage.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan FEIR related to hydrology and water quality.

<b>Topics:</b>	<b>Sig. Impact Identified in FEIR</b>	<b>Project Contributes to Sig. Impact Identified in FEIR</b>	<b>Project Has Sig. Peculiar Impact</b>	<b>LTS/ No Impact</b>
<b>16. HAZARDS AND HAZARDOUS MATERIALS</b>				
<b>Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Topics:</u>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

For a discussion on Topic 16b and 16d, please see the Certificate of Determination.

***Less than Significant Impacts Identified in FEIR***

The Western SoMa Community Plan FEIR identified less than significant impacts related to the routine transport, use, or disposal of hazardous materials, the potential for the Plan or subsequent development projects within the Plan area to interfere with an adopted emergency response plan, and the potential for subsequent projects to expose people or structures to a significant risk with respect to fires. No mitigation measures were identified in the FEIR.

***No Peculiar Impacts***

The proposed project would involve demolition of the existing industrial building and construction of a five-story, 65-foot tall office building. As such, the proposed project would not include uses requiring the routine transport of hazardous materials, would not interfere with an adopted emergency response plan, and would comply with all Building and Fire Code life safety requirements.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan FEIR related to hazards and hazardous materials.

<u>Topics:</u>	<u>Sig. Impact Identified in FEIR</u>	<u>Project Contributes to Sig. Impact Identified in FEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>LTS/ No Impact</u>
<b>17. MINERAL AND ENERGY RESOURCES— Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***Less than Significant Impacts Identified in FEIR***

The Western SoMa Community Plan FEIR determined that implementation of the Plan and Rezoning of Adjacent Parcels would facilitate the construction of both new residential units and commercial buildings. Development of these uses would not result in the use of large amounts of fuel, water, or energy in the context of energy use throughout the City and region. The energy demand for individual buildings would be typical for such projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulations enforced by the Department of Building Inspection. The Community Plan area does not include any natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. Therefore, the Western SoMa Community Plan FEIR concluded that the project would not result in a significant impact to mineral and energy resources. No mitigation measures were identified in the FEIR.

***No Peculiar Impacts***

No operational mineral resource recovery sites exist in the project area whose operations or accessibility would be affected by the proposed project. The energy demand for the proposed project would be typical for office development construction and operation and would meet, or exceed, current state or local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulation enforced by the Department of Building Inspection.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan FEIR related to mineral and energy resources.

<u>Topics:</u>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
<b>18. AGRICULTURE AND FOREST RESOURCES:</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. – <b>Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***No Significant Impacts Identified in FEIR***

The Western SoMa Community Plan FEIR determined that no agricultural or forest resources exist in the Community Plan area; therefore the rezoning would have no effect on agricultural and forest resources. No mitigation measures were identified in the FEIR.

***No Peculiar Impacts***

The existing project site is built out with an industrial building and is located within the Western SoMa Community Plan area. Therefore, no agricultural uses, forest land, or timberland exist at the project site.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa Community Plan FEIR related to agricultural and forest resources.

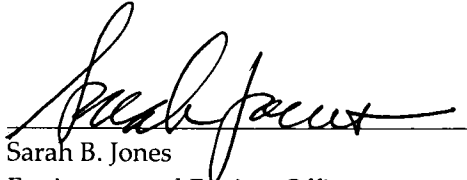
<u>Topics:</u>	<u>Sig. Impact Identified in FEIR</u>	<u>Project Contributes to Sig. Impact Identified in FEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>LTS/ No Impact</u>
<b>19. MANDATORY FINDINGS OF SIGNIFICANCE— Would the project:</b>				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Western SoMa Community Plan FEIR. As discussed in the Certificate of Determination, the Western SoMa Community Plan FEIR identified significant environmental impacts for a number of resource topic areas. The proposed project would contribute to significant impacts already identified in the Western SoMa Community Plan FEIR for the following topic areas: cultural and paleontological resources, noise, biological resources, and hazards and hazardous materials. The proposed project would not contribute to significant impacts already identified in the Western SoMa Community Plan FEIR for the following topic areas: transportation and circulation, air quality, and wind and shadow. These are discussed further in the corresponding topical sections of the Certificate of Determination.

C. DETERMINATION

On the basis of this review, it can be determined that:

- The proposed project qualifies for consideration of a Community Plan exemption based on the applicable General Plan and zoning requirements; **AND**
- All potentially significant individual or cumulative impacts of the proposed project were identified in the applicable programmatic EIR (PEIR) for the Plan Area, and all applicable mitigation measures have been or incorporated into the proposed project or will be required in approval of the project.
- The proposed project may have a potentially significant impact not identified in the PEIR for the topic area(s) identified above, but that this impact can be reduced to a less-than-significant level in this case because revisions in the project have been made by or agreed to by the project proponent. A focused Initial Study and MITIGATED NEGATIVE DECLARATION is required, analyzing the effects that remain to be addressed.
- The proposed project may have a potentially significant impact not identified in the PEIR for the topic area(s) identified above. An ENVIRONMENTAL IMPACT REPORT is required, analyzing the effects that remain to be addressed.



Sarah B. Jones  
Environmental Review Officer  
for  
John Rahaim, Planning Director

DATE January 27, 2014