

SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Exemption from Environmental Review

Case No.: 2016-005599ENV
 Project Title: 25th Street Navigation Center
 Zoning: Public Right-of-Way located between PDR-1-G (Production, Distribution and Repair, General) Use District to the north and M-2 (Heavy Industrial) Use District to the south
 40-X Height and Bulk Districts to the north and south
 Block/Lot: N/A
 Lot Size: 14,000 square feet
 Project Sponsor: Paul De Freitas, San Francisco Public Works
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PROJECT DESCRIPTION:

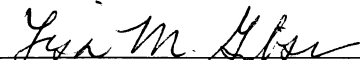
The project site is located at the eastern terminus of 25th Street, between Michigan Street and the waterfront, in the city's Potrero Hill neighborhood. The site is owned by the Port of San Francisco and is located on a public right-of-way (ROW), generally bounded by Assessor's Block 4241/Lot 002 to the north, Illinois Street to the west, Assessor's Block 4299/Lot 001 to the south, and Seawall Lot 356 to the east. The proposed project would vacate an approximately 14,000-sf portion of the 25th Street right-of-way to facilitate the construction of a temporary Navigation Center that would provide services and amenities for the city's homeless residents.

EXEMPT STATUS:

Categorical Exemption, Class 3 (California Environmental Quality Act (CEQA) Guidelines Section 15303.

DETERMINATION:

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


 Lisa M. Gibson
 Acting Environmental Review Officer

9/8/16
 Date

cc: Paul DeFreitas, Public Works
 Project Sponsor
 Supervisor Malia Cohen, District 10

Virna Byrd, M.D.F.

PROJECT DESCRIPTION (CONTINUED):

The project site is generally rectangular in shape (approximately 271 feet long by approximately 56 feet wide) and is generally flat. It does not contain any permanent or temporary structures or in-place functioning utilities, and is not considered necessary for motorized or non-motorized transportation. The site is bordered by the Sheedy Drayage construction equipment yard to the north (beyond a 3-foot-tall retaining wall) and by the MTA's Muni Metro East facility to the south. Warm Water Cove Park is located approximately 200 feet to the north and east of the project site.

The proposed project would install approximately 16 temporary dorm trailers on the site that would collectively function as a Navigation Center for the city's homeless. The total combined usable space would be approximate 8,000 square feet (sf), and would consist of approximate 2,500 sf of dormitory space (accommodating 68 beds), approximately 2,880 sf of office space, a 2,880-sf community/dining room, and bathrooms and showers. The dorm trailers would be positioned atop a deck that would extend over the entire site and would contain courtyard areas for staff and residents in between the trailers. Temporary ornamental landscaping would be provided throughout the site. The main entrance into the facility would be provided along its western facade. No off-street parking would be provided as part of the project.

The trailers would all be one story or approximately 9 feet in height, with the deck set approximately 3 feet above the existing grade. The trailers would be connected to above-grade utilities, with the exception of the gas and sewer lines, which would require trenching to a depth of approximately 1.5 feet below grade. The Navigation Center structures and the underlying deck would extend to the retaining wall to the north and to an existing sidewalk to the south. The sidewalk would be under an easement that would retain its use for SFFD emergency access (and would also be accessible to Navigation Center staff to conduct periodic clean up), but would be generally inaccessible to Navigation Center residents. With the exception of the gas line trenching and minor excavation to provide sewer line connections, no other excavation would be required to implement the proposed project.

Project construction is anticipated to take approximately four months to complete. The duration of the street vacation and operation of the Navigation Center would be for up to four years. At that time, the project site would revert back to serving as a public right-of-way and all of the temporary structures, including gas and sewer connections, would be removed.

To operate the shelter, the City would partner with community-based nonprofit organizations serving the homeless. The Navigation Center would operate 24 hours a day, 7 days a week, 365 days a year. It would be staffed at all times with "critical operations" staff, while case management and clinical staff would be on site daily from 8 a.m. to 6 p.m. In addition to providing shelter, the facility would also provide housing assistance, benefits advocacy, counseling, medical triage, meals and community activities. It would serve approximately 70 residents and 30 permanent and temporary staff. No off-street parking would be provided by the proposed project.

The proposed project requires the following approvals:

1. Port Commission adoption of resolution approving proposed Memorandum of Understanding between the Department of Homelessness and Supportive Housing ("DHS") and Port of San Francisco permitting DHS to operate the Central Waterfront Navigation Center on Port property and setting forth rental terms for same, and authorizing Port Executive Director to execute MOU.

2. Planning Commission adoption of resolution recommending approval of Planning Code amendment authorizing temporary homeless shelters in the Production, Distribution, and Repair, the WSoMa Mixed Use-Office, and the Service/Arts/Light Industrial zoning districts subject to conditional use authorization.
3. Planning Commission adoption of motion to approve Conditional Use authorization for Central Waterfront Navigation Center and making of findings of public convenience, necessity, and welfare under Planning Code Section 302 and makes findings of consistency with the General Plan and the eight priority policies of Planning Code Section 101.1.
4. Director of Public Works execution of DPW order recommending temporary vacation of the portion of 25th St. (between Michigan St. and Louisiana St.) on which the Central Waterfront Navigation Center would be located subject to certain conditions, including for a term of no more than 42 months.
5. Board of Supervisors' Land Use and Transportation Committee adoption of motion referring or recommending approval of the Street Vacation ordinance and the Planning Code Amendment ordinance.
6. Board of Supervisors passing on first reading the Street Vacation ordinance and the Planning Code Amendment ordinance.
7. Board of Supervisors passing on second reading the Street Vacation ordinance and the Planning Code Amendment ordinance.
8. Mayor signature of the ordinance, at which point it would be enacted.

Approval Action: Approval by the Port Commission is the first approval action for the proposed project. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

REMARKS:

CEQA Guidelines Section 15300.2 establishes exceptions to the application of a categorical exemption for a project. None of the established exceptions applies to the proposed project.

Guidelines Section 15300.2, subdivision (a), provides that a categorical exemption shall not be used where the proposed project may have an impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. As discussed below under "Hazardous Materials," there is no possibility of a significant effect on the environment due to hazardous or critical concerns.

Guidelines Section 15300.2, subdivision (c), provides that a categorical exemption shall not be used for an activity where there is a reasonable **possibility** that the activity will have a significant effect on the environment due to unusual circumstances. As discussed below, there is no possibility of a significant effect on the environment due to unusual circumstances.

Hazardous Materials. The proposed project would require excavation of up to approximately 2 cubic yards of soil to accommodate gas and sewer connections to the proposed structures. Although the project site is located in an area currently and historically associated with industrial uses, the approximately 2 cubic yards of soil excavation would be well below the amount of 50 cubic yards that typically triggers requirements of Article 22A of the San Francisco Health Code, also known as the Maher Ordinance. The

Maher Ordinance is administered and overseen by the Department of Public Health (DPH) and gives DPH authority to require the investigation and remediation of hazardous subsurface conditions to meet the needs of the proposed uses, in accordance with Article 22A. However, as noted above, the proposed excavation would be minor and moreover, the project does not propose permanent residential uses, but rather temporary residential and supportive uses not to exceed four years (with individual residents likely to inhabit the center for even shorter periods). Thus, based on these reasons, the proposed project would not result in a significant hazard to the public or environment from contaminated soil and/or groundwater.

Exemption Class. Under CEQA State Guidelines Section 15303, or Class 3, new construction of small structures of up to 10,000 sf is exempt from environmental review, provided that the project is located in an area where all public services and facilities are available and the area is not environmentally sensitive. The proposed project would construct temporary residential and support services that would total approximately 8,000 sf, which is less than 10,000 sf. In addition, the project site does not provide habitat for any sensitive species or historic resources, and is located in an urbanized area where all public services and facilities are available (as indicated above, the project site is a public right-of-way; however, the adjacent parcels to the north and south are connected to utilities). Based on the above, the proposed project would be exempt from environmental review under Class 3.

Conclusion. The proposed project satisfies the criteria for exemption under the above-cited classification(s). In addition, none of the CEQA Guidelines Section 15300.2 exceptions to the use of a categorical exemption applies to the proposed project. For the above reasons, the proposed project is appropriately exempt from environmental review.