



NOTICE OF AVAILABILITY OF AND INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

Date: July 28, 2021
Case No.: **2018-002951ENV**
Project Title: **1111 Pennsylvania Avenue**
Zoning: PDR-2 (Core Production, Distribution, and Repair) Zoning District
Industrial Protection Zone Special Use District
65-J Height and Bulk District
Block/Lot: 4291/015
Project Sponsor: William Mollard – 415.523.0304
will@workshop.com
935 West MacArthur Boulevard
Oakland, CA 94608
Staff Contact: Kei Zushi – 628.652.7495
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This notice is to inform you of the availability of the environmental review document concerning the proposed project as described below. The document is a preliminary mitigated negative declaration (PMND), containing information about the possible environmental effects of the proposed project. The PMND documents the determination of the Planning Department that the proposed project could not have a significant adverse effect on the environment. Preparation of a mitigated negative declaration does not indicate a decision by the City to carry out or not to carry out the proposed project.

Project Description

The proposed project at 1111 Pennsylvania Avenue is located in San Francisco's Potrero Hill neighborhood. A description of the proposed project location, characteristics, and its regional and local context, planning process and background, as well as a discussion of requested project approvals are included below.

The approximately 38,298-square-foot (sf) project site is located on the block bounded by 25th Street to the north, Iowa Street unimproved right-of-way to the east, Pennsylvania Avenue to the west, and Cesar Chavez to the south. An elevated portion of Interstate 280 (I-280) runs along and approximately 25 feet from the eastern property line of the project site. The abutting parcel to the south includes an on-ramp to southbound I-280

lanes. There is an existing Caltrain tunnel located underground and west of the project site. The western edge of the project site is approximately 60 to 100 feet from the northern edge of the Caltrain tunnel.

The project site, which contains no existing buildings, is currently used as a storage site for shipping containers. The project site is in the Core Production, Distribution, and Repair (PDR-2) Zoning District and a 65-J Height and Bulk District.

The proposed project would include: (1) the removal of 90 portable shipping containers from the project site; and (2) the construction of a 65-foot-tall (exclusive of the 11-foot-tall mechanical screens), four-story, approximately 171,206-sf building over a two-level basement. The proposed building would provide approximately: 143,908 gross square feet of non-life science laboratory;¹ 16,019 gross square feet of lobbies, restrooms, stairs, elevator, and circulation; 11,279 square feet of trash area, vehicle loading, and bike and vehicle parking including 56 class 1 bicycle² parking spaces on the ground floor and 20 vehicle parking spaces and two freight loading spaces in an underground parking garage accessible from 25th Street; and an approximately 16,800-sf rooftop terrace at the fourth-floor level. The project would also provide eight class 2 bicycle parking spaces located on the sidewalk along the project frontage on Pennsylvania Avenue. The depths of excavation would range from 12 to 22 feet below ground surface with a total of approximately 8,540 cubic yards of soil excavated during the project construction period.

The project would remove two existing curb cuts along the project frontage on Pennsylvania Avenue and the existing westerly curb cut along the project frontage on 25th Street. The width of the existing easterly curb cut along the project frontage on 25th Street would be increased from approximately 20 feet to 25 feet. Two sidewalk bulbouts, one at the southwestern corner of the Pennsylvania Avenue/25th Street intersection and another at the southeastern corner of the same intersection, would be installed. The project would also replace four existing on-street metered parking spaces with three on-street passenger loading spaces (approximately 22 feet in length each), retain two existing on-street metered parking spaces along the project frontage on the south side of 25th Street, and remove two existing parking spaces on the north side of 25th Street near the Pennsylvania Avenue/25th Street intersection. The project would not alter the widths of the existing sidewalks adjacent to the project site.

There is one existing tree, which has a diameter at breast height about 64 inches, near the south property line on the project site. There are 14 existing trees located outside of the project site, along the project site's east and south property lines. There are no existing street trees along the project site frontages on Pennsylvania Avenue and 25th Street. The proposed project would remove the existing tree on the project site and would trim or remove the 11 existing trees along the east property line as necessary to accommodate construction. The project would not remove or trim any other existing trees. Implementation of the proposed project would include the planting of 12 street trees along Pennsylvania Avenue and 25th Street, subject to approval by San Francisco Public Works.

Construction of the proposed project would occur in phases lasting for approximately 22.5 months. The project sponsor anticipates that the demolition phase including the removal of the fencing and onsite asphalt and concrete to be approximately two weeks, site preparation and grading phase to be approximately 1.5 months,

¹ Life science laboratories are not permitted in the PRD-2 zoning district.

² Pursuant to San Francisco Planning Code section 155.1, class 1 bicycle parking spaces are secure weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees. Class 2 bicycle parking spaces are racks located in a publicly accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use.

shoring and foundation work phase to be approximately three months, building construction and architectural coatings phase to be 17 months, and paving phase, including paving of adjacent sidewalks, to be approximately two weeks. The project construction would not involve construction during nighttime hours between 8 p.m. and 7 a.m.

The project sponsor anticipates that the project would require encroachment permits from the California Department of Transportation (Caltrans) for scaffolding and shoring, possibly landscaping, and access for building maintenance along the south and east property lines of the project site.

The project site is included on the following list compiled pursuant to Section 65962.5 of the California Government Code.

List: Leaking Underground Storage Tank Sites, State Water Resources Control Board
Regulatory Identification Number: T0607500127
Address of Listed Site: 1111 Pennsylvania Avenue, San Francisco, CA 94107
Assessor's Block/Lot: 4291/015
Date of List: August 9, 1991

The PMND is available to view or download from the planning department's Negative Declarations and EIRs web page (<http://www.sf-planning.org/sfceqadocs>). Paper copies are also available at the Planning counter of the San Francisco Permit Center on the second floor of 49 South Van Ness Avenue, San Francisco.

If you have questions concerning environmental review of the proposed project, contact the Planning Department staff contact listed above.

Within 30 calendar days following publication of the PMND (i.e., by 5:00 p.m. on August 27, 2021, any person may:

1. Review the PMND as an informational item and take no action;
2. Make recommendations for amending the text of the document. The text of the PMND may be amended to clarify or correct statements and may be expanded to include additional relevant issues or to cover issues in greater depth. This may be done without the appeal described below; OR
3. Appeal the determination of no significant effect on the environment to the Planning Commission in a letter which specifies the grounds for such appeal, accompanied by a \$665 check payable to the San Francisco Planning Department.³ An appeal requires the Planning Commission to determine whether or not an Environmental Impact Report must be prepared based upon whether or not the proposed project could cause a substantial adverse change in the environment. To file an appeal of a PMND, you must first create an account (or be an existing registered user) on the planning department's public portal system available at: <https://aca-ccsf.accela.com/ccsf/Default.aspx>. Then, email an appeal letter to CPC.EPIntake@sfgov.org. You

³ Upon review by the Planning Department, the appeal fee may be reimbursed for neighborhood organizations that have been in existence for a minimum of 24 months.

will receive follow-up instructions for fee payment via email.

In the absence of an appeal, the mitigated negative declaration shall be made final, subject to necessary modifications, after 30 days from the date of publication of the PMND. If the PMND is appealed, the Final Mitigated Negative Declaration (FMND) may be appealed to the Board of Supervisors. The first approval action, as identified in the initial study, would establish the start of the 30-day appeal period for the FMND pursuant to San Francisco Administrative Code Section 31.16(d).

Members of the public are not required to provide personal identifying information when they communicate with the Commission or the Department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the Department's website or in other public documents.

NOTE: This notice is being issued during the suspension of certain CEQA filing and posting requirements pursuant to Executive Orders N-54-20 and N-80-20, and its issuance complies with the alternative posting requirements stated in the order. This notice also complies with local requirements under the March 23, 2020, Fifth Supplement to the Mayoral Proclamation Declaring the Existence of a Local Emergency Dated February 25, 2020.