



SAN FRANCISCO PLANNING DEPARTMENT

Addendum to Mitigated Negative Declaration

Addendum Date: October 25, 2016
Case No.: **2015-00000878ENV**
Project Title: **300 Grant Avenue**
2004.1245E, adopted June 12, 2008
Project Sponsor: Steve Atkinson, Arent Fox LLP (415) 445-4558
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1.0 BACKGROUND

In January 2007, the San Francisco Planning Commission (Planning Commission) adopted the 300 Grant Avenue Mitigated Negative Declaration (MND). On July 12, 2007, the Planning Commission held a public hearing on two appeals of the MND and declined to uphold the MND pending changes to the document. An Amended Mitigate Negative Declaration (AMND) was published on May 29, 2008 to address revisions to the project as well as the Planning Commission's comments. The Planning Commission held a subsequent public hearing on June 12, 2008 at which time the Planning Commission rejected the appeals and adopted a Final Mitigated Negative Declaration, as amended (FMND) in Motion No. 17614. An appeal of the FMND was filed with the San Francisco Board of Supervisors (Board of Supervisors) on July 2, 2009 and at a duly noticed public hearing on August 12, 2008, the Board of Supervisors upheld the FMND in Motion No. M08-135.

The project analyzed in the FMND was the demolition of two buildings (272 and 290 Sutter streets), merging of two lots (Lots 013 and 014), and construction of an approximately 113-foot, 10-story over two-level basement building of approximately 111,000 square feet (sf) that would contain up to 45 residential units (approximately 60,000 sf), approximately 16,000 sf of retail space on the first two floors, and approximately 18,900 sf of parking space in a two-level underground garage consisting of 40 independently accessible parking spaces, of which up to 15 would be accessory commercial spaces. The retail entrance to the project analyzed in the FMND would be at the corner of Grant Avenue and Sutter Street, or on Grant and Sutter frontages, with the residential lobby entrance on Sutter Street, east of the retail entry. Vehicular access to the parking garage would be from Harlan Place off of Grant Avenue.

At the time the FMND was prepared 272 Sutter Street was a vacant retail building and 290 Sutter Street contained retail uses. Demolition of the existing buildings and construction of the proposed 113-foot building and foundations was anticipated to include excavation in excess of 30 feet below existing grade. Construction was anticipated to excavate approximately 4,000 to 6,000 cubic yards of soil and construction activities were expected to last 17 months.

2.0 PROPOSED MODIFICATIONS TO THE PROJECT

The proposed Modified Project would demolish two existing buildings (272 and 290 Sutter streets) with retail uses; merge two lots (Lots 013 and 014); and construct an approximately 83-foot-tall (96 feet with architectural features), 68,000 gross square feet (gsf), six-story plus basement-level, mixed-use building.

The Modified Project would not construct residential uses. The Modified Project proposes a building with retail uses from the basement level through the second floor, either retail or office uses on the third floor, and office use on floors four through six. Under the option for retail uses on the third floor, the building would contain approximately 40,080 and 28,050 gsf of retail and office uses, respectively. Under the option with the third floor containing office uses, the building would contain approximately 30,075 and 38,055 gsf of retail and office uses, respectively. The Modified Project proposes access to the office uses via Harlan Place and access to the retail uses via Sutter Street with a potential second access entry to retail uses via Grant Avenue.

Construction of the Modified Project would require excavation up to 26 feet for foundation work and soil excavation. Construction of the Modified Project is anticipated to excavate approximately 1,078 cubic yards of soil and construction activities are anticipated to last approximately 17 months.

The Modified Project does not contain any vehicle parking but would add 10 Class I bicycle parking spaces in the basement level, accessible via Harlan Place, and five Class II bicycle parking racks along Grant Avenue, five along Sutter Street, and two along Harlan Place.

Table 1 summarizes the proposed changes between the 2008 FMND and the Modified Project.

Table 1. Comparison of FMND and the Modified Project

Project Element	FMND	Modified Project	Change
Number of buildings to be demolish	2	2	None
Number of buildings to be constructed	1	1	None
Total Number of Residential Units	42	0	-42
Height	113 feet (10 stories)	83 feet (96 feet with architectural features) (six stories)	-30 feet (-four stories)
Residential (square feet)	56,000	0	-56,000 sf
Retail (square feet)	16,000	30,075 or 40,080	+14,075 or +24,080 sf
Office (square feet)	0	28,050 or 38,055 sf	+28,050 or +38,055 sf
Parking (spaces)	40	0	-40
Total Project (square feet)	111,000	68,000	-43,000
Depth of Excavation (feet)	30+	26	-4

Figures 1 and 2 present the original project site plan and cross section with elevations as presented in the FMND and Figures 3 and 4 present the Modified Project site plan and elevations.

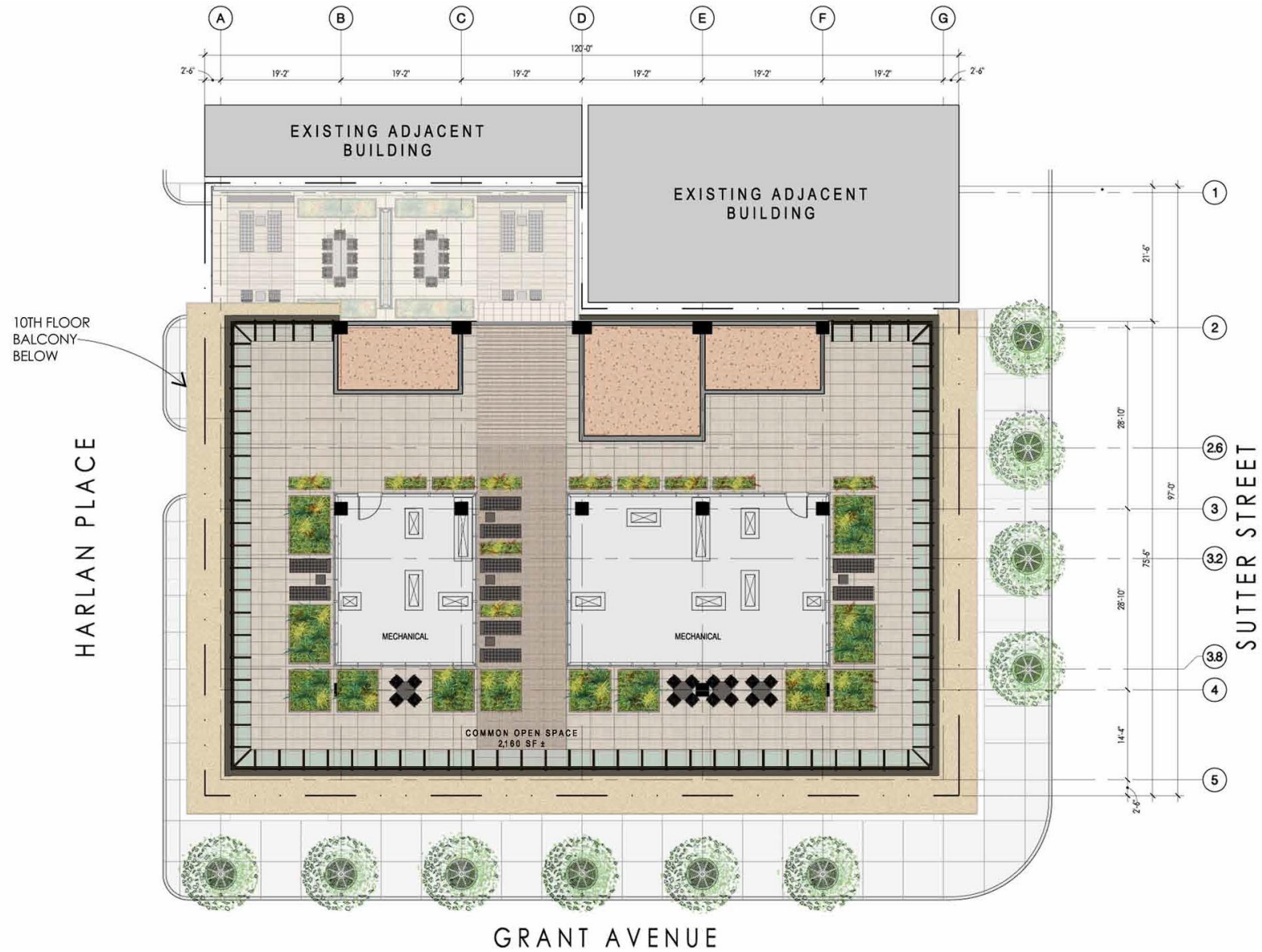


Figure 1. Original Project Site Plan

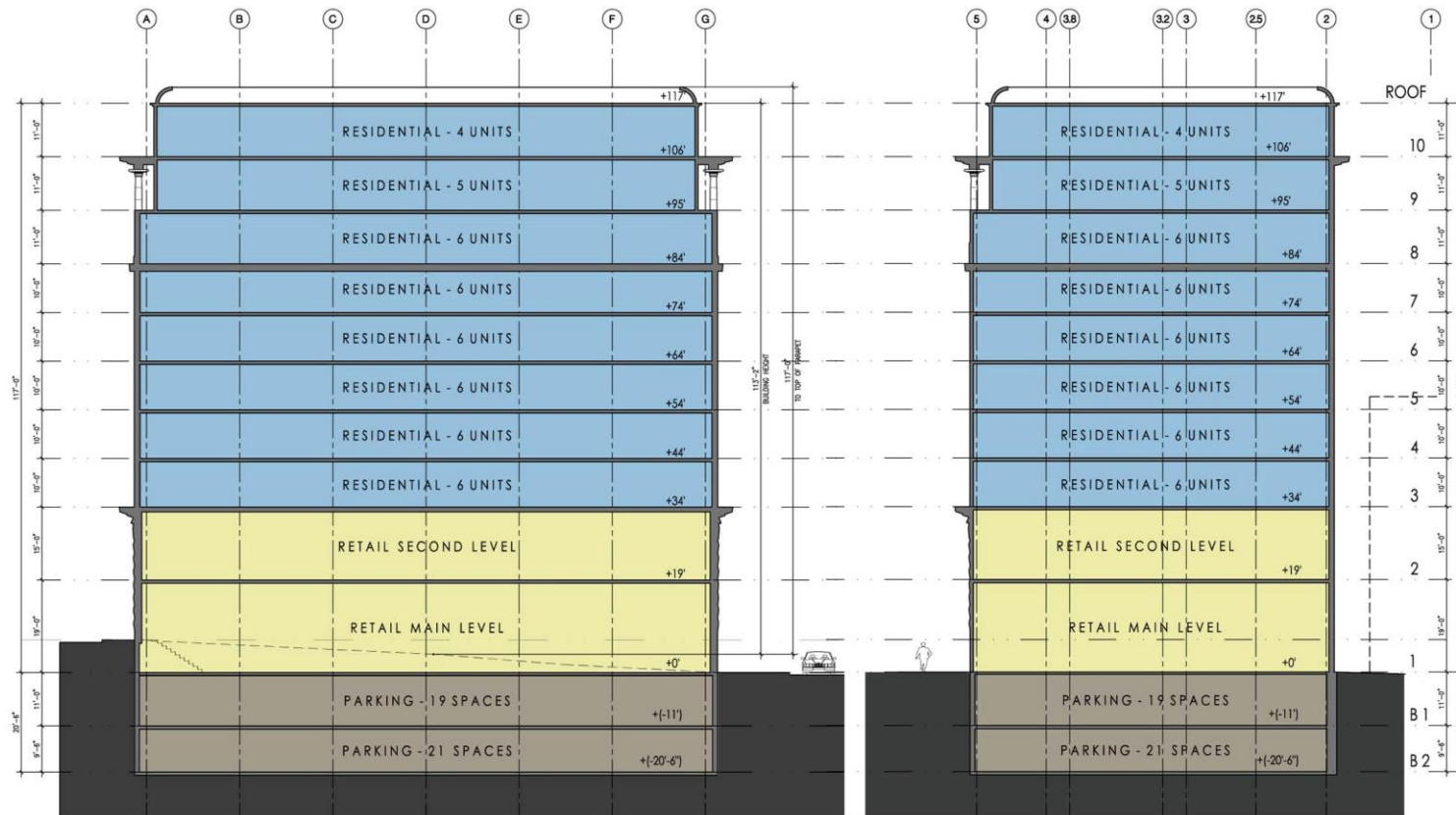


Figure 2. Original Project Cross Section with Elevations

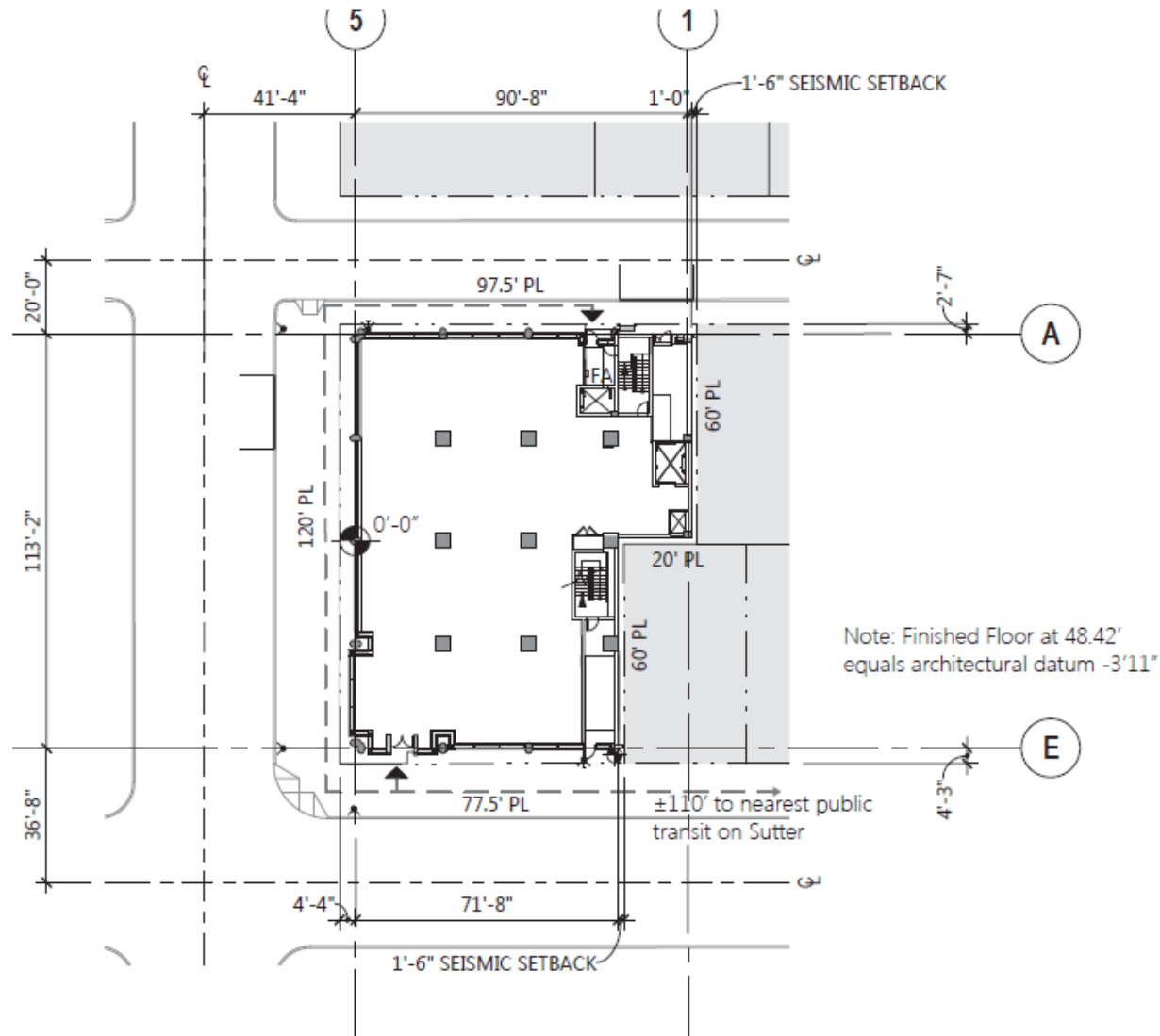


Figure 3. Modified Project Site Plan

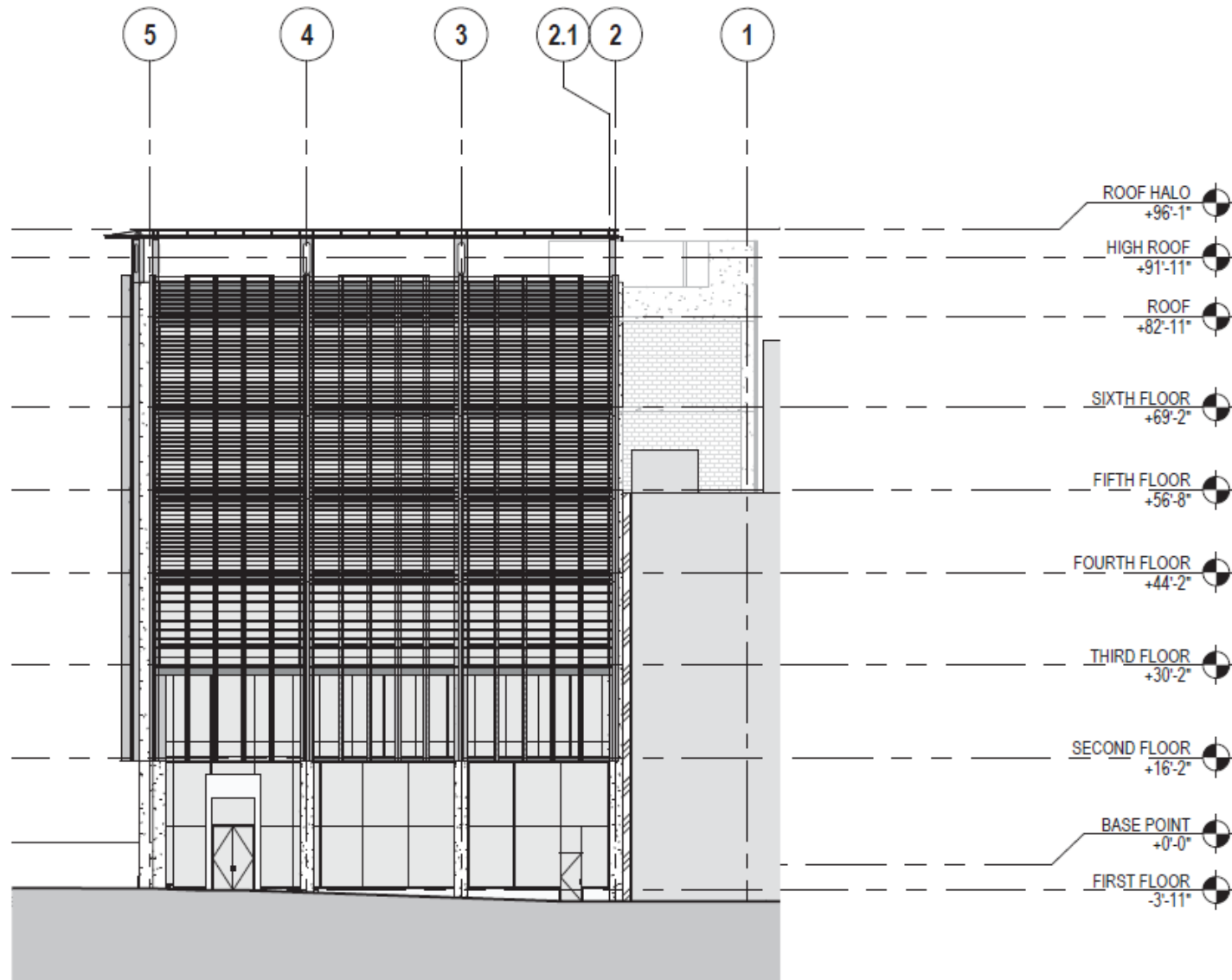


Figure 4. Modified Project South Elevation

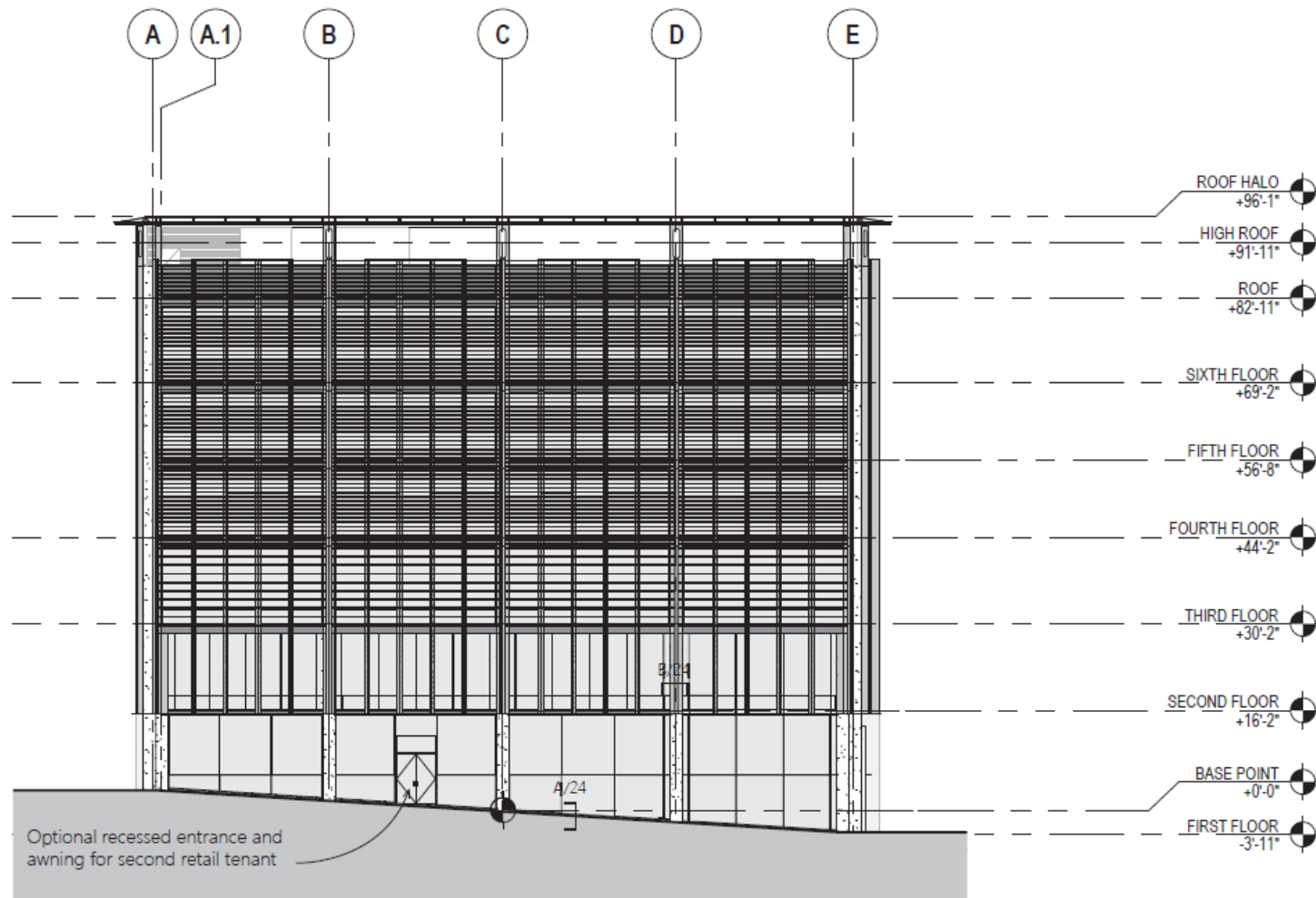


Figure 5. Modified Project West Elevation

3.0 PURPOSE OF THE ADDENDUM

Section 31.19(c)(1) of the San Francisco Administrative Code states that a modified project must be reevaluated and that, "If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of the California Environmental Quality Act (CEQA), that no additional environmental review is necessary, this determination and the reasons therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter." In addition, CEQA Section 21166 and CEQA Guidelines Sections 15162-15164 provide that when an MND has been adopted for a project, no subsequent or supplemental Environmental Impact Report shall be required unless one or more of the following events occurs: (1) Substantial changes are proposed in the project which will require major revisions of the Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes occur with respect to the circumstances under which the project is being undertaken will require major revisions of the previous Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known at the time the Negative Declaration was adopted, becomes available. The lead agency shall prepare an addendum to a previously adopted MND if some changes or additions are necessary, but none of these conditions has occurred.

This addendum evaluates the potential environmental effects of the proposed project changes of the Modified Project described above.

Since adoption of the FMND, no changes have occurred in the circumstances under which the Modified Project as currently proposed would be implemented. No new information has emerged that would materially change the analyses or conclusions set forth in the FMND. Therefore, these issues are not discussed further in the addendum.

This addendum also analyzes mitigation and improvement measures that were imposed at the time of project approval for which the City or other agencies have either adopted comprehensive regulations that address the same impacts or the City has developed additional guidance to facilitate mitigation measure implementation. The analysis evaluates whether the regulations, which will apply to the project would provide the same or more effective mitigation than that provided by the adopted mitigation measures and improvement measures. The proposed revised Mitigation and Monitoring and Reporting Program is presented in Exhibit A.

This addendum will be used to support the following project approvals by City agencies needed for implementation of the 300 Grant Avenue Project:

- **Permit to Alter** (*Historic Preservation Commission*)
- **Conditional Use Authorization** (*Planning Commission*)
- **Office Space Allocation** (*Planning Commission*)
- **Downtown Exception** (*Planning Commission*)
- **Lot Merger** (*San Francisco Public Works*)
- **Demolition Permit** (*Planning Department and Department of Building Inspection*)

- **Site/Building Permit** (*Planning Department and Department of Building Inspection*)

4.0 CHANGES TO APPROACH TO ANALYSIS

This addendum provides an analysis of transportation impacts in accordance with new guidance from the State Office of Planning and Research (OPR) adopted by the San Francisco Planning Commission in March 2016. These regulatory and statutory changes are discussed below.

SENATE BILL 743

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

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

The Modified Project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.¹ Project elevations are included in the project description.

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

In January 2016, OPR published for public review and comment a Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA² (proposed transportation impact guidelines) recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. VMT measures the amount and distance that a project might cause people to drive, accounting for the number of passengers within a vehicle.

OPR’s proposed transportation impact guidelines provide substantial evidence that VMT is an appropriate standard to use in analyzing impacts to protect environmental quality and a better indicator of greenhouse gas, air quality, and energy impacts than automobile delay. Acknowledging this, San Francisco Planning Commission Resolution 19579,³ adopted on March 3, 2016:

¹ San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 300 Grant Avenue, September 22, 2016.

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

³ San Francisco Planning Department, *Planning Commission Resolution No. 19579, Transportation Sustainability Program – Align Component, Case No. 2012.0726E*, March 3, 2016.

- Found that automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion, shall no longer be considered a significant impact on the environment pursuant to CEQA, because it does not measure environmental impacts and therefore it does not protect environmental quality.
- Directed the Environmental Review Officer to remove automobile delay as a factor in determining significant impacts pursuant to CEQA for all guidelines, criteria, and list of exemptions, and to update the Transportation Impact Analysis Guidelines for Environmental Review and Categorical Exemptions from CEQA to reflect this change.
- Directed the Environmental Planning Division and Environmental Review Officer to replace automobile delay with VMT criteria which promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses; and consistent with proposed and forthcoming changes to the CEQA Guidelines by OPR.

Planning Commission Resolution 19579 became effective immediately for all projects that have not received a CEQA determination and all projects that have previously received CEQA determinations, but require additional environmental analysis. Accordingly, this addendum provides a VMT impact analysis of the transportation effects of the Modified Project under Transportation and Circulation.

5.0 ANALYSIS OF POTENTIAL ENVIRONMENTAL EFFECTS

The FMND found that the project would result in impacts that were either less than significant or less than significant with mitigation. As described above, the Modified Project proposes a six-story over one basement level building with retail and office uses. Taking into account these changes, the Modified Project would have similar effects as the original project.

As described further below, the Modified Project would not result in new or different environmental impacts, substantially increase the severity of the previously identified environmental impacts, nor require new mitigation measures, and no new information has emerged that would materially change the analyses or conclusions set forth in the FMND. Therefore, the Modified Project would not change the analysis or conclusions reached in the FMND.

Cultural and Paleontological Resources.

The FMND found that the buildings at 272 and 290 Sutter streets are not listed under Article 10 (Preservation of Historical Architectural and Aesthetic Landmarks) or Article 11 (Preservation of Buildings and Districts of Architectural, Historical, Aesthetic Importance in the C-3 Districts) of the City Planning Code. The FMND also found that the existing buildings do not meet any of the qualifying criteria for eligibility in the California Register and that the project would not likely have an adverse effect on the Kearny-Market-Mason-Sutter Conservation District, in which the project site is located. The FMND found that the project would have a less-than-significant effect on historic resources. The FMND found that the demolition of the existing buildings and reuse of the project site would not constitute a significant historic resources impact under CEQA.

A Historic Resource Evaluation (HRE) was prepared and submitted to the Planning Department for review of the Modified Project.⁴ The HRE found that the existing buildings (272 and 290 Sutter streets) are

⁴ Garcia and Associates, *Historic Resources Evaluation*, 300 Grant Avenue, San Francisco, CA, October 4, 2016.

not listed in the National Register of Historic Places (NRHP), the California Register of Historical Resources, as California Historical Landmarks and Points of Historical Interest, San Francisco City Landmarks, Structures of Merits, or within a historic district listed under Article 10 of the City Planning Code. The HRE noted that in 2001 the Office of Historic Preservation assigned the California Historical Resource Status Code "6Y" to the property at 290 Sutter Street, indicating it has been determined to be ineligible for listing in the NRHP through review under Section 106 of the National Historic Preservation Act. In conclusion, consistent with the findings of the FMND, the existing buildings at 272 and 290 Sutter streets are not eligible for listing on the California Register as an individual resource or as a contributor to a historic district, and thus are not considered a historical resource under CEQA. Additionally, the FMND found that the composition, massing, scale, materials, colors, details, and ornamentation of the proposed building would be compatible with the conservation district.

The FMND found that the project would have less-than-significant effects with mitigation on archaeological resources. While the Modified Project would include a slight decrease in depth of excavation for building foundations (the Modified Project would have a maximum depth up to 26 feet and the project analyzed in the FMND would have a depth in excess of 30 feet), the potential effects on archaeological resources would be the same as the original project and would be reduced to a less-than-significant level with implementation of **Mitigation Measure 1, Archaeological Resource (Testing)**.

Transportation and Circulation.

Localized Trip Generation. The FMND found that the project would generate an estimated 2,980 average daily person-trips, including about 316 p.m. peak-hour daily person-trips. The FMND found that these 316 p.m. peak-hour person-trips would be distributed among various modes of transportation, including 92 automobile person-trips, 49 public transit trips, and 175 walking/other trips, including bicycling and motorcycles. The FMND found that the proposed residential and retail uses would generate approximately 64 vehicle-trips during the p.m. peak-hour, of which 58 vehicle trips would be net new trips determined by subtracting the existing trips from the project's trips.

The Modified Project's proposed retail on the third floor option or office on the third floor option would generate an estimated 6,520 or 5,200 person trips (inbound and outbound) on a weekday daily basis, respectively. These trips would consist of 1,868 or 1,499 person trips by auto, 1,267 or 1,098 transit trips, 2,665 or 2,047 walk trips, and 720 or 557 trips by other modes, respectively. During the p.m. peak hour, the Modified Project would generate an estimated 584 or 465 person trips, for the retail on the third floor option or the office on the third floor option, respectively. Accounting for vehicle occupancy data for the project site's census tract, the Modified Project would generate 1,027 or 816 daily vehicle trips, 92 or 72 of which would occur during the p.m. peak hour.⁵

Though the Modified Project represents an increase in person trips and p.m. peak hour trips and an increase in the severity of the previously identified less than significant impact, it would remain less than significant and the conclusions of the FMND remain. Additionally, see the VMT analysis below.

Transit. The project site is located in an area well-served by transit. Within 1/4 mile of the project site 26 Muni bus routes and nine Muni metro routes, including the 1AX/1BX California A/B Express, 2 Clement, 3 Jackson, 8 Bayshore, 8AX/BX Bayshore A/B Express, 30 Stockton, 31AX/31BX Balboa A/B Express, 38

⁵ San Francisco Planning Department, *Transportation Calculations*, 300 Grant Avenue, September 23, 2016.

Geary, 38AX/BX Geary A/B Express, 45 Union-Stockton, F-Market & Wharves, and N-Judah, run. The project site is located 1/4 mile from the Montgomery Street Muni and Bay Area Rapid Transit (BART) station on Market Street. The Modified Project would generate 117 to 103 p.m. peak-hour transit trips, based on the third floor office use or retail use, respectively. Existing transit facilities would be able to accommodate added ridership associated with the Modified Project. Therefore, no significant impacts to transit would occur as a result of the Modified Project.

Pedestrians. The project site is adjacent to sidewalks on Grant Avenue and Sutter Street. Both of these streets are part of the City's Vision Zero High Injury Network. The Modified Project would generate 352 or 281 p.m. peak-hour walk trips under the third floor retail or office option, respectively. (The walk trips include, under the third floor retail or office option, respectively, 235 p.m. peak-hour walk-trips and 117 p.m. peak-hour transit trips, or 178 p.m. peak-hour walk-trips and 103 p.m. peak-hour transit trips). The Modified Project would not modify the existing curbs or walkways on Grant Avenue or Sutter Street. Although the Modified Project would add vehicular and pedestrian traffic to the streets and sidewalks on and along Grant Avenue, Sutter Street, and Harlan Place. Compared to the project analyzed in the FMND, the Modified Project would improve conditions for people walking. The Modified Project would reduce potential conflicts between people walking and people driving as the Modified Project would include no curb cuts. Therefore, no significant impacts to pedestrians would occur as a result of the Modified Project.

Bicycles. Grant Avenue and Sutter Street are both designated bicycle routes. In addition to the combined total of three bicycle routes on Grant Avenue and Sutter Street, there are an additional five bicycle routes within 1/4 mile of the project site. The Modified Project would include 10 Class I bicycle parking spaces in the basement level with access from Harlan Place, and five Class II bicycle parking racks on Grant Avenue, five along Sutter Street, and two along Harlan Place. The Modified Project would generate 64 or 49 p.m. peak-hour other trips, including bicycle trips, under the third floor retail or office option, respectively. Although the Modified Project would add vehicular traffic to the streets nearby, the Modified Project would not create potentially hazardous conditions for bicyclists; therefore, no significant impacts related to bicyclists would occur.

Additionally, as part of the Transportation Sustainability Program, the Board of Supervisors approved amendments to the City Planning Code, referred to as the Transportation Sustainability Fee (Ordinance 200-154, effective December 25, 2015).⁶ The Transportation Sustainability Fee updated, expanded, and replaced the prior Transit Impact Development Fee. The Modified Project would be subject to the Transportation Sustainability Fee.

As identified in the FMND, the existing building at 290 Sutter Street has an eyebolt, which helps support MUNI's overhead wire lines. **Improvement Measure 1, Transit (MUNI Eyebolt)** was incorporated to ensure minimal disruption to the transit service during demolition and construction of the project, and following the completion of the project. The Modified Project would comply with Improvement Measure 1 and potential impacts to transit would remain less-than-significant.

The Modified Project would not include residential uses or vehicle parking spaces as compared to the project analyzed in the FMND. The FMND included **Improvement Measure 2, Encourage Alternative**

⁶ Two additional files were created at the Board of Supervisors for TSF regarding hospitals and health services, grandfathering, and additional fees for larger projects: see Board file nos. 151121 and 151257.

Modes of Travel, to encourage new residents to use alternative modes of travel, including public transportation and a car-share service, to lessen the project's potential impact on increased traffic and parking demand. As the Modified Project would not include residential uses, FMND Improvement Measure 2 is not applicable.

Since adoption of the FMND, as discussed above under "Changes to the Approach to Analysis," the Planning Commission has adopted the use of the VMT metric to evaluate the impacts of projects. Accordingly, the impacts of the Modified Project are analyzed below using the guidelines set forth in the San Francisco Guidelines and Planning Commission Resolution 19579 and supporting materials. Although an addendum focuses on how the project, new information, or changes in circumstances may have changed the impact conclusions in the original FMND analysis, because the FMND did not evaluate impacts based on the VMT metric, the analysis in this addendum first uses the VMT screening criteria to determine whether the project (assuming the modifications), is presumed to have a significant impact on VMT. If not, no further analysis is required of how the Modified Project would affect VMT as compared to the original FMND project.

The San Francisco County Transportation Authority (Transportation Authority) uses the San Francisco Chained Activity Model Process (SF-CHAMP) to estimate VMT by private automobiles and taxis for different land use types. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey 2010-2012, Census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings. SF-CHAMP uses a synthetic population, which is a set of individual actors that represents the Bay Area's actual population, who make simulated travel decisions for a complete day. The Transportation Authority uses tour-based analysis for office and residential uses, which examines the entire chain of trips over the course of a day, not just trips to and from the project. For retail uses, the Transportation Authority uses trip-based analysis, which counts VMT from individual trips to and from the project (as opposed to entire chain of trips). A trip-based approach, as opposed to a tour-based approach, is necessary for retail projects because a tour is likely to consist of trips stopping in multiple locations, and the summarizing of tour VMT to each location would over-estimate VMT.^{7,8}

For office development, existing regional average daily work-related VMT per employee is 19.1. For retail development, existing regional average daily retail VMT per employee is 14.9.⁹

⁷ To state another way: a tour-based assessment of VMT at a retail site would consider the VMT for all trips in the tour, for any tour with a stop at the retail site. If a single tour stops at two retail locations, for example, a coffee shop on the way to work and a restaurant on the way back home, then both retail locations would be allotted the total tour VMT. A trip-based approach allows us to apportion all retail-related VMT to retail sites without double-counting.

⁸ San Francisco Planning Department, Executive Summary: Resolution Modifying Transportation Impact Analysis, Appendix F, Attachment A, March 3, 2016.

⁹ Retail travel is not explicitly captured in SF-CHAMP, rather, there is a generic "Other" purpose which includes retail shopping, medical appointments, visiting friends or family, and all other non-work, non-school tours. The retail efficiency metric captures all of the "Other" purpose travel generated by Bay Area households. The denominator of employment (including retail; cultural, institutional, and educational; and medical employment; school enrollment, and number of households) represents the size, or attraction, of the zone for this type of "Other" purpose travel.

Vehicle Miles Traveled Analysis – Retail. Existing average daily work-related VMT per retail employee is 8.3 for transportation analysis zone (TAZ) 932, the TAZ in which the project is located. This is below the existing regional average daily work-related VMT per retail employee minus 15 percent of 12.6. Future 2040 average daily work-related VMT per retail employee is 7.8 for the TAZ 932. This is below the future 2040 regional average daily work-related VMT per retail employee minus 15 percent of 12.4.

As mentioned above, existing average daily work-related VMT per retail employee is 8.3 for the transportation analysis zone the project site is located in, TAZ 932. This is 34 percent below the existing regional average daily work-related VMT per retail employee of 12.6. Given the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the Modified Project's retail uses would not result in substantial additional VMT and impacts would be less-than-significant.¹⁰

Vehicle Miles Traveled Analysis – Office. Existing average daily work-related VMT per office employee is 7.7 for TAZ 932. This is below the existing regional average daily work-related VMT per office employee minus 15 percent of 16.2. Future 2040 average daily work-related VMT per office employee is 6.1 for TAZ 932. This is below the future 2040 regional average daily work-related VMT per office employee minus 15 percent of 14.5.

As mentioned above, existing average daily work-related VMT per office employee is 7.7 for the transportation analysis zone the project site is located in, TAZ 932. This is 52 percent below the existing regional average daily work-related VMT per office employee of 16.2. Given the project site is located in an area where existing VMT is more than 15 percent below the existing regional average, the Modified Project's office uses would not result in substantial additional VMT and impacts would be less-than-significant.¹¹

The Modified Project would have less than significant impacts on VMT and no further analysis is required.

Induced Automobile Travel Analysis. The Modified Project is not a transportation project and does not include features that would alter the transportation network. The Modified Project would continue to use curb spaces on Harlan Place and Grant Avenue for loading and garbage pickup. Therefore, impacts would be less-than-significant.

Construction Traffic. The Modified Project would result in fewer stories of construction and levels of excavation than the project analyzed in the FMND, and the construction impacts of the Modified Project on the transportation system would remain less than significant. Construction of the Modified Project is expected to occur over the course of a 17-month period. Construction staging would occur primarily on the project site and is not expected to close any travel lanes on Grant Avenue or Sutter Street; any necessary closures would be temporary and would be subject to review and approval by Public Works and the San Francisco Municipal Transportation Agency (SFMTA). During that time, it is anticipated that the majority of the construction-related truck traffic would use I-80, I-280, and U.S. 101 to access the project site from the East Bay, South Bay, and North Bay and from locations within the City. Due to the slower movement and larger turning radii of trucks, there would be a temporary reduction in the

¹⁰ San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 300 Grant Avenue, September 22, 2016.

¹¹ *Ibid.*

capacities of local streets. The addition of worker-related vehicle or transit trips would not substantially affect these roadways or local streets near the project site. Construction workers who drive to the site would cause a temporary increase in traffic volume and demand for on-street parking. Overall construction activities would result in a small incremental increase in traffic (worker vehicles and equipment) and only slightly reduce the availability of on-street parking during working hours. Due to the temporary nature of construction activities, construction-related traffic impacts would be less than significant.

The FMND proposed an Improvement Measure, to minimize the disruption of traffic flow by limiting truck movement to the hours between 9:00 a.m. and 3:30 p.m. The Modified Project would comply with **Improvement Measure 2, Timing of Construction Truck Traffic** and potential construction-related transportation impacts would remain less-than-significant.

Noise.

The FMND found that the project would have less-than-significant impacts related to noise. The Modified Project's duration of temporary, noise-generating construction activities associated with the use of construction equipment and vehicles for the excavation and construction would be consistent with that analyzed in the FMND. Construction noise would remain within the noise levels established in the San Francisco Noise Ordinance, anticipated construction duration would be similar between the FMND and the Modified Project (17 months), and the noise impacts of the Modified Project would be less than significant.

Additionally, **Improvement Measure 2, Timing of Construction Truck Traffic**, discussed under Transportation and Circulation, above, would limit truck movement to the hours between 9:00 a.m. and 3:30 p.m., and would also have the secondary effect of reducing the construction noise impacts.

Consistent with the project analyzed in the FMND, the Modified Project would include mechanical equipment that could produce operational noise and the operation of mechanical equipment is subject to the provisions of Section 2909 of the Noise Ordinance. Compliance with Section 2909 of the Noise Ordinance would minimize noise from building operations.

The Modified Project would have no change on the project's noise operations; therefore, it would not affect the FMND noise analysis of the original project and impacts would remain less than significant.

Air Quality.

The FMND found the project would have less than significant impacts related to conflicting with or obstructing implementation of an air quality plan, resulting in a cumulatively considerable net increases of criteria pollutants, and creating objectionable odors. The Modified Project would not conflict with or obstruct implementation of an air quality plan and operation would not include activities considered to create objectionable odors.

Construction. Using the Bay Area Air Quality Management District's (BAAQMD) CEQA Air Quality Guidelines' (December 1999) analytical approach to assessing construction emissions, the FMND found that while construction emission would occur in short-term, temporary phases, they could cause adverse effects on local air quality, which would be less than significant with implementation of mitigation based on BAAQMD measures contained in FMND **Mitigation Measure 2, Construction Air Quality**.

FMND **Mitigation Measure 2, Construction Air Quality** required the project sponsor to include dust control measures and to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants.

Since adoption of the 2008 FMND, the BAAQMD has updated their CEQA Air Quality Guidelines (May 2011) and developed screening criteria to determine if projects would violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the San Francisco Bay Area Air Basin. If a proposed project meets the screening criteria, then the project would result in less-than-significant criteria air pollutant impacts. A project that exceeds the screening criteria may require a detailed air quality assessment to determine whether criteria air pollutant emissions would exceed significance thresholds. The Modified Project would not exceed criteria air pollutant screening criteria for construction due to the relatively limited scale of development.¹²

Additionally, since adoption of the FMND, the 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 fugitive 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 San Francisco Department of Building Inspection (DBI). Project-related construction activities would result in construction dust, primarily from ground-disturbing activities. In complying with the Construction Dust Control Ordinance, the project sponsor and contractor responsible for construction activities at the project site would be required to control construction dust on the site through a combination of watering disturbed areas, covering stockpiled materials, street and sidewalk sweeping and other measures.

The regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant. Thus, as the Modified Project would comply with the Dust Control Ordinance requirements, which supersede the dust control provisions of FMND Mitigation Measure 2, and the Modified Project does not exceed the current BAAQMD criteria pollutant screening levels, FMND **Mitigation Measure 2, Construction Air Quality** is no longer applicable and construction effects related to dust and criteria air pollutants under the Modified Project would be less than significant.

Additionally, the Modified Project would decrease construction activity with construction of fewer floors, and, therefore, decrease the amount of associated construction emissions.

Operation. The project analyzed in the FMND was found to not result in significant air quality impacts due to vehicular emissions because the project would not exceed the BAAQMD's thresholds of 320 single-family or 510 multi-family units and generation of 2,000 or more daily vehicle trips.

The Modified Project would not construct residential units and construction would produce between 30,075 to 40,080 gsf of retail uses and up to approximately 38,055 gsf of office use, which is well below the

¹² Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, Updated May 2011. Table 3-1.

criterial air pollutant screening criteria identified in the current BAAQMD CEQA Air Quality Guidelines.¹³

The Modified Project's impacts on air quality would be less than significant as compared to the FMND's air quality impacts of less than significant and less than significant with mitigation.

Greenhouse Gases.

The FMND found that state and local policies and ordinances included measures to decrease the amount of greenhouse gas (GHG) emitted into the atmosphere and decrease San Francisco's overall contribution to climate change. The FMND found that the project would increase the activity onsite and would contribute to long-term increases in GHGs as a result of traffic increases (mobile sources) and residential and commercial operations associated with heating, energy use and solid waste disposal (area source).

Since adoption of the FMND, the Planning Department released San Francisco's *Strategies to Address Greenhouse Gas Emissions*,¹⁴ which presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the BAAQMD and CEQA guidelines. These GHG reduction actions have resulted in a 23.3 percent reduction in GHG emissions in 2012 compared to 1990 levels,¹⁵ exceeding the year 2020 reduction goals outlined in the BAAQMD's 2010 *Clean Air Plan*,¹⁶ Executive Order S-3-05,¹⁷ and Assembly Bill 32 (also known as the Global Warming Solutions Act).^{18,19} In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05²⁰ and B-30-15.^{21,22} Therefore, projects that are consistent with San Francisco's GHG Reduction Strategy would not result in

¹³ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011. See pp. 3-2 to 3-3.

¹⁴ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, November 2010. Available at http://sfmea.sfplanning.org/GHG_Reduction_Strategy.pdf, accessed March 3, 2016.

¹⁵ ICF International, *Technical Review of the 2012 Community-wide Inventory for the City and County of San Francisco*, January 21, 2015.

¹⁶ Bay Area Air Quality Management District, *Clean Air Plan*, September 2010. Available at <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>, accessed March 3, 2016.

¹⁷ Office of the Governor, *Executive Order S-3-05*, June 1, 2005. Available at <https://www.gov.ca.gov/news.php?id=1861>, accessed March 3, 2016.

¹⁸ California Legislative Information, *Assembly Bill 32*, September 27, 2006. Available at [http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf](http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_0001-0050_ab_32_bill_20060927_chaptered.pdf), accessed March 3, 2016.

¹⁹ Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

²⁰ Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million MTCO₂E); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO₂E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO₂E).

²¹ Office of the Governor, *Executive Order B-30-15*, April 29, 2015. Available at <https://www.gov.ca.gov/news.php?id=18938>, accessed March 3, 2016. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by the year 2030.

²² San Francisco's GHG reduction goals are codified in Section 902 of the Environment Code and include: (i) by 2008, determine City GHG emissions for year 1990; (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and by 2050, reduce GHG emissions by 80 percent below 1990 levels.

GHG emissions that would have a significant effect on the environment and would not conflict with state, regional, and local GHG reduction plans and regulations.²³

Compliance with the City's Commuter Benefits Program, Emergency Ride Home Program, Transportation Management Programs, Transportation Sustainability Fee, Jobs-Housing Linkage Program, and bicycle parking requirements would reduce the Modified Project's transportation-related emissions. These regulations reduce GHG emissions from single-occupancy vehicles by promoting the use of alternative transportation modes with zero or lower GHG emissions on a per capita basis.

The Modified Project would be required to comply with the energy efficiency requirements of the City's Green Building Code, Stormwater Management Ordinance, and Water Efficient Irrigation Ordinance, which would promote energy and water efficiency, thereby reducing the Modified Project's energy-related GHG emissions.²⁴ Additionally, the project would be required to meet the renewable energy criteria of the Green Building Code, further reducing the project's energy-related GHG emissions.

The Modified Project's waste-related emissions would be reduced through compliance with the City's Recycling and Composting Ordinance, Construction and Demolition Debris Recovery Ordinance, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy²⁵ and reducing the energy required to produce new materials.

Thus, the Modified Project was determined to be consistent with San Francisco's GHG reduction strategy and impacts to GHGs would be less than significant.²⁶

Wind and Shadow.

The FMND found that the project would have less-than-significant effects related to wind impacts for a 130-foot tall building for which a wind analysis was prepared and evaluated in the 2007 MND. The Modified Project would construct a shorter building yet (an approximately 83-foot-tall building [96 feet with architectural features]) and would not change the analysis or conclusions reached in the FMND that shadow impacts would be less than significant.

The FMND found that the project would have less-than-significant effects related to shadow impacts associated with the 113-foot tall building. A shadow fan was prepared for the FMND and indicated that project shadows would not cast new shadows on St. Mary's Square, Union Square, or any other properties under the Recreation and Park Commission's jurisdiction protected by Section 295 of the Planning Code. A shadow fan was prepared to the Modified Project and found that no new shadow would be cast on public open space under the jurisdiction of the Recreation and Park Commission. The Modified Project, like the project analyzed in the FMND, would not shade private, publicly accessible open space but would shade portions of nearby streets and buildings at times. Consistent with the project

²³ San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 300 Grant Avenue*, October 20, 2016.

²⁴ Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

²⁵ Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

²⁶ San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 300 Grant Avenue*, October 20, 2016.

analyzed in the FMND, the Modified Project would result in new shadows but those would not exceed levels commonly expected in urban areas, and would be considered a less-than-significant effect under CEQA.

The proposed changes to the project would not result in any new or substantially more severe effects due to wind and shadow. Consistent with the FMND, The Modified Project's impacts on wind and shadow would remain less than significant.

Hazards and Hazardous Materials.

The FMND found that the project would have less-than-significant effects with mitigation on creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The FMND found that as the site and surrounding properties were developed prior to the 20th century, it is likely that underground storage tanks (UST) for heating oil existed at the site at one time and the potential effects related to encountering an unknown UST would be reduce to a less-than-significant level with implementation of FMND **Mitigation Measure 3, Underground Storage Tank.**

Since adoption of the FMND, Article 22A of the Health Code, also known as the Maher Ordinance, was expanded to include properties throughout the City where there is potential to encounter hazardous materials, primarily industrial zoning districts, sites with industrial uses or UST, sites with historic bay fill, and sites in close proximity to freeways or USTs. The over-arching goal of the Maher Ordinance is to protect public health and safety by requiring appropriate handling, treatment, disposal and when necessary, remediation of contaminated soils that are encountered in the building construction process. Projects that disturb 50 cubic yards or more of soil that are located on sites with potentially hazardous soil or groundwater area are subject to this ordinance. In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Application to San Francisco Department of Public Health²⁷ and a Phase I Environmental Site Assessment²⁸ and Soil Sampling Analysis²⁹ has been prepared to assess the potential for site contamination. The expansion of the Maher Ordinance resulted in addressing the potential to encounter USTs, therefore, superseded the need for FMND Mitigation Measure 3.

The FMND found that other potential hazardous building materials such as PCB-containing electrical equipment could pose health threats for construction workers. The Modified Project would expose construction workers to potential hazardous building materials, the same as with the original project and these potential effects would be reduced to a less-than-significant level with implementation of Modified Project **Mitigation Measure 2 Hazards (PCBs and Mercury)** (FMND Mitigation Measure 4).

Consistent with the FMND, the Modified Project's impacts on hazards and hazardous materials would remain less than significant with mitigation with Modified Project **Mitigation Measure 2, Hazards (PCBs and Mercury)**.

Other Environmental Topics. The Modified Project would have similar, less-than-significant impacts related to Land Use, Population and Housing, Recreation, Utilities and Service Systems, Public Services,

²⁷ Cushing, Stephanie, San Francisco Department of Health. "300 Grant" October 12, 2016.

²⁸ Pearlmark Real Estate Partners. 2014. *Phase I Environmental Site Assessment Report, 300 Grant, 272 & 290 Sutter Street, San Francisco, CA, 94108.* April 4, 2014.

²⁹ Langan Treadwell Rollo. 2015. *Soil Sampling and Analysis, 300 Grant (272 Sutter Street and 290 Sutter Street), San Francisco, CA.* November 13, 2015.

Biological Resources, Geology and Soils, Hydrology and Water Quality, Mineral and Energy Resources, and Agricultural Resources. The Modified Project, including the proposed reduction in building height from 113 to 83 feet (96 feet with architectural features), reduction in basement levels from two to one, and change in use from retail and residential to retail and office, would neither increase the severity of these impacts associated with the project or result in new or substantially different environmental effects. These topics do not warrant further discussion.

Mitigation Measures. Mitigation measures established in the 2008 FMND would still apply to the Modified Project, with some exceptions. As discussed above, one mitigation measure has been modified to clarify the requirements for meeting the performance standard specified by the measure and two measures have been removed based on changes to the regulatory environment since adoption of the FMND. A revised MMRP for the project describing the remaining two mitigation measures, implementing and reporting responsibilities is attached as Exhibit A. In addition, the MMRP also identifies the two improvement measures.

6.0 CONCLUSION

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the FMND adopted by the Planning Commission on June 12, 2008 remain valid. The proposed revisions to the project would not cause new significant impacts not identified in the FMND, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has become available that shows that the project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this addendum.

Date of Determination:

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

10/21/16



Lisa M. Gibson

Acting Environmental Review Officer

cc: Steve Atkinson, Arent Fox LLP, Project Sponsor
Marcelle Boudreaux, Current Planner

Bulletin Board / Master Decision File
Distribution List
Historic Preservation Distribution List

Exhibits

Exhibit A. Revised Mitigation Monitoring and Reporting Program, 300 Grant Avenue, October 2016.

EXHIBIT A: MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR					
ARCHEOLOGICAL RESOURCES					
<i>Mitigation Measure 1 – Archeological Resources (Testing)</i>					
Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archeological consultant having expertise in California prehistoric and urban historical archeology from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). In instance of inconsistency between the requirement of the project ARDTP and of this archeological mitigation measure, the requirement of this archeological mitigation measure shall prevail. All plans and reports prepared by ERO the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).	Project sponsor	Prior to issuance of grading or building permits	Project Sponsor to retain archeological consultant to undertake archeological monitoring program in consultation with ERO.	Project sponsor, archaeologist and Environmental Review Officer (ERO)	Complete when Project Sponsor retains qualified archeological consultant.

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<u>Consultation with Descendant Communities: On discovery of an archeological site¹ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative² of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.</u>	<u>Project sponsor.</u>	<u>Discovery of an archeological site associated with descendant group/communities</u>	<u>Consultation with descendant communities</u>	<u>Project sponsor, descendant group representative(s), and ERO</u>	<u>After production of the Final Archaeological Resources Report.</u>
<i>Archeological Testing Program.</i> The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.	Project sponsor and archaeological consultant, at the direction of the ERO	Prior to any soils disturbance	Consultation with ERO on scope of ATP	Project sponsor, archaeologist and ERO	After consultation with and approval by ERO of AMP.
At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO	Project sponsor and archaeological consultant, at the direction of the ERO	After completion of the Archeological Testing Program	Submit report to ERO of the findings of the Archeological Testing Program.	Archaeological consultant and ERO	Considered complete on submittal to ERO of report on ATP findings.

¹ By the term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

² An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <p>A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</p> <p>B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p><i>Archeological Monitoring Program.</i> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context; The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. 	Project Sponsor/ Archeological Consultant/ Archeological Monitor/ Contractor(s), at the direction of the ERO	ERO and Archeological Consultant meet prior to commencement of soil-disturbing activity. If ERO determines that an Archeological Monitoring Program is necessary, monitor throughout all soil-disturbing activities.	Consultation with ERO on scope of AMP	Archaeological consultant and ERO	Considered complete on finding by ERO that AMP implemented.

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM			
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility Monitoring Schedule
<p>The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.</p> <p>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p> <p><i>Archeological Data Recovery Program.</i> The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations. • <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures. • <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies. 	Archaeological consultant in consultation with ERO	After determination by ERO that an archeological data recovery program is required	Consultation with ERO on scope of ADRP	Archaeological consultant and ERO Considered complete upon approval of ADRP by ERO.

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<ul style="list-style-type: none"> <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. <i>Final Report.</i> Description of proposed report format and distribution of results. <i>Curation.</i> Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. 					
<p><i>Human Remains and Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall <u>have up to but not beyond six days of discovery to make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects with appropriate dignity</u> (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. <u>Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO.</u></p>	Project Sponsor/Archeological Consultant in consultation with the San Francisco Coroner, NAHC and MLD.	Discovery of human remains and/or funerary objects.	Notify San Francisco coroner. Implement regulatory requirements, if applicable, regarding discovery of Native American human remains and associated/unassociated funerary objects.	Project sponsor, archaeologist and ERO	Considered complete on notification of the San Francisco County Coroner and NAHC, if necessary.
<i>Final Archeological Resources Report.</i> The archeological consultant	Project sponsor	Completion of	Prepare and	Archaeological	Considered

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
shall submit a Draft 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 testing/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.	and archeological consultant at the direction of the ERO	archeological data recovery, inventoring, analysis and interpretation.	submit FARR.	consultant and ERO	complete on submittal of FARR.
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 (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on 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 in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.	Archeological Consultant at the direction of the ERO	Written certification submitted to ERO that required FARR distribution has been completed	Distribute FARR	Archaeological consultant and Environmental Review Officer (ERO)	Considered complete on distribution of FARR.

AIR QUALITY

Mitigation Measure 2—Construction Air Quality

~~The project sponsor shall require the contractor(s) to spray the project site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand, or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsors shall require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsors shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance~~

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>programs to reduce emissions for equipment that would be in frequent use for much of the construction period.</p> <p>HAZARDS AND HAZARDOUS MATERIALS</p> <p><i>Mitigation Measure 3 – Underground Storage Tanks</i></p> <p>Should a UST be found during construction, work shall be stopped and permits from the Hazardous Material Unified Program Agency (HMUPA), Fire Department, DPW Streets and Sidewalk shall be obtained for the UST (and related piping) removal. HMUPA, SFFD (maybe DPW) will make inspections prior to removal and only upon approval of the inspector may the UST be removed from the ground. Appropriate soil and, if necessary, groundwater samples shall be taken at the direction of the HMUPA inspector and analyzed. Appropriate transportation and disposal of the UST shall be arranged. If analytical results indicate non detectable or low levels of contamination, HMUPA will issue a "Certificate of Completion." If the HMUPA inspector requires that an Unauthorized Release (Leak) Report is required due to holes in the UST or odor or visual contamination, or if analytical results indicate there are elevated levels of contamination, the case will be referred to the Local Oversight Program for further action.</p> <p><i>Mitigation Measure 4 – Hazards (PCBs and Mercury)</i></p> <p>The project sponsor would ensure that building surveys for PCB-containing equipment (including elevator equipment), hydraulic oils, and fluorescent lights are performed prior to the start of demolition. Any hazardous materials so discovered would be abated according to federal, state, and local laws and regulations.</p> <p>IMPROVEMENT MEASURES AGREED TO BY PROJECT SPONSOR</p> <p>TRANSPORTATION AND CIRCULATION</p> <p><i>Improvement Measure 1 – Transit (MUNI Eyebolt)</i></p> <p>Construction of the proposed project would require installation of a temporary pole to support MUNI's overhead wire lines that are currently attached to the 290 Sutter Street building via an eyebolt. When construction is completed, the eyebolt would be replaced, or a decorative permanent pole on the sidewalk could be installed. As an improvement measure, the project sponsor</p>	<p>Project sponsor.</p> <p>Project sponsor.</p>	<p>Prior to demolition.</p> <p>Prior to demolition.</p>	<p>Abating materials according to federal, state, and local laws and regulations</p> <p>Minimize transit service disruption.</p>	<p>Project sponsor, Planning Department.</p> <p>Project sponsor, Planning Department/SF MTA</p>	<p>Prior to demolition.</p> <p>Considered complete on eyebolt replacement or placement of decorative pole.</p>

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
could be required to contribute to the full cost of the replacement poles, if the eyebolt option is not chosen. If the eyebolt option were chosen, MUNI would prefer to enter into a 25-year agreement with the project sponsor.					
<p><i>Improvement Measure 2 – Encourage Alternative Modes of Travel</i></p> <p>As improvement measures to reduce the proposed project's parking demand and parking shortfall and to encourage use of alternative modes, the project sponsor could provide a transportation insert for the move-in packet that would provide information on transit service (MUNI and BART lines, schedules and fares), information on where FastPasses could be purchased, and information on the 511 Regional Rideshare Program.</p> <p>Under the recently approved C 3 legislation the proposed project would be required to provide one car sharing space either on-site, or within 800 feet of the project site. Participation by residents in a car sharing program would serve to reduce the proposed project's on-site parking demand and shortfall.</p> <p><i>Improvement Measure 2 3 – Timing of Construction Truck Traffic</i></p> <p>The following measure would minimize disruption of the general traffic flow on adjacent streets:</p> <ul style="list-style-type: none"> To the extent possible, truck movements should be limited to the hours between 9:00 a.m. and 3:30p.m. (or other times, if approved by the Department of Parking and Traffic (DPT) <u>San Francisco Municipal Transportation Agency (SFMTA)</u>. The project sponsor and construction contractor(s) would meet with the Traffic Engineering Division of DPT-SFMTA, the Fire Department, MUNI Public Works, the Planning Department, and other City agencies to determine feasible traffic mitigation measures to <u>further reduce traffic congestion transportation impacts</u> during construction of the project. 	Project sponsor/contractor(s).	Prior to demolition.	Limit truck movements or traffic congestion during construction	DPT, the Fire Department, MUNI, the Planning Department, and other City agencies	Considered complete upon construction.