Department of Public Works

Bureau of Subdivision, Surveys & Mapping

450 10th St.
Parcel Map (4 Parcels or Less)
Portion of Assessor's Block 3524
Section 1361 Subdivision Code Review
Lots 18, 24, 32, 63, 64 & 65
Lot 41 & 46

89.469

REVISED 4/1/92

City and County of San Francisco,

Department of City Planning
450 McAllister Street
San Francisco, CA 94102

Attention: Mr. Robert Passmore

Gentlemen:

The enclosed print of the proposed Parcel Map for a portion of Assessor's Block 3524, involving 2.09 acres has been submitted to this office for review. According to provisions of Ordinance 163-75 (The Subdivision Code), this Department must within 14 days, return a set of the submitted prints, noting thereon and required corrections, to the subdivider's engineer.

Accordingly, would you please review the enclosed map for compliance with matters of your jurisdiction, prepare Proposition "M" findings and reply to this office no later than APRIL 1, 1992. Thank you for your cooperation on this matter.

Very truly yours,

Frank H. Moss, Jr.
Deputy Director for Engineering
and City Engineer

Encl: Map

PROP "M" FINDINGS & PHOTOS

The subject Parcel Map has been reviewed by the Department of City Planning and complies with applicable provisions of the City Planning Code. On balance, the subdivision is consistent with the Master Plan and the Priority Policies of Planning Code Section 101.1 based on the attached findings. The subject referral is exempt from environmental review under Class 1 of the California Environmental Quality Act's State Guidelines.

The subject Parcel Map has been reviewed by the Department of City Planning and does not comply with applicable provisions of the City Planning Code.

Department of City Planning

Date JUNE 23, 1992

Signed SUSAN MONTANA

for Robert Passmore
Zoning Administrator
FINDINGS RELATING TO BUILDING PERMIT APPLICATION NO. 9123732S AS REVISED ON JUNE 5, 1992 PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND SECTION 101.1 OF THE PLANNING CODE FOR A RETAIL STORE WITH ASSOCIATED PARKING AND COMMERCIAL PARKING AT 450 10TH STREET, ASSESSOR'S BLOCK 3524.

Preamble

On September 1, 1989, Costco Wholesale Corporation ("Project Sponsor") filed an Environmental Evaluation application for a wholesale/retail facility and associated parking at 450 10th Street with the Department of City Planning ("Department").

On December 12, 1991, the Department published a Draft Environmental Impact Report (DEIR) for public review, and on January 16, 1992, the City Planning Commission ("Commission") held a duly noticed hearing on the DEIR for the Project, file No. 89.469E.

The original preferred project as described in the DEIR would have had 118,500 square feet of retail, about 720 parking spaces, 480 square feet of open space, plus a 22,500 square foot housing site for 60 to 80 affordable housing units with required parking.

On December 16, 1991, the Project Sponsor filed Building Permit Application No. 9123732S to construct a Costco retail store encompassing 122,000 square feet of retail space, about 670 off-street parking spaces and 480 square feet of open space on a 225,500 square foot site in a Service/Light Industrial (SLI) District, with approximately 22,500 square feet of land set aside for construction by a non-profit corporation for up to 60 to 80 low-income affordable housing units.

On February 17, 1992, a request that the City Planning Commission undertake discretionary review of Building Permit Application No. 9123732S as then proposed was filed with the Department.

During the period between the filing of the request for Discretionary Review and a duly noticed public hearing scheduled before the City Planning Commission ("Commission") to consider the taking of Discretionary Review, the Project Sponsor proposed to modify the Project (as hereinafter defined) in response to comments of the Department and members of the community, and so presented the Project, as revised, to the Commission at said public hearing on April 16, 1992.

On April 16, 1992, by Motion No. 13338, the Commission found that the Final Environmental Impact Report as modified by the staff initiated text changes dated April 9, 1992, (as so modified, hereinafter the “FEIR”), to be adequate, accurate and objective, and
certified the completion of the FEIR in compliance with the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code.

On April 16, 1992, at a duly advertised public hearing, the Commission, after first certifying the FEIR as described above, and having had available to it for its review and consideration, letters, post cards, plans and other materials pertaining to the Project, and reviewing and hearing testimony and receiving materials from interested parties during the public hearing on consideration of Discretionary Review of the Project, unanimously determined not to exercise discretionary review of the Project as modified and described below.

Description of Modified Project

A. Basic Project. The Project which is the subject of this approval is to construct a Costco Wholesale retail store encompassing approximately 132,000 square feet of retail space; 809 off-street parking spaces of which 728 spaces are accessory to the retail activity and 81 Community Commercial parking spaces pursuant to Section 817.28 of the Planning Code; 528 square feet of open space; and approximately 14,300 square feet of loading area on a 225,000 square foot site in an SLI District (Assessor's Block 3524) with a floor area ratio under the Planning Code of approximately 1.2. In order to create better evening parking access and to create a more appropriate streetscape on Harrison Street, the Project, as more particularly set forth in Building Permit Application No. 9123732S, as revised on June 5, 1992 building plans, has been reoriented so that the portion of the building previously contemplated along Harrison Street will be located along Bryant Street and that previously contemplated to be located on Bryant Street will be located on Harrison Street as shown on the attached amended plans as Exhibit A.

B. Other Elements of the Project.

1. Parking. A minimum of 720 parking spaces will be available to operators, employees and customers of nearby evening and nighttime restaurants, nightclubs, dance halls, galleries and theater establishments, at prevailing market rates in the area, daily after Costco's hours of operation until at least 2:00 a.m. The parking rate shall not exceed $5.00 per vehicle the first year of operation. The main vehicular entry to the nighttime parking shall be the 11th Street entrance closest to Harrison Street.

The Project Sponsor will close and interrupt the public parking availability only when required to do so for maintenance, repair, reconstruction,
alteration of the premises or due to circumstances beyond its reasonable control. The Project Sponsor shall use good faith efforts to schedule such work at times that would not interrupt nighttime public parking use of the parking facility.

During the construction period, the Project Sponsor will post notices on the Harrison and Eleventh Streets facade which inform the public of any alternative off-street parking resources. When the Project is ready for occupancy, the Project Sponsor shall post signs indicating the location, hours of operation and cost of public parking resources on the site. The 10th Street parking access will be restricted to an entrance only with no exiting. Exiting traffic, associated with the Costco operation, shall be directed to use the Bryant Street exit.

2. Employment. The Project Sponsor will work with a local non-profit employment agency or, if none are available, the State Employment Development Department to recruit, pre-screen and refer South of Market and other San Francisco residents to Costco for employment consideration. This element of the project description is further described in a letter dated April 8, 1992 to the Community Development Council from the Project Sponsor, a copy of which is contained in the case file.

3. Housing Contribution. The Project Sponsor will contribute eighty thousand dollars ($80,000) per year, commencing within 30 days of the issuance of the first Temporary Certificate of Occupancy ("TCO") (or if no TCO is issued with the Final Certificate of Completion and Occupancy), to a non-profit housing development corporation, approved by the Director of the Department of City Planning, to assist in the development of affordable family housing within the City with a first preference for such housing to be developed in the South of Market Base District. "Affordable housing" for the purposes of this element of the Project means housing which meets the income standards set forth in Section 805.3(f) of the Planning Code. Said contribution shall be made annually for the entire ground lease term or a minimum of 55 years so long as the Project Sponsor's ground lease for 450 10th Street is in effect or the Sponsor owns the site, and the Costco wholesale/retail store herein described is open for business at that location. If the Project Sponsor were to acquire the site, they would continue to make the housing contribution for any balance of the lease term, provided that the Costco store is open for business at the site. Included in the case file is a letter dated April 30, 1992 to Catholic Charities, a non-profit housing development, which describes the Project Sponsor's commitment to Catholic Charities with
respect to such contribution and which has been determined by the Director of the Department of City Planning to adequately implement this element of the Project. Should Catholic Charities cease to develop low-income housing in the City or otherwise cease to comply with the terms of the April 30, 1992 letter, the Director of the Department of City Planning and the Project Sponsor shall designate an alternate non-profit housing developer to be the recipient of the subject contribution.

4. Mitigation Measures. Except as provided below, the Project includes the mitigation measures identified in Exhibit B hereto.

Findings In Accordance With the Provisions of CEQA, the State CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code

1. In reviewing the Building Permit Application in accordance with the provisions of CEQA, the State CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code, the Zoning Administrator has reviewed and considered the information contained in the FEIR and finds that no substantial change in the environmental effects could occur as a result of the revised Project. The determinations made in these findings do not significantly change the Project or the information analyzed in the FEIR.

2. The FEIR identified mitigation measures which are included as part of the Project which could eliminate or reduce to a level of insignificance potential environmental impacts (except as noted below) associated with the Project. These measures are included as part of the Project and as conditions of approval which are identified in Exhibit B.

3. The FEIR identified, and the City Planning Commission found, significant environmental effects associated with the Project that cannot be mitigated. The Zoning Administrator acknowledges the following significant environmental impacts:

   a) There would be a Project-specific significant effect on the environment by increasing the site population in an area subject to seismic hazard in a major earthquake.

   b) There would be a Project-specific significant effect on the environment by decreasing the Level of Service at the intersection of Eleventh and Harrison Streets from C to E during the PM peak period during the peak month.

   c) There would be a significant effect on the environment in that the Project would contribute to cumulative traffic increases. Such cumulative transportation impacts could cause violations of particulate matter standards in San Francisco with concomitant health effects.
4. The Project has been revised since the DEIR was prepared to include approximately 13,500 additional square feet of retail space (for a total of approximately 132,000 sq.ft), approximately 800 off-street parking spaces, and about 528 square feet of open space on the entire 225,000 square foot site. A reserved housing site is no longer a component of the proposal. These changes represent an addition of approximately ten (10) per cent to the retail space as described and analyzed in the FEIR. The traffic analysis section of the FEIR (see pages pages 71 through 72B) covered the impacts of up to 890 parking spaces; the proposed changes are well within the accuracy of the technical analyses presented in the FEIR. Thus, no further environmental review is needed as a result of the revised Project. Also as noted under "Description of Modified Project" (sub-paragraph A in these findings), the Project structure has been reoriented but that reorientation does not significantly alter ingress and egress or the traffic pattern as analyzed in the FEIR.

5. The Zoning Administrator finds the following Alternatives to the Project described in the FEIR, which would reduce or avoid significant environmental impacts and which are not included as part of the Project, are rejected as infeasible, pursuant to CEQA Section 21002 for the reasons set forth below.

a. **Original Project**

   The original project described in the FEIR includes approximately 118,500 square feet of retail space (rather than the Project's approximately 132,000 square feet with approximately 800 parking spaces) and 720 parking spaces. In addition, the original project included an affordable housing opportunity site for up to 60 to 80 affordable dwelling units above 60 to 80 residential parking spaces. The housing component of the original project is rejected as infeasible because it would result in a substantial land use conflict. The housing site is surrounded by established nighttime entertainment uses including nightclubs, theaters, discotheques and after-hours clubs, and would not be consistent with the "quiet, safe and clean" requirements for residential neighborhoods noted in the South of Market Area Plan. The South of Market Area Plan contemplates such entertainment activities will be limited to areas with few residential neighbors. The modest increase in size of the revised Project results in a better parking demand/availability ratio than would the original project. The revised project is preferred in part because it better meets the projected parking demand.

b. **Alternative A: No Project**

   This alternative would entail no change to the site. The proposed Project would not be built. The parking lot site would be retained. If the No Project alternative were implemented, none of the impacts associated with the Project
would occur. This alternative is infeasible because (a) it would result in the failure to provide opportunities for approximately 70 person years of construction employment as well as 75-85 full-time, 75-85 part-time entry level jobs and approximately 25 seasonal employee jobs; (b) it does not fully use the potential of the site allowable under the South of Market Area Plan in furtherance of the San Francisco Master Plan policies, goals and objectives; (c) it would result in the failure to create a parking garage for evening use by patrons of the small businesses that comprise the important South of Market entertainment district; and (d) it would result in the failure to provide a much needed destination for substantially discounted, and therefore relatively affordable, top quality goods and services that is located within the City limits.

c. Alternative B: Costco Store Only

This alternative would have substantially all the characteristics of the Project except that the site would be developed with 118,500 square feet of retail space rather than the proposed 132,000 square feet of retail space and 720 parking spaces rather that the approximately 800 spaces proposed as part of the Project. The FEIR describes this alternative as requiring conditional use authorization for parking in excess of 651 spaces. As indicated in the staff-initiated text change to the FEIR dated April 9, 1992, this is not a requirement under the San Francisco Planning Code as Section 817.28 allows Community Commercial parking as a principal use, and the FEIR has been corrected. This alternative is rejected because it does not come as close to meeting the projected parking demand as does the revised Project.

d. Alternative C: Reduced Parking

This alternative would be substantially the same as the original Project, except that it would provide fewer (650 rather than 800) parking spaces. This alternative is infeasible because it does not meet the projected parking demand.

e. Alternative D: Housing With Public Open Space

This alternative would consist of approximately 1,075 dwelling units, 1,075 residential-serving parking spaces and 10,000 square feet of publicly accessible open space to primarily serve residents who would occupy the site under this alternative. This alternative would not contain any retail uses. This alternative is rejected as infeasible because it would result in a substantial land use conflict (as discussed in a. above), and would not meet the "quiet, safe and clean" requirements for residential neighborhoods noted in the South of Market Area Plan. Further, it would not meet the objectives of the project sponsor to provide
a retail store, and would not fully use the potential of the site allowable under the South of Market Area Plan in furtherance of the San Francisco Master Plan policies, goals and objectives.

6. Pursuant to CEQA Section 21002, the Zoning Administrator has considered all of the mitigation measures in the FEIR, and except as set forth below, all such mitigation measures are now part of the Project and conditions of approval, as more particularly set forth in Exhibit B. The Zoning Administrator thus finds as follows:

a. The portion of the transportation measure listed on page 98 of the FEIR as "under consideration" that calls for sharing daytime parking with the Department of Social Services employees is rejected as infeasible because it is incompatible with project-generated demand for parking as described in the FEIR. The portion of the measure calling for making parking available for nighttime use by patrons of nearby clubs has been included as a condition of approval and is included in the Project by Project Sponsor.

b. The transportation measures described on FEIR pages 98 and 99 are under the jurisdiction of City Agencies other than the Department or the Zoning Administrator. The Zoning Administrator recommends that such measures should be carried out by such agencies at such time as they may be implemented unless such agencies determine such measures are infeasible. To the extent that the Project Sponsor can appropriately assist in the effort to carry out these measures by encouraging the proper agencies, the Project Sponsor has agreed to do so and conditions to that effect have been included in Exhibit B attached to these findings. It should be noted that the addition of the separate left hand turn lane in the westbound direction at the intersection of Eleventh and Harrison Streets would fully mitigate the Project's specific impacts at that intersection to an acceptable LOS D during the peak month while limiting cumulative impacts to a borderline LOS D/E.

c. The measures as described in the FEIR on page 98 regarding subsurface sidewalk vaults and subsurface footings, supports, and foundations as would be required for future public improvements are rejected as inappropriate because the major encroachment permits required for such work are no longer granted (by policy decision) by the Department of Public Works. The project architect in consultation with the PG&E has designed the project with all vaults located on the Sponsor's property (as required by the new policy), and not under the public right-of-way.

d. The noise reduction measures for residential or live/work units are rejected as unnecessary because residential uses are no longer proposed as a part of
the proposal.

e. Geology/hydrology measures to be found on page 100 of the FEIR calling for watering of piles of adjacent structures and calling for groundwater recharge if wooden pile foundations were threatened are rejected as unnecessary at this site, as the site is not near historic or older buildings that are likely to have wood pile foundations subject to damage during construction dewatering. Other dewatering mitigation measures related to possible subsidence of nearby buildings have been included as conditions of approval.

7. Pursuant to CEQA Section 21081.6 the Zoning Administrator has included, as part of the conditions of approval, reporting requirements designed to ensure compliance with all mitigation measures during Project implementation.

Section 101.1 - Findings.

The Project is hereby found to be consistent with the Priority Policies of Planning Code Section 101.1 as follows:

1. That Existing Neighborhood-Serving Retail Uses will be Preserved and Enhanced and Future Opportunities for Resident Employment in and Ownership of Such Businesses Enhanced.

No existing neighborhood-serving retail use will be affected. The Project will provide, as noted in the FEIR, a net increase in employment opportunities for San Francisco residents, including particularly South of Market residents by virtue of the Project's commitment to work with a local non-profit employment agency or, if none are available, the State Employment Development Department to recruit, pre-screen and refer South of Market and other San Francisco residents to Costco for employment consideration, which commitment is implemented by a letter dated April 8, 1992 from Costco Wholesale to the Community Development Council, a copy of which is included in the case file. The Project would displace public parking for employees and patrons of nearby businesses. The Project would replace parking for nighttime entertainment patrons by making parking available after their hours of operation, daily until at least 2:00 a.m. The Project could enhance nearby businesses by offering bulk goods at wholesale prices.

2. That Existing Housing and Neighborhood Character be Conserved and Protected in Order to Preserve the Cultural and Economical Diversity of our Neighborhoods.
The Project is to be built on a paved vacant lot presently in parking use and therefore will not affect existing housing. The Project is a warehouse style building consistent with and similar to the industrial character of many structures in the neighborhood. Moreover, the Project Sponsor's commitment to an annual contribution to the creation of low income affordable housing, as more particularly set forth above and in a letter dated April 30, 1992 to Catholic Charities contained in the case file, will contribute to providing below-market housing and therefore assist in preserving the economic and cultural diversity of the neighborhood.

3. That the City's Supply of Affordable Housing Be Preserved.

No existing housing will be displaced. The Project will contribute to the enhancement and creation of affordable housing by virtue of its annual contribution as more particularly set forth in the modified project description noted above.

4. That Commuter Traffic Not Impede MUNI Transit Service or Overburden our Streets or Neighborhood Parking.

As noted in the FEIR, traffic generated by the Project would increase total traffic on major freeways during the p.m. peak period by less than 0.5%. Such increases could not be measured against day-to-day fluctuation in traffic volume. The Project will produce only a small increase in MUNI transit ridership with employees generating about 50 round trips daily. The availability of the Project's parking facility in evenings for public use will contribute to availability of neighborhood off-street parking.

5. That a Diverse Economic Base Be Maintained by Protecting our Industrial and Service Sectors From Displacement Due to Commercial Office Development, and That Future Opportunities for Resident Employment and Ownership in these Sectors Be Enhanced.

The Project is within the SLI zoning district, a district designed to protect South of Market service and industrial uses against inappropriate commercial office development. The Project contains no commercial office development. Further, the Project is to be built on a paved vacant lot and will therefore not affect existing industrial and service sectors. As noted above in the modified project description, the Project will create new resident employment opportunities, particularly for South of Market residents.
6. **That the City Achieve the Greatest Possible Preparedness to Protect Against Injury and Loss of Life in an Earthquake.**

The Project structure would meet current seismic safety engineering standards of the San Francisco Building Code. As described in subsection 3(a) of the CEQA findings, the Project area is subject to seismic hazards. Persons working in or patronizing the Project will be safer than those in nearby older buildings because of the more stringent building and structural standards. An evacuation and emergency response plan would be developed by the Project Sponsor's building management staff in consultation with the Mayor's Office of Emergency Services. This will ensure coordination between the City's emergency activities and the Project Sponsor's plan and the building occupants during the emergency.

7. **That Landmarks and Historic Buildings Be Preserved.**

There are no landmarks or historic structures on the site and, therefore, the project would not affect landmarks or historic buildings.

8. **That our Parks and Open Space and their Access To Sunlight and Vistas Be Protected from Development.**

The Project is to be built on a paved vacant lot and therefore will not affect existing open space or parks. There are no parks or open spaces in the Project's vicinity that will be shadowed or have their vistas blocked. The Project contains 580 square feet of publicly accessible open space.

**BENEFITS.**

The following benefits are generated by the Project:

1. 75-85 full-time and 75-85 part-time entry level jobs, as well as approximately 25 seasonal employees;

2. The creation of a parking garage for evening use for patrons of the nearby South of Market entertainment district, thereby creating a valuable resource for the small businesses who operate evening entertainment;

3. Contribution of $80,000 per year for up to 69 years will be made by the Project Sponsor to a non-profit housing development corporation to assist in the construction of lower income affordable housing in the City;
4. Significant contributions to total property, payroll, sales, gross receipts, parking and utility tax revenues to the City;

5. Approximately 70 person years of construction employment; and

6. A convenient high-quality destination for heavily discounted and, therefore, relatively affordable goods and services that is located within the City limits.

After balancing the unmitigated adverse effects on the environment and the benefits of the Project, the Zoning Administrator finds that the benefits of the Project would override the unmitigated adverse effects on the environment.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented at the public hearings, and all other written materials submitted by all parties, the Zoning Administrator hereby Approves Building Permit Application No. 9123732S substantially as shown in the site plans, identified as Exhibit A, and subject to the following conditions attached hereto as Exhibit B, which are incorporated herein by reference as though fully set forth.

EXHIBIT B

CONDITIONS OF APPROVAL

CULTURAL RESOURCES

- The Project Sponsor shall retain the services of an archaeologist. The Environmental Review Officer (ERO), in consultation with the President of the Landmarks Preservation Advisory Board (LPAB) and the archaeologist will determine whether the archaeologist should instruct all excavation and foundation crews on the Project Site of the potential for discovery of cultural and historic artifacts, and the procedures to be followed if such artifacts are uncovered.

Given the archival history of the Project Site, an historical archaeologist shall be present during site excavation and shall record observations in a permanent log. The ERO will also require cooperation of the project sponsor in assisting such further investigations on site as may be appropriate prior to or during project excavation, even if this results in a delay in excavation activities.
• Should archaeological resources be found following commencement of excavation activities, the archaeologist shall assess the significance of the find, and immediately report to the ERO and the President of the LPAB. Upon receiving the advice of the consultants and the LPAB, the ERO will recommend specific mitigation measures, if necessary. Excavation or construction activities which might damage the discovered cultural resources shall be suspended for a maximum of four weeks (cumulatively for all instances where the ERO has required a delay in excavation or construction) to permit inspection, recommendation and retrieval, if appropriate.

• Following site clearance, an appropriate security program shall be implemented to prevent looting. Any discovered cultural artifacts assessed as significant by the archaeologist upon concurrence by the ERO and the President of the LPAB shall be placed in an appropriate repository as determined by the ERO. Copies of the reports prepared according to these mitigation measures shall be sent to the California Archaeological Site Survey Office at Sonoma State University along with three copies to the ERO.

TRANSPORTATION

• During the construction period, construction truck movement shall be permitted only between 9:00 a.m. and 3:30 p.m. Monday through Friday to minimize peak-hour traffic conflicts. The project sponsor and construction contractor shall meet with the Traffic Engineering Division of the Department of Parking and Traffic, the Fire Department, MUNI and the Department of City Planning to determine feasible traffic mitigation measures to reduce traffic congestion during construction of this project and other nearby projects. To minimize cumulative traffic impacts due to lane closures during construction, the project sponsor shall coordinate with construction contractors for any concurrent nearby projects that are planned for construction or which later become known.

• The Project Sponsor shall, in consultation with the Municipal Railway, install eyebolts or make provisions for direct attachment of eyebolts for MUNI trolley wires on the proposed building wherever necessary or agree to waive the right to refuse the attachment of eyebolts to the proposed building if such attachment is done at City expense.

• The placement of paving, landscaping or structures in the sidewalk area (subject to City approval) shall be done in such a way as to minimize interference with pedestrian traffic.
- The Tenth Street parking lot access shall be restricted to an entrance only with no exiting. Through traffic on Tenth Street during the p.m. peak period is often heavy, whereas Bryant Street is relatively free flowing during this period. Exiting traffic associated with the Costco operation shall be directed to use the Bryant Street exit.

- Adequate space shall be provided in the parking lot to accommodate all project truck maneuvers on the Project Site.

- The Project Sponsor shall request the City’s Department of Parking and Traffic to establish a separate left-turn lane in the westbound direction at the intersection of Eleventh Street/Harrison Street to facilitate acceptable LOS operations (LOS D) at this location during the period of peak-month traffic. This separate left-turn lane could be accommodated by removing parking on the south side of Harrison Street for 200 feet east of the intersection or by transitioning eastbound Harrison Street from two lanes to one lane at this intersection. Year 2000 conditions would be mitigated by this measure from LOS F to LOS D/E (V/C=0.91) with operating conditions borderline unacceptable.

- The Project Sponsor shall coordinate work schedules of Pacific Gas and Electric Company and other utilities requiring trenching, so that street disruption would take place during weekends and off-peak hours. This should be done through the San Francisco Committee for Utility Liaison on Construction and Other Projects(CULCOP). In-street utilities should be installed at the same time as the street is opened for construction of the project to minimize street disruption.

AIR QUALITY

- The Project Sponsor shall require the contractor to sprinkle demolition sites with non-potable water continuously during demolition activity; sprinkle 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 streets surrounding demolition and construction sites at least once per day to reduce particulate emissions. The Project Sponsor shall require the project contractor 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 of motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.
NOISE

- The Project Sponsor shall require that the project contractor predrill holes (if feasible based on soils) for piles to the maximum feasible depth to minimize noise and vibration from pile driving. The actual pounding from pile driving shall occur during a five-to eight-minute span per pile.

- The Project Sponsor shall consult with the Department of Public Works to determine the time when pile driving would cause the least disturbance to neighboring uses. The Project Sponsor shall require that the construction contractor limit pile driving activity to result in least disturbance. This could require a work permit from the Director of Public Works pursuant to San Francisco Noise Ordinance Section 2908, if pile driving during daytime hours is determined to be less disruptive to neighboring uses.

- The Project Sponsor shall require the general contractor to construct barriers around the site, and around stationary equipment such as compressors, which would reduce construction noise by as much as five dBA, and to locate stationary equipment in pit areas or excavated areas, as these areas would serve as noise barriers.

GEOLOGY/TYPOGRAPHY/HYDROLOGY

- The Project Sponsor and contractor shall follow the recommendations of the final geotechnical report(s) regarding any excavation and construction for the Project.

- If the Project were to include dewatering, groundwater pumped from the site shall be retained in a holding tank to allow suspended particles to settle, if this is found necessary by the Industrial Waste Division of the Department of Public Works, to reduce the amount of sediment entering the storm drain/sewer lines.

- The Project Sponsor shall require the general contractor to install and maintain sediment traps in local stormwater intakes during the construction period to reduce the amount of sediment entering the storm drain/sewer lines, if this is found necessary by the Industrial Waste Division of the Department of Public Works.

- Should dewatering be necessary, the final soils report shall address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the soils report shall contain a determination as to whether or not a lateral and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works shall require that a Special Inspector (as defined in
Article 3 of the Building Code) be retained by the Project Sponsor to perform this monitoring. Groundwater observation wells shall be installed to monitor the level of the water table and other instruments shall be used to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable subsidence were to occur during construction, groundwater recharge shall be used to halt this settlement. The Project Sponsor shall delay construction if necessary. Cost for the survey and any necessary repairs to service under the street shall be borne by the Project Sponsor.

- In order to reduce potential injury to building occupants during an earthquake or other catastrophic emergency, an evacuation and emergency response plan shall be developed by the Project Sponsor's building management staff, in consultation with the Mayor's Office of Emergency Services to ensure coordination between the City's emergency planning activities and the Project's plan and to provide for building occupants in the event of an emergency. The Project plan shall be reviewed by the Office of Emergency Services and implemented by building management insofar as feasible before issuance by the Department of Public Works of the First Temporary or Final Certificate of Completion and Occupancy.

- To expedite implementation of the City's emergency response plan, the Project Sponsor shall prominently post information for building occupants concerning what to do in the event of a disaster.

WATER QUALITY

- See the second and third measures under Geology/Topography/Hydrology, above, for mitigation proposed to prevent sediment from entering storm sewers.

HAZARDOUS MATERIALS

- A Site Remediation Plan has been prepared to manage cleanup of soils contaminated with lead, petroleum, and polynuclear aromatic hydrocarbons. The remediation plan provides for collection of approximately thirty soil samples, spaced in a grid pattern across the site and analyzed for the three contaminants of concern. Additional samples shall be collected and tested in areas found to be contaminated, especially in the vicinity of test sample TB-2. The remediation plan includes provisions to minimize threats to public health and the environment that might result from handling the hazardous soil, including a dust control program, provisions for stockpiling, testing, and disposal of the hazardous soil, and verification testing of soil substrate. At the completion of remediation, all hazardous wastes identified in the excavation area shall have been relocated and properly disposed, and any hazardous wastes
remaining in the underlying soils shall be slated for encapsulation on the site (paved over). The remediation plan has been submitted to the San Francisco Department of Public Health for review and certified by an independent third party.

- A site-specific Health and Safety Plan has been prepared and shall be implemented before site activities would proceed. The plan, which is applicable to all activities at the site prior to completion of remediation, establishes policies and procedures to protect workers from potential hazards posed by hazardous wastes. The Health and Safety Plan has been prepared according to National Institute for Occupational Safety and Health guidelines; it has been submitted to the San Francisco Department of Public Health for their examination and incorporated into the Site Remediation Plan.

- A geotechnical survey shall be performed during site preparation to locate all underground storage tanks (USTs) on the property, including those under the sidewalks. In accordance with San Francisco Department of Public Health regulations, all USTs on the site shall be remediated under the supervision of the Health Inspector for underground storage tanks. BAAQMD Regulation 8, Rule 40, "Aeration of Contaminated Soil and Removal of Underground Storage Tanks" shall apply during underground storage tank removal or handling of soil contaminated with petroleum or other volatile organic chemicals. Tank removal shall be done in coordination with the San Francisco Fire Department.

- The Project Sponsor shall employ licensed hazardous waste specialists to handle the Project's hazardous waste disposal needs in order to promote application of most modern, effective and efficient methods of waste treatment and disposal.

- A closure report describing the remediation process and certifying completion of remediation shall be prepared by a Registered Environmental Assessor, registered engineer, or registered geologist. The closure report is a requirement of the remediation plan. The report shall contain full remediation documentation, including chain-of-custody forms, laboratory analysis reports, and hazardous waste transport manifests. The report shall be submitted to the San Francisco Department of Public Health.

MITIGATION MONITORING PROGRAM

All of the mitigation measures included here as conditions of approval have also been included in and made a part of the Project by the Project Sponsor. Therefore, a mitigation monitoring or reporting program pursuant to CEQA section 21081.6 is not strictly necessary, since the measures would be carried out as part of the project rather than as conditions of approval.
However, the cultural mitigation measure includes specific monitoring and reporting requirements, as does the hazardous waste measure. In addition, the Project Sponsor shall, within 90 days of the start of construction, report in writing to the Department of City Planning Office of Environmental Review on progress in accomplishing all mitigation measures listed in Exhibit B, including proof of completion of any that may have been completed at that time, and shall report in writing on completion of the mitigation program prior to obtaining a Temporary Certificate of Occupancy. Project sponsor will be required to pay a fee for review of these reports and other activities directly related to mitigation monitoring pursuant to provisions of Chapter 31 of the San Francisco Administrative Code.