



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Community Plan Evaluation

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Case No.: 2016-012031ENV
Project Address: 350 Second Street
Zoning: Mixed-Use Office (MUO)
130-E Height and Bulk District
Block/Lot: 3750/003
Lot Size: 24,700 square feet
Plan Area: Eastern Neighborhoods Area Plan (East SoMa)
Project Sponsor: KCG SF Hotel, LLC
(301) 961-1976, ken.finkelstein@englewoodllc.com
Staff Contact: Elizabeth White
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PROJECT DESCRIPTION

The 350 Second Street project site is an approximately 24,700-square-foot lot in San Francisco's South of Market District. The lot is located at the corner of the Second Street and Dow Place (a mid-block alley that runs parallel to the project site), between Folsom and Harrison streets. The project site currently serves as a public parking lot with 130 vehicle spaces and is accessible by a 22-foot-wide curb cut on Second Street. The proposed project would construct a 130-foot-tall hotel (up to approximately 145-feet tall with rooftop appurtenances). The building would feature a seven-story, 65-foot-tall podium with a 14-story, 130-foot-tall tower located on Second Street. The proposed approximately 164,000 gross-square-foot building would include 158,600 gross square feet for 297 hotel rooms, 3,000 gross square feet of ground floor space for restaurant use ancillary to the hotel, 2,400 gross square feet of usable ground floor interior open space, and 9,100 square feet in the basement for vehicle and bicycle parking.


(Continued on next page.)

CEQA DETERMINATION

The project is eligible for streamlined environmental review per section 21083.3 of the California Environmental Quality Act (CEQA) and section 15183 of the CEQA Guidelines.

DETERMINATION

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



Lisa M. Gibson
Environmental Review Officer

8/16/18

Date

cc: Ken Finkelstein, Project Sponsor; Supervisor Jane Kim, District 6; Esmeralda Jardines, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

PROJECT DESCRIPTION (continued)

The immediate area surrounding the 350 Second Street project site consists of office and residential use. To the west and south of 350 Second Street are office buildings and two residential towers (one located on Folsom Street and another on Hawthorne Street). To the north and east, the land use is primarily office. Marathon Plaza, a privately-owned public open space (POPOS) located at 303 Second Street, is directly across Second Street from the 350 Second Street project site.

Circulation, Parking, and Loading

The proposed project would establish an on-site driveway accessible from Dow Place that would provide adequate space to allow a vehicle to pass a parked or loading vehicle side-by-side. The proposed project would remove the existing 22-foot-wide curb cut on Second Street and create two new curb cuts including an approximate 25-foot ingress and 16-foot egress function on Dow Place. The proposed project would provide 17 off-street valet parking spaces, one car-share space, and 26 bicycle spaces (11 class 1 spaces and 15 class 2 spaces) in the basement level of the building.

Vehicle entry and exit from the hotel drop-off area, the interior loading and trash areas, and the basement vehicle and bicycle parking area would all be accessed via Dow Place. Garbage and recycling receptacles would be stored on the ground floor level of the proposed building.

Transportation Demand Management

The proposed project would result in more than 10,000 occupied square feet of a use other than residential; therefore, the proposed project would be required to comply with San Francisco Planning Code section 169, Transportation Demand Management Program (TDM). The project sponsor is required to develop a TDM plan describing strategies the project sponsor would adopt to reduce single-occupancy driving to and from the project site, promote car-sharing, and promote use of nearby transit, bicycle, and pedestrian facilities to access the project site. Compliance with the project's TDM plan would be included as a condition of approval for the proposed project and would be monitored by San Francisco Planning Department staff for the life of the project.¹

The project sponsor has agreed to implement a TDM plan that would provide the following measures:

- ACTIVE-2: Bicycle parking, Option A (class 1 and 2 bicycle parking spaces as required by the Planning Code)
- ACTIVE-3: Showers and Lockers (showers and lockers as required by the Planning Code)
- PARKING-1: Unbundle Parking, Location D (non-residential neighborhood parking rate is greater than 0.2 and less than or equal to 0.6)
- PARKING-4: Parking Supply, Option I (providing less than or equal to 20 percent and greater than 10 percent of the neighborhood parking rate)

¹ San Francisco Planning Code section 169 requires, prior to issuance of a certificate of occupancy, that a property owner facilitate a site inspection by the planning department and document implementation of applicable aspects of the TDM plan, maintain a TDM coordinator, allow for department inspections, and submit periodic compliance reports throughout the life of the project.

Public Open Space/Public Right-of-Way

The proposed project would include approximately 2,400-square-feet of usable open space on the ground floor of the site at the intersection of Second Street and Dow Place. The proposed project would construct a new approximately 8-foot-wide sidewalk with a 5-foot-wide walkway along Dow Place. The proposed project would remove two existing street trees on Second Street and would plant approximately five new street trees on Second Street, along with seven new street trees and a vertical landscaping element incorporated into the building's façade along Dow Place.

Green Building Requirements

The buildings would be designed to achieve a minimum Leadership in Energy and Environmental Design (LEED) Silver or Green Point rating per San Francisco Green Building Requirements. The building design, including envelope, lighting, and mechanical systems, shall meet or exceed the requirements of CalGreen, City Ordinances, and California Title 24 Part 6 for code compliance.

Construction Activities

Construction of the proposed project would occur over an approximately 21-month period. The sidewalk along Second Street would be closed for construction use and a dedicated pedestrian walkway in the parking lane would be provided, which would be covered overhead during the construction of the building superstructure. Approximately 12 feet of Dow Place would be closed periodically on the south side during construction with approximately 17 feet remaining open at all times, subject to intermittent temporary roadway modifications to facilitate construction.

Construction is anticipated to occur Monday through Saturday, from 7 a.m. to 5 p.m. and occasionally to 8 p.m., as permitted by the local noise ordinance. The number of construction workers on site would range from 8 to 80 workers per day, with a maximum of 90 workers expected on site during the construction of the building interior.

The project sponsor would construct the proposed building on spread footing foundation. The proposed project would require excavation to a maximum depth of approximately 15 feet to construct the basement level. Approximately 13,500 cubic yards of dirt would be removed from the project site during construction activities. The project sponsor is not proposing pile driving.

APPROVAL ACTION

The Approval Action for the proposed project is the Conditional Use Authorization from the Planning Commission. The Approval Action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to section 31.04(h) of the San Francisco Administrative Code².

COMMUNITY PLAN EVALUATION OVERVIEW

CEQA section 21083.3 and CEQA Guidelines section 15183 provide that projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an environmental impact report (EIR) was certified, shall not be subject to additional environmental review except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. Section 15183 specifies that examination of

² The project will also require a Large Project Authorization, however, the Condition Use Authorization is the first approval of the project in reliance on the exemption by the San Francisco Planning Commission.

environmental effects shall be limited to those effects that: a) are peculiar to the project or parcel on which the project would be located; b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent; c) are potentially significant off-site and cumulative impacts that were not discussed in the underlying EIR; or d) are previously identified in the EIR, but which, as a result of substantial new information that was not known at the time that the EIR was certified, are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for the project solely on the basis of that impact.

Eastern Neighborhoods

This determination evaluates the potential project-specific environmental effects of the 350 Second Street proposed project described above, and incorporates by reference information contained in the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR)³. Project-specific studies were prepared for the proposed project to determine if either would result in any significant environmental impacts that were not identified in the Eastern Neighborhoods PEIR.

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods PEIR was adopted in December 2008. The Eastern Neighborhoods PEIR was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR)⁴ employment and businesses. The Eastern Neighborhoods PEIR also included changes to existing height and bulk districts in some areas, including the project site at the 350 Second Street.

The Planning Commission held public hearings to consider the various aspects of the proposed Eastern Neighborhoods Rezoning and Area Plans and related Planning Code and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods PEIR by Motion 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors.^{5,6}

In December 2008, after further public hearings, the Board of Supervisors approved and the Mayor signed the Eastern Neighborhoods Rezoning and Planning Code amendments. New zoning districts include districts that would permit PDR uses in combination with commercial uses; districts mixing residential and commercial uses and residential and PDR uses; and new residential-only districts. The districts replaced existing industrial, commercial, residential single-use, and mixed-use districts.

The Eastern Neighborhoods PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods Draft EIR evaluated three rezoning alternatives, two community-proposed alternatives which focused largely on the Mission District, and a "No Project" alternative. The alternative selected, or the Preferred Project, represents a combination of Options B and C. The Planning Commission adopted the Preferred

³ Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048

⁴ PDR use is a grouping of uses that includes, but is not limited to all Industrial and Agricultural Uses, Ambulance Services, Animal Hospital, Automotive Service Station, Automotive Repair, Automotive Wash, Arts Activities, Business Services, Cat Boarding, Catering Service, Commercial Storage, Kennel, Motor Vehicle Tow Service, Livery Stable, Parcel Delivery Service, Public Utilities Yard, Storage Yard, Trade Office, Trade Shop, Wholesale Sales, and Wholesale Storage.

⁵ San Francisco Planning Department. Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (FEIR), Planning Department Case No. 2004.0160E, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed August 17, 2012.

⁶ San Francisco Planning Department. San Francisco Planning Commission Motion 17659, August 7, 2008. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1268>, accessed August 17, 2012.

Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the PEIR. The Eastern Neighborhoods PEIR estimated that implementation of the Eastern Neighborhoods Plan could result in approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,000 square feet of net non-residential space (excluding PDR loss) built in the Plan Area throughout the lifetime of the Plan (year 2025). The Eastern Neighborhoods PEIR projected that this level of development would result in a total population increase of approximately 23,900 to 33,000 people throughout the lifetime of the plan.⁷

A major issue of discussion in the Eastern Neighborhoods rezoning process was the degree to which existing industrially-zoned land would be rezoned to primarily residential and mixed-use districts, thus reducing the availability of land traditionally used for PDR employment and businesses. Among other topics, the Eastern Neighborhoods PEIR assesses the significance of the cumulative land use effects of the rezoning by analyzing its effects on the City's ability to meet its future PDR space needs as well as its ability to meet its housing needs as expressed in the City's General Plan.

As a result of the Eastern Neighborhoods rezoning process, the 350 Second Street project site was rezoned to a MUO District. Mixed-Use Office Districts are designed to encourage office uses and housing, as well as small-scale, light industrial and arts activities. Large tourist hotels are permitted as a conditional use in certain height districts. Prior to the Eastern Neighborhoods Plan, the project site was zoned as a Service/Secondary Office (SSO) District.⁸ Service/Secondary office Districts are designed to accommodate small scale light industrial, home and business service, arts activities, live/work uses, and small scale, professional office space and large-floor-plate "back office" space for sales and clerical work forces. Nighttime entertainment is permitted as a conditional use. The 350 Second Street Project site, which is located in the East SoMa Plan Area of the Eastern Neighborhoods, was designated as a site allowing buildings up to 130 feet in height.

Individual projects that could occur in the future under the Eastern Neighborhoods Rezoning and Area Plans will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 350 Second Street is consistent with and is encompassed within the analysis in the Eastern Neighborhoods PEIR, including the Eastern Neighborhoods PEIR development projections. This determination also finds that the Eastern Neighborhoods PEIR adequately anticipated and described the impacts of the proposed 350 Second Street project, and identified the mitigation measures applicable to the 350 Second Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{9,10} Therefore, no further CEQA evaluation for the 350 Second Street proposed project is required. In sum, the Eastern Neighborhoods PEIR and this

⁷ Table 2 Forecast Growth by Rezoning Option Chapter IV of the Eastern Neighborhoods Draft EIR shows projected net growth based on proposed rezoning scenarios. A baseline for existing conditions in the year 2000 was included to provide context for the scenario figures for parcels affected by the rezoning.

⁸ San Francisco Planning Department. Amendments to the Zoning Map. Block Number/Lot Number 3591/024, Case No. 2004.0160EMTZUUU. Available at: http://sf-planning.org/sites/default/files/FileCenter/Documents/1383-Map_amendments_height%26zoning_by_BlockLot_Initiation.pdf

⁹ Steve Wertheim, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Citywide Planning and Policy Analysis, 350 2nd Street, February 21, 2018. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2016-012031ENV.

¹⁰ Jeff Joslin, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 350 2nd Street, February 23, 2018

certificate of determination and accompanying project-specific initial study comprise the full and complete CEQA evaluation necessary for the proposed project.

Central South of Market (SoMa) Area Plan

The project site is also located within the Central SoMa Plan Area, a comprehensive plan for an area within the boundaries of the Eastern Neighborhoods Area Plan. It is bounded by Second Street on the east, Sixth Street on the west, Townsend Street on the south, and by an irregular border that generally jogs along Folsom, Howard and Stevenson Streets to the north.

The need for the plan became apparent during the Eastern Neighborhoods planning process, which was initiated in the early 2000s. In 2008, the City and County of San Francisco approved the Eastern Neighborhoods Rezoning and Area Plans project, which covered 2,300 acres on the city's eastern flank and introduced new land use controls and area plans for the eastern part of SoMa, the Central Waterfront, the Mission, and Showplace Square/Potrero Hill neighborhoods.

The Eastern Neighborhoods planning effort had two primary objectives: to address and ensure a stable future for light industrial businesses in the city, mainly through zoning restrictions; and to plan for a substantial amount of new housing, particularly housing affordable to low-, moderate-, and middle-income families and individuals. New housing would be developed in the context of "complete neighborhoods," which would provide sufficient amenities for new residents of these areas.

At that time, the City determined that the pending development of the Central Subway transit project and the development potential of the surrounding area necessitated a separate, focused planning process that took into account for the City's growth needs as well as the opportunity to link transportation and land use planning.

The Planning Department initiated the Central SoMa Planning Process in earnest in early 2011 with funding from the California Department of Transportation and the San Francisco Municipal Transportation Agency.

The plan's sponsor, the San Francisco Planning Department, endeavors to address the social, economic, and environmental aspects of sustainability through a planning strategy that accommodates anticipated population and job growth, provides public benefits, and respects and enhances neighborhood character. The Plan seeks to encourage and accommodate housing and employment growth by (1) removing land use restrictions to support a greater mix of uses while also emphasizing office uses in portions of the Plan Area; (2) amending height and bulk districts to allow for taller buildings; (3) modifying the system of streets and circulation within and adjacent to the Plan Area to meet the needs and goals of a dense, transit-oriented, mixed use district; and (4) creating new, and improving existing, open spaces.

On May 10, 2018, the Planning Commission certified the Central SoMa Plan EIR, however, the Plan is not yet in effect. This project is not reliant upon any of the provisions of the plan or associated planning code changes. This project would not contribute to any significant effects identified in the Central SoMa EIR that were not already identified in the Eastern Neighborhoods PEIR (refer to the Potential Environmental Effects section below).

PROJECT SETTING

The 350 Second Street project site is an approximately 24,700-square-foot lot in San Francisco's South of Market District. The parcel is located at the corner of the Second Street and Dow Place intersection; Dow Place is a mid-block alley that runs parallel to the 350 Second Street project site. Both the AT&T and SFBlu

buildings (located on Folsom Street) have loading docks at the rear of the buildings, which are accessed by way of Dow Place. The project site currently serves as a public parking lot with 130 vehicle spaces and is accessible by a 22-foot-wide curb cut on Second Street. The immediate area surrounding the 350 Second Street project site consists of office and residential use. To the west and south of 350 Second Street are office buildings and two residential towers (one located on Folsom Street and another on Hawthorne Street). To the north and east, the land use is primarily office. Marathon Plaza, a privately owned, public open space located at 303 Second Street, is directly across Second Street from the 350 Second Street project site.

POTENTIAL ENVIRONMENTAL EFFECTS

The Eastern Neighborhoods PEIR included analyses of environmental issues including: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued initial study for the Eastern Neighborhoods Rezoning and Area Plans.

Significant and unavoidable impacts were identified in the Eastern Neighborhoods PEIR for the following topics: land use, historic architectural resources, transportation and circulation, and shadow. As a result of the adoption of the Plan, the project site was rezoned from a Service/Secondary Office (SSO) District to a Mixed-Use Office (MUO) District. The proposed project would not remove any existing PDR uses and therefore, proposed project would contribute to significant and unavoidable impacts on land use with respect to PDR land supply. Therefore, the proposed project would not contribute to any impact related to PDR uses in the PEIR. The proposed project would not contribute to the impact on historic architectural resources because no resources are located at the project site and the project site is not located in a designated state or local historic district. The proposed project would increase the volume of transit ridership, but would not contribute considerably to the transit impacts identified in the Eastern Neighborhoods PEIR. The proposed project would increase shadow, but would not contribute considerably to the shadow impact on project area parks. Four mitigation measures identified in the Eastern Neighborhoods PEIR are necessary to reduce the proposed project’s impacts to less than significant. These mitigation measures address the potential to impact archaeological resources as a result of ground disturbing activities, address potential air quality impacts during the building’s construction and operation, and the development and implementation of a set of noise attenuation measures during construction.

The Eastern Neighborhoods PEIR identified feasible mitigation measures to address significant impacts related to noise, air quality, archeological resources, historical resources, hazardous materials, and transportation. **Table 2** below lists the mitigation measures identified in the Eastern Neighborhoods PEIR and states whether each measure would apply to the proposed project.

Table 2 – Eastern Neighborhoods PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
F. Noise		
F-1: Construction Noise (Pile Driving)	Not Applicable: pile driving is not proposed.	Not Applicable
F-2: Construction Noise	Applicable: temporary construction noise from the use	The project sponsor has agreed to implement Project

Mitigation Measure	Applicability	Compliance
	of heavy equipment would occur in proximity to noise-sensitive receptors.	Mitigation Measure 2, which includes the development and implementation of a set of noise attenuation measures during construction.
F-3: Interior Noise Levels	Not Applicable: CEQA no longer requires the consideration of the effects of the existing environment on a proposed project's future users or residents where that project would not exacerbate existing noise levels.	Not Applicable
F-4: Siting of Noise-Sensitive Uses	Not Applicable: CEQA no longer requires the consideration of the effects of the existing environment on a proposed project's future users or residents where that project would not exacerbate existing noise levels.	Not Applicable
F-5: Siting of Noise-Generating Uses	Not Applicable: the proposed project would not include noise-generating uses.	Not Applicable
F-6: Open Space in Noisy Environments	Not Applicable: CEQA no longer requires the consideration of the effects of the existing environment on a proposed project's future users or residents where that project would not exacerbate existing noise levels.	Not Applicable
G. Air Quality		
G-1: Construction Air Quality	Applicable: the project site is located within the Air Pollutant Exposure Zone. Project construction could exacerbate poor air quality.	The project sponsor has agreed to implement Project Mitigation Measure 3. Construction Emissions Minimization Plan to reduce construction emissions.
G-2: Air Quality for Sensitive Land Uses	Not Applicable: the proposed project would not include any	Not Applicable

Mitigation Measure	Applicability	Compliance
	sensitive land uses	
G-3: Siting of Uses that Emit Diesel Particulate Matter (DPM)	Not Applicable: the hotel and restaurant uses associated with the proposed project are not expected to emit substantial levels of DPMs.	Not Applicable
G-4: Siting of Uses that Emit other Toxic Air Contaminants (TACs)	Applicable: the proposed project would include a backup diesel generator.	The project sponsor has agreed to implement Project Mitigation Measure 4. Best Available Control Technology for Diesel Generators.
J. Archeological Resources		
J-1: Properties with Previous Studies	Not Applicable: the proposed project is within Archeological Mitigation Zone J2: Properties with no Previous Studies.	Not Applicable
J-2: Properties with no Previous Studies	Applicable: the proposed project is within Archeological Mitigation Zone J2: Properties with no Previous Studies.	The project sponsor has agreed to implement Project Mitigation Measure 1, which includes archeological testing.
J-3: Mission Dolores Archeological District	Not Applicable: the proposed project is within Archeological Mitigation Zone J2: Properties with no Previous Studies.	Not Applicable
K. Historical Resources		
K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan area	Not Applicable: plan-level mitigation completed by Planning Department	Not Applicable
K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District (East SoMa)	Not Applicable: plan-level mitigation completed by Planning Commission.	Not Applicable
K-3: Amendments to Article 10 of the Planning Code Pertaining to Alterations and Infill Development in the Dogpatch Historic District (Central Waterfront)	Not Applicable: plan-level mitigation completed by Planning Commission.	Not Applicable

Mitigation Measure	Applicability	Compliance
L. Hazardous Materials		
L-1: Hazardous Building Materials	Not Applicable: the proposed project does not involve the demolition of building structures.	Not Applicable
E. Transportation		
E-1: Traffic Signal Installation	Not Applicable: automobile delay removed from CEQA analysis.	Not Applicable
E-2: Intelligent Traffic Management	Not Applicable: automobile delay removed from CEQA analysis.	Not Applicable
E-3: Enhanced Funding	Not Applicable: automobile delay removed from CEQA analysis.	Not Applicable
E-4: Intelligent Traffic Management	Not Applicable: automobile delay removed from CEQA analysis.	Not Applicable
E-5: Enhanced Transit Funding	Not Applicable: plan level mitigation by SFMTA.	Not Applicable
E-6: Transit Corridor Improvements	Not Applicable: plan level mitigation by SFMTA.	Not Applicable
E-7: Transit Accessibility	Not Applicable: plan level mitigation by SFMTA.	Not Applicable
E-8: Muni Storage and Maintenance	Not Applicable: plan level mitigation by SFMTA.	Not Applicable
E-9: Rider Improvements	Not Applicable: plan level mitigation by SFMTA.	Not Applicable
E-10: Transit Enhancement	Not Applicable: plan level mitigation by SFMTA.	Not Applicable
E-11: Transportation Demand Management	Not Applicable: plan level mitigation by SFMTA.	Not Applicable

Please see the attached Mitigation Monitoring and Reporting Program (MMRP) for the complete text of the applicable mitigation measures. With implementation of these mitigation measures, the proposed project would not result in significant impacts beyond those analyzed in the Eastern Neighborhoods PEIR.

PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on February 6, 2018 to adjacent occupants and owners of properties within 300 feet of the 350 Second Street project site as well as community organizations in District 6. The Planning Department received comments from six parties/individuals on the proposed project. One of the commenters inquired about the proposed 350 Second Street site plan design and configuration of the hotel entrance and exit on Dow Place and requested the transportation study upon completion. Another commenter requested that the CPE evaluate the project’s noise, shadow, and transportation impacts. The TransBay Joint Powers Authority submitted a comment letter regarding future coordination and timing of the 350 Second Street Project with the Transbay Transit Center/Caltrain Downtown Extension Project. Three of the six parties/individuals solely requested that the Planning Department send them the final environmental documentation for the project. Relevant comments were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Eastern Neighborhoods PEIR.

CONCLUSION

As summarized above and further discussed in the project-specific initial study:¹¹

1. The proposed project is consistent with the development density established for the project site in the Eastern Neighborhoods Rezoning and Area Plans;
2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Eastern Neighborhoods PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Eastern Neighborhoods PEIR;
4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Eastern Neighborhoods PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and
5. The project sponsor will undertake feasible mitigation measures specified in the Eastern Neighborhoods PEIR to mitigate project-related significant impacts.

Therefore, no further environmental review shall be required for the proposed project pursuant to CEQA section 21083.3 and CEQA Guidelines section 15183.

¹¹ The initial study is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2016-012031ENV.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM			
MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
HISTORIC ARCHITECTURAL/CULTURAL RESOURCES				
<p>Project Mitigation Measure 1 – Archeological Resources, Properties with No Previous Study (Implementing Eastern Neighborhoods PEIR Mitigation Measure J-2)</p> <p>The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered, buried, or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a) and (c), on tribal cultural resources as defined in CEQA Statute Section 21074, and on human remains and associated or unassociated funerary objects. The project sponsor shall distribute the Planning Department archeological resource “ALERT” sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the “ALERT” sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. A preconstruction training shall be provided to all construction personnel performing or managing soils disturbing activities by a qualified archaeologist prior to the start of soils disturbing activities on the project. The training may be provided in person or using a video and include a handout prepared by the qualified archaeologist. The video and materials will be reviewed and approved by the ERO. The purpose of the training is to enable personnel to identify archaeological resources that may be encountered and to instruct them on what to do if a potential discovery occurs. Images of expected archeological resource types and archeological testing and data recovery methods should be included in the training. The project</p>	Project sponsor and project contractor	During construction	Project sponsor and project sponsor’s contractor	Considered complete upon completion of construction.

MITIGATION MONITORING AND REPORTING PROGRAM

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<p>sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet and have taken the preconstruction training. Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken. If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor. The ERO may also determine that the archeological resources is a tribal cultural resource and will consultant with affiliated Native Americans tribal representatives, if warranted. Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; an archeological testing program; and an interpretative program. If an archeological monitoring program, archeological testing program, or interpretative program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs and reviewed</p>				

MITIGATION MONITORING AND REPORTING PROGRAM

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<p>and approved by the ERO. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource may be at risk from vandalism, looting, or other damaging actions.</p> <p>If human remains and associated or unassociated funerary objects are discovered during any soils disturbing activity, all applicable State and Federal Laws shall be followed, including 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 ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days after the discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. 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. If no agreement is reached State regulations shall be followed</p>				

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<p>including the reinternment of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Pub. Res. Code Sec. 5097.98). The archeological consultant 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. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features. Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. 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 Environmental Planning division of the Planning Department shall receive one bound 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 public interest in or the high interpretive value of the resource, the ERO may require a different or additional final report content, format, and distribution than that presented above.</p>				

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<i>NOISE</i>				
<p>Project Mitigation Measure 2- Construction Noise (Implementing Eastern Neighborhoods PEIR Mitigation Measure F-2)</p> <p>The project sponsor is required to develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. The Planning Director shall require that the sponsors of the subsequent development project develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:</p> <ul style="list-style-type: none"> • Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses; • Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site; • Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses; • Monitor the effectiveness of noise attenuation measures by taking noise measurements; and • Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed. 	Project sponsor and project contractor	During construction	Project sponsor to provide Planning Department with monthly reports during the construction period.	Considered complete upon receipt of final monitoring report at completion of construction.

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AIR QUALITY				
<p>Project Mitigation Measure 3- Construction Air Quality (Implementing Eastern Neighborhoods PEIR Mitigation Measure G-1)</p> <p>The project sponsor or the project sponsor's Contractor shall comply with the following:</p> <p>A. <i>Engine Requirements.</i></p> <ol style="list-style-type: none"> 1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 offroad emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final offroad emission standards automatically meet this requirement. 2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited. 3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two minute idling limit. 4. The Contractor shall instruct construction workers and 	Project Sponsor and project contractor	During construction	Project Sponsor to provide Planning Department with monthly reports during construction period	Considered complete upon receipt of final monitoring report at completion of construction.

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equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.				

B. Waivers.

1. The Planning Department’s Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1).
2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of equipment available, according to the table below:

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Off-Road Equipment Compliance Step-Down Schedule				

Compliance Alternative	Engine Emission Standard	Emissions Control
1	Tier 2	ARB Level 2 VDECS
2	Tier 2	ARB Level 1 VDECS
3	Tier 2	Alternative Fuel*

How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3.

** Alternative fuels are not a VDECS.

- C. *Construction Emissions Minimization Plan.* Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of

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Section A.				
1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.				
2. The project sponsor shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan.				
3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.				

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<p><i>D. Monitoring.</i> After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.</p>				
<p>Project Mitigation Measure 4 - Best Available Control Technology (Implementing Eastern Neighborhoods PEIR Mitigation Measure G-4)</p> <p>The project sponsor shall ensure that the backup diesel generator meet or exceed one of the following emission standards for particulate matter: (1) Tier 4 certified engine, or (2) Tier 2 or Tier 3 certified engine that is equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS). A non-verified diesel emission control strategy may be used if the filter has the same particulate matter reduction as the identical ARB verified model and if the Bay Area Air Quality Management District (BAAQMD) approves of its use. The project sponsor shall submit documentation of compliance with the BAAQMD New Source Review permitting process (Regulation 2, Rule 2, and Regulation 2, Rule 5) and the emission standard requirement of this mitigation measure to the Planning Department for review and approval prior to issuance of a permit for a backup diesel generator from any City agency.</p>	Project sponsor	Prior to issuance of permit for backup diesel generator from City agency	Project Sponsor to provide Planning Department with plans detailing compliance and documentation of compliance with BAAQMD Regulation 2, Rules 2 and 5.	Considered complete approval of plans detailing compliance.

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IMPROVEMENT MEASURES				
<p>Project Improvement Measure 1 – Driveway Loading and Operations Plan</p> <p>The Project Sponsor will implement a <i>Driveway and Loading Operations Plan (DLOP)</i> that will include the following components:</p> <ul style="list-style-type: none"> • Loading Dock Management. To ensure that off-street loading facilities are efficiently used, and that trucks that are longer than can be safely accommodated are not permitted to use a building’s loading dock, the project sponsor of a development project in the Plan Area will develop a plan for management of the building’s loading dock and will ensure that tenants in the building are informed of limitations and conditions on loading schedules and truck size. The management plan could include strategies such as the use of an attendant to direct and guide trucks, installing a “Full” sign at the garage/loading dock driveway, limiting activity during peak hours, installation of audible and/or visual warning devices, and other features. Additionally, as part of the project application process, the project sponsor will consult with the SFMTA concerning the design of loading and parking facilities. • Garage/Loading Dock Attendant. If warranted by project-specific conditions, the project sponsor of a development project in the Plan Area will ensure that building management employs attendant(s) for the project’s parking garage and/or loading dock, as applicable. The attendant would be stationed as determined by the project-specific review analysis, typically at the project’s driveway to direct vehicles entering and exiting the building and avoid any safety-related conflicts with pedestrians on the sidewalk during the a.m. and p.m. peak periods of traffic, bicycle, and pedestrian activity, with extended hours as dictated by traffic, bicycle and pedestrian conditions and by activity in the project garage and loading dock. Each project will also install 	Project sponsor	Prior to the approval of any building permit.	SFMTA and Planning Department	Considered complete upon approval of a DLOP.

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<p>audible and/or visible warning devices, or comparably effective warning devices as approved by the Planning Department and/or the SFMTA, to alert pedestrians of the outbound vehicles from the parking garage and/or loading dock, as applicable.</p> <ul style="list-style-type: none"> Trash/Recycling/Compost Collection Design and Management. When designs for buildings are being developed, the project sponsor or representative will meet with the appropriate representative from Recology (or other trash collection firm) to determine the location and type of trash/recycling/compost bins, frequency of collections, and procedures for collection activities, including the location of Recology trucks during collection. The location of the trash/recycling/compost storage room(s) for each building will be indicated on the building plans prior to submittal of plans to the Building Department. Procedures for collection will ensure that the collection bins are not placed within any sidewalk, bicycle facility, parking lane or travel lane adjacent to the project site at any time. <p>Project Improvement Measure 2 - Construction Management Plan Upon review and approval by the SFMTA and Public Works, the project sponsor will implement a Construction Management Plan, addressing transportation-related circulation, access, staging and hours of delivery. The Construction Management Plan would disseminate appropriate information to contractors and affected agencies with respect to coordination construction activities to minimize overall disruption and ensure that overall circulation in the project area is maintained to the extent possible, with particular focus on ensuring transit, pedestrian, and bicycle connectivity. If construction of the proposed project is determined to overlap with nearby adjacent project(s) as to result in transportation-related impacts, the project sponsor or its contractor(s) will consult with various City departments such as SFMTA and Public Works, and</p>	Project sponsor and project sponsor's construction contractor	Prior to issuance of construction permits and throughout the construction period	Planning Department	Considered complete after construction activities are completed

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<p>other interdepartmental meetings as deemed necessary by the SFMTA, Public Works, and Planning Department, to develop a Coordinated Construction Management Plan. There are no development projects in the immediate vicinity of the proposed project that are likely to overlap in location or schedule. Further, the construction contractor for the proposed project would meet the Blue Book requirements.</p>				