

**CALIFORNIA CULTURAL AND HISTORICAL ENDOWMENT
FINDINGS OF FACT
September 29, 2011**

**San Francisco Museum and Historical Society
R4-16 The Mint Project**

Background

The proposed project is the rehabilitation plus seismic upgrade and addition to the United States Old Mint located at 88 Fifth Street in downtown San Francisco. The project has multiple historic ratings, including being a National Historic Landmark, individually listed on the National Register of Historic Places, and designated as a City Landmark. The existing three-story building would be repurposed as a new kind of cultural attraction that integrates dynamic exhibits on the history of the region with an interpretative visitor center and rotating cultural retail from the region.

The Lead Agency, the Planning Department, City and County of San Francisco, prepared an Initial Study and Mitigated Negative Declaration with mitigation measures as a condition of the approval of the project. The Initial Study and Mitigated Negative Declaration were approved on June 23, 2005, which determined that this project could not have a significant effect on the environment based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance) and 15070 (Decision to Prepare a Negative Declaration), and the reasons documented in the Initial study.

Portions of the Project to be Funded by CCHE

As a Responsible Agency, CCHE has responsibility for mitigating or avoiding only the direct or indirect environmental effects of those parts of the Project which it decides to carry out, finance, or approve. CCHE Round 4 funding will be used to support the planning and development of sustainable interventions and the schematic design for museum galleries and ground level vaults. Previously, CCHE Round 1 funds were awarded for design development documents, schematic design documents, construction management of demolition, and demolition.

Findings on Environmental Factors Potentially Affected:

Pursuant to and in accordance with section 21081 of the Public Resource Code, the Initial Study examined the potential for adverse effects as result of Project implementation and determined that the proposed project could not have a significant adverse effect in the areas outlined in the Initial Study checklist.

Mitigation Made a Condition of Funding

The following mitigation measures have been agreed to by the project sponsor to avoid potentially significant effects of the proposed project and are conditions of project approval. The following improvement measures will be implemented as part of the project to diminish effects of the project that are identified in the environmental analysis as being less-than-significant impact. As a Responsible Agency, CCHE also makes the measures listed below a condition of funding.

Mitigation Measure 1-Construction Air Quality

The project sponsor shall require the contractor(s) to cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material; and sweep surrounding streets during construction at least once per day to reduce particulate emissions.

Mitigation Measure 2-Contaminated Waste Removal

Any waste materials generated during chimney retrofitting or demolition shall be handled as industrial or hazardous wastes.

Mitigation Measure 3-Historical Resources

All terms and obligations and procedures contained in the Programmatic Agreement entered into by and amount the United States of America acting by and through its General Service Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Office (SHPO), and the City and County of San Francisco regarding the preservation of the Old Mint Building, are incorporated by the reference into this mitigation measure.

All future design plans shall be submitted by the San Francisco Museum and Historical Society (project sponsor) to the City's historic preservation consultant (HPC) for its review and submission to the State Office of Historic Preservation and the Planning Department to ensure that the project shall comply with the *Standards*.

Reviews for compliance with the *Standards* shall take place after the schematic, design development, and construction stages of the design process. Like the initial determination report, each subsequent report will be submitted to SHPO and the Planning Department for review and comment. As part of the Planning Department review of the rehabilitation of the Old Mint, the project sponsor shall obtain the independent review of the HPCX on each phase of the project development as required by the Programmatic Agreement to determine compliance with the *Standards*. The project sponsor and the HPC will present each phase of the project development to the Landmark Preservation Advisory Board in a public hearing for its review and recommendations, including: schematic design, design development and construction plans—Submittal to the Landmarks Board at each phase of the project development along with the independent review of the HPC will inform the Certificate of Appropriateness process and assure compliance with Planning Code Article 10 and the

Standards. If, after reviewing the HPC's report as required by the Programmatic Agreement, the SHOP does not concur that the proposed design solution meets the *Standards*, then further changes shall be made to the project design to satisfy the *Standards* before the project may proceed.

Improvement Measure 1 – Traffic

Signing improvements to restrict access on Mint Street could be required at the entrance of Mint Street. Also proper signing could be required to restrict private buses from using the eastside curb as layover area. This space is proposed as drop-off area for visitors to the Historical Museum. It is noted that buses after drop off would have difficulty in maneuvering a U-turn on Mint Street and would also cause some conflict with pedestrian activities on Mint Street. Tour busses bringing visitors to the Historical Museum could require layover space and the project sponsor would work with Department of Public Transportation (DPT) to identify improvement measures to provide layover space for these buses.

In order to reduce potential tour buses double parking and illegal tour bus parking impacts in downtown, the DPT could continue its enforcement effort in downtown and work with the bus operators to find long-term solution.

Improvement Measure 2 – Transit

The proposed project could have an impact on MUNI operations due to the closure of Jessie Street east of Mint Street. The project sponsor proposes that MUNI route 26 use Fifth Street instead of Eighth Street and use the existing bus stop location on Fifth Street for layover. This option could still have the same travel distance and travel time and thus would not affect the MUNI schedule. This option of change in MUNI route and relocation of layover space for MUNI bus route 26 would require approval from MUNI.

The MUNI #26 buses eastbound route could change to continue on Market Street then turn to Fifth Street and its layover location could be moved to Fifth Street and combined with MUNI #27 bus stop. The westbound route could remain the same.

Improvement Measure 3 – Parking

Five car parking spaces and eight motorcycle parking spaces would be displaced due to the Jessie Street closure. These five spaces can be compensated fully with one extra space on Mint Street by converting the existing parallel parking to 90-degree parking spaces. Resulting in the increase of one vehicle parking space and loss of eight motorcycle spaces. Proposed design of Mint Street would be require to be approved by Department of Parking and Traffic (DPT) prior to implementation.

Improvement Measure 4 – Construction

Any construction traffic occurring between 7:00 AM and 9:00 AM or between 3:30 PM and 6:00 PM could coincide with peak hour traffic and could impede traffic flow. The impact of lane closures and construction traffic could decrease the capacity of streets and slow the movement of traffic (including MUNI buses). To the extent possible for the proposed project, truck movements could be limited to the hours between 9:00 AM and 3:30 PM. Prior to any lane closure and encroachment on traffic lanes, proper permits need to be obtained from the City. A closure of all sidewalks along the perimeter of the project on Mission Street, Fifth Street, Mint Street and Jessie Street could require detailed planning to provide space for bus stop, passenger waiting area and layover location. The project sponsor has indicated that proper waiting area could be provided for the passengers waiting for busses on Mission Street and Fifth Street bus stop locations for the entire duration of construction. The project sponsor could be required to work with DPT, DPW and MUNI to seek satisfactory design needs to accommodate proper waiting area for transit riders. Sidewalk closure with additional pedestrian pathway could encroach on traffic lanes thereby disrupting traffic operation.

The project Sponsor and construction contractor(s) could meet with the Traffic Engineering Division of the Department of Parking and Traffic, the Fire Department, and the Planning Department to determine feasible traffic measures to reduce traffic congestion and pedestrian circulation impacts during construction of the project. In addition, to ensure that the relocation of MUNI bus stop, suggested route relocation and the MUNI passenger waiting area (minimum 5 feet in width for the entire length of the bus stop) are acceptable to MUNI, the project sponsor could coordinate with MUNI's Chief Inspector prior to construction.

The grantee (San Francisco Museum and Historical Society) shall inform CCHE of any changes in mitigation measures.

Mitigating Reporting

The Lead Agency, City and County of San Francisco, approved the mitigation and improvement measures listed above. CCHE will require the grantee (San Francisco Museum and Historical Society) to provide copies of its mitigation reporting on a quarterly basis, until the completion of construction, as a condition of approval.

Determination

CCHE staff has considered the effects of the proposed Project and concurs that the Project will not have a significant effect on the environment with the required mitigation measures.

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