

FINDING OF EFFECT
Van Ness Avenue Bus Rapid Transit Project
San Francisco, California

Prepared By:

Gregory King
PARSONS
50 Fremont Street, Suite 1500
San Francisco, California 94105

Prepared For
San Francisco County Transportation Authority
and
Federal Transit Administration

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1
INTRODUCTION

The purpose of this Finding of Effect (FOE) is to analyze the effects of the Van Ness Avenue Bus Rapid Transit (BRT) project on potential or known National Register-eligible or -listed properties under the Criteria of Adverse Effect (36 CFR Part 800.5(a)(1) for compliance with Section 106 of the National Historic Preservation Act (NHPA). The BRT project to be implemented along a two mile stretch of Van Ness Avenue (including one block of South Van Ness Avenue), in the City and County of San Francisco, California, is a proposed federal undertaking as defined by 36 CFR 800.16. The San Francisco County Transportation Authority (SFCTA), in cooperation with the Federal Transit Administration (FTA), the federal lead agency), and the San Francisco Municipal Transportation Agency (SFMTA), is continuing consultation with the California State Historic Preservation Officer (SHPO) in applying the Criteria of Adverse Effect.

As part of the identification efforts, and in compliance with 36 CFR 800.4, SFCTA and FTA prepared a Historic Property Survey (HPS; 2010) for the project. The HPS was submitted to the California SHPO on March 31, 2010. Located in the Area of Potential Effects (APE) of the proposed undertaking are a number of historic properties previously identified or determined eligible for inclusion in the National Register of Historic Places (NRHP) by the cultural resources survey performed for the proposed undertaking. The California SHPO concurred with the findings in the HPS on May 10, 2010 (see Appendix A).

As documented in the HPS, Far Western Anthropological Research Group, Inc., and Foothill Resources, Ltd., conducted a records search for previously recorded prehistoric and historical archaeological resources in the project vicinity; completed an archaeological sensitivity survey of the proposed undertaking; and prepared an Archaeological and Native American Cultural Resources Sensitivity Assessment (Bryd et al. 2009). JRP Historical Research, LLC., conducted background research, evaluated buildings, structures, and objects within the APE, and prepared a Historical Resources Inventory and Evaluation Report (Bunse and Allen 2009). Results of these combined studies were documented in the HPS, prepared by Parsons.

For the built environment, the HPS identified three properties within the APE that were previously determined eligible for or listed in the NRHP:

- 11-35 Van Ness Avenue (Masonic Temple; identified as H-1 on Figures 3A and 4).

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- San Francisco Civic Center Historic District/War Memorial Building (identified as H-2 on Figures 3A and 4).
- 1699 Van Ness Avenue (Paige Motor Car Company Building; identified as H-6 on Figures 3A and 4).

In addition, as documented in the HPS, FTA determined the following four properties were eligible for the NRHP:

- 799 Van Ness Avenue (Wallace Estate Co. garage; identified as H-3 on Figures 3A and 4).
- 945-999 Van Ness Avenue (Ernest Ingold Chevrolet; identified as H-4 on Figures 3A and 4).
- 1320 Van Ness Avenue (Scottish Rite Temple; identified as H-5 on Figures 3A and 4).
- 1946 Van Ness Avenue (California Oakland Motor, Co., identified as H-7 on Figures 3A and 4).

The FTA and SFCTA, in applying the Criteria of Adverse Effect, conclude that a finding of No Adverse Effect to the built environment is appropriate for the Locally Preferred Alternative (LPA), Center Lane BRT with Right Side Boarding/Single Median and Limited Left Turns.

Seven historic-era and no prehistoric archaeological resources were identified within the project APE. There is also the potential for additional buried resources. The project APE, however, is currently fully covered by modern development, and known or previously unidentified archaeological resources would only be encountered during subsurface excavation and not by pedestrian survey. The potential for encountering buried resources will be determined through documentary research and reconstructing the history of changes to the physical landscape, including cuts and fills. Potential subsurface testing and mitigation would only take place just prior to construction, after design plans are finalized and only if a potentially significant resource was identified and could not be avoided. Therefore, the FTA and SFCTA are seeking concurrence from the SHPO of a No Adverse Effect with Conditions pursuant to 36 CFR 800.5(c).

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DESCRIPTION OF THE UNDERTAKING

2.1 PROJECT LOCATION

Van Ness Avenue in the City and County of San Francisco, is a key north-south arterial, also designated as U.S. 101, connecting freeway entrances and exits to the south with Lombard Street and the Golden Gate Bridge to the north. The general setting of the project corridor is urban and includes institutional and cultural centers, commercial enterprises, and residential uses. Van Ness Avenue is a conventional six-lane facility carrying a mix of cars, trucks, and bus transit, along with pedestrian and bicycle traffic. The proposed BRT would be implemented along a 2 mile stretch of Van Ness Avenue (including a one-block portion of South Van Ness Avenue) in San Francisco, from Mission Street at the south to Lombard Street at the north. The BRT features dedicated bus lanes, one northbound and one southbound, separated from regular traffic and high-quality stations. Each station has an elevated platform, canopy for weather protection, passenger seating, vehicle arrival time information, landscaping, and other amenities. Platforms would be large enough to safely and comfortably accommodate waiting passengers, long enough to load two BRT vehicles, and designed to provide Americans with Disabilities Act (ADA) accessibility. Existing transit stops would be consolidated to reduce delays, and the overhead contact system (OCS) and supporting poles/streetlights would be replaced from Mission Street in the south to North Point Street in the north. Figure 1 provides a map showing the project location and limits. Project improvements would be confined largely within the right-of-way along Van Ness Avenue.

2.2 AREA OF POTENTIAL EFFECTS

According to Section 106 regulations:

The area of potential effects means the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of the undertaking and may be different for different kinds of effects caused by the undertaking (36 CFR 800.16[d]).

The archaeological APE for the Van Ness Avenue BRT Project nominally follows the back of sidewalk (right of way line) on Van Ness Avenue throughout the project limits, but extends an additional 50 feet on certain cross streets where a potential need to provide for replacement handicap parking has been identified. Approximate areas and depths of anticipated construction

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activities requiring earthwork are provided in Table 1 below. As shown, traffic signal poles will require the deepest excavation, up to 16 feet below modern ground surface (bgs) in an approximate three foot diameter area. Additional deep excavations will include removal and replacement of the existing OCS support poles and relocation of a sewer pipeline running under the street for the proposed center-running alternative alignments (including the Locally Preferred Alternative – LPA), particularly at BRT station platform locations. Remaining earthwork would occur within 5.5 ft. bgs.

The built environment APE includes Van Ness Avenue and the sidewalks along both sides, and an area one parcel deep at those points where a side platform associated with a new BRT station under Build Alternative 2 is proposed, as the construction of such could potentially indirectly affect the immediately adjacent resource. The California SHPO concurred with the agency’s APE on May 10, 2010 (see Appendix A).

Table 1. Anticipated Construction Areas and Excavation Depths

Construction Item	Area	Depth¹
OCS Support Pole Replacement	3.0 ft diameter excavation area, within sidewalk; located throughout project limits.	11.0 ft
OCS Conduit Trench	2.0 ft wide trench, within sidewalk; located throughout project limits.	3.0 ft
Sewer Pipeline Relocation	6.0 ft wide trench, within street; replace or relocate within the BRT lanes under Project Build Alternative 3 and the LPA; relocate outside of platform areas proposed under Project Build Alternative 4.	11.5 ft
Traffic Signal Poles	3.0 ft diameter excavation area, located at intersections throughout project limits.	16.0 ft
Controller Cabinets	2.5 ft x 4.0 ft excavation area, located within the sidewalk at intersections throughout project limits.	3.0 ft
Curb Bulbs & Sidewalk Reconstruction	Approximate 30 ft of full-width sidewalk disturbance area, located at intersections throughout project limits (varies by project alternative).	1.5 ft
Pavement Rehabilitation	Curb-to-curb rehabilitation or resurfacing under each project alternative.	0.7 ft
Pavement Reconstruction	Spot improvements as needed to travel lanes and parking lanes to remedy failed pavement areas.	1.5 ft
New Pavement	22.0 ft wide area within median throughout project limits, under Project Build Alternative 3 and at BRT station locations under the LPA.	1.5 ft
Station Platform	8.0 ft – 14.0 ft wide by 150.0 ft long area at platforms, platform locations vary by project alternative.	1.0 ft
Station Canopy Foundation	2.5 ft diameter excavation area at platforms, platform locations vary by project alternative.	5.0 ft

¹Depth below ground surface (bgs).

2.3 DESCRIPTION OF ALTERNATIVES

As part of the environmental review process, four alternatives have been defined for the proposed undertaking, including one no-build alternative and three build alternatives. These four alternatives – including the No Build Alternative, one side lane option (Alternative 2) and two center lane options (Alternatives 3 and 4), as well as a reduced left turn variant – were evaluated in the Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR), which was circulated for public review and comment from November 4, 2011 to December 23, 2011. Based on technical analyses and agency and stakeholder input throughout the project, the joint SFCTA and SFMTA staff recommendation for the LPA is a refinement of the center running alternatives with limited left turns (Build Alternatives 3 and 4 with Design Option B), and is referred to as Center Lane BRT with Right Side Boarding/Single Median and Limited Left Turns. The project alternatives are described in detail below.

A) ALTERNATIVE 1: NO BUILD (BASELINE ALTERNATIVE)

Under Alternative 1, the No Build Alternative, BRT service would not be implemented and it is assumed that the existing roadway infrastructure and transit services in the 2-mile-long Van Ness Avenue corridor would continue and be supplemented by funded improvement projects planned to occur within the near-term horizon year of 2015. These transportation system and infrastructure elements are planned to occur regardless of implementation of any proposed BRT build alternative. The following project components are included in the No Build Alternative:

- **Pavement Rehabilitation.** Repair and replacement of failed areas on Van Ness Avenue between Golden Gate Avenue and Lombard Street as part of the Caltrans 2007 Ten-Year State Highway Operation and Protection Program (SHOPP) Plan for 2011/2012.
- **OCS and Support Pole/Streetlight Replacement.** The SFMTA, together with the San Francisco Department of Public Works (SFPDW) and the San Francisco Public Utilities Commission (SFPUC), plan to replace the existing overhead wire contact system and supporting poles/streetlights along Van Ness Avenue from Market Street to North Point Street to address the failing structural condition of the system. Replacement of the poles has been on SFMTA's list of desired Capital Improvement Projects since 2003. Improvements would include removal and replacement of existing poles and light fixtures. This effort may be implemented as a comprehensive replacement project or as a phased maintenance program that would replace poles on a priority basis, with the most structurally compromised poles prioritized for replacement. Poles would be replaced in generally the same locations on the sidewalk, within approximately 3 feet to 5 feet of the existing poles. The replacement poles would be designed to handle modern loads as required by existing Muni service. These poles would also provide street and potentially sidewalk lighting. New lighting would be energy efficient, require low maintenance, and meet current lighting requirements for safety. A new duct bank would be constructed within the sidewalk area to support the streetlights and traffic signal conduits.

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- **Traffic Signal Infrastructure for Real-Time Traffic Management.** The SFgo Program led by SFMTA is a package of technology-based transportation management system tools that would implement the following in the Van Ness corridor in 2012:
 - **Traffic Signal Replacement.** Existing traffic signal heads and poles will be upgraded to mast armed poles (arched to hang over traffic lanes) at all intersections along Van Ness Avenue.
 - **Pedestrian Countdown Signals.** Pedestrian countdown signals will be installed on all crosswalk legs at all signalized intersections along Van Ness Avenue.
 - **Accessible Pedestrian Signals (APS).** APS would likely be installed at some additional signalized intersections in the project corridor.
- **Curb Ramp Upgrades.** Curb ramps that meet current City and Americans with Disabilities Act (ADA) requirements would be installed at all intersections on Van Ness Avenue.
- **NextMuni Real-Time Passenger Information.** SFMTA is installing real-time bus arrival information displays (NextMuni) at major bus stops with shelters along Van Ness Avenue.

Implementation of the aforementioned transportation system and infrastructure improvements is assumed under the No Build Alternative. These improvements would not result in changes to the basic sidewalk, intersection crossing, and median configurations; therefore, under the No Build Alternative, Van Ness Avenue would maintain the existing physical configuration, and median widths, sidewalk widths, and crosswalk dimensions would remain the same.

B) BUILD ALTERNATIVES

Three build alternatives are proposed. The three build alternatives propose differing lane configurations and associated station placement at intersections. Briefly, Build Alternative 2 proposes dedicated transit lanes along the side of the roadway, adjacent to the curbside parking area. Under Build Alternative 2, curb extensions would provide curbside BRT stations. Build Alternative 3 proposes dedicated transit lanes in the center of the roadway, with two medians separating bus lanes from mixed-flow traffic. With Build Alternative 3, BRT stations would be located along the center medians. Build Alternative 4 proposes dedicated transit lanes in the center of the roadway along both sides of a single center median. With Build Alternative 4, BRT stations would be located along the single center median.

Each build alternative proposes BRT operating along a dedicated transit lane, or transitway, for the 2-mile-long project corridor. Under each build alternative, two mixed-flow traffic lanes (one southbound and one northbound) would be converted into two dedicated transit lanes (one southbound and one northbound). As a result, the existing mixed-flow traffic lanes would be reduced from three lanes to two lanes in each direction to accommodate the BRT transitway. The

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build alternatives would be implemented entirely within the existing street right of way, and no property acquisition would be required. None of the build alternatives would require a reduction in sidewalk width. Curbside parking would generally be maintained under each build alternative, although some loss of street parking would occur at locations throughout the project corridor under each of the three proposed build alternatives. Existing left-turn pockets for mixed-flow traffic would be eliminated at seven intersections in each direction to reduce conflicts with the BRT operation. In addition, right-turn pockets for mixed-flow traffic would be introduced at certain intersections to reduce conflicts with the BRT operation. The locations of left-turn pockets proposed under the LPA (as well as the build alternatives) are illustrated in Figure 3A, as well as the existing left-turn pockets that would be removed.

Under the build alternatives, the existing Muni bus stops along Van Ness Avenue would be removed and replaced with BRT stations. Stations would be placed within the existing street right of way at 9 locations intersections, depicted in Figure 3A. In addition, Golden Gate Transit (GGT) vehicles that currently operate on Van Ness Avenue would operate in the transitway and use the BRT stations exclusively, with GGT stop elimination varying by alternative.

Project features common to each of the alternatives, including the LPA, are summarized below in Table 2, and described in the bulleted text to follow. Certain project features are common to all alternatives; however, features may be realized to different extent – or achieve a different performance level - dependent on the alternative. Common project features among the build alternatives include the following:

- **Dedicated Bus Lanes (Transitway).** BRT buses would operate in an exclusive, dedicated bus lane on the street surface. The bus lane would be distinguished from mixed-flow traffic lanes by colored pavement or other special markings. A curb or other physical means of separation from the mixed-flow traffic lanes may also be utilized in some locations to be determined during final project design.
- **Pavement Rehabilitation and Resurfacing.** Under the build alternatives, Van Ness Avenue would undergo curb-to-curb rehabilitation and resurfacing.
- **High-Quality Stations.** The BRT stations proposed under each build alternative would include a platform, canopy, landscaped planter, and station amenities. The station would rest upon a concrete bus pad 10 inches to 12 inches above the street grade. Stations would be approximately 150 feet in length, with a platform length of 130 feet to accommodate two 60-foot articulated BRT vehicles. The platform provides the area for passenger waiting, boarding, and station amenities. The station platform would range from 9 feet to 14 feet in width, depending on the project alternative and the need for a platform to accommodate single-direction travel or both southbound and northbound travel. The station canopy would provide shelter from sun and rain, and be approximately 10 to 15 feet in height, depending on the incorporation of decorative architectural features and/or

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solar paneling (to be determined during final design). Station amenities would include ticket vending machines (TVMs), seating, lighting, a canopy and wind screens, garbage receptacles, and wayfinding information (maps/signage). Landscaped planters would be incorporated to beautify the stations as feasible. Stations would be designed to comply with ADA requirements. The stations would feature active data display and audio capability to indicate bus arrival time as required by ADA. Protective railings would be incorporated as appropriate for safety requirements.

- **NextMuni Real-Time Passenger Information.** The BRT stations under the build alternatives would be equipped with NextMuni, providing real-time bus arrival information displays.
- **Transportation System Management (TSM) Capabilities.** The proposed BRT service under each build alternative would utilize advanced traffic and TSM technologies, like those proposed under SFgo, including:
 - **Traffic Signal Infrastructure for Real-Time Traffic Management.** Traffic signal poles would be upgraded to mast armed poles. Signal controllers and interconnects would be upgraded with technology to allow for active monitoring and adjusting of traffic signal timings.
 - **GPS-Based Transit Signal Priority (TSP).** Under the proposed build alternatives, TSP hardware would be installed on the traffic signal masts to provide advance and extended green light time for buses approaching signals to reduce bus delay caused by red lights.
 - **Automatic Vehicle Location (AVL).** AVL would be utilized under the build alternatives to manage transit route operations in real time.
- **Median Upgrades/Nose Cones for Pedestrian Safety.** Median refuges would be modified and widened (where feasible) to reduce the distance that pedestrians must cross during one light cycle. Nose cones would be installed where feasible to provide a protective buffer between pedestrians and automobile traffic. All upgrades to intersections would comply with ADA standards.
- **Curb Ramp Upgrades.** Curb ramps would be installed at all intersections along Van Ness Avenue. Curb ramps would meet current City standards and ADA requirements to provide access by people in wheelchairs, as well as providing easier travel for those with strollers, carts, and the like.

Table 2: Major Project Features

Project Feature	No Build Alternative	Build Alternatives*
High-Quality Bus Vehicles with Low-Floor Boarding	x	x
High-Quality Bus Vehicles with Level Boarding		x
Dedicated Bus Lanes (Transitway)		x
High-Quality Stations		x
On-Bus Proof of Payment/All-Door Boarding (swipe pass on bus)	x	
Platform Proof of Payment/All-Door Boarding (swipe pass on platform prior to bus arrival)		x
NextMuni Real-Time Passenger Information	x	x
Pavement Rehabilitation	x	x
Pavement Resurfacing		x
Pedestrian-Scale Lighting		x
Landscaping	x	x
Overhead Contact System (OCS) support pole /streetlight replacement	x	x
Curb Ramp Upgrades	x	x
Curb Bulb Upgrades		x
Median Upgrades/Nose Cones for Pedestrian Safety		x
Traffic Signal Infrastructure, including Upgrade to Mast Arm Signals	x	x
Real-Time Traffic Management (upgraded controllers and fiber-optic signal interconnects)		x
Global Positioning System (GPS)-Based Transit Signal Priority		x
Automatic Vehicle Location		x
Pedestrian Countdown Signals	x	x
Accessible Pedestrian Signals (APS)	x**	x

*The Build Alternatives would include indicated project features with or without incorporation of the Center Alternative Design Option B.

**The No-Build Alternative would likely include some additional Accessible Pedestrian Signals at key intersections. The Build Alternatives would include these signals at all intersections.

- Landscaping.** Medians would be landscaped to promote a unified visual concept for the Van Ness Avenue corridor. BRT stations would include landscaped planters, and landscaping would be incorporated as feasible to provide a buffer between bus patrons and adjacent auto and pedestrian traffic. In addition, the discontinuation of existing Muni bus stops and removal of bus shelters as proposed under the build alternatives would open up additional sidewalk space at these locations. This would enhance the pedestrian environment at these locations and offer opportunities for tree planting, landscaping, or streetscape features.
- Curb Bulbs.** Curb bulbs are proposed at a number of signalized intersections to improve pedestrian safety by improving visibility between motorists and pedestrians, shortening

the crossing distance across Van Ness Avenue, and reducing the speed of right-turning traffic.

- **Pedestrian Countdown Signals.** Pedestrian countdown signals would be installed on all crosswalk legs at all signalized intersections in the project corridor as part of the proposed build alternatives.
- **Accessible Pedestrian Signals (APS).** APS, or audible push buttons, would be installed at all signalized intersections in the project corridor as part of the proposed build alternatives.
- **OCS Support Pole/Streetlight Replacement.** Under the proposed build alternatives, the OCS overhead wire and support pole system would be replaced and upgraded from Mission Street to North Point Street, along with the associated street lighting. The BRT system proposed under the build alternatives would require a new pole network to support the OCS load for the new BRT system, and to provide roadway and sidewalk lighting that meets current standards.

BUILD ALTERNATIVE 2: SIDE-LANE BRT WITH STREET PARKING

Build Alternative 2 would provide a dedicated bus lane, or transitway, in the right-most lane of Van Ness Avenue located adjacent to the existing curbside street parking area. The transitway would extend from Mission Street to Lombard Street in the northbound and southbound directions and be traversable for mixed-flow traffic, which would enter the transitway to complete a right turn or to parallel park. Under this alternative, BRT stations would be located within the curbside parking area as curb extensions, eliminating the need for buses to exit the transitway to pick up passengers. A planter with trees and shrubs would be located along the sidewalk side of the BRT station platform to serve as a buffer between bus patrons and sidewalk pedestrians. This alternative would involve minimal modification to the existing median; therefore, existing trees and landscape plantings would not require removal in the median, although some existing sidewalk trees would need to be removed to accommodate the longer BRT stations.

BUILD ALTERNATIVE 3: CENTER-LANE BRT WITH RIGHT-SIDE BOARDING AND DUAL MEDIANS

Build Alternative 3 would provide a transitway comprised of two side-by-side, dedicated bus lanes located in the center of the roadway in between two medians. The transitway would be separated from mixed-flow traffic by a 4-foot-wide median and a 9-foot-wide median. BRT stations would be located on the 9-foot median, allowing right-side boarding. This alternative would require removal of much of the existing medians, including existing trees and landscaping, to construct the dual-median, center-lane transitway; therefore, opportunities to preserve existing trees and landscape would be minimal and replacement trees and landscaping

would be the most constrained among the build alternatives. New tree planting is proposed along the 9-foot-wide right-side medians and at locations of former curbside bus stops.

Center-Lane Alternative Design Option B

Both center-running alternatives contain a design option referred to as the Center-Lane Alternative Design Option B. This design option would eliminate all but one northbound left turn (at Lombard Street) and all but one southbound left turn (at Broadway) in the project corridor. Center-Lane Alternative Design Option B would reduce conflicts at intersections with turning vehicles and increase the green light time available to BRT buses and private vehicles for through movement. The removal of left-turn pockets would allow more street parking at certain locations.

BUILD ALTERNATIVE 4: CENTER-LANE BRT WITH LEFT-SIDE BOARDING AND SINGLE MEDIAN

Build Alternative 4 would provide a transitway in the center of the roadway comprised of a single, 14-foot-wide median flanked by dedicated northbound and southbound bus lanes. Station platforms would be located on the single center median, requiring left-side passenger boarding and alighting as well as left and right side door vehicles. All stations would be of this single-median design, with the exception of BRT stations proposed at Geary/O'Farrell, which would utilize a dual-median configuration as proposed under Build Alternative 3 to accommodate Golden Gate Transit vehicles which would also utilize this station. Build Alternative 4 would require some modification of the existing median landscaping, including removal of some existing trees and landscaping, to construct the center-lane transitway and BRT stations. Existing trees would be retained where feasible, and new trees would be planted in the median and at former bus stops.

Center-Lane Alternative Design Option B

The Center-Lane Alternative Design Option B, or Design Option B, is under consideration for Build Alternatives 3 and 4. The design variation would eliminate all but one northbound left turn (at Lombard Street) and all but one southbound left turn (at Broadway).

LOCALLY PREFERRED ALTERNATIVE: CENTER LANE BRT WITH RIGHT SIDE BOARDING/SINGLE MEDIAN AND LIMITED LEFT TURNS

Although center running alternatives (Build Alternatives 3 and 4) demonstrated the greatest transit travel time reduction and reliability benefits in the Draft EIS/EIR (see Chapter 10), each also had significant challenges. The LPA represents an optimized, refined center-running alternative; BRT vehicles would operate alongside the median for most of the corridor, similar to Build Alternative 4. At station locations, the BRT runningway would transition to the center of

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the roadway, allowing for right side loading using standard vehicles, similar to Build Alternative 3. This alternative would retain the high performance features of Build Alternatives 3 and 4 (e.g., maximum transit priority, fewest conflicts) while avoiding the need to acquire left-right door vehicles or remove the entire existing median. Since the limited left turn variant (Design Option B) was shown in the Draft EIS/EIR to provide the greatest travel time benefits for transit and would reduce the weaving associated with the transitions, and aid with the flow of north-south traffic flow on Van Ness Avenue, the LPA incorporates Design Option B, eliminating all left turns from Van Ness Avenue between Mission and Lombard streets with the exception of the southbound (two lane) left turn at Broadway. Under the LPA, the northbound Mission Street station proposed under Build Alternatives 2, 3, and 4 was eliminated, and a new southbound station at Vallejo Street was introduced. Additionally, a northbound station at the Vallejo Street location is under consideration as a design variant under the LPA, called the Vallejo Northbound Station Variant.¹ The LPA station locations are shown in Figure 3A at the end of this report. The Vallejo Northbound Station Variant is depicted in Figure 3B.

On May 1, 2012 the Van Ness Avenue BRT Citizens Advisory Committee (CAC – see Section 3, Public Participation) voted 6-3 to support Center Lane BRT with Right Side Boarding/Single Median and Limited Left Turns as the LPA for the Van Ness Avenue BRT Project. On May 15, 2012 the SFMTA Board of Directors voted unanimously to adopt “Center-Running Bus Rapid Transit with Right Side Boarding Platforms, Single Median and Limited Left Turns” as the LPA for the Van Ness Avenue Bus Rapid Transit Project. On June 26, 2012 the SFCTA Board voted unanimously to select the “Center Lane Bus Rapid Transit with Right Side Boarding/Single Median and Limited Left Turns” as the LPA for the Van Ness Avenue BRT project and approved the Draft Van Ness Avenue BRT LPA Report.

¹ There are no NRHP-eligible or listed architectural resources located in the block of Van Ness Avenue between Vallejo and Green streets where the new southbound station and potential northbound station (Vallejo Northbound Station Variant) are proposed under the LPA, per the Historic Property Survey prepared for this project in 2010.

3

PUBLIC PARTICIPATION

Public outreach was initiated by contacting local and county historical organizations, preservation groups, and governmental units, in addition to Native American tribes, groups, and individuals. A summary of consulting parties and public participation follows.

Local Government Agencies

The SFCTA has met with several local government agencies and entities including: San Francisco Planning Department, San Francisco Planning Commission, San Francisco Municipal Transportation Agency, Golden Gate Bridge, Highway, and Transportation District (GGT), California Department of Transportation (Caltrans), San Francisco Department of Public Works (SFDPW), San Francisco Public Utilities Commission (PUC), San Francisco Mayor’s Office on Disabilities, Mayor’s Office of Greening, San Francisco Department of the Environment, and the multi-agency Transportation Working Group and Director’s Working Group. Many of these government agencies are members of the project Technical Advisory Committee, discussed below. On August 6, 2009 the SFCTA held a meeting with historic preservation staff from the San Francisco Planning Department regarding cultural resources, and on October 26, 2009, SFCTA met with Caltrans District 4 Office of Cultural Resources staff.

Technical Advisory Committee (TAC)

Based on agency interest expressed during the project scoping period, the SFCTA established a Van Ness Avenue BRT Technical Advisory Committee (TAC), composed of staff from the FTA, Caltrans, SFDPW, San Francisco Planning Department, GGT, PUC, and MTA. The TAC has met as needed, starting in October 2007 and continuing to the present.

Community Stakeholders

SFCTA has conducted extensive outreach throughout the environmental process, including meetings with stakeholder groups in the project corridor and citywide to identify and discuss project concerns, potential impacts, and respond to questions. An agency scoping meeting was held on October 4, 2007, and SFCTA has presented at or held meetings with more than 30 local community and business groups, including: Cow Hollow Association, Lower Polk Neighbors, Middle Polk Neighborhood Association, Pacific Heights Residents Association, Russian Hill Neighbors, San Francisco Planning and Urban Research (SPUR), Sierra Club, and Civic Center Stakeholders Group to name some of the representative stakeholder organizations. Chapter 8 of the Draft EIS/EIR contains a full description of outreach leading up to the public review and comment period.

Citizens Advisory Committee (CAC)

The SFCTA established the Van Ness Avenue BRT Citizens Advisory Committee (CAC) comprised of citizens living in or adjacent to the project area. Between September 2007 and May 2012, the CAC held 24 meetings to facilitate community participation in the project. All meetings were open to the public and publicized on both the SFCTA website as well as through mailings and emails to more than 700 contacts. A special presentation on the results of the cultural resources technical studies was given to the CAC on July 14, 2009. On May 1, 2012 the CAC voted 6-3 to support Center Lane BRT with Right Side Boarding/Single Median and Limited Left Turns as the LPA for the Van Ness Avenue BRT Project.

Native American Tribes, Groups and Individuals

A request was made to the California Native American Heritage Commission to conduct a search of their Sacred Lands Files to determine if known cultural sites were within or near the APE for the proposed project. The Commission responded that no Native American cultural resources were reported in the Sacred Lands Files records search. A list of interested Native American groups and individuals was also provided, and subsequently all five contacts on that list were sent letters requesting input on the cultural resources study. One individual responded, requesting a copy of the archaeological study upon its completion, which was later provided.

Local Historical Societies/Historic Preservation Groups

A “Letter to Interested Parties” summarizing the proposed project and intent to identify historic properties within the project APE was mailed on June 12, 2009. The mailing included an APE map. The letter was mailed to individuals who were identified during the public outreach process as being interested in historic preservation issues. The letter was also sent to the following organizations and entities known to possess an interest in historic and architectural resources in San Francisco:

- San Francisco Architectural Heritage
- San Francisco History Association
- San Francisco Beautiful
- San Francisco Museum and Historical Society
- San Francisco Historic Preservation Commission
- The Victorian Alliance
- Civic Center Stakeholder Group
- Fort Point National Historic Site
- Art Deco Society of California
- California Heritage Council
- California Historical Society
- California State Automobile Association Archives & Historical Services
- Cathedral Hill/Van Ness Neighborhood Association
- American Institute of Architects – Local Chapter

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- International Committee on Documentation and Conservation of Buildings, Sites and Neighborhoods of the Modern Movement (DOCOMOMO) US/Northern California
- National Trust for Historic Preservation, Western Office
- California Preservation Foundation

Other Public Involvement

During public circulation of the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR), SFCTA and SFMTA continued to implement public outreach activities to raise awareness of the project and solicit public input on the relative benefits and impacts of the proposed alternatives, as well as the proposed measures to mitigate potential project impacts. The outreach effort included online and print media notices, a radius mailing, briefings to neighborhood organizations, and notifications on transit vehicles and shelters to raise awareness of the project and Draft EIS/EIR availability. The Authority also held a public hearing on November 30, 2011, at the Holiday Inn-Golden Gateway located at 1500 Van Ness Avenue, San Francisco, in the project area. A webinar was conducted on December 5, 2011, during which time participants were able to submit comments electronically. Members of the public also had the opportunity to submit comments at a CAC meeting, neighborhood briefings, and other outreach events taking place during the draft environmental document circulation period (November 4 through December 23, 2011). Appendix E of the Draft EIS/EIR contains a full list of the agencies and interested parties that received the document for review and comment, including the San Francisco Historic Preservation Commission and City Hall Preservation Advisory Committee.

4

DESCRIPTION OF HISTORIC PROPERTIES

A review of the character-defining features for each of the seven identified National Register-listed or eligible properties located in the APE is presented below; those descriptions are preceded by a discussion of archeological resources.

4.1 ARCHAEOLOGICAL RESOURCES

There are no previously known or recorded prehistoric archaeological sites located within or adjacent to the APE.

The project APE is completely covered by urban development, and previously unidentified archaeological resources would only be encountered during subsurface excavation and not by means of a field survey. Prehistoric sites may exist within the project APE both at the historic-era ground surface (prior to the establishment of Van Ness Avenue in 1858) and buried by artificial fill, and also deeply buried below the historic ground surface by natural sedimentation. An initial sensitivity assessment was conducted to determine the potential for buried cultural resources in the APE, taking into account factors affecting past human use or occupation of earlier landforms in this part of San Francisco, combined with analysis of those factors that affected preservation of remains (i.e., erosion or burial). On the San Francisco Peninsula the majority of known prehistoric archaeological sites occur near past or present water sources, most often along the margins of the bay or ocean, or near fresh water lagoons, streams, or springs.

Overlaying the Van Ness Avenue BRT project corridor onto geologic maps provided archaeologists a basis for assessing the potential for encountering deeply buried deposits/sites. The geologic deposits in the project area have varying potentials for prehistoric sites due to difference in their age and character. The prehistoric archaeological potential can be conceptualized as: (1) sites buried deeply below the historic ground surface by natural sediments; and (2) sites within the 1850s ground surface buried by later nineteenth- and twentieth-century material.

Because so few prehistoric sites have been documented on the northern San Francisco Peninsula due to the urban environment, it is likely that any intact prehistoric sites discovered in these contexts would be National Register-eligible.

With regard to historic-era archaeological sites located in the APE, the preliminary sensitivity assessment conducted for this proposed undertaking determined that there is some potential to encounter significant resources. Though it is unlikely any Spanish- and Mexican-era remains are extant in the project area, given the rare and valuable nature of these resources, any features or artifact assemblages associated with these periods would likely be National Register-eligible.

Any evidence of the city's former late nineteenth century infrastructure, particularly early water systems and remains of cable car infrastructure, may yield valuable information and should be evaluated based on the urban infrastructure context that will be developed as part of the Phase 1 Addendum Survey Report (see section 6.1 below).

While building foundations generally have a limited potential to provide important data, there may be some instances in which structural remains may reflect localized architectural influences or innovative design elements in response to San Francisco's unique environment.

Individual or small clusters of artifacts, unless they are extraordinary, do not qualify as "significant" for their data potential under National Register Criterion D. Eligible artifact features are those that have sufficient magnitude to warrant analysis, are associated with an identifiable household or group of people, and have not been disturbed or contaminated by subsequent activities. Four types of potentially significant artifact deposits could be anticipated: (1) deposits or other cultural remains associated with Fort Mason; (2) deposits associated with commercial buildings south of California Street; (3) refuse deposits and privies in the Market to Mission section of Van Ness Avenue; and (4) refuse deposits associated with street or utility improvements.

The impact that the Van Ness Avenue BRT Project might have on these potentially buried resources is discussed in Section 5.1 of this report.

4.2 HISTORIC AND ARCHITECTURAL RESOURCES

11-35 VAN NESS AVE (MASONIC TEMPLE)

The property located at 11-35 Van Ness, a former Masonic Temple, was completed in 1913 and was determined eligible for the National Register under Criterion C, at the local level. The building, which incorporates an Italian Gothic design, is clad in granite, marble and terra cotta. With its rectangular form and solid massing, the building features a series of symmetrical Romanesque arches, with a distinctive and decorative inset central arch, and a prominent cornice among the significant character-defining stylistic elements. The building no longer houses the Masons, and much of the Masonic-oriented ornamentation was removed in a rehabilitation of the building

more than twenty-five years ago. The street level portions of the building have been altered by successive commercial operations, including conversion to a restaurant.

SAN FRANCISCO CIVIC CENTER HISTORIC DISTRICT/WAR MEMORIAL

The San Francisco Civic Center Historic District/War Memorial is located in the southern portion of the proposed project area. The district roughly bounded by Golden Gate Avenue, 7th, Franklin, Hayes, and Market Streets, became a National Historic Landmark in 1978, and was automatically listed in the National Register of Historic Places. The district contains an assemblage of monumental buildings located around a central open space, with additional buildings extending the axis to Market Street. Construction on the monumental buildings of the Civic Center began in the early twentieth century and continued through the early 1930s with the completion of the Opera House and the War Memorial buildings on the west side of Van Ness Avenue. Some lesser buildings and non-contributing buildings date from both before, and after, this time period. The architectural design of the Civic Center is derived from the Beaux Arts - City Beautiful tradition, and the major buildings are primarily Classical in design with heavy proportional massing, use of light colored granite and terra cotta, and rich, detailed ornamentation.

Van Ness Avenue traverses and is located in the western portion of the district between City Hall and the Opera Hall/War Memorial buildings. City Hall stands to the east of the avenue and was completed in 1915. The building, rectangular in plan, is of steel frame construction and clad in gray granite. The architectural design of the building includes a prominent central dome sheathed in copper, rhythmic Doric colonnades, and a richly sculpted pediment depicting a female “San Francisco.” The building is slightly recessed on the lot, with a landscaped buffer separating it from the busy Van Ness Avenue corridor.

The War Memorial stands on the western side of Van Ness Avenue, and consists of two monumental buildings (the other is the Opera Hall) and a formal Memorial Court. The complex was completed in 1932, and is also designed in the Classical style. The two buildings are complimentary in design. Both are of steel frame construction and clad in gray granite and terra cotta with a leaded copper mansard roof. The plans of both are generally rectangular, with rusticated bases, Doric columns, and regularly placed archways that break the massing of the building. The Memorial Court stands between the two buildings, and is enclosed by blue and gold ornamental iron fencing. The court features a central lawn encircled by sidewalk lined with box hedges, sycamore trees, and decorative iron lamps. In contrast to City Hall across the street, the War Memorial building has very little formal buffer separating it from the Van Ness Avenue corridor, with only a wide concrete sidewalk.

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The original nomination for the Civic Center Historic District/War Memorial did not identify features beyond buildings, monuments, and open spaces what constituted the historic district; today likely greater specificity would be given to what constitutes contributors (and non-contributors) and character-defining landscape features.

Those portions of contemporary Van Ness Avenue that cross through the Civic Center Historic District are largely no different than the remainder of the avenue. The traffic lanes, medians, light standards, OCS support poles, and other street features remain the same, with the sole difference being that the poles in the vicinity of City Hall are painted gold at their bases.

799 VAN NESS AVE (WALLACE ESTATE CO. AUTO GARAGE)

The two story automobile garage, originally constructed in 1916 with a second story added in 1925, was determined eligible for the NRHP at the local level under Criterion A for its significant associations with the development of the automobile culture in San Francisco and under Criterion C as a significant example of a type, period, and method of construction, and work of a master. The building's reinforced concrete frame, cascading industrial windows flanking all exposed elevations, chamfered edges, and broad open floors, reflect a simple and straightforward design aimed to accommodate auto functions.

945-999 VAN NESS AVE (INGOLD CHEVROLET AUTO SHOWROOM)

This two-story automobile showroom, constructed in 1937, reflects an Art Moderne style. The building was determined eligible for the NRHP under Criterion A at the local level for its significant associations with the emergence of the automobile culture in San Francisco and under Criterion C as a significant example of a type, period, and method of construction, and the work of a master. The primary physical design features that contribute to its significance include large glass display windows, a sweeping curvilinear form and horizontal massing. A smooth concrete stringcourse separates the first level from the second level, which projects slightly over the first, and is dominated by a virtually uninterrupted band of steel frame casement windows.

1320 VAN NESS AVE (SCOTTISH RITE TEMPLE)

This four-story steel frame and concrete building, reflecting the Renaissance Revival style of architecture, was constructed as a Scottish Rite Order of Masons Temple in 1909-1911. The property was determined eligible for the NRHP at the local level under Criterion A for its significant associations with the development of fraternal organizations statewide. Additionally, the building appears eligible under NRHP Criterion C as a significant example of a type, period, and method of construction, and the work of a master. As typical of many Masonic buildings, the design incorporates Islamic, Moorish, Renaissance, Gothic, and even Colonial overtones. The

VAN NESS AVENUE BRT – FINDING OF EFFECT

steel frame concrete building rests on a smooth granite base. A simple dentil stringcourse separates this from the upper stories of the building, which are dominated by seven two-story arched window insertions. The fourth story is demarcated by a narrow course of windows, separated by embossed panels with a rosette motif. Much as 11-35 Van Ness Avenue described above, the building is no longer in use by the Masons; however, the building retains a high degree of integrity.

1699 VAN NESS AVE (PAIGE MOTOR CAR CO. AUTO SHOWROOM)

The building began as an auto showroom (opened in 1919; expanded in 1922) for the Paige Motor Car Company. The property, listed in the National Register in 1983, is eligible under NHRP Criterion C as a significant example of a type, period, and method of construction, and the work of a master. The concrete and masonry building is four stories in height and possesses several bays. The pilasters, soffits and fascia are decorated with moldings and medallions are among stylistic features. Physical elements that contribute to its significance reflect Spanish Colonial stylistic architectural features: stucco cladding, an arched entrance and wood entry door, and decorative tile ventilators and tile roof.

1946 VAN NESS AVE (CALIFORNIA OAKLAND MOTOR CO.)

This three-story reinforced concrete building, constructed in 1920, served as the Oakland Motor Auto Company showroom. The building was determined eligible for the NRHP at the local level under Criterion A for its significant associations with the development of automobile culture in San Francisco and additionally under NRHP Criterion C as a significant example of a type, period, and method of construction, and the work of a master. With its orderly grid, massive scale, and straightforward function, the building reflects a good example of commercial industrial architecture.

5
APPLICATION OF THE
CRITERIA OF ADVERSE EFFECT

The NHPA Section 106 regulations express that if there are known or potential historic properties in the APE which may be affected by a federal undertaking, the federal agency shall assess adverse effects, if any, in accordance with the Criteria of Adverse Effect defined at 36 CFR 800.5. These regulations state that an “adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of a historic property’s location, design, setting, materials, workmanship, feeling or association.”

5.1 ARCHAEOLOGICAL RESOURCES

Though no prehistoric archaeological sites have been recorded within 0.25-mile of the project’s APE, construction of any of the Van Ness Avenue BRT build alternatives would involve some ground disturbance with the potential to impact prehistoric resources that are heretofore unknown. The HPS for the project described a few general locations that may be sensitive for the presence of prehistoric archaeological resources, particularly in areas close to former freshwater courses and coastal bay resources, primarily in or adjacent to the northernmost areas of the APE. Constraints of the modern urban environment make preconstruction archaeological field testing impracticable. Additional research described in Section 6.1 below will more accurately identify locations with potentially significant prehistoric remains, with recommendations for testing and possible mitigation to occur just prior to construction.

Similarly, while construction of any of the build alternatives would not affect known historical archaeological resources, the HPS identified several locations where construction activities could potentially uncover significant historic-era features or deposits. Again, constraints of the modern urban environment make preconstruction archaeological field testing infeasible. Focused archival research, however, can effectively identify areas where potentially significant resources might survive under the modern urban landscape, and areas where such resources are unlikely. Procedures for this Phase 1 research are detailed in Section 6.1 below.

ALTERNATIVES CONSIDERED

Alternative 1: No Build

As detailed in Section 1.3, some minimal subsurface disturbance would take place with implementation of the No Build Alternative. As funding allows, SFMTA, together with DPW and SFPUC, plans to replace the existing OCS wires and supporting poles/streetlights along Van Ness Avenue from Market Street to North Point Avenue within approximately 3 feet to 5 feet from the location of the existing poles, which will involve some ground- disturbance activities in areas that may or may not contain archaeological resources. No impacts to known prehistoric or historical archaeological resources would occur with this alternative.

Build Alternative 2: Side Lane BRT with Street Parking

Build Alternative 2 (see full project description in Section 1.3) would provide a dedicated bus lane in the rightmost lane of Van Ness Avenue in both the northbound and southbound directions, from Mission Street to Lombard Street, adjacent to the existing lane of parallel parking. Alternative 2 also includes streetscape improvements and amenities, and replacement of the signal poles. Many of these activities would involve some form of ground disturbance [see Table 1] in areas that may or may not contain archaeological resources. Phase 1 research detailed in Section 6.1 below will address this likelihood.

Build Alternative 3: Center Lane BRT with Right-Side Boarding and Dual Medians

Build Alternative 3 would involve placement of the bus platforms in landscaped dual medians (the medians would be approximately four feet to nine feet wide in many locations; see full project description in Section 1.3). Table 1 depicts the anticipated excavation depths of associated work, including streetscape improvements and relocation of a sewer pipeline within the bus lane, with a 6-foot-wide trench to a depth of 11.5 feet. Most of the other work would occur at shallow depths, with the exception of replacement and upgrading of the OCS support poles which, while small in diameter (3 feet), are proposed to extend between 11 and 16 feet bgs. Phase 1 research detailed in Section 6.1 below will address the likelihood that construction activities might impact significant archaeological resources.

Build Alternative 4: Center Lane BRT with Left-Side Boarding and Single Median

Build Alternative 4 (see description in Section 1.3) involves placement of a dedicated bus lane adjacent to a single, 14-foot-wide median. Station platforms would be located on the single center median. Build Alternative 4 also includes the streetscape improvements associated with the other build alternatives. Alternative 4 would require replacement of the sewer outside the proposed bus platform areas. A 6-foot-wide trench excavated to a depth of 11.5 foot would be

required at each platform area. Build Alternative 4 would also include OCS pole/street light replacement, which would require excavation between 11 and 16 feet bgs. Phase 1 research detailed in Section 6.1 below will address the likelihood that construction activities might impact significant archaeological resources.

Center-Lane Alternative Design Option B

The design option would eliminate all but one northbound left turn (at Lombard Street) and all but one southbound left turn (at Broadway) in the project corridor. It would have no effect on known or potential buried archaeological deposits beyond those described above for Build Alternatives 3 and 4.

LOCALLY PREFERRED ALTERNATIVE

Center Lane BRT with Right Side Boarding/Single Median and Limited Left Turns

The LPA, a refinement of the center running build alternatives, is described in Section 1.3 and would involve placement of the bus station platforms in landscaped dual medians. The medians would vary from 9 feet wide at station locations to a wider median with trees between stations in most locations. In select locations, the median would be as narrow as 6 feet; this is wider than the existing median in some cases (e.g., where there are left turn pockets) and narrower than the existing median in other cases. Table 1 depicts the anticipated excavation depths of associated work, including streetscape improvements and relocation of a sewer pipeline to outside the bus station platforms and transitway at station locations, with a 6-foot-wide trench to a depth of 11.5 feet. Most of the other work would occur at shallow depths, with the exception of replacement and upgrading of the OCS support poles which, while small in diameter (3 feet), are proposed to extend between 11 and 16 feet bgs. Because much of the proposed construction work would occur within the existing median of Van Ness Avenue, which in earlier decades had experienced placement and removal of trolley tracks, a major street widening, and construction of the landscaped concrete median, impacts to intact archaeological deposits appears to be of low probability.

5.2 HISTORIC AND ARCHITECTURAL RESOURCES

Criteria of Adverse Effect

As 36 CFR 800.5 (a)(2) specifies, examples of adverse effects on historic properties include, but are not limited to, the following:

- (i) Physical destruction of or damage to all or part of the property;
- (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable guidelines;
- (iii) Removal of property from its historic location;
- (iv) Change of the property's use or of physical features within the property's setting that contributes to its significance;
- (v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's setting that contributes to its significance;
- (vi) Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- (vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The Criteria of Adverse Effect were applied to each of the 7 National Register-eligible or listed properties within the Van Ness Avenue BRT Project's APE.

Except for circumstance (v) above, each of these six other situations can be summarily removed from further consideration. Specifically, the proposed undertaking would not cause physical destruction or damage to all or any part of a property, alteration of a property, removal of a property from its historic location, change the character of a property's use, or of physical features within the property's setting, cause neglect of a property which would cause its

deterioration, or involve the transfer, lease or sale of a property out of Federal ownership or control.

With respect to the one applicable category (v), the proposed undertaking, as detailed in Section 1.3, would consist solely of making roadway and other improvements to implement a bus rapid transit system, including adding street-level platforms, landscaping, with all of the improvements to occur within the existing Van Ness Avenue roadway corridor and existing state right-of-way.

Effects on Integrity of Historic Properties

Application of the criteria of adverse effect is largely an assessment of an undertaking's impacts on the integrity of a historic property that contribute to its eligibility for listing in the NRHP. Effects can be direct, indirect, and cumulative. Direct effects include physical destruction or damage. Indirect effects include the introduction of visual, auditory, or vibration impacts to a historic property. For instance, a project can generally result in an adverse visual impact if it creates a demonstrable negative effect on aesthetics through elimination of open space related to a historic property, or by introducing an element that is incompatible, out of scale, in great contrast, or out of character with the surrounding historic setting, or if it would create an obstructive effect by blocking or intruding into a historic view, blocking a significant feature of a historic property, or substantially detract from a view of historic property.

The regulations identify seven characteristics which define the quality of significance of a historic property: location, design, setting, materials, workmanship, feeling, and association. The Van Ness Avenue BRT project alternatives would occur entirely within the existing street right-of-way and no property acquisition would be required. Therefore, the proposed project would not affect the following characteristics under any of the alternatives under consideration:

Location – *The place where the historic property was constructed or the place where the historic event occurred.* All historic properties will remain in their original location under all of the Van Ness Avenue BRT alternatives and design options. The proposed project will not diminish any of the significant properties' integrity of location.

Design – *The combination of elements that create the form, plan, space, structure, and style of a property.* No work proposed under any of the project alternatives would alter any character-defining features that create the form, plan, space, structure, and style of any of the eligible buildings or historic district. The project will not diminish the integrity of design of any of the historic properties.

Workmanship – *The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.* None of the historic properties identified in the project

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APE would be altered under any of the project alternatives; therefore, there is no diminishment of this aspect of integrity.

As described below, of the four remaining characteristics used to define integrity, the proposed project was assessed to determine whether the alternatives would have the potential to affect:

Materials – *The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.*

Setting – *The physical environment of a historic property.*

Feeling – *The property’s expression of the aesthetic or historic sense of a particular period of time.*

Association – *The direct link between an important historic event or person and a historic property.*

For historic properties located in a setting where the sense of quiet represents a characteristic of its historical significance, increases in noise and vibration could have the potential of causing adverse effects and/or significant impacts. This is clearly not the case of the properties located on bustling Van Ness Avenue, which has served as the route of U.S. 101 through San Francisco since just after World War II. The Noise and Vibration Study (Parsons, 2010) found that temporary, construction-related increases in noise and vibration would occur at some locations. However, application of the standard mitigation measures required by the City and Caltrans would reduce the construction impact to less than significant. Operational project-generated traffic noise and cumulative noise impacts along Van Ness Avenue would remain below both FTA and Caltrans impact criteria. Therefore, as the existing project area’s noise levels are typical for a dense urban environment, noise associated with the BRT system would not be substantially different with its implementation, and it would not be out of character with this urban setting.

The study also found that BRT transit vehicle operational vibration impacts would be less than significant relative to the applicable (FTA) criteria. Based on these conclusions, there would be no damage to the physical elements/materials characterizing the historic structures located within the study area as a result of vibration.

A discussion of the potential project effects on historic resources needs also to include the compatibility of the proposed project with the character of the setting, feeling, and association of the existing historic properties. The compatibility of the project is determined by such factors as the size and proportion of the project elements relative to the surrounding historic structures and architectural design features, height of the new elements and shadows they might cast, color, and

the amount of open space that project components may obscure. Because the Van Ness Avenue BRT project would be implemented in an already completely urbanized environment, changes to the overall setting would be largely inconsequential. As the Van Ness Avenue transportation corridor contains a mix of buildings dating from various time periods, as recognized in the Van Ness Avenue Area Plan, currently there is no consistent historic theme which unites the various elements; rather the boulevard possesses a wide range of different architectural styles from the span of its decades.

ALTERNATIVES CONSIDERED

No Build Alternative

Some Van Ness Avenue improvements would take place with implementation of the No Build Alternative. While most would involve system management changes, certain elements may have a slight physical change on the project setting. SFMTA, together with DPW and the PUC, plans to replace the existing OCS support poles/streetlights along Van Ness Avenue from Market Street to North Point Street, with new poles within approximately 3 feet to 5 feet from their current locations; replacement may be implemented as a comprehensive project or as a phased maintenance program that would replace poles on a priority basis, with the most structurally compromised poles replaced earliest. The existing traffic signal heads will also be replaced and the poles upgraded to mast armed poles, i.e., arched to hang over the traffic lanes. In addition, SFMTA is proposing to install real-time bus arrival displays (NextMuni) at the major bus stops with shelters along Van Ness Avenue. When the scale of the No Build alternative components are considered relative to the contemporary Van Ness Avenue traffic-related control infrastructure, these changes would be imperceptible to the overall setting, feeling, or association of any significant historic and architectural resources.

Build Alternatives

BRT station platforms are proposed under all the build alternatives, depicted in Figures 4 and 5. The proposed BRT stations would consist of a 130-foot long platform, a canopy of 8 feet to 11 feet in height, a wind turbine potentially greater than 11 feet in height, and installation of landscaped planters. Other station amenities would include ticket vending machines, seating, lighting, trash receptacles, and way-finding maps/signage. The OCS overhead wire and support pole system would also be replaced and upgraded, along with the associated street lights, to support the OCS load for the new BRT system and provide roadway and sidewalk lighting that meets current standards.

Build Alternative 2: Side Lane BRT with Street Parking

Build Alternative 2 would provide a dedicated bus lane in the right-most lane of Van Ness Avenue located adjacent to the existing curbside parking area. The transitway would extend from Mission Street to Lombard Street in the northbound and southbound directions and be traversable for mixed-flow traffic. Under this alternative, BRT stations would be located within the curbside parking area as curb extensions. A planter with trees and shrubs would be located along the sidewalk side of the BRT station platform to serve as a buffer between bus patrons and sidewalk pedestrians. Among the build alternatives considered, because it features station platforms at curbside locations in the closest proximity to the affected historic properties, Build Alternative 2 would have the most notable effect on adjacent properties; however, Build Alternative 2 was not recommended as the LPA.

LPA - Center Lane BRT with Right Side Boarding/Single Median and Limited Left Turns²

The LPA represents an optimized, refined center-running alternative, as described in Section 1.3. BRT vehicles would operate alongside a single, wider median with trees for most of the corridor, similar to Build Alternative 4. At station locations, the BRT runningway would transition to the center of the roadway, allowing for right side loading on platforms in landscaped 9-foot medians. Because much of the proposed construction work would occur within the existing median of Van Ness Avenue, which in earlier decades had experienced first placement and then removal of trolley tracks, a major street widening, and construction of a concrete median, none of the character-defining design features of any NRHP properties would be substantially affected. The boulevard has continued to evolve, reflecting a constantly changing urban environment. While the proposed changes associated with this alternative would result in a slight alteration in the urban setting, they would not constitute a significant change in the setting, feeling or atmosphere of any of the National Register listed or eligible historic and architectural properties in the APE. Figure 3A shows the proposed BRT station platform locations for the LPA relative to the NRHP-eligible or listed historic properties within the project APE. The Vallejo Northbound Station Variant is depicted in Figure 3B. Table 3 lists the location of each BRT station relative to each historic property.

² The LPA is a refinement of the two center-running build alternatives considered in the Draft EIS/EIR, Build Alternatives 3 and 4 with Design Option B, and therefore those effects are subsumed under the LPA.

Table 3: Location of Station Platforms Relative to Historic Properties

Adjacent Property	Status	Locally Preferred Alternative*	Map Reference**
11-35 Van Ness Avenue (Masonic Temple)	Eligible for NRHP listing	SB center lane Market Street Station	H-1
City Hall (Civic Center)	National Historic Landmark; NRHP listed	NB center lane McAllister Street Station	H-2
War Memorial Building & Performing Arts Complex (Civic Center)	National Historic Landmark; NRHP listed	NB center lane McAllister Street Station	H-2
799 Van Ness Avenue (Wallace Estate Co. Garage)	Eligible for NRHP listing	NB center lane Eddy Street Station	H-3
945-999 Van Ness Avenue (Ingold Chevrolet)	Eligible for NRHP listing	No station platforms proposed on the block containing this property	H-4
1320 Van Ness Avenue (Scottish Rite Temple)	Eligible for NRHP listing	SB center lane Sutter Street Station	H-5
1699 Van Ness Avenue (Paige Motor Car Co. Building)	NRHP listed	No station platforms proposed on the block containing this property	H-6
1946 Van Ness Avenue (California Oakland Motor Co.)	Eligible for NRHP listing	No station platforms proposed on the block containing this property	H-7

* For the LPA, at station locations the BRT runningway would transition to the center of the roadway, allowing for right side loading using standard vehicles similar to Build Alternative 3.

** See Figure 3A for locations of historic properties relative to proposed LPA station platforms. See Figure 3B for the Vallejo Northbound Station Variant. No NRHP-eligible or listed architectural resources were identified in the block of Van Ness Avenue between Vallejo and Green streets where the new stations are proposed under the LPA (including under the Vallejo Northbound Station Variant scenario).

Going from the south part of the project area to the north, potential effects for each of the historic properties within the APE resulting from the LPA is presented in the following subsections.

11-35 VAN NESS AVE (MASONIC TEMPLE)

The LPA would include a southbound BRT station platform adjacent to the center, dedicated bus lane (transitway) on Van Ness Avenue, perpendicular to this building. As with all the proposed center lane BRT with right side boarding stations, the proposed southbound Market Street BRT station would be separated from adjacent land uses by two lanes of mixed-flow traffic, the parking lane, and the 16-foot sidewalk. The marble and terracotta building, rectangular in form and solid in its massing, has its greatest proportion of most distinctive design features located well above the proposed station 8-foot to 11-foot canopy and adjacent wind turbine (potentially taller than the 11-foot canopy)³, and the setting and feeling of balance reflected in the historic property would be unaffected by the placement of the new bus station platform in the Van Ness Avenue median, approximately 45 feet from the street level façade. The proposed undertaking

³ Incorporation of wind turbines into the proposed BRT station design is still under evaluation. The turbines are included in the visual simulations (see Figures 4 and 5) to depict a scenario of the maximum anticipated visual changes that could occur with project implementation.

would also replace an existing 25-foot OCS support pole/streetlight with a 30-foot pole. Neither the replacement OCS support pole/streetlight nor the station canopy would appreciably obstruct the views of the building from across the street. Therefore, the proposed undertaking would not be so substantially adverse as to constitute changing the property's NRHP eligibility status.

SAN FRANCISCO CIVIC CENTER HISTORIC DISTRICT/WAR MEMORIAL

The section of Van Ness Avenue between McAllister Street and Grove Street is dominated by civic/government buildings of historic importance and classical architectural grandeur that have been collectively recognized with designation as the Civic Center Historic District. A northbound BRT station is proposed adjacent to the center lane on Van Ness Avenue extending 150 feet south from the McAllister Street intersection in front of City Hall. A southbound BRT station is proposed adjacent to the center lane on Van Ness Avenue extending 150 feet north from the McAllister Street intersection. These BRT stations would replace the existing curbside bus shelters of more diminutive size, on both sides of Van Ness Avenue in front of City Hall and the War Memorial Building/Opera Hall buildings.

The viewshed to either of the War Memorial Building/Opera Hall paired buildings on the west side of Van Ness Avenue, and City Hall on the east side, would be only slightly changed under the LPA (see Figure 4 for a simulation of the bus station at this location). Given the size and scale of these historic properties from the street perspective, the removal of the existing curbside shelters and installation of a larger BRT station and platform in the median of Van Ness Avenue will be largely inconsequential to the overall monumental size of the civic structures and their respective prominent architectural features. The significant character-defining features are never out of view and the placement of the new BRT infrastructure would not appreciably detract from the view by an observer on either side of the street. It is important to recognize that transportation infrastructure has always been part of the streetscape fronting these buildings. The new northbound bus platform and canopy, since it would be in the median and the present curbside stops would be removed, would arguably eliminate the existing partial obstruction of each of these historic buildings created by the existing curbside bus stop canopies. (The new southbound BRT station would be located in the block north of the historic district, between McAllister Street and Golden Gate Avenue.) The perspectives offered from those looking on from the immediate, curbside foreground to the east or west elevation would be more open with the LPA, and street-level views from across Van Ness Avenue to either of the large civic buildings would be only minimally affected due to the large massing and scale of the buildings relative to the new median station canopy. In relationship to its overall urban setting, as one would experience the new BRT station, there could be a slight diminishment in the feeling and

VAN NESS AVENUE BRT – FINDING OF EFFECT

association of the district’s historicity with the introduction of the contemporary element but the overall visual character of the area would not appreciably change.

There are sixteen 25-foot-tall OCS support poles/ streetlights on Van Ness Avenue between Grove and McAllister streets, some of which date back to 1914 when Muni first established a trolley line on Van Ness Avenue; these were subsequently modified and restylized in 1937 with the opening of the Golden Gate Bridge and the rebirth of the boulevard. The California SHPO agreed with FTA’s finding that the OCS support poles/streetlights are not uniquely associated with the Civic Center Historic District.⁴ The replacement poles for the LPA as part of the BRT system are proposed to be of compatible architectural design and would be approximately 30 feet tall. Though slightly taller than the original height, the OCS structures would not be out of character with the setting of the Civic Center Historic District and approval of their design and implementation would require a certificate of appropriateness from the San Francisco Historic Preservation Commission (see Section 6.2). Altogether, the changes introduced by the proposed undertaking would not diminish the integrity of the district’s historic attributes or the characteristics that qualify its designation as a National Historic Landmark or National Register property under criterion A and C. Therefore, the LPA would cause No Adverse Effect to the Civic Center Historic District/War Memorial complex.

799 VAN NESS AVE (WALLACE ESTATE CO. AUTO GARAGE)

At the most proximate location to this building, the LPA would result in the removal of an existing curbside bus shelter fronting the property and replacement with a northbound 150-foot BRT station (platform and canopy) adjacent to the center lane on Van Ness Avenue perpendicular to this building. This is at the location of the proposed Eddy Street BRT station. (The new southbound BRT station would be located in the block north of this historic property, between Eddy and Ellis streets.) As the reinforced concrete frame building’s most character-defining features are its massing and industrial fenestration reflecting a symmetrical arrangement at its second- and third-floor levels, the historic property’s setting, feeling and association would not be greatly diminished by implementation of the proposed BRT system changes, as they would occur at ground-level in the median on the opposite side of the street, further removed from the building than the existing bus stop canopy. The proposed undertaking would also replace the existing 25-foot OCS support pole/streetlight adjacent to the building with one of approximately 30 feet in height. The property’s NRHP eligibility status would not change. Therefore, it has been determined the LPA would cause No Adverse Effect to the property.

⁴ Nor do the poles located throughout the greater Van Ness Avenue corridor constitute a National Register-eligible property in and of themselves due to major compromises in their overall integrity.

945-999 VAN NESS AVE (INGOLD CHEVROLET AUTO SHOWROOM)

With the exception of the removal of the existing southbound curbside bus shelter fronting this historic property, replacement of some existing 25-foot OCS support poles/streetlights with 30-foot ones, and reduction in median width/change in median landscaping, there are no physical changes anticipated under the LPA in front of this property located south of O’Farrell Street. The proposed BRT stations would be located north of O’Farrell Street and thus would not be on the same block as the Ingold Chevrolet Auto Showroom. Therefore, none of the building’s significant character-defining features, nor its setting, feeling or association would be altered by the proposed project. The property’s NRHP eligibility would not be affected. Therefore, it has been determined the LPA would cause No Adverse Effect to the property.

1320 VAN NESS AVE (SCOTTISH RITE TEMPLE)

The LPA would remove the current bus shelter directly in front of this building. The proposed northbound and southbound Sutter Street BRT stations would be located on the block of Van Ness Avenue north of Sutter Street, in the median, with the SB station being perpendicular to the Scottish Rite Temple (see visual simulation, Figure 5). This symmetrical steel-frame reinforced concrete building rests on a smooth granite base. The upper stories of the building are dominated by seven two-story arched window insertions. The fourth story is demarcated by a narrow course of windows, separated by eight embossed panels and a highly designed cornice. Because the greatest proportion of significant character-defining features are located well above the height of the proposed station canopy and wind turbine in the median of Van Ness Avenue, the visual character of the historic property to the observer would only be slightly diminished by placement a of BRT station in the street median, and the property’s setting and feeling as a result would be minimally altered. Also, the proposed project would replace an existing 25-foot OCS support pole/streetlight adjacent to the building with a 30-foot pole. Even with the proposed changes described above, the property’s NRHP eligibility status would remain the same. Therefore, it has been determined the LPA would cause No Adverse Effect to this property.

1699 VAN NESS AVE (PAIGE MOTOR CAR CO. AUTO SHOWROOM)

The proposed Sacramento Street BRT stations would be located on the block of Van Ness Avenue north of Sacramento Street; thus, no BRT stations would be located in the median perpendicular to this property. The LPA would replace the existing 4 foot, unlandscaped left-turn pocket median with a tapering (to the north) 11-foot landscaped median and would replace the adjacent existing 25-foot OCS support pole/streetlight with a 30-foot pole, therefore changing the street setting. This minor change with the LPA would not influence the property’s NRHP

VAN NESS AVENUE BRT – FINDING OF EFFECT

eligibility status. Therefore, it has been determined the LPA would cause No Adverse Effect to this property.

1946 VAN NESS AVE (CALIFORNIA OAKLAND MOTOR CO.)

The Jackson Street BRT stations would be located on the block of Van Ness Avenue north of Jackson Street; thus, no BRT stations would be located in the median perpendicular to the California Oakland Motor Co. property. The LPA would replace the existing 4 foot, unlandscaped left-turn pocket median with a tapering (to the north) 11-foot landscaped median and would replace the adjacent existing 25-foot OCS support pole/streetlight with a 30-foot pole, therefore changing the front street setting. The minor changes with the LPA would not influence the property's NRHP eligibility status. Therefore, it has been determined the LPA would cause No Adverse Effect to this property.

6 MINIMIZATION AND MITIGATION MEASURES

6.1 Archaeological Resources

Detailed Phase I archival investigations into the potential presence of prehistoric and historic archaeological sites will follow selection and finalization of conceptual design of a preferred alternative. Depending on the results of that research, in concert with the SHPO, more focused Phase II archival research for potential historic-era sites may be carried out for areas deemed to have potentially significant resources. Any testing for sites with high to moderate potential for buried prehistoric archaeological resources or any testing required for identified historic archaeological sites could only be investigated by subsurface coring or backhoe exploration immediately prior to construction when subsurface remains are accessible.

Research results will be summarized in an addendum survey report and, if the potential for significant remains is verified, a testing and mitigation plan will be prepared. Based on these necessary measures, a Finding of No Adverse Effects with Conditions would be applied.

In the event buried cultural resources are encountered during construction activities, construction would be halted and the discovery area isolated and secured until a qualified professional archaeologist could assess the nature and significance of the find. The Inadvertent Discovery Plan, which also details identification of human remains, would then be implemented (see Appendix B).

6.1.1 Archaeological Phase I Research

Focused archival research will identify specific areas within the APE that are likely to contain potentially significant remains. Methods and findings will be documented as an addendum to the 2009 survey and sensitivity assessment (Byrd et al. 2009). Research will be initiated once the project's APE map is finalized identifying the major Areas of Direct Impact (the stations and sewer relocation). Many documents, maps, and drawings cover long stretches of Van Ness, while other locations may be researched if documents indicate potential sensitivity in adjacent areas.

The Addendum Survey Report will include the following:

- A contextual section that addresses the development of urban infrastructure along Van Ness Avenue as well as widening and grading activities along the thoroughfare. This

VAN NESS AVENUE BRT – FINDING OF EFFECT

overview will provide a basis for evaluating potential resources as they relate to the history of San Francisco and to its infrastructure.

- Documentary research that identifies the types of documents available for the identified station locations: street profiles for grading, street widening maps showing demolished building sites, utility work plans, and others as appropriate. This will include researching various archives and records of public agencies in both San Francisco and Oakland (Caltrans).
- Locations apt to have historic remains present within select areas of the APE (i.e., not removed by later grading or construction).
- A cut-and-fill reconstruction of the entire APE corridor, comparing the modern versus mid-1800s ground surface elevations, to fine-tune the initial prehistoric sensitivity assessment, and refine the location of high-sensitivity locations where prehistoric remains may be preserved.
- Relevant profiles and plan views of specific blocks to illustrate the methods used in analyzing available documentation.
- Summary and conclusions to provide detailed information on locations that have the potential to contain extant prehistoric archaeological and historic-era remains that might be evaluated as significant resources, if any.

Two results are possible based on documentary research:

- No or Low Potential for Sensitive Locations – major Areas of Direct Impact have no potential to retain extant archaeological remains that could be evaluated as significant resources. No further work would be recommended, beyond adherence to the Inadvertent Discovery Plan (see Appendix B).
- Potentially Sensitive Locations – If the major Areas of Direct Impact contain locations with a moderate to high potential to retain extant historic or prehistoric archaeological remains that could be evaluated as significant resources, further work would be carried out, detailed in a Testing and Treatment Plan.

The Phase I addendum report will be submitted to the SHPO for review and concurrence.

6.1.2 Archaeological Phase 2: Testing/Treatment Plan

The Testing/Treatment plan, if required, would provide archaeological protocols to be employed immediately prior to project construction to test areas identified as potentially significant or having the potential to contain buried cultural resources. In case such areas might be unavoidable, mitigation measures would be proposed.

For historic-era resources, work would initially entail detailed, focused documentary research to evaluate the potential significance of any archaeological material identified during initial research that might be preserved. Significance would be based on the data-potential of possible remains applied to accepted research designs. Two results could ensue:

- *No Potentially Significant Remains.* If no locations demonstrate the potential for significant remains, no further archaeological testing would be recommended.
- *Potentially Significant Remains.* If any locations have the potential to contain significant remains, then appropriate field methods will be proposed, including compressed testing and data-recovery efforts. In order to implement the compressed testing and data recovery approach, an agreement document between the SHPO, the FTA, and the City and County of San Francisco (SFMTA) would likely be executed. Testing will be initiated immediately prior to construction, when there is access to historic ground levels. Should a site or site feature be found and evaluated as potentially significant, mitigation in the form of data recovery would take place immediately upon discovery should avoidance of the site not be possible.

For prehistoric resources, a Treatment Plan would identify relevant research issues for resource evaluation, and pragmatic field methods to identify, evaluate, and conduct data recovery if needed. This could include a pre-construction geoarchaeological coring program or a compressed three-phase field effort occurring prior to construction, when the ground surface is accessible.

The procedures detailed in the Treatment Plan would be finalized in consultation with the SHPO.

A Phase 2 Test/Phase 3 Mitigation report will document all testing and data-recovery excavation methods and findings.

6.2 HISTORIC AND ARCHITECTURAL RESOURCES

There would be no direct impacts to any of the seven properties listed on or eligible for the NRHP. Station platforms would be located in the median of Van Ness Avenue in proximity to some of the identified historic properties, as shown in Table 3, and discussed in Section 5. As a

VAN NESS AVENUE BRT – FINDING OF EFFECT

result, the LPA would have some visual effect on the setting. In all such cases, however, the changes would constitute only minor visual alterations and the historic properties would not be adversely affected.

The intent of incorporating various amenities and landscape features into the project is to enhance the experience of residents, motorists, transit riders, cyclists, and pedestrians in the Van Ness Avenue corridor and visually blend the transportation improvements into the existing urban neighborhood setting in a manner which is compatible with its context and setting.

Opportunities for harmonizing the visual effects of project elements with adjacent historic properties will continue to be developed as the design consultation process goes forward. In addition to design, appropriate lighting, compatible materials and color choices that complement and do not visually compete or clash with the historic properties and are sensitive with their surroundings will be identified and will be consistent with the Secretary of the Interior's *Standards for the Treatment of Historic Properties* (Standards).

The U.S. Department of the Interior's Standards, codified in 36 CFR, Part 68, are, according to the agency's website, "common sense principles in non-technical language [that] were developed to help protect our nation's irreplaceable cultural resources by promoting consistent preservation practices" (<http://www.nps.gov/tps/standards.htm>). The Standards are a series of concepts succinctly expressed about maintaining, repairing, and replacing historic materials, as well as about designing new additions or making alterations to historic resources, including related landscape features and the building's site and environment, including adjacent or related new construction.

Following are the Standards most relevant to the Van Ness Avenue BRT Project:

- The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
- New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
- New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

In particular, the Standards are about taking particular care so as not to radically change, obscure, damage, or destroy character-defining materials or features associated with historic properties.

VAN NESS AVENUE BRT – FINDING OF EFFECT

The design for any of the platform boarding areas and shelters as well as the replacement OCS support poles/streetlights within the Civic Center Historic District/War Memorial will be reviewed by SFCTA, the City Historic Preservation Commission (HPC), City Hall Preservation Advisory Commission, and a consulting historic architect working on behalf of SFMTA and assuring project plans are consistent with the Secretary of the Interior’s Standards based on compatibility with the character-defining features of the historic district in terms of massing, size, scale, and architectural features. The City of San Francisco requires a Certificate of Appropriateness be obtained from the HPC for any construction in a designated historic district. A Certificate of Appropriateness requires an HPC hearing in order to determine if the proposed work conforms to the Secretary of Interior Standards. A historic architectural specialist within the San Francisco Planning Department would also be consulted during design development. The BRT infrastructure at the location of the Civic Center Historic District will be designed to reinforce the established character of the historic district and provide visual continuity of the streetscape.

7

CONCLUSIONS

This document applies the Criteria of Adverse Effect (36 CFR 800.5) relative to the proposed undertaking and its effect on historic properties in the Area of Potential Effects as identified in the Historic Property Survey (2010).

The proposed undertaking, if implemented, will have the potential to affect historic architectural properties but those effects are not considered adverse as the impacts will not alter the distinctive character-defining features or significant property attributes, directly or indirectly, that qualify any of the properties for listing or eligibility for listing, in the National Register of Historic Places.

The proposed undertaking may have the potential to affect known or unidentified archaeological resources; however, a process for identification, testing, and mitigation (if required), of any potentially significant or potentially buried archaeological resources has been presented and will be implemented following SHPO concurrence, resulting in a Finding of No Adverse Effects, with Conditions. The Federal Transit Administration and San Francisco County Transportation Authority are seeking concurrence from the California State Historic Preservation Officer on a Finding of No Adverse Effects with Conditions pursuant to 36 CFR 800.5(c).

8 PREPARERS QUALIFICATIONS

This Finding of Effect was prepared for the San Francisco County Transportation Authority and Federal Transit Administration by Gregory King of Parsons, who has more than twenty-five years experience in the field of cultural resources management. Mr. King is registered historian #523 in the California Register of Professional Historians, sponsored by the California Council for the Promotion of History. He meets the Secretary of the Interior’s Historic Preservation Qualification Standards for History and Architectural History. He earned a Master’s of Arts degree in Public Historical Studies from the University of California – Santa Barbara (UCSB) in 1980. After serving several years conducting cultural resources surveys as staff historian with UCSB’s Office of Public Archaeology, Mr. King joined the cultural resources unit of the California Department of Transportation (Caltrans) District 4 (San Francisco Bay Area) in 1984 as a historian. In 2000, he was named Chief of the Cultural and Community Studies Office in Caltrans Headquarters, a position he held until 2009, when he joined Parsons. From 2001-2009, he co-taught a graduate level course on Cultural Resources Management in the History Department at CSU-Sacramento.

Patricia Mikkelsen of Far Western Anthropological Research Group, Inc., and Julia G. Costello of Foothill Resources, Ltd., authored the sections of this Finding of Effect pertaining to prehistoric and historic archaeology. Each exceeds the qualifications established by the Secretary of Interior’s Historic Preservation Standards for Archaeology and is a certified archaeologist in the Register of Professional Archaeologists.

FIGURES

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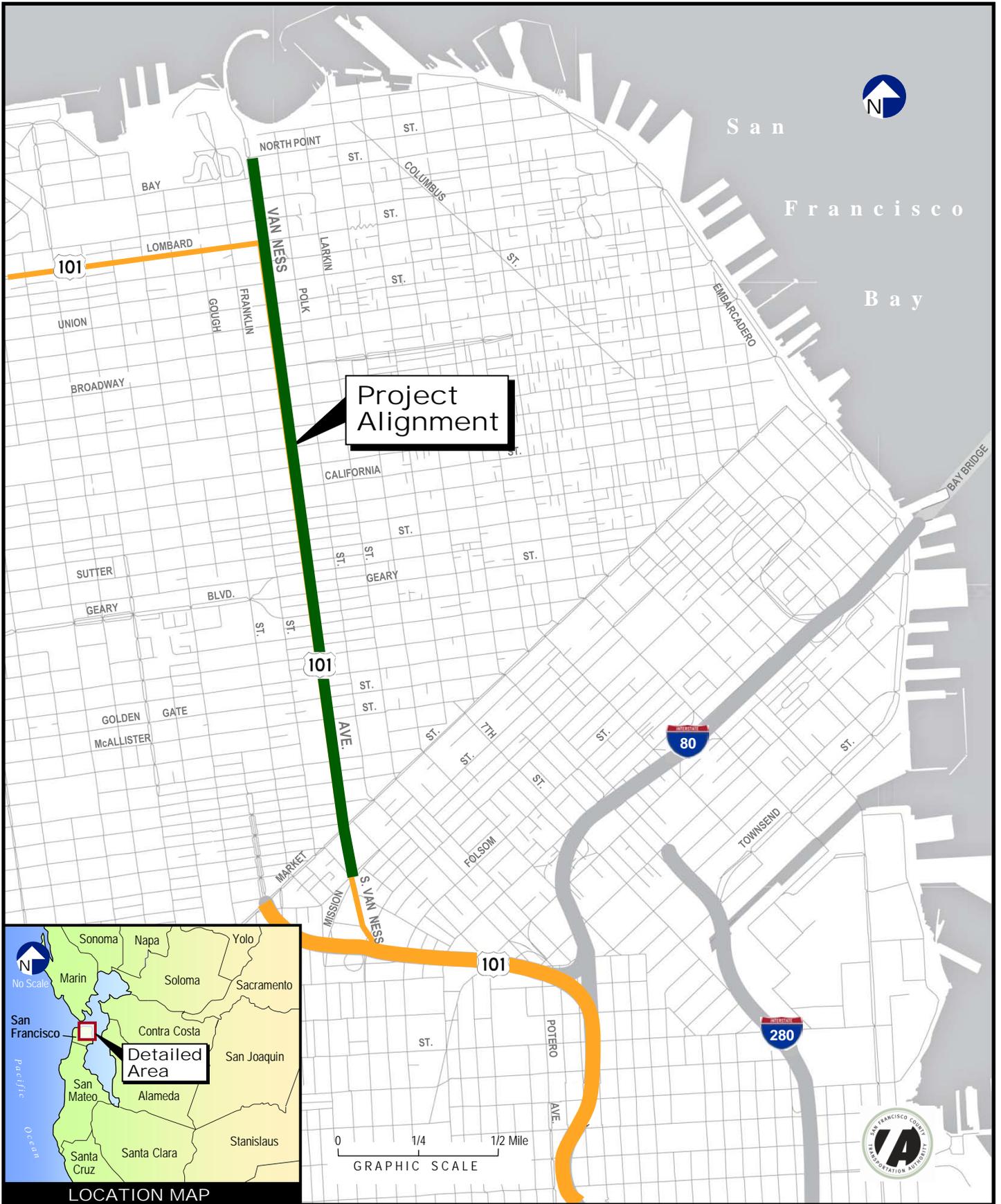


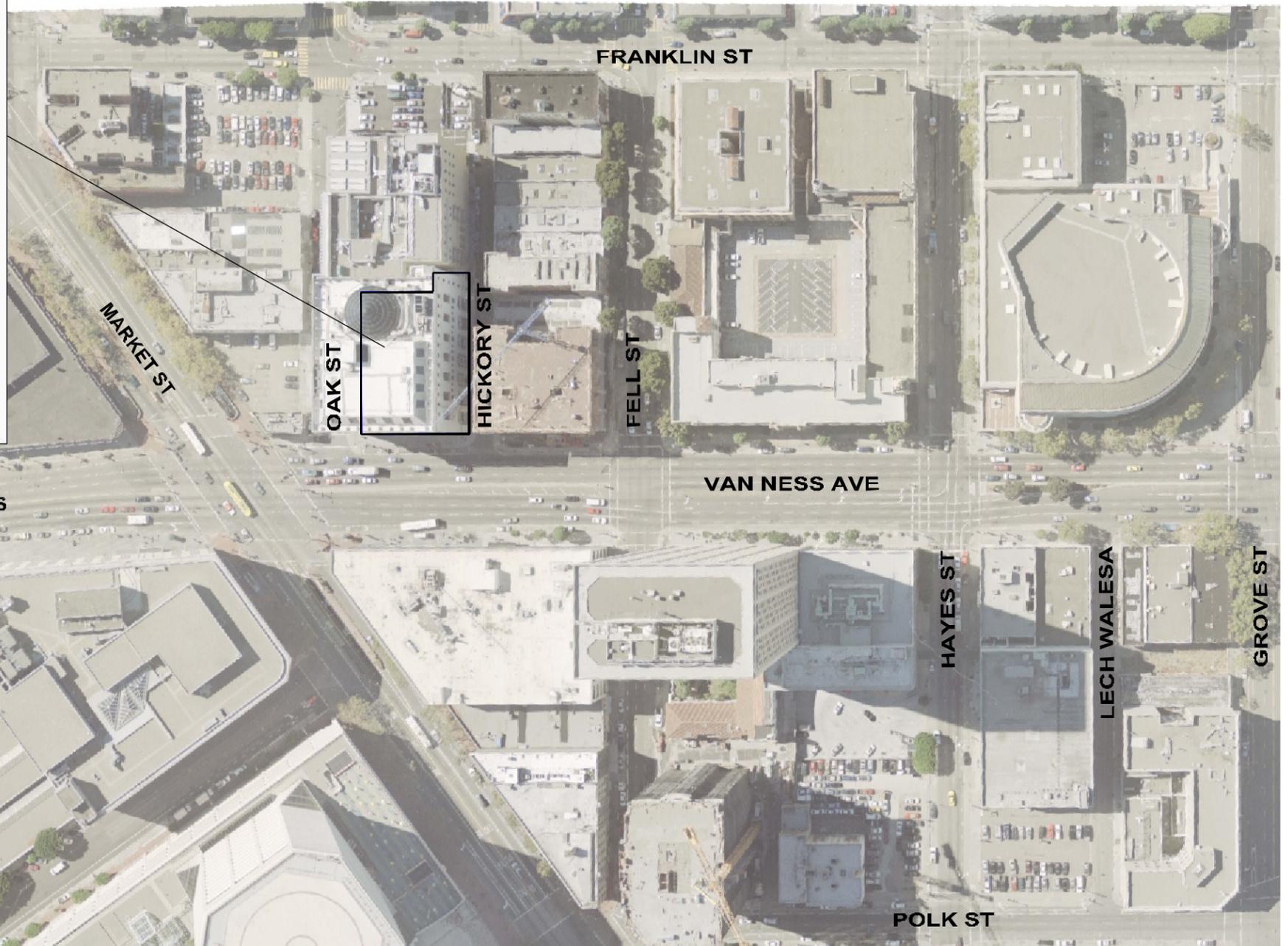
FIGURE 1

Project Location Map
 Van Ness Avenue Bus Rapid Transit Project

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H-1: Masonic Temple, 11-35 Van Ness Avenue, Facing Northwest from Van Ness Avenue and Market Street



PROJECT LIMIT

LEGEND	
PROPERTY LINE	—
PROJECT LIMITS	—



FIGURE 2A

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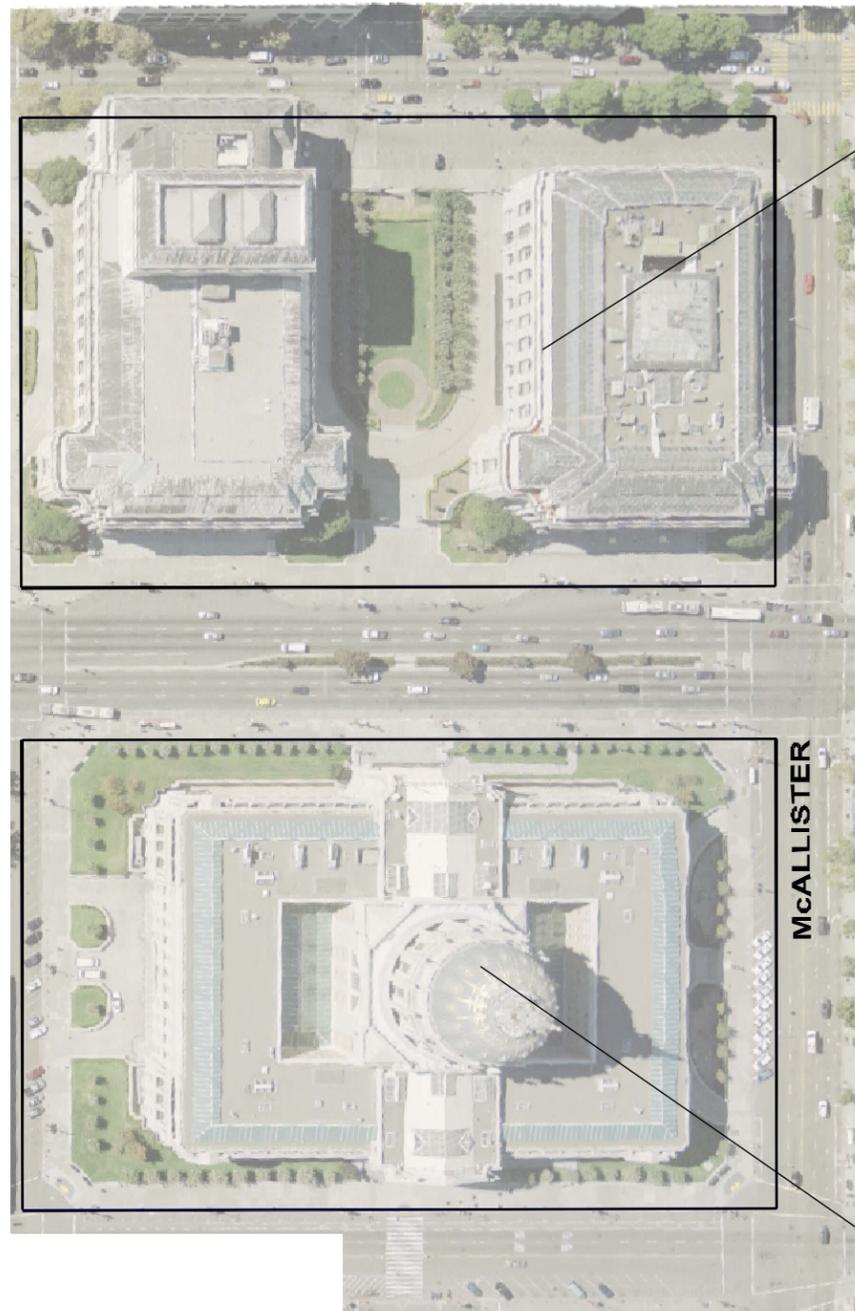
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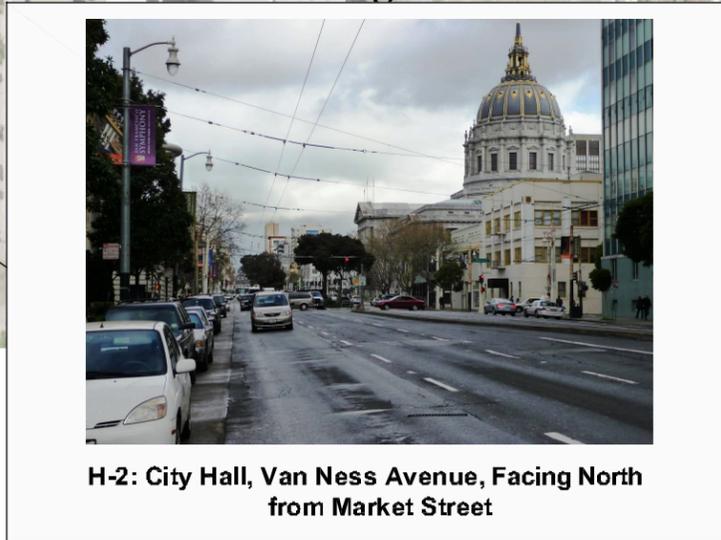
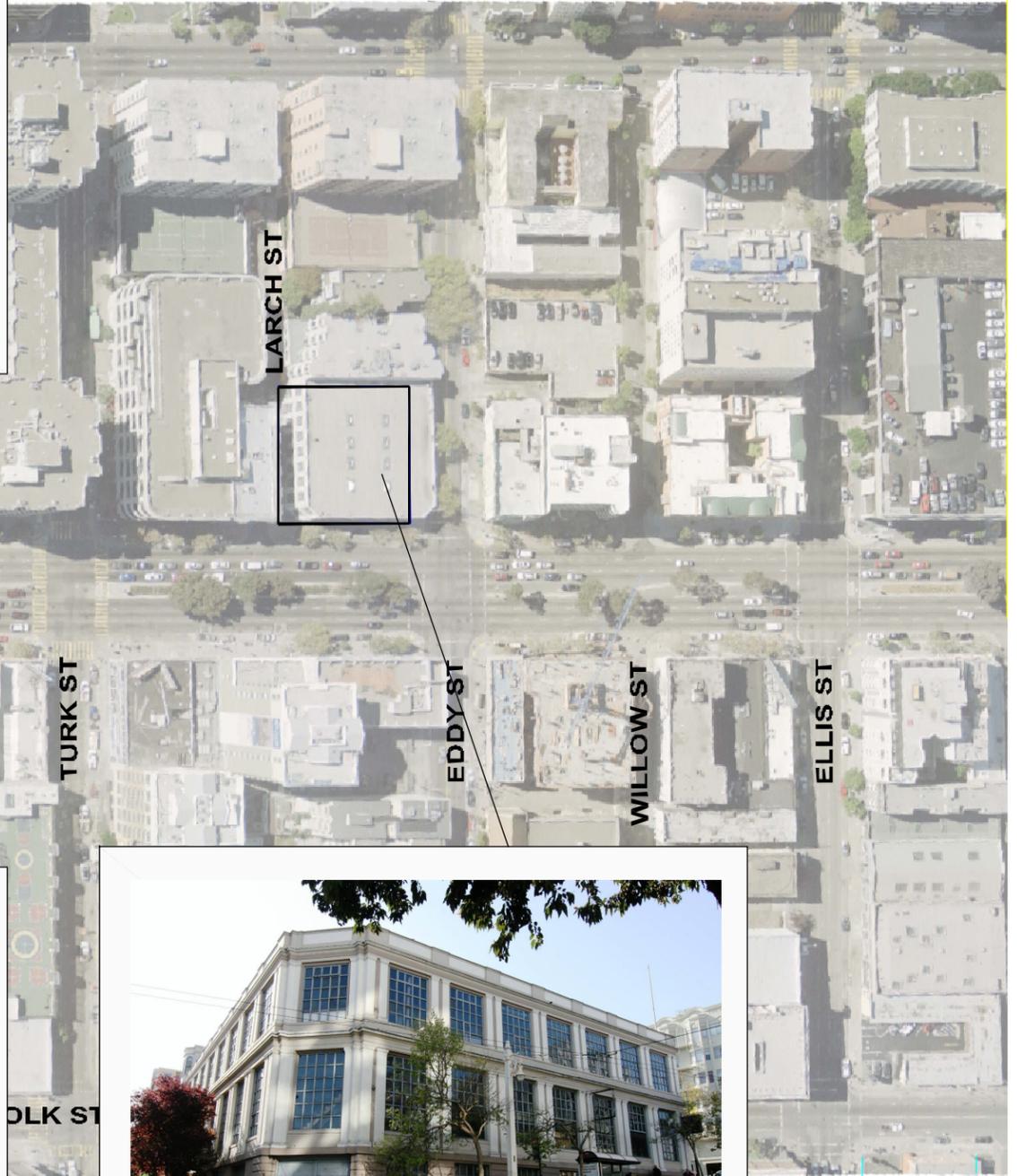
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Van Ness Avenue Bus Rapid Transit Study
HISTORIC AND ARCHITECTURAL RESOURCES

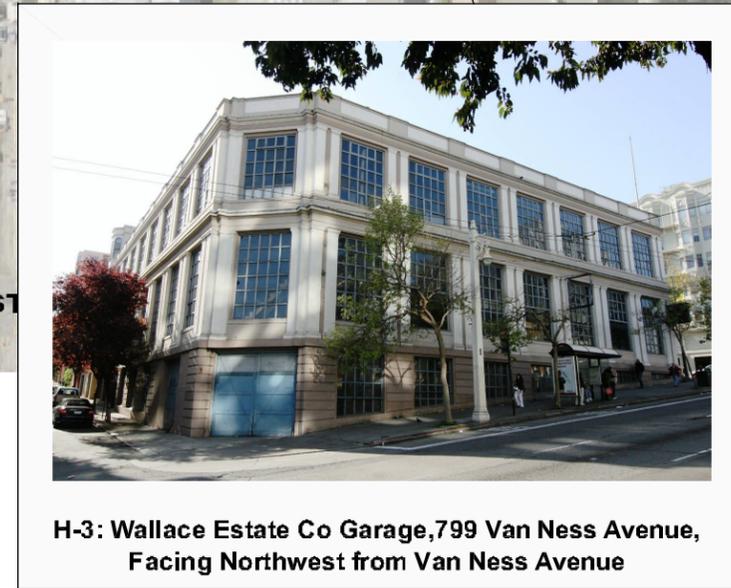
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H-2: War Memorial Complex, Facing Southwest from Van Ness Avenue



H-2: City Hall, Van Ness Avenue, Facing North from Market Street



H-3: Wallace Estate Co Garage, 799 Van Ness Avenue, Facing Northwest from Van Ness Avenue



LEGEND	
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PROJECT LIMITS	———

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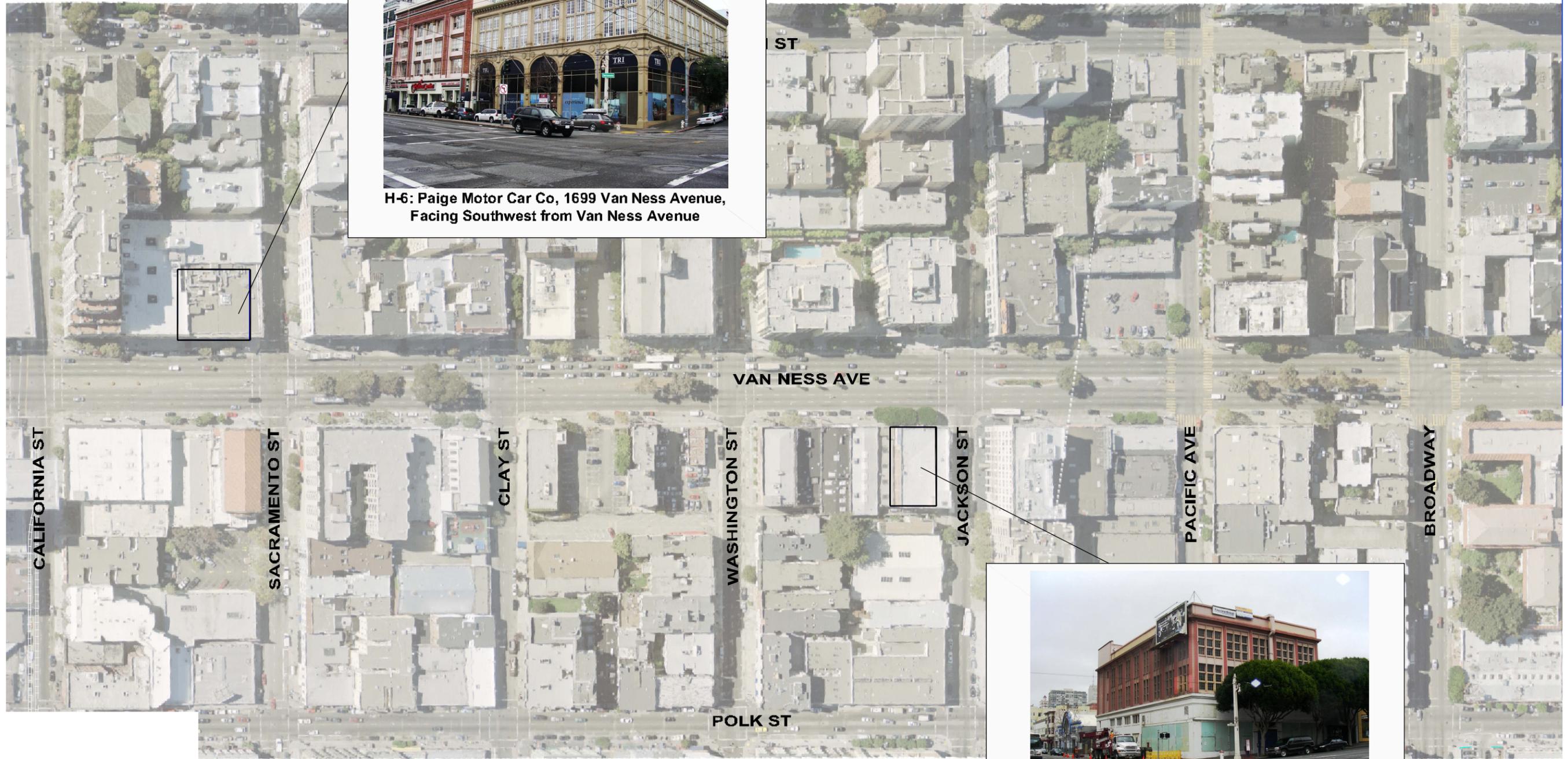
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Van Ness Avenue Bus Rapid Transit Study
HISTORIC AND ARCHITECTURAL RESOURCES

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FILE NO.
REV. NO.

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H-6: Paige Motor Car Co, 1699 Van Ness Avenue, Facing Southwest from Van Ness Avenue



H-7: California Oakland Motor Co, 1946 Van Ness Avenue, Facing Southeast from Van Ness Avenue



FIGURE 2D

LEGEND	
PROPERTY LINE	———
PROJECT LIMITS	———

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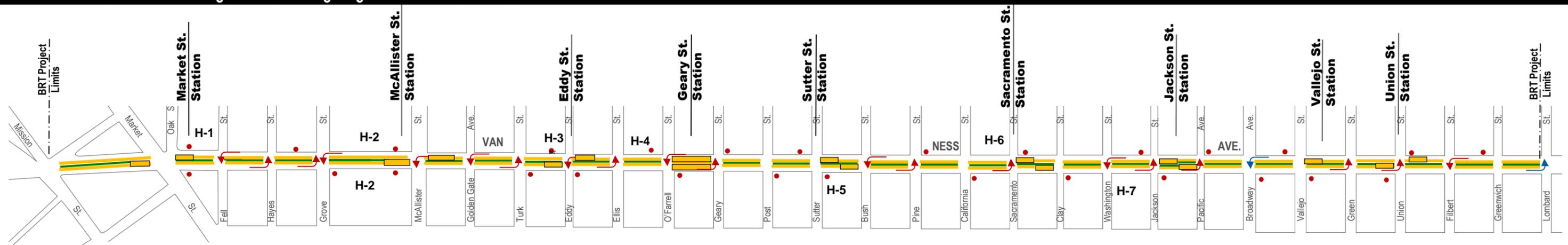
Van Ness Avenue Bus Rapid Transit Study
HISTORIC AND ARCHITECTURAL RESOURCES

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FILE NO.
REV. NO.

Legend for Historic Properties Listed or Eligible within the APE (see map below):

- H-1 Masonic Temple, 11-35 Van Ness Avenue
- H-2 War Memorial Complex and City Hall
- H-3 Wallace Estate Co. Garage, 799 Van Ness Avenue
- H-4 Ingold Chevrolet, 945-999 Van Ness Avenue
- H-5 Scottish Rite Temple, 1320 Van Ness Avenue
- H-6 Paige Motor Car Co., 1699 Van Ness Avenue
- H-7 California Oakland Motor Co., 1946 Van Ness Avenue

LPA: Center Lane BRT with Right-Side Boarding/Single Median and Limited Left Turns



Legend

- Proposed BRT Station
- Proposed Landscape Median
- Left Turn Pocket
- Proposed BRT Transitway
- Existing Muni Bus Stops
- Existing Left Turn Pocket to be Eliminated



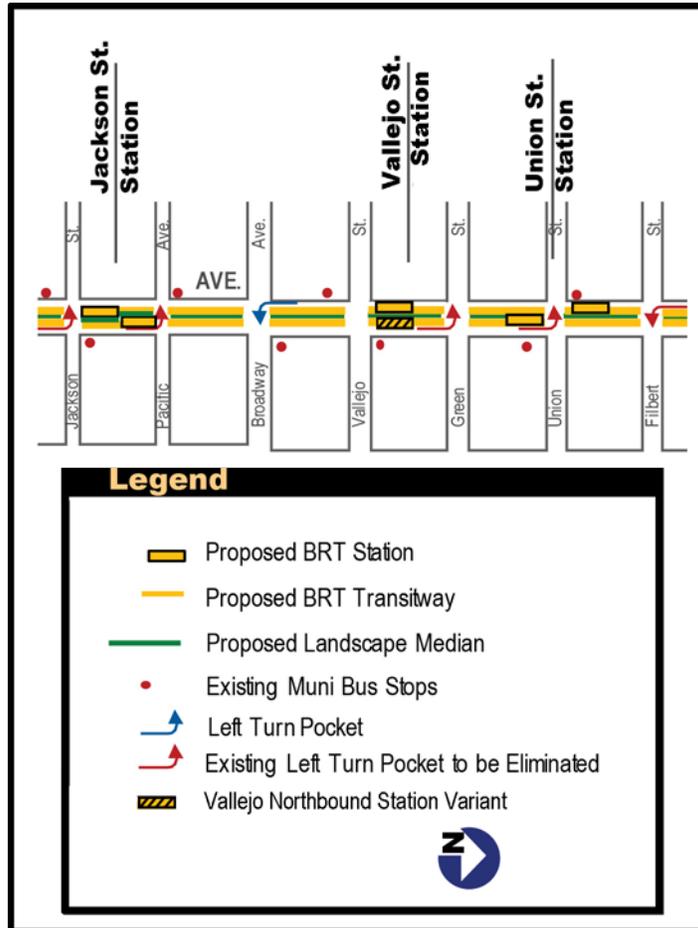
Schematic diagram not to scale.

Figure 3A: LPA Project Features and Location Map of Historic Properties Listed or Eligible within the APE



FIGURE 3B

LPA Vallejo Northbound Station Variant



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FIGURE 4

Project Visual Simulation: Intersection of McAllister and Van Ness Avenue



Existing Conditions at Van Ness Avenue and McAllister Street Intersection (looking south)



Visual Simulation of LPA at McAllister Street Intersection (looking south)

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FIGURE 5

**Visual Simulation of LPA:
Intersection of Sutter Street and Van Ness Avenue**



Existing Conditions at Van Ness Avenue and Sutter Street Intersection



Visual Simulation of LPA at Van Ness Avenue and Sutter Street Intersection

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APPENDIX A
SECTION 106 CORRESPONDENCE FROM CALIFORNIA SHPO

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**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov



10 May 2010

Reply To: FTA100405A

Leslie Rodgers
Regional Administrator
Federal Transit Administration
201 Mission Street, Suite 1650
San Francisco, CA 94105-1839

Re: Section 106 Consultation for the Van Ness Avenue Rapid Bus Transit Project, San Francisco City and County, CA

Dear Mr. Rogers:

Thank you for your letter of 31 March 2010 initiating consultation for the Federal Transit Authority (FTA) for the above referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulation at 36 CFR Part 800. You are requesting at this time that I concur with the determination of the Area of Potential Effect (APE) and determination of eligibility for the historic properties within the APE.

As I presently understand it, the proposed undertaking consists of reconfiguring the existing roadway along 2.2 miles of Van Ness Avenue to provide for dedicated bus lanes and transit platforms, and lighting and landscaping improvements within the streetscape. The majority of the improvements occur within the existing curb-to-curb pavement.

The project APE was defined as the areas that could directly or indirectly be affected and is depicted in Attachment 1 of the Historic Property Survey. I find this satisfactory pursuant to 36 CFR 800.4(1).

Within the APE, there were three historic properties previously identified:

- San Francisco Civic Center Historic District/War Memorial Building, listed on the NRHP and a NHL.
- 11-35 Van Ness Avenue, Masonic Temple, determined eligible for listing in the NRHP.
- 1699 Van Ness Avenue (Paige Motor Car Company Building); listed in the NRHP.

In addition to the three previously identified historic properties, FTA determined four additional properties were eligible for inclusion in the National Register of Historic Places (NRHP):

- 799 Van Ness Avenue, automobile garage, eligible under Criteria A and C at the local level
- 945-999 Van Ness Avenue, automobile showroom, eligible A and C at the local level
- 1320 Van Ness Avenue, Scottish Rite Temple, eligible A and C at the local level
- 1946 Van Ness Avenue, Oakland Motor Auto Company Showroom, eligible A and C at the local level

I concur with the determinations for the above referenced properties. The remained 23 properties identified by FTA were determined ineligible for inclusion in the NRHP. I also concur with the determinations of ineligibility.

Thank your for considering historic properties in your planning process and I look forward to continuing consultation on this project. If you have any questions, please contact Amanda Blosser of my staff at (916) 654-7372 or e-mail at ablosser@parks.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Susan K Stratton for".

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

MWD:ab

APPENDIX B
INADVERTANT DISCOVERY PLAN

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APPENDIX B
INADVERTANT DISCOVERY PLAN

This section outlines procedures to be followed in the event that unanticipated archaeological resources are discovered during project construction. The working assumption is that identification, testing, and data recovery would have exhausted the data potential in all direct impact areas, and that materials discovered during construction, if any, would be minimal. The exception would be for human remains.

If humans are discovered during project construction, the stipulations provided under Section 7050.5 of the State Health and Safety Code will be followed. The San Francisco County coroner would be notified as soon as is reasonably possible (CEQA Section 15064.5). There would be no further site disturbance where the remains were found and all construction work would be halted within 100 feet of the discovery. If the remains are determined to be Native American, the coroner is responsible for contacting the California Native American Heritage Commission within 24 hours. The Commission, pursuant to California Public Resources Code Section 5097.98 would notify those persons it believes to be the most likely descendants (MLD). Treatment of the remains would be dependent on the views of the MLD.

In the event buried cultural resources are encountered during construction activities, pursuant to 36 CFR 800.13, construction would be halted and the discovery area isolated and secured until a qualified professional archaeologist assesses the nature and significance of the find. Unusual, rare, or unique finds—particularly artifacts or features not found during data recovery—could require additional study. Examples of these would include the following:

- Any bone that cannot immediately be identified as non-human
- Any types of intact features (hearths, house floors, cache pits, structural foundations, etc.)
- Artifact caches or concentrations
- Rare or unique items (engraved or incised stone or bone, beads or ornaments, mission-era artifacts)
- Archaeological remains which are redundant with materials collected during testing or data recovery and which have minimal data potential need not be formally investigated. This could include debitage; most flaked or ground tools, with the exception of diagnostic or unique items (e.g., projectile points, crescents) shell; non-human bone; charcoal and other plant remains.
- Diagnostic and unique artifacts unearthed during construction would be collected and their proveniences noted. Artifact concentrations and other features would be photographed, flotation/soils/radiocarbon samples taken (as appropriate), and locations mapped using a GPS device.

Upon discovery of deposits which may constitute a site, the agency official shall notify the SHPO and any Indian tribe that might attach religious and cultural significance to the affected property. The notification shall describe the agency official's assessment of National Register eligibility of the property and proposed actions to resolve the adverse effects (if any). The SHPO, Indian tribe, and Advisory Council on Historic Preservation (the Council) shall respond within

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48 hours of the notification. The agency official shall take into account their recommendations regarding National Register eligibility and proposed actions, and then carry out appropriate actions. The agency official shall provide the SHPO, Indian tribe, and the Council a report of the actions when they are completed.

The above activities could be carried out quickly and efficiently, with as little delay as possible to construction work.

The methods and results of any excavations would be documented, with photographs, in an Addendum Report. Any artifacts collected would be curated along with the main collection. Samples would be processed in a lab and analyzed, or curated with the collection for future studies, at the discretion of the project proponent.

If major adjustments are made to the final project design, a qualified professional archaeologist should be consulted before work begins, to determine whether additional survey, research, and/or geoarchaeological assessments are needed.