

**Summary Form for Electronic Document Submittal****Form F**

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: \_\_\_\_\_

Project Title: Sediment Remediation Project, Piers 39 to 43½Lead Agency: San Francisco Bay Regional Water Quality Control BoardContact Name: Ross SteensonEmail: Ross.Steenson@waterboards.ca.govPhone Number: (510) 622-2445Project Location: Piers 39 to 43½ within the San Francisco Bay  
*City*San Francisco  
*County*

Project Description (Proposed actions, location, and/or consequences).

See Attachment A.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

See Attachment A.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

None.

Provide a list of the responsible or trustee agencies for the project.

Port of San Francisco

## SUMMARY FORM ATTACHMENT A

### Project Description

The San Francisco Bay Regional Water Quality Control Board (Water Board) Sediment Remediation Project, Piers 39 to 43½ (Project) entails the remediation of offshore sediment at Piers 39 to 43½ (the Project Area) within the Port of San Francisco. Since 2016, Pacific Gas & Electric (PG&E) has investigated the nature, distribution, and extent of sediment contamination within the Project Area. Some sediments contain elevated concentrations of polycyclic aromatic hydrocarbons (PAHs), which are chemicals found in petroleum and in byproduct waste formed from Manufactured Gas Plant operations. Impacts in sediments occur close to the shoreline and extend bayward in five areas within the Project Area. A Feasibility Study/Remedial Action Plan (FS/RAP) details the planned cleanup of offshore Bay sediments.

The Project Area encompasses Pier 39 and the intertidal and subtidal area between Pier 39 and Pier 43½ along the margin of San Francisco, extending into the Bay to the north of The Embarcadero, approximately between Taylor and Kearny Streets. The bayward limits of the Project Area extend approximately 1,000 feet offshore. The Project Area includes a small craft marina; multiple piers housing vessels for bay excursions, cruises, sailing, fishing, and ferry operations; and a high concentration of visitor-related commercial development (shops and restaurants). The adjacent upland area consists of densely developed commercial areas including parking lots, hotels, shops, restaurants, pedestrian and bicycle pathways, a playground, and some park areas.

The purpose of the proposed Project is to remediate (i.e., clean up) sediments impacted (i.e., contaminated) with PAHs within the Project Area to protect human health and the environment. The recommended remedial alternative proposes dredging to remove contaminated sediment and capping to prevent exposure to sediments that might pose risk through bioaccumulation. Placement of armoring where necessary during capping would protect installed sand caps or existing sediment from scour or disturbance that might expose sediment with elevated PAH concentrations. Dredged sediment will be placed in and transported by barge to Pier 96 on the southern San Francisco waterfront, offloaded, and dried sediment for transportation to a licensed landfill. Material staging will occur at Pier 96 as well.

## **Mitigation Measures**

### **Biological Resources**

#### ***Mitigation Measure BIO-1A***

In-water work activities may not be conducted during the December 1 to March 15 Pacific herring spawning season. As the spawning season approaches (month of November), a trained biologist shall monitor the waters within a specified distance of in-water Project activities for spawning event indicators (e.g., presence of milt in the water, active surface predation of herring by birds or marine mammals) and/or conduct herring egg surveys. If required, work shall be stopped if a spawning event is detected in the immediate vicinity of in-water work and shall not resume until spawning has ended and herring embryos have hatched.

#### ***Mitigation Measure BIO-1B***

A hydroacoustic assessment shall be completed to determine which construction activities may produce sound levels that could result in take of listed fish species. Based on assessment findings, appropriate measures (e.g., sound attenuation or work window restrictions) shall be incorporated into project authorization requests. All avoidance measures, monitoring, reporting, timing, and work limit requirements established within the agency consultation and/or authorization shall be fully implemented. Any identified compensatory mitigation shall be completed consistent with agency consultation and authorization requirements.

#### ***Mitigation Measure BIO-2***

Project activities that could impact nesting birds will be scheduled to greatest extent practicable to avoid the nesting season (February 1 to August 31). If it is not possible to schedule such activities to occur between September 1 and January 31, a pre-construction nesting bird survey of all suitable nesting habitat within the zone of influence shall be conducted by a qualified biologist within 7 days prior to commencement of construction activities, scheduled to occur within the nesting season. The zone of influence would include the area immediately surrounding the work location that supports suitable nesting habitat that could be affected by the Project due to visual or auditory disturbance associated with construction activities scheduled to occur during the nesting season. If no nesting birds are observed during the survey, construction activities may commence as planned.

If nesting birds are observed during the survey, the qualified biologist shall review results with the Project sponsor and contractor, evaluate whether the schedule of construction activities could affect the active nests, and recommend measures to the project biologist

based the PG&E Nesting Bird Management Plan, which could include establishing a non-disturbance buffer (e.g., 50 feet for non-raptors and 250 feet for raptors). This buffer would remain in place until such a time as the young have been determined (by a qualified biologist) to have fledged. These buffers may be modified (e.g., by reducing their size or installing a blind) as deemed appropriate by the project biologist in coordination with U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW).

A brief survey report documenting the preconstruction survey area and findings shall be prepared by the qualified biologist and submitted to the Project sponsor prior to initiation of construction during the nesting season. The report shall document presence or absence of any active nests and prescribe a suitable non-disturbance buffer if active nests are present and could be disturbed by Project-related activities. No report of findings is required if construction is initiated during the non-nesting season (September 1 to January 31) and continues uninterrupted according to the above criteria.

If any birds begin nesting within active work areas after construction has commenced, they will be nesting in an environment with high levels of existing and ongoing disturbance and a no work exclusion buffer shall be established around the active nests. However, a qualified biologist shall monitor the nest twice a week. If the qualified biologist determines that birds are showing signs of distress associated with construction (e.g., frequent vocalization or flushing from the nest), a non-disturbance buffer shall be established as determined by the qualified biologist.

### ***Mitigation Measure BIO-3***

Prior to construction, a native oyster survey will be completed. If oysters are within or immediately adjacent to the Project Area, it shall first be determined whether avoidance of the beds is feasible. If feasible, impacts on the oyster bed shall be avoided. If complete avoidance is not feasible, the Project sponsor shall request guidance from the National Marine Fisheries Service (NMFS) regarding the need for and/or feasibility of moving affected beds. Translocation of oyster beds shall be consistent with methods and recommendations presented in Shellfish Conservation and Restoration in San Francisco Bay: Opportunities and Constraints<sup>1</sup>.

### ***Mitigation Measure BIO-4***

A hydroacoustic assessment shall be completed to determine which construction activities could produce sounds levels that could result in harassment of marine mammals (Level A

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<sup>1</sup> Zabin, C.J., S. Attoe, E.D. Grosholz, and C. Coleman-Hulbert. 2010. Shellfish Conservation and Restoration in San Francisco Bay: Opportunities and Constraints Final. Report for the Subtidal Habitat Goals Committee (Appendix 7-1).

or B). Based on assessment findings appropriate measures (e.g., monitoring during specified work activities with stop work authority) shall be incorporated into an Incidental Harassment Authorization (IHA) or Letter of Authorization (for the Marine Mammal Protection Act and federal Endangered Species Act protected species). All monitoring, reporting, timing, and work limit requirements established within the project authorizations shall be fully implemented. Any identified compensatory mitigation shall be completed consistent with agency consultation and authorization requirements.

## **Cultural and Tribal Cultural Resources**

### ***Mitigation Measure CUL-1***

In the unlikely event that previously unidentified archaeological, cultural, tribal cultural, or historical sites, artifacts, or features are uncovered during remediation, beyond the structural remnants previously identified, recorded, and evaluated, work shall be suspended within 100 feet (30 meters) of the find and redirected to another location. A qualified professional archaeologist shall be contacted immediately to examine the discovery. Project personnel shall not collect cultural resources. If the discovery can be avoided or protected and no further impacts would occur, the resource shall be documented on California Department of Parks and Recreation 523 forms, and no further effort shall be required.

If the resource cannot be avoided and may be subjected to further impacts, PG&E or its representative shall evaluate the significance of the discovery following federal and state laws outlined above and implement data recovery or other appropriate treatment measures if warranted. Evaluation of historical-period resources shall be done by a qualified historical archaeologist, whereas evaluation of prehistoric resources shall be done by a qualified archaeologist specializing in California prehistoric archaeology. If tribal cultural materials are present, the archaeologist shall contact and coordinate with the relevant Tribal Historic Preservation Officer(s). Evaluations may include archival research, oral interviews, and/or field excavations to determine the full depth, extent, nature, and integrity of the deposit.

### ***Mitigation Measure CUL-2***

If human remains are encountered, all work shall stop in the immediate vicinity (within 100 feet) of the discovered remains and the County Coroner (or the City and County of San Francisco Medical Examiner) shall be notified. In addition, a qualified archaeologist shall be notified immediately so that an evaluation can be performed. If the remains are deemed to be Native American and prehistoric, the Coroner must contact the Native American Heritage Commission (NAHC) so that a "Most Likely Descendant" can be designated and further recommendations regarding treatment of the remains can be provided.

If the remains are not Native American, the Coroner will consult with the archaeologist and the Lead Agency to develop a procedure for the proper study, documentation, and ultimate disposition of the remains. If a determination can be made as to the likely identity of the remains—either as an individual or as a member of a group—an attempt shall be made to identify and contact any living descendants or representatives of the descendant community. As interested parties, these descendants may make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the remains and grave goods.

## **Recreation**

### ***Mitigation Measure REC-1***

The Project sponsor/ applicant (PG&E) and co-applicant (Port of San Francisco) shall coordinate with all relevant stakeholders (Red and White Fleet, Blue & Gold Fleet, and other recreational businesses affected by construction activities) to develop a plan to address impacts on recreational boating businesses as a result of construction activities. The plan shall discuss how stakeholders and contractors will coordinate and phase construction activities and/or find alternative options (e.g., temporary relocation of businesses, alternate berthing locations) to minimize impacts. In addition, the Project sponsor/applicant and co-applicant shall work with stakeholders to facilitate communication to the public of any changes to recreational business offerings and schedules in the Project Area well in advance of such changes.

## **Transportation**

### ***Mitigation Measure TRANS-1***

The Project sponsor/ applicant (PG&E) and co-applicant (Port of San Francisco) shall coordinate with all relevant stakeholders (e.g., Blue & Gold Fleet and the Water Emergency Transportation Authority) to develop a plan to address transportation-related impacts on commuter ferry service as a result of construction activities. The plan shall address how stakeholders and contractors will coordinate and phase construction activities and/or find alternative options (e.g., temporary relocation of ferry services, alternate berthing locations) to minimize impacts on commuter ferry service. In addition, the Project sponsor/applicant and co-applicant shall work with stakeholders to facilitate notifications and communications to the public (e.g., online updates) of any ferry service schedule and berthing location changes well in advance of such changes.