SAN FRANCISCO
PLANNING DEPARTMENT

Certificate of Determination
EXEMPTION FROM ENVIRONMENTAL REVIEW

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Case No.:	**2006.1523E**
Project Address:	**50 First Street (Oceanwide Center) Project**
Zoning:	C-3-O (SD) Downtown Office Special Development, Transit Center C-3-O (SD) Commercial Special Use District 850-S-2 Height and Bulk District, 550-S Height and Bulk District
Block/Lot:	3708/ Lots 3, 6, 7, 9, 10, 11, 12, and 55 (plus vacated portions of Jessie Street and Elim Alley)
Lot Size:	59,445 square feet (1.36 acres)
Plan Area:	Transit Center District Plan
Project Sponsor:	Oceanwide Center LLC; c/o Daniel Frattin, Attorney; (415) 567-9000
Staff Contact:	Kansai Uchida – (415) 575-9048; Kansai.Uchida@sfgov.org

PROJECT DESCRIPTION

The proposed project would include the demolition of three existing structures, the full or partial retention and rehabilitation of two existing structures, and the construction of two new towers supporting a combined 2.2 million square feet of mixed-use development including approximately 1.08 million square feet of office space, 12,500 square feet of restaurant/retail space, 169 hotel rooms, and 265 residential units. The project would also vacate a portion of Elim Alley and a portion of Jessie Street, which would be realigned as a private right-of-way providing public access through the site to connect with Mission Street, rather than First Street as under existing conditions.

The project site is located in San Francisco's Financial District on Assessor's Block 3708, which is bounded by Market Street to the north, First Street to the east, Mission Street to the south, and Second Street to the west. The proposed project would include the demolition of: the existing 16,000-square-foot office and retail building at 36-40 First Street/5 Stevenson Street (Lot 3; built in 1908); the existing 70,680-square-foot office/retail building at 62 First Street (Lot 6; built in 1917); and the 144,000-square-foot office/retail building located at 42-50 First Street (Lot 55; built in 1917). The proposed project would retain approximately the front (easternmost) 45 percent of the historic 16,200 square foot office/retail building,

(continued on next page)

EXEMPT STATUS

Exempt per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3.

DETERMINATION

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

Sarah Jones

SARAH B. JONES
Environmental Review Officer

April 1, 2016
Date

cc: Daniel Frattin, Project Sponsor; Supervisor Jane Kim, District 6; Marcelle Boudreaux, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

PROJECT DESCRIPTION (continued)

located at 76-78 First Street (Lot 7; built in 1908) and would demolish the rear portion of the building and construct a new rear wall; this building would contain 5,900 square feet of office space and 2,600 square feet of restaurant/retail space. The project would retain the existing 19,800-square-foot building at 88 First Street (Lot 9; built in 1907), which would provide 16,500 square feet of existing office space and 3,300 square feet of restaurant/retail space. The project would also develop the following vacant lots: Lot 10 located at 512 Mission Street, Lot 11 located at 516-520 Mission Street, and Lot 12 located at 526 Mission Street.

The proposed project would construct a 60-story tower on First Street that would contain approximately 1.1 million square feet of office space, about 1,100 square feet of restaurant/retail space, and 109 dwelling units. The First Street tower would be 850 feet tall at the roofline and 910 feet tall at the top of the parapet. A 68-foot-tall "urban room" at the ground floor would provide approximately 20,000 square feet of publicly accessible open space. The proposed project would construct a second tower on Mission Street, 54 stories tall, that would contain 156 dwelling units, 169 hotel rooms, and about 5,500 square feet of restaurant/retail space. The Mission Street tower would be 605 feet in height to the roof and 625 feet tall at the parapet, with a mechanical penthouse rising to approximately 637 feet. In addition to the urban room, the project would provide another approximately 6,000 square feet of publicly accessible open space, primarily at grade behind the retained portion of the 76-78 First Street building and adjacent to the Mission Street Tower on the project's Mission Street frontage, and also including about 850 square feet on level 3 of the First Street tower. A total of 360 auto parking spaces and 363 secure bicycle parking spaces would be located in the basement beneath both buildings; vehicular parking would be accessed via Jessie and Stevenson Streets, while bicycle parking would be reached through the urban room and from Stevenson Street. Additional bicycle parking (racks) would be provided at-grade. The project would include a four-truck loading dock on Stevenson Street and would provide four service vehicle loading spaces in the basement.

Approximately 4,900 square feet of the existing public right-of-way along Jessie Street and Elim Alley would be vacated and incorporated into the project. The Jessie Street right-of-way would be vacated from First Street to midway between First Street and Ecker Place, and rerouted southward to terminate at Mission Street between First Street and Ecker Place. Elim Alley would be vacated from midway between First Street and Ecker Place and would be widened to provide enhanced pedestrian access. Pedestrians access would be maintained along the current route of Jessie Street to First Street via a shared pathway that would bisect the urban room and would also maintain emergency vehicle and large truck access to First Street (i.e., emergency vehicles and trucks too large to use the relocated Jessie Street route would be permitted to drive through the urban room).

PROJECT APPROVAL

The project would require a Downtown Project Authorization, pursuant to *Planning Code* Section 309, including exceptions (under *Planning Code* provisions) with regard to minimum commercial floor area relative to housing uses (Section 248(c)(1)); street wall height, tower separation, and upper story setbacks (Section 132.1); rear yard requirements (Section 134(d)); ground-level winds (Section 148); rooftop extension (Section 260(b)(1)(M)); upper tower extensions (Section 263.9); Bulk (Section 270 and 272); and potentially other exceptions to be determined. The proposed hotel requires Conditional Use authorization from the Planning Commission (Section 210.2). The project also requires an Office Allocation (Section 321) for approximately 1.01 million gross square feet of office space, and a Conditional Use (Section 303) for a

new hotel. A variance from the *Code* requirements for bay windows (Section 134), dwelling unit exposure (Section 140), and parking and loading access (Section 155(s)) is also being sought. The project would also require Board of Supervisors authorization for the vacation of a portion of Jessie Street and Elim Alley, a Major Encroachment Permit for special paving treatments, and an Official Change in Sidewalk Width, including a *General Plan* referral to the Planning Commission. The project would also require approvals from the City's Recreation and Park Commission (determination of no adverse shadow effect on parks); the Municipal Transportation Agency (construction within roadways, if applicable); the Department of Building Inspection (demolition and building permits); Public Utilities Commission (stormwater management and discharge to the combined sewer and overland stormwater easement); and Department of Public Works (recommendation regarding street vacation, encroachment permit, and sidewalk width, construction within roadways, and parcel/condominium maps); as well as the Bay Area Air Quality Management District (emergency generators). The Section 309 approval and Conditional Use authorization would typically be scheduled for the same Planning Commission hearing, and the Section 309 approval would constitute the Approval Action for the proposed project.[1]

The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

COMMUNITY PLAN EXEMPTION OVERVIEW

California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 provide an exemption from environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that: a) are peculiar to the project or parcel on which the project would be located; b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent; c) are potentially significant off-site and cumulative impacts that were not discussed in the underlying EIR; or d) are previously identified in the EIR, but which, as a result of substantial new information that was not known at the time that the EIR was certified, are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for the project solely on the basis of that impact.

This determination evaluates the potential project-specific environmental effects of the 50 First Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Transit Center District Plan and Transit Tower (TCDP PEIR)[2]. Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the TCDP PEIR.

After several years of analysis, community outreach, and public review, the TCDP PEIR was adopted in May 2012. The TCDP PEIR was adopted to result in new planning policies and controls for land use;

[1] Section 31.04(h) of the *San Francisco Administrative Code* establishes the Approval Action for projects determined exempt from CEQA as the first approval of the project in reliance on the exemption by the Planning Commission, where such hearing is required. Because the proposed project would require a hearing before the Planning Commission for approval of its Downtown Project Authorization under *Planning Code* Section 309, as well as for consideration of a *General Plan* Referral, Office Allocation (Sec. 321), Conditional Use Authorization (Sec. 303), and findings with respect to shadow on public parks (Sec. 295), the Planning Commission actions with respect to project approval constitute the Approval Action under the *Administrative Code*.

[2] Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048

urban form, including building height and design; street network modifications/public realm improvements; historic preservation; and district sustainability, including the enhancement of green building standards in the district, among other features. The Plan allows for height limit increases in subareas composed of multiple parcels or blocks within the Plan area. It also includes impact fees pursuant to *Planning Code* Sections 424.6, 424.7, and 424.8 to support the Transit Center Program and other public infrastructure and amenities in the area. These include the Transit Center District Open Space Impact Fee and Fund, Transit Center District Transportation and Street Improvement Impact Fee and Fund, and the Transit Center District Mello Roos Community Facilities District Program.

The Planning Commission held public hearings to consider the various aspects of the proposed TCDP and related Planning Code and Zoning Map amendments. On May 24, 2012, the Planning Commission certified the TCDP PEIR by Motion 18628.[3,4] The Board of Supervisors affirmed the certification on July 5, 2012, by Motion M12-0078. The Plan was adopted and became effective in September 2012, including a comprehensive program of zoning changes, including elimination of the floor area ratio (FAR) maximums and increased height limits on certain parcels, including the project site.

The TCDP PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Transit Center District Plan. The Transit Center District Plan area is centered on the new Transbay Transit Center site. The Plan is a comprehensive plan for a portion of the southern downtown financial district and contains the overarching premise that to accommodate projected office-related job growth in the City, additional office development capacity must be provided in proximity to the City's greatest concentration of public transit service. The project site is within the C-3-O (SD) Downtown Office Special Development use district (and was prior to Plan adoption), and is also within the Transit Center Commercial Special Use District (SUD), identified in the Plan, in which the limits on non-commercial space apply (*Planning Code* Section 248). The Plan also establishes new development impact fees to be collected from almost all development projects within the C-3-O (SD) District. The Transbay Transit Center building site will be located half a block south of the project site and extend from Beale Street westward to within about 135 feet of Second Street. Anticipated for completion in 2017, the five-story (three above ground) Transbay Transit Center will provide a one-million-square-foot regional bus and rail station with a 5-acre public park atop the building. The 50 First Street project site was designated as a site with buildings up to 850 feet (First Street portion) and 550 feet (Mission Street portion) in height.

Individual projects that could occur in the future under the Transit Center District will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project is consistent with and was encompassed within the analysis in the TCDP PEIR. This determination also finds that the TCDP PEIR adequately analyzed and described the impacts of the proposed 50 First Street project, and identified the mitigation measures applicable to the proposed project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the

[3] San Francisco Planning Department. Transit Center District Plan and Transit Tower Final Environmental Impact Report (FEIR), Planning Department Case No. 2008.0877E and 2007.1035E, certified May 24, 2012. Available online at: http://www.sf-planning.org/index.aspx?page=1893, accessed July 14, 2015.

[4] San Francisco Planning Department. San Francisco Planning Commission Motion 18628, May 24, 2012. Available online at: http://commissions.sfplanning.org/cpcmotions/2012/18628.pdf, accessed July 14, 2015.

project site.[5,6] Therefore, no further CEQA evaluation for the 50 First Street project is required. In sum, the TCDP PEIR and this Certificate of Exemption for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

The project site is located at the northwest corner of intersection of First Street and Mission Street in San Francisco's Financial District, within the Transit Center District Area Plan. It is on the block bounded by Market Street to the north, First Street to the east, Mission Street to the south, and Second Street to the west, 3.5 blocks (0.4 miles) north of Interstate 80. The project site, which is generally flat, consists of eight lots (Block 3708; Lots 3, 6, 7, 9, 10, 11, 12, and 55) comprising 54,586 square feet (1.25 acres), as well as portions of Elim Alley and Jessie Street, totaling 4,859 square feet. The site is now developed with five buildings, ranging in height from five to seven stories, with frontage on First Street, Jessie Street, and Stevenson Street. Three lots fronting on Mission Street are undeveloped. Elim Alley is located between 62 First Street and 76-78 First Street. Currently, the site contains approximately 266,680 gross square feet of office and ground floor retail uses. The existing, intervening buildings at 82–84 First Street and 510 Mission Street (Lot 8) are not controlled by the project sponsor and are not a part of the project site.

Development in the vicinity consists primarily of high-rise office space above ground-floor retail, interspersed with low-rise buildings. The block on which the project site is located contains several mid- and high-rise office buildings, including 25 Jessie Street immediately east of the project site and 525 Market Street to the north across Stevenson Street. To the south across Mission Street are the 100 First Street, 535 Mission, 555 Mission and 101 Second Street high-rises. The approximately 1,070 foot-tall, 61-story Salesforce Tower is under construction next to the new approximately 68-foot-tall Transbay Transit Center, also under construction. Numerous other high-rise residential and office buildings are planned or under construction in the surrounding area, including an office-residential tower under construction at 181 Fremont Street and a newly completed office building at 350 Mission Street.

With the exception of buildings in the potential First and Market Historic District, which encompasses the project site and three additional buildings on Jessie and First Streets, most buildings in the project vicinity date from the 1970s and 1980s. The closest listed historic district is the New Montgomery-Mission-Second Street Conservation District, listed in Article 11 of the *Planning Code* and located just under one block to the west. There is also a National Register of Historic Places-listed district to the southwest, around the intersection of Second and Howard Streets. The nearest City Landmark is the Crown Zellerbach Building (Landmark No. 183), at One Bush Street, one-half block north of the site.

The nearest open spaces to the project site include Justin Herman Plaza (on the Embarcadero to the north and south of Market Streets), Sue Bierman Park and Maritime Plaza (extending west from Justin Herman Plaza between Clay and Washington Streets), Yerba Buena Gardens (at Third and Mission Streets), and Rincon Park (along the Embarcadero). The rooftop of the Transbay Transit Center will be developed as a 5.4-acre public open space, as will the southwestern corner of First and Mission Streets. There are numerous privately owned, publicly accessible plazas, gardens and open spaces nearby.

[5] Susan Exline, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 50 First Street, October 27, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.1523E.

[6] Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 50 First Street, March 24, 2016. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.1523E.

First Street is a one-way southbound street and serves as a major access route for Bay Bridge-bound traffic; First Street has four lanes, one of which is designated for transit only. Mission Street is a two-way east-west street with two lanes in each direction, one of which is a transit-only lane during daytime hours. Second Street is a two-way north-south street with two southbound lanes and one northbound lane along the project block. Market Street is a two-way east-west street with two lanes in each direction. Market Street is a major transit route (some dozen bus lines plus historic streetcars operate on Market Street, with Muni light rail service and BART trains underground) and bicycle route. Five mid-block rights-of-way pass through portions of the project block: Stevenson Street is a one-way, one-lane street between Second and First Streets; Jessie Street is a one-way, one-lane eastbound alley between Anthony Street and First Street; Anthony Street is a two-way north-south street between Jessie Street and Mission Street; Ecker Place is a north-south pedestrian right-of-way between Stevenson Street and Mission Street; and Elim Alley is a pedestrian right-of-way between Ecker Place and First Street.

POTENTIAL ENVIRONMENTAL EFFECTS

The TCDP PEIR included analyses of environmental issues including: land use; plans and policies; aesthetics; population, housing, business activity, and employment (growth inducement); cultural resources; transportation; noise; air quality; greenhouse gas emissions; wind and shadow; recreation and public space; utilities and service systems; public services; biological resources; geology, soils, and seismicity; hydrology and water quality; hazards and hazardous materials; mineral and energy resources; and agricultural and forestry resources. The proposed project is in conformance with the height, use and density for the site in the TCDP PEIR. Thus, the plan analyzed in the TCDP PEIR considered the incremental impacts of the proposed 50 First Street project as part of the overall TCDP growth assumptions. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the TCDP PEIR.

Significant and unavoidable impacts were identified in the TCDP PEIR for the following topics: aesthetics (public views and visual character), cultural resources (historic architectural resources), transportation and circulation, operational noise, construction vibration, cumulative construction noise, air quality (toxic air contaminants, criteria air pollutants) and shadow. Pursuant to Senate Bill (SB) 743 and Public Resources Code Section 21099, effective 2014, aesthetic impacts are no longer significant environmental impacts under CEQA for certain projects, including the proposed 50 First Street project. The project would contribute to the significant and unavoidable impacts to cultural and paleontological resources (due to demolition of historical resources), transportation and circulation (due to project travel demand and construction activity), cumulative construction noise (due to project construction activity), air quality (due to construction vehicle emissions), and shadow (due to shadows cast by the towers).

The TCDP PEIR identified feasible mitigation measures to address significant impacts related to cultural and paleontological resources. **Table 1** below lists the mitigation measures identified in the TCDP PEIR and states whether each measure would apply to the proposed project.

Table 1 – TCDP PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
D. Cultural and Paleontological Resources		
M-CP-1: Subsequent Archeological Testing Program	Applicable: there is potential for discovering intact prehistoric archaeological deposits in the project site	The project sponsor has agreed to undertake the Subsequent Archaeological Testing Program
M-CP-3a: HABS/HAER Documentation	Applicable: project would involve loss of historic architectural resources: complete demolition of 62 First Street and partial demolition of 76–78 First Street.	The project sponsor has agreed to undertake HABS/HAER documentation prior to demolition of 62 First Street and partial demolition of 76–78 First Street.
M-CP-3b: Public Interpretative Displays	Applicable: project would involve loss of historic architectural resources: complete demolition of 62 First Street and 76–78 First Street.	The project sponsor has agreed to develop a permanent interpretative program and/or display.
M-CP-3c: Relocation of Historic Resources	Applicable: project would involve loss of historic architectural resources: complete demolition of 62 First Street and 76–78 First Street.	The project sponsor has agreed to make these historic resources available for relocation by qualified parties
M-CP-3d: Salvage of Historical Resources	Applicable: project would involve loss of historic architectural resources: complete demolition of 62 First Street and 76–78 First Street.	The project sponsor has agreed to consult with Planning Department Preservation staff regarding salvage of materials from the affected resources.
M-CP-5a: Construction Best Practices for Historical Resources	Applicable: project would be undertaken in proximity to historic buildings	The project sponsor has agreed to incorporate best practices for historical resources into the construction specifications
M-CP-5b: Construction Monitoring Program for Historical Resources	Applicable: project would be undertaken in proximity to historic buildings	The project sponsor has agreed to undertake a monitoring program to minimize damage to adjacent buildings
M-C-CP: Cumulative Historical Resources Impacts - Implement M-CP-3a, M-CP-3b, M-CP-3c, and M-CP-3d.	See above.	See above.

Mitigation Measure	Applicability	Compliance
E. Transportation		
M-TR-1a: Signal Timing Optimization (Stockton/Geary Streets, Kearny/Sutter Streets, Battery/California Streets, Embarcadero/Washington Street, Third/Folsom Streets, Beale/Folsom Streets, Embarcadero/Folsom Street)	Not applicable; automobile delay removed from CEQA analysis.	N/A
M-TR-1b: Taxi Left-Turn Prohibition (Third/Mission Streets)	Not applicable; automobile delay removed from CEQA analysis.	N/A
M-TR-1c: Beale / Mission Streets Bulbs and Optimization.	Not applicable; automobile delay removed from CEQA analysis.	N/A
M-TR-1d: Steuart / Howard Streets Restriping.	Not applicable; automobile delay removed from CEQA analysis.	N/A
M-TR-1e: Beale / Folsom Streets Left-Turn Prohibition and Signal Optimization.	Not applicable; automobile delay removed from CEQA analysis.	N/A
M-TR-1f: Third / Harrison Streets Restriping.	Not applicable; automobile delay removed from CEQA analysis.	N/A
M-TR-1g: Hawthorne / Harrison Streets Restriping.	Not applicable; automobile delay removed from CEQA analysis.	N/A
M-TR-1h: Second / Harrison Streets Turn Prohibition and Optimization.	Not applicable; automobile delay removed from CEQA analysis.	N/A
M-TR-1i: Third / Bryant Streets Bulbs and Optimization.	Not applicable; automobile delay removed from CEQA analysis.	N/A
M-TR-1j: Second / Bryant Streets Bulbs and Optimization.	Not applicable; automobile delay removed from CEQA analysis.	N/A
M-TR-1k: Second / Tehama Streets Restriping and Optimization.	Not applicable; automobile delay removed from CEQA analysis.	N/A
M-TR-1m: Downtown Traffic Signal Study.	Not applicable; automobile delay removed from CEQA	N/A

Mitigation Measure	Applicability	Compliance
	analysis.	
M-TR-3a: Installation and Operation of Transit-Only and Transit Queue-Jump Lanes.	Not applicable: Plan-level mitigation by SFMTA.	N/A
M-TR-3b: Exclusive Muni Use of Mission Street Boarding Islands.	Not applicable: Plan-level mitigation by SFMTA.	N/A
M-TR-3c: Transit Improvements on Plan Area Streets.	Not applicable: Plan-level mitigation by SFMTA.	N/A
M-TR-3d: Increased Funding to Offset Transit Delays.	Not applicable: Plan-level mitigation that would require fee legislation.	N/A
M-TR-3e: Increased Funding of Regional Transit.	Not applicable: Plan-level mitigation that would require fee legislation.	N/A
M-TR-4a: Widen Crosswalks.	Not applicable: Plan-level mitigation by SFMTA.	N/A
M-TR-5 Garage/Loading Dock Attendant.	Applicable: Project loading queues on Mission Street could interfere with transit-only lane. Applicable: Truck and emergency vehicle traffic could result in pedestrian safety impacts in the urban room. Applicable: Project loading dock operations could result in pedestrian and bicycle safety impacts.	The project sponsor has agreed to implement a management plan for the Mission Street passenger loading and unloading zone. The project sponsor has agreed to implement a management plan for the urban room. The project sponsor has agreed to implement a loading dock management plan.
M-TR-7a: Loading Dock Management.	Applicable: Project loading queues on Mission Street could interfere with transit-only lane. Applicable: Truck and emergency vehicle traffic could result in pedestrian safety impacts in the urban room. Applicable: Project loading dock operations could result in	The project sponsor has agreed to implement a management plan for the Mission Street passenger loading and unloading zone. The project sponsor has agreed to implement a management plan for the urban room. The project sponsor has agreed to implement a loading dock

Mitigation Measure	Applicability	Compliance
	pedestrian and bicycle safety impacts.	management plan.
M-TR-7b: Augmentation of On-Street Loading Space Supply.	Not applicable: Plan-level mitigation by SFMTA.	N/A
M-TR-9: Construction Coordination.	Applicable: Project construction would contribute to cumulative impacts to transit, transit, pedestrian, and bicycle circulation	The project sponsor has agreed to develop and implement a construction management plan.
F. Noise and Vibration		
M-NO-1a: Noise Survey and Measurements for Residential Uses	Applicable: The project would include residential uses	The project sponsor has prepared a noise study to determine the noise insulation requirements to meet noise standards
M-NO-1b: Noise Minimization for Residential Open Space	Applicable: the project would include residential open space	The project sponsor has prepared a noise study to determine the maximum feasible noise reduction on common residential open spaces.
M-NO-1c: Noise Minimization for Non-Residential Uses	Not Applicable: This measure applies to new nonresidential sensitive receptors such as child care centers, schools, libraries, and the like, of which there are none in the subject project.	N/A
M-NO-1d: Mechanical Equipment Noise Standard	Applicable: The project would include residential uses	The project sponsor has prepared a noise study to identify the location of existing rooftop equipment and take its noise generation into account in determining noise insulation requirements (Measure Complete)

M-NO-1e: Interior Mechanical Equipment	Applicable: The project would include mechanical equipment	After identified of the project's mechanical equipment, the project sponsor has agreed to determine the effects of that equipment on adjacent uses and incorporate controls to achieve maximum feasible reduce in equipment noise
M-NO-2a: Noise Control Measures During Pile Driving	Not Applicable: Impact pile driving is not proposed for this project	N/A
M-NO-2b: General Construction Noise Control Measures	Applicable: The project would include construction activities	The project sponsor has agreed to minimize construction noise to the maximum extent feasible
M-C-NO: Cumulative Construction Noise Control Measures	Not Applicable: There is no existing City-sponsored construction noise control program for the TCDP area or other area-wide program developed to reduce the potential effects of construction noise in the project site vicinity.	N/A
G. Air Quality		
M-AQ-2: Implementation of Risk and Hazard Overlay Zone and Identification of Health Risk Reduction Policies	Not Applicable: M-AQ-2 has been implemented by the City through establishment of an Air Pollutant Exposure Zone and enhanced ventilation requirements under Article 38.	N/A
M-AQ-3: Siting of Uses that Emit DPM and Other TACs	Applicable: The proposed project would include three backup emergency generators	Consistent with current Planning Department practice, the project sponsor has agreed to ensure that the backup diesel generators meet or exceed one of the following emission standards for particulate matter: (1) Tier 4 certified engine, or (2) Tier 2 or Tier 3 certified engine that is equipped with a California Air Resources Board Level 3 Verified Diesel Emissions Control Strategy.

M-AQ-4a: Construction Vehicle Emissions Minimization	Applicable: The project would exceed BAAQMD screening thresholds for construction criteria pollutants	The project sponsor has agreed to include in the construction specifications a requirement that all equipment be maintained in accordance with manufacturer's specifications and checked by a certified mechanic.
M-AQ-4b: Dust Control Plan	Not Applicable: The regulations set forth in the City's Construction Dust Ordinance supersede the dust control provisions of this mitigation measure.	The project sponsor will implement the requirements of the City's Dust Control Ordinance.
M-AQ-5: Construction Vehicle Emissions Evaluation and Minimization	Applicable: The project site is located in an identified Air Pollutant Exposure Zone and require heavy duty off-road diesel vehicles and equipment during construction	Consistent with current Planning Department practice, the project sponsor has agreed to comply with the construction exhaust emissions reduction requirements.
I. Wind		
M-WI-2: Tower Design to Minimize Pedestrian Wind Speeds	Applicable: Development of the 50 First Street project site would affect ground-level wind speeds	The project sponsor has undertaken a wind study that includes analysis of wind speeds at the pedestrian level and atop City Park.
N. Biological Resources		
M-BI-1a: Pre-Construction Bird Surveys	Applicable: Development of the project could disturb nesting birds	The project sponsor has agreed to undertake pre-construction bird surveys and to establish any required no-work buffer zones around nesting sites.
M-BI-1b: Pre-Construction Bat Surveys	Applicable: Development of the project could disturb special-status bats	The project sponsor has agreed to undertake pre-construction bat surveys and to establish any required no-disturbance buffer zones around nesting or hibernation sites.

L. Hazardous Materials		
M-HZ-2a: Site Assessment and Corrective Action for Sites Located Bayward of Historic Tide Line	Not Applicable: The project site is located landward of the historic high tide line	N/A
M-HZ-2b: Site Assessment and Corrective Action for Sites Located Landward of Historic Tide Line	Applicable: The project site is located landward of the historic high tide line, and therefore must comply with this measure.	The project sponsor has submitted a Maher Application and Phase I Environmental Site Assessment to the San Francisco Department of Public Health
M-HZ-2c: Site Assessment and Corrective Action for All Sites	Applicable: The mitigation measure is applicable to all sites in the TCDP area	The project sponsor has agreed to evaluate worst case risks to building occupants from vapor intrusion, in accordance with guidance developed by the DTSC, and to implement required measures to reduce this risk to acceptable levels and implement long-term monitoring at the site as needed.
M-HZ-3: Hazardous Building Materials Abatement	Applicable: The project would involve building demolition	The project sponsor has agreed to survey existing buildings for hazardous materials and properly remove and dispose of them prior to building demolition.

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

PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on September 29, 2015, to adjacent occupants and owners of properties within 300 feet of the project site. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. Six responses were received. Comments received concerned potential impacts related to traffic and circulation, including a potential increase in vehicle miles traveled as a result of the proposed project, the proposed rerouting of Jessie Street, the existing use of Ecker Place as a pedestrian walkway, changes to Elim Alley, adequacy of adjacent pedestrian access, and the sufficiency of off-street freight loading; the consistency of building height and density with nearby development; shadow effects of the project, given that the First Street Tower would span the existing Jessie Street right-of-way; effects of construction, including excavation and vibration, on adjacent structures; and the applicability of the CPE process to the project. Issues related to the transportation concerns raised in the responses are discussed in the CPE Checklist, Section 4,

Transportation and Circulation. Consistency with height and density and the applicability of a CPE to the proposed project have been determined through the Planning Department's CPE Referral process (refer to footnotes 9 and 10 in Section 1, Land Use and Planning, of the CPE Checklist); the CPE process is also discussed on p. 4 of this CPE Certificate. Shadow impacts are analyzed in Section 8, Wind and Shadow, of the CPE Checklist. Construction impacts are discussed in Checklist Section 3, Cultural and Paleontological resources; Section 4, Transportation and Circulation; Section 5 Noise; and Section 6, Air Quality. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the TCDP PEIR.

CONCLUSION

As summarized above and further discussed in the CPE Checklist:[7]

1. The proposed project is consistent with the development density established for the project site in the Transit Center District Plan;

2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the TCDP PEIR;

3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the TCDP PEIR;

4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the TCDP PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and

5. The project sponsor will undertake feasible mitigation measures specified in the TCDP PEIR to mitigate project-related significant impacts.

Therefore, the proposed project is exempt from further environmental review pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

[7] The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2006.1523E.

EXHIBIT 1:
MITIGATION MONITORING AND REPORTING PROGRAM

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Cultural and Paleontological Resources					
Project Mitigation Measure #1: HABS/HAER Documentation (Implementing Transit Center District Plan PEIR Mitigation Measure M-CP-3a): Prior to demolition or substantial adverse alteration of historical resource(s), the project sponsor of a development project in the Plan area shall contract with a qualified preservation architect, historic preservation expert, or other qualified individual to fully document the structure(s) to be demolished or altered. Documentation shall be undertaken following consultation with Planning Department preservation staff and the Historic Preservation Commission, and shall at a minimum be performed to HABS Level II documentation standards. According to HABS Standards, Level II documentation consists of the following tasks: • Written data: A brief report documenting the existing conditions and history of the building shall be prepared, focusing on the building's architectural and contextual relationship with the greater Western SoMa neighborhood. • Photographs: Photographs with large-format (4x5-inch) negatives shall be shot of exterior and interior views of all three project site buildings. Historic photos of the buildings, where available, shall be photographically reproduced. All photos shall be printed on archival fiber paper. • Drawings: Existing architectural drawings (elevations and plans) of all three the project site buildings, where available, shall be photographed with large format negatives or photographically reproduced on Mylar. The completed documentation package shall be submitted to local and regional archives, including but not limited to, the San Francisco Public Library History Room, the California Historical Society and the Northwest Information Center at Sonoma State University in Rohnert Park.	Project sponsor and qualified preservation architect, historic preservation expert, or other qualified individual.	Prior to the issuance of demolition and site permits.	Project sponsor and qualified preservation architect, historic preservation expert, or other qualified individual to complete historic resources documentation.	Environmental Review Officer (ERO)	Considered complete upon submittal to ERO by project sponsor of historic resources documentation.
Project Mitigation Measure #2: Public Interpretative Displays (Implementing Transit Center District Plan PEIR Mitigation Measure M-CP-3b): Prior to demolition or substantial adverse alteration of historical resource(s) that are significant due to event(s) that occurred in the building at the development site, the project sponsor of a development project in the Plan area shall develop, in consultation with Planning Department preservation staff, a permanent interpretative program/and or display that would commemorate such event(s). The program/display would be	Project sponsor and Planning Department	Prior to the issuance of demolition and site permits.	Project sponsor and/or qualified consultant to prepare interpretative program/display.	ERO, Planning Department, Historic Preservation Commission	Considered complete upon installation by project sponsor of a permanent interpretative program and/or display.

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Cultural and Paleontological Resources (cont.)					
installed at a publicly accessible location, either at or near the project site or in another appropriate location (such as a library or other depository). The content and location of the display shall be presented to the Historic Preservation Commission for review and comment.					
Project Mitigation Measure #3: Relocation of Historical Resources (Implementing Transit Center District Plan PEIR Mitigation Measure M-CP-3c): Prior to demolition or substantial alteration of historical resource(s), the project sponsor of a development project in the Plan area shall make any historical resources that would otherwise be demolished or substantially altered in an adverse manner available for relocation by qualified parties.	Project sponsor	Prior to the issuance of demolition and site permits.	Project sponsor to make buildings proposed for demolition available to qualified parties.	ERO	Considered complete upon submittal to ERO by project sponsor documentation that resource(s) have been made available to qualified parties.
Project Mitigation Measure #4: Salvage of Historical Resources (Implementing Transit Center District Plan PEIR Mitigation Measure M-CP-3d): Prior to demolition of historical resource(s) that are significant due to architecture (resource(s) that embody the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values), the project sponsor of a development project in the Plan area shall consult with a Planning Department Preservation Technical Specialist and/or other qualified parties regarding salvage of materials from the affected resource(s) for public information or reuse in other locations.	Project sponsor and Planning Department Preservation Technical Specialist	Prior to the issuance of demolition and site permits.	Project sponsor and/or qualified consultant to consult with Preservation Technical Specialist concerning building materials salvage.	ERO, Planning Department Preservation Technical Specialist	Considered complete upon project sponsor's submittal to ERO of report documenting materials to be salvaged, if any.
Project Mitigation Measure #5: Construction Best Practices for Historical Resources (Implementing Transit Center District Plan PEIR Mitigation Measure M-CP-5a): The project sponsor of a development project in the Plan area shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings, including, but not necessarily limited to, staging of equipment and materials as far as possible from historic buildings to avoid direct impact damage; using techniques in demolition (of the parking lot), excavation, shoring, and construction that create the minimum feasible vibration; maintaining a buffer zone when possible between heavy equipment and historical resource(s) within 125 feet, as identified by the Planning Department; appropriately shoring excavation sidewalls to prevent movement of adjacent structures; design and installation of the new foundation to	Project sponsor and/or construction contractor	Prior to issuance of permit	Project sponsor and/or qualified consultant to develop construction specifications to protect adjacent and nearby historic buildings.	ERO	Considered complete upon submittal by Project Sponsor or Construction Contractor of Construction Specifications to ERO for review and approval.

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Cultural and Paleontological Resources (cont.)					
minimize uplift of adjacent soils; ensuring adequate drainage from adjacent sites; covering the roof of adjacent structures to avoid damage from falling objects; and ensuring appropriate security to minimize risks of vandalism and fire.					
Project Mitigation Measure #6: Construction Monitoring Program for Historical Resources (Implementing Transit Center District Plan PEIR Mitigation Measure M-CP-5b): The project sponsor shall undertake a monitoring program to minimize damage to adjacent historic buildings and to ensure that any such damage is documented and repaired. The monitoring program would include the following components. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a preconstruction survey of historical resource(s) identified by the Planning Department within 125 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inches per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard. Should vibration levels be observed in excess of the standard, construction shall be halted and alternative techniques put in practice, to the extent feasible. The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to either building occur, the building(s) shall be remediated to its preconstruction condition at the conclusion of ground-disturbing activity on the site.	Project sponsor, and and/or qualified structural engineer and preservation architect.	Prior to issuance of demolition and site permits	Project sponsor and/or consultant shall submit Pre-Construction Assessment to ERO for review and approval. Project sponsor shall submit to ERO quarterly reports during construction and final report at the completion of construction to ERO.	ERO	Considered complete upon receipt by ERO of final report.
Project Mitigation Measure #7: Cumulative Historical Resources Impacts (Implementing Transit Center District Plan PEIR Mitigation Measure M-C-CP): Implement Mitigation Measures M-CP-3a, HABS/HAER Documentation, M-CP-3b, Public Interpretive Displays, M-CP-3c, Relocation of Historical Resources, and M CP 3d, Salvage of Historical Resources.	See Mitigation Measures M-CP-3a, M-CP-3b, M-CP-3c, and M CP 3d.				

EXHIBIT 1:
MITIGATION MONITORING AND REPORTING PROGRAM

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Cultural and Paleontological Resources (cont.)					
Project Mitigation Measure #8: (PEIR Mitigation Measure M-CP-1): Subsequent Archeological Testing Program. When a project is to be developed within the Transit Center District Plan Area, it will be subject to preliminary archeological review by the Planning Department archeologist. This in-house review will assess whether there are gaps in the necessary background information needed to make an informed archaeological sensitivity assessment. This assessment will be based upon the information presented in the Transit Center District Plan Archeological Research Design and Treatment Plan (Far Western Anthropological Research Group, Inc., Archaeological Research Design and Treatment Plan for the Transit Center District Plan Area, San Francisco, California, February 2010), as well as any more recent investigations that may be relevant. If data gaps are identified, then additional investigations, such as historic archival research or geoarchaeological coring, may be required to provide sufficiently detailed information to make an archaeological sensitivity assessment. If the project site is considered to be archaeologically sensitive and based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archeological consultant from the Planning Department ("Department") pool of qualified archaeological consultants as provided by the Department archaeologist. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure and with the requirements of the Transit Center District Plan archeological research design and treatment plan at the direction of the ERO. In instances of inconsistency between the requirement of the project archaeological research design and treatment plan and of this archaeological mitigation measure, the requirements of this archaeological mitigation measure shall prevail. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO.	Project sponsor and Planning Department archeologist or a qualified archeological consultant from the Planning Department pool.	Prior to any ground-disturbing activities.	Archeologist to report to ERO on progress of any required investigation monthly, or as required by ERO.	ERO to review and approve Archeological Testing Program.	Considered complete upon review and approval by ERO of results of Archeological Testing Program/ Archeological Monitoring Program/ Archeological Data Recovery Program, as applicable.

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Cultural and Paleontological Resources (cont.)					
Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sections 15064.5 (a) (c). *Archeological Testing Program.* The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA. At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either: A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible. • Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented, the archeological					

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Cultural and Paleontological Resources (cont.)					
consultant shall prepare an archeological monitoring plan (AMP): The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context; • Archeological monitoring shall conform to the requirements of the final AMP reviewed and approved by the ERO; • The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; • The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; • If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the					

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Cultural and Paleontological Resources (cont.)					
encountered archeological deposit, and present the findings of this assessment to the ERO. Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO. *Archeological Data Recovery Program.* The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical. The scope of the ADRP shall include the following elements: • Field Methods and Procedures. Descriptions of proposed field strategies, procedures, and operations. • Cataloguing and Laboratory Analysis. Description of selected cataloguing system and artifact analysis procedures. • Discard and Deaccession Policy. Description of and rationale for field and post-field discard and deaccession policies. • Interpretive Program. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. • Security Measures. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • Final Report. Description of proposed report format and distribution of results. • Curation. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.					

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Cultural and Paleontological Resources (cont.)					
Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. *Final Archeological Resources Report.* The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.					

EXHIBIT 1:
MITIGATION MONITORING AND REPORTING PROGRAM

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Transportation					
Project Mitigation Measure #9: Avoidance of Transit-Only Lane Conflicts (Implementing Transit Center District Plan PEIR Mitigation Measures M-TR-5 and M-TR-7a): TCDP EIR Mitigation Measure M-TR-5 reads, in pertinent part, "If warranted by project-specific conditions, the Project Sponsor of a development project in the Plan area shall ensure that building management employs attendant(s) for the project's parking garage and/or loading dock, as applicable. The attendant would be stationed as determined by the project-specific analysis, typically at the project's driveway to direct vehicles entering and exiting the building and avoid any safety-related conflicts with pedestrians on the sidewalk during the a.m. and p.m. peak periods of traffic and pedestrian activity, with extended hours as dictated by traffic and pedestrian conditions and by activity in the project garage and loading dock." TCDP EIR Mitigation Measure M-TR-7a reads, "To ensure that off-street loading facilities are efficiently used and that trucks longer than can be can be safely accommodated are not permitted to use a building's loading dock, and the Project Sponsor of a development project in the Plan area shall develop a plan for management of the building's loading dock and shall ensure that tenants in the building are informed of limitations and conditions on the loading schedules and truck size. Such a management plan could include strategies such as the use of an attendant to direct and guide trucks (see Mitigation Measure M-TR-5), installing a 'Full' sign at the garage/loading dock driveway, limiting activity during peak hours, installation of audible and/or visual warning devices, and other features. Additionally, as part of the project application process, the Project Sponsor shall consult with the Municipal Transportation Agency concerning the design of loading and parking facilities. Typically, a building property manager dictates the maximum size of trucks that can be accommodated by a building's loading dock, and when trucks may access the Project Site." In this case, the project-specific analysis has identified potential impacts to transit resulting from the project's Mission Street passenger loading and unloading zone (designed to measure eight feet in width and 64 feet in length), which could serve the hotel and residential uses in the project's Mission Street Tower, in addition to other users. The project sponsor shall implement a management plan for the Mission Street passenger loading and unloading zone that would include staffing by attendant(s) who would meet the following performance criteria:	Project Sponsor	Prior to issuance of Certificate of Occupancy Following Project Occupancy As needed.	Prepare Loading Zone Management Plan Implement Management Plan Revise Management Plan as necessary to reflect changes in generally accepted technology or operation protocols, or changes in conditions.	Environmental Review Officer (ERO), Municipal Transportation Agency (SFMTA), Fire Dept. (SFFD) SFMTA, SFFD ERO, SFMTA, SFFD	Prior to issuance of Certificate of Occupancy Periodically during project operation. As determined needed by SFMTA and/or SFFD

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
• Facilitate the use of the curbside passenger zone; • Ensure that vehicles are not permitted to encroach upon the adjacent transit lane on Mission Street or impede the movement of transit buses at any time while stopped in the curbside passenger zone; • Ensure that vehicles attempting to access the curbside passenger zone do not queue (partially or fully) within the adjacent transit lane on Mission Street; • Enforce no-parking and no-idling restrictions (including no double-parking); • Restrict the size of vehicles using the passenger zone and prohibit its use by delivery and service vehicles, or vehicles wider than eight feet; • Limit the use of the passenger zone at all times to four vehicles, directing excess vehicle to access the Project Site via Anthony Street and Jessie Street, if necessary and load/unload passengers in the basement garage, if necessary to prevent approaching vehicles from queuing in the Mission Street curbside transit lanes; and • Ensure that any resulting queues of vehicles entering the basement garage do not spill over into the Mission Street curbside transit lane. At least one attendant shall be present on the sidewalk adjacent to the Mission Street curbside passenger zone at all times between the hours of 7:00 a.m. and 10:00 p.m. every day. More attendants shall be added during these hours, or at other times of day, as needed to ensure attainment of the performance criteria listed above. Revisions to the Operation Plan shall be made as necessary to reflect changes in generally accepted technology or operation protocols, or changes in conditions. The Operation Plan and all revisions shall be reviewed and approved by the Environmental Review Officer and the SFMTA Operations and Scheduling Manager. All revisions to on-street loading regulations along the north curb of Mission Street shall require review, public hearing, and approval by SFMTA.					

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Transportation (cont.)					
Project Mitigation Measure #10: Avoidance of Vehicle-Pedestrian Conflicts in the Urban Room (Implementing Transit Center District Plan PEIR Mitigation Measures M-TR-5 and M-TR-7a): This measure would implement PEIR Mitigation Measure M-TR-5, Garage/Loading Dock Attendant, and Mitigation Measure M-TR-7a, Loading Dock Management (as described above).	Project Sponsor	Prior to issuance of Certificate of Occupancy	Prepare Urban Room Management Plan	ERO, SFMTA, Fire Dept. (SFFD)	Prior to issuance of Certificate of Occupancy
In this case, the analysis undertaken for the Project has identified potential impacts to pedestrian safety resulting from the Project's reconfiguration of Jessie Street, which would include a new curve in the roadway. Trucks and emergency vehicles 40 feet in length or longer would not be able to fit through the curve from the existing portion of Jessie Street onto the relocated portion of Jessie Street to reach Mission Street and would, therefore, have to depart Jessie Street by travelling through the urban room. The physical features proposed in the urban room to accommodate these trucks would include changes in pavement texture or color; bollards or other similar physical barriers; in-pavement flashing lighting to indicate trucks along truck route; and flashing or audible device located at the First Street sidewalk alerting pedestrians of oncoming trucks. In addition, signage would be posted at the intersection of Anthony/Jessie Streets to alert drivers of the limitations in truck lengths along Jessie Street, at the 90-degree turn of Jessie Street to the Jessie Street extension to direct all trucks shorter than 40 feet in length to turn right and continue to Mission Street, and at the exit to the truck route (i.e., near the First Street sidewalk) to indicate that vehicles should not enter, given that the route is one-way eastbound only, and bollards would be installed at the entrance to the urban room to restrict private vehicle access to the truck route. The project sponsor shall implement a Management Plan for the Urban Room that meets the following performance criteria: • Establish a truck route to permit trucks 40 feet or longer to safely exit Jessie Street; • Ensure, using attendants and/or movable barriers that no private vehicles may access the Urban Room without assistance by building personnel; • Designate a manager to be present in the Urban Room at all times, and additional building personnel to operate the bollards at the entrance to the Urban Room at Jessie Street as well as at the exit from the Urban Room at First Street in the event that a vehicle 40 feet in length or longer needs to exit Jessie Street;		Following Project Occupancy As needed.	Implement Management Plan Revise Management Plan as necessary to reflect changes in generally accepted technology or operation protocols, or changes in conditions.	SFMTA, SFFD ERO, SFMTA, SFFD	Periodically during project operation. As determined needed by SFMTA and/or SFFD

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Transportation (cont.)					
• Ensure that building personnel immediately provide access through the Urban Room for approaching emergency vehicles, which may arrive unannounced and without advance notice; • Using an adequate number of building personnel needed to clear pedestrians from the truck route through the Urban Room, alert pedestrians of oncoming vehicles passing through the Urban Room, including pedestrians on First Street at the end of the Urban Room (the number of personnel needed to meet this criterion may increase over time, as usage of the Urban Room by pedestrians and trucks may grow in the future); • Ensure that the truck route through the Urban Room remains clear of obstructions (other than movable barriers described above) at all times; • Accommodate special truck maneuvers as needed; and • Not preclude increased truck traffic through the Urban Room in the future. Revisions to the Management Plan for the Urban Room shall be made as necessary to reflect changes in generally accepted technology or operation protocols, or changes in conditions. The Management Plan for the Urban Room and all revisions shall be reviewed and approved by the Environmental Review Officer, SFMTA, and the San Francisco Fire Department.					
Project Mitigation Measure #11: Freight Loading Dock Management (Implementing Transit Center District Plan PEIR Mitigation Measures M-TR-5 and M-TR-7a): This measure would implement TCDP EIR Mitigation Measure M-TR-5, Garage/Loading Dock Attendant, and Mitigation Measure M-TR-7a, Loading Dock Management (as described above). As described in the TCDP EIR, Mitigation Measure M-TR-5 would require the Project Sponsor to ensure that building management employs attendant(s) for the project's freight loading dock. The attendant would be stationed by the freight loading dock during the a.m. and p.m. peak periods of traffic, pedestrian and bicycle activity to direct vehicles to avoid any safety issues with trucks along Stevenson Street. The Project Sponsor shall also install audible and/or visible warning devices, or comparably effective warning devices as approved by the Planning Department to alert pedestrians and bicycles of the outbound vehicles from the loading dock. In addition, as described in the TCDP EIR, Mitigation Measure M-TR-7a would require loading dock management to ensure that off-street	Project Sponsor	Prior to issuance of Certificate of Occupancy Following Project Occupancy	Prepare Freight Loading Dock Management Plan Implement Management Plan	ERO, SFMTA SFMTA	Prior to issuance of Certificate of Occupancy Periodically during project operation.

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Transportation (cont.)					
loading facilities are efficiently used and that trucks longer than can be safely accommodated are not permitted to use a building's loading dock. In order to do so, the Project Sponsor shall develop a plan for management of the building's loading dock and shall ensure that tenants in the building are informed of limitations and conditions on loading schedule and truck size. Such a management plan could include strategies such as the use of an attendant to direct and guide trucks (see above), installing a "Full" sign at the loading dock driveway, limiting activity during peak hours, installation of audible and/or visual warning devices, and other features. As part of the management plan, the Project Sponsor would include the following measures: • Educate office, retail, hotel, and residential tenants on truck size limitations; and, • In the event that trucks larger than 35 feet in length attempt to access the loading dock, arrange for the loading dock supervisor to direct these trucks to use on-street loading zones (if available) or off-load deliveries to smaller trucks off-site and return to use the loading dock.					
Project Mitigation Measure #12: Construction Management (Implementing Transit Center District Plan PEIR Mitigation Measure M-TR-9): The Project Sponsor shall develop and implement a construction management plan to anticipate and minimize transportation-related impacts of various construction activities associated with the Project. The Plan would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruptions and ensure that overall circulation in the Project area is maintained to the extent possible, with particular focus on ensuring transit, pedestrian, and bicycle connectivity. The program would supplement and expand, rather than modify or supersede, any manual, regulations, or provisions set forth by SFMTA, the Department of Public Works ("DPW"), or other City departments and agencies, and Caltrans. Specifically, the plan shall do the following: • Limit construction truck movements to the hours between 9:00 a.m. and 4:00 a.m. (or other times, if approved by the Municipal Transportation Agency)to minimize disruption of traffic, transit, and pedestrian flow on adjacent streets and sidewalks during the weekday a.m. and p.m. peak periods;	Project Sponsor, Construction Contractor(s) Project Sponsor, Construction Contractor(s)	Prior to Project construction Throughout construction	Prepare Construction Management Plan Implement Management Plan	ERO, SFMTA, other affected agencies SFMTA	Considered complete upon submittal to ERO by project sponsor and resources made available to contractors and affected agencies

EXHIBIT 1:
MITIGATION MONITORING AND REPORTING PROGRAM

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Transportation (cont.)					
• Identify optimal truck routes to and from the site to minimize impacts to traffic, transit, pedestrians, and bicyclists; and • Encourage construction workers to use transit when commuting to and from the site, reducing the need for parking. The Project Sponsor shall also coordinate with the SFMTA Sustainable Streets Division, the Transbay Joint Powers Authority, and construction manager(s)/contractor(s) for the Transit Center project, and with Muni, AC Transit, Golden Gate Transit, and SamTrans, as applicable, to develop construction phasing and operations plans that would result in the least amount of disruption that is feasible to transit operations, pedestrian and bicycle activity, and vehicular traffic.					
Noise					
Project Mitigation Measure #13: Noise Minimization for Residential Open Space. (Implementing Transit Center District Plan PEIR Mitigation Measure M-NO-1b): To minimize effects on residential development in the Plan area, the Planning Department, through its building permit review process and in conjunction with the noise analysis set forth in Mitigation Measure M-NO-1a, shall require that open space required under the *Planning Code* for residential uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings, and implementation would also be undertaken consistent with other principles of urban design.	Planning Department, Project Sponsor	Prior to issuance of building or grading permit, prior to site plan approval	Plan Approval	Planning staff to review and approve project specifications, and to inspect site to ensure compliance with measure	Considered complete upon plan approval and issuance of Certificate of Occupancy
Project Mitigation Measure #14: Interior Mechanical Equipment (Implementing Transit Center District Plan PEIR Mitigation Measure M-NO-1e): The Planning Department shall require, as part of subsequent project-specific review under CEQA, that effects of mechanical equipment noise on adjacent and nearby noise-sensitive uses be evaluated by a qualified acoustical consultant and that control of mechanical noise, as specified by the acoustical consultant, be incorporated into the final project design of new buildings to achieve the maximum feasible reduction of building equipment noise, consistent with Building Code and Noise Ordinance requirements and CEQA	ERO, acoustical consultant	During preparation of CEQA documentation.	ERO to review and approve noise attenuation.	ERO	Considered complete upon completion of environmental review.

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Noise (cont.)					
thresholds, such as through the use of fully noise-insulated enclosures around rooftop equipment and/or incorporation of mechanical equipment into intermediate building floor(s).					
Project Mitigation Measure #15: General Construction Noise Control Measures (Implementing Transit Center District Plan PEIR Mitigation Measure M-NO-2b): To ensure that project noise from construction activities is minimized to the maximum extent feasible, the project sponsor of a development project in the Plan area shall undertake the following: The project sponsor of a development project in the Plan area shall require the general contractor to ensure that equipment and trucks used for project construction utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible). The project sponsor of a development project in the Plan area shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as five dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible. The project sponsor of a development project in the Plan area shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA. The project sponsor of a development project in the Plan area shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to, performing all work in a manner that minimizes noise to the extent feasible; use of equipment with effective mufflers; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible.	Project Sponsor, Construction contractor(s)	Prior to issuance of building permit/ during construction	Prepare construction specifications, submit to ERO	Planning Department and DBI	Considered complete upon completion of construction.

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Noise (cont.)					
Prior to the issuance of each building permit, along with the submission of construction documents, the project sponsor of a development project in the Plan area shall submit to the Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity.					
Project Mitigation Measure #16: Cumulative Construction Noise Control Measures (Implementing Transit Center District Plan PEIR Mitigation Measure M-C-NO) (if applicable): The project sponsor of a development project in the Plan area shall cooperate with and participate in any City-sponsored construction noise control program for the Transit Center District Plan area or other City-sponsored areawide program developed to reduce potential effects of construction noise in the project vicinity. Elements of such a program could include a community liaison program to inform residents and building occupants of upcoming construction activities, staggering of construction schedules so that particularly noisy phases of work do not overlap at nearby project sites, and, potentially, noise and/or vibration monitoring during construction activities that are anticipated to be particularly disruptive.	Project Sponsor, Construction contractor(s)	Prior to issuance of building permit/ during construction	Prepare construction specifications, submit to ERO	Planning Department and DBI	Considered complete upon completion of construction.
Air Quality					
Project Mitigation Measure #17: Construction Vehicle Emissions Minimization (Implementing Transit Center District Plan PEIR Mitigation Measure M-AQ-4a): To reduce construction vehicle emissions, the project sponsor shall incorporate the following into construction specifications: • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.	Project Sponsor, Construction contractor(s)	Prior to issuance of building permit/ during construction	Prepare construction specifications, submit to ERO	Planning Department and DBI	Considered complete upon submittal of construction specifications.

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MITIGATION MONITORING AND REPORTING PROGRAM

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Air Quality (cont.)					
Project Mitigation Measure #18: Construction Vehicle Emissions Evaluation and Minimization (Implementing Transit Center District Plan PEIR Mitigation Measure M-AQ-5): The project sponsor or the project sponsor's Contractor shall comply with the following A. Engine Requirements. *1.* All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.	Project sponsor, Construction contractor(s)	During construction.	Project contractor shall comply with specified emissions standards and equipment operation.	ERO	Considered complete upon completion of construction and project sponsor or construction contractor(s)' submittal of documentation of compliance, prior to issuance of Certificate of Occupancy.
2. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two minute idling limit. 3. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications. B. Waivers. 1. The Planning Department's Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1). The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling					

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Air Quality (cont.)					

emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to the table below.

Table – Off-Road Equipment Compliance Step-down Schedule

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

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

* Alternative fuels are not a VDECS.

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

1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.
2. The ERO shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan.

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Air Quality (cont.)					
3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way. B. Monitoring. After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.					
Project Mitigation Measure #19: Best Available Control Technology for Diesel Generators (Implementing Transit Center District Plan PEIR Mitigation Measure M-AQ-3): The project sponsor shall ensure that the backup diesel generator meet or exceed one of the following emission standards for particulate matter: (1) Tier 4 certified engine, or (2) Tier 2 or Tier 3 certified engine that is equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS). A non-verified diesel emission control strategy may be used if the filter has the same particulate matter reduction as the identical ARB verified model and if the Bay Area Air Quality Management District (BAAQMD) approves of its use. The project sponsor shall submit documentation of compliance with the BAAQMD New Source Review permitting process (Regulation 2, Rule 2, and Regulation 2, Rule 5) and the emission standard requirement of this mitigation measure to the Planning Department for review and approval prior to issuance of a permit for a backup diesel generator from any City agency.	Project Sponsor	Prior to issuance of a permit for a backup diesel generator	Submit backup generators specifications.	ERO	Considered complete upon approval by ERO.
Wind and Shadow					
Project Mitigation Measure #20: (Implementing Tower Design to Minimize Pedestrian Wind Speeds Transit Center District Plan PEIR Mitigation Measure M-WI-2): As part of the design development for buildings on Parcel F and at the 524 Howard Street, 50 First Street, 181 Fremont Street and Golden Gate University sites, the project sponsor(s) shall consider the potential effect of these buildings on	Project Sponsor, Qualified Wind Consultant	Undertake project-specific wind-tunnel testing during project CEQA review.	Complete wind test; modify design features if warranted by results of wind test.	ERO	Considered complete upon completion of environmental review.

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Wind and Shadow (cont.)					
pedestrian-level winds and on winds in the City Park atop the Transit Center. If wind-tunnel testing identifies adverse impacts, the project sponsor(s) shall conduct additional mitigation testing to resolve impacts to the maximum degree possible and to the satisfaction of Planning Department staff. Design features could include, but not be limited to, setting a tower atop a podium, which can interfere with "downwash" of winds from higher elevations toward the ground; the use of setbacks on tower facades, particularly those facades facing into prevailing winds, which can have similar results; using chamfered and/or rounded corners to minimize the acceleration of upper-level winds as they round corners; façade articulation; and avoiding the placement of large, unbroken facades into prevailing winds.					
Biological Resources					
Project Mitigation Measure #21: Pre-Construction Bird Surveys (Implementing Transit Center District Plan PEIR Mitigation Measure M-BI-1a): Conditions of approval for building permits issued for construction within the Plan area shall include a requirement for pre-construction breeding bird surveys when trees or vegetation would be removed or buildings demolished as part of an individual project. Pre-construction nesting bird surveys shall be conducted by a qualified biologist between February First and August 15th if vegetation (trees or shrubs) removal or building demolition is scheduled to take place during that period. If special-status bird species are found to be nesting in or near any work area or, for compliance with federal and state law concerning migratory birds, if birds protected under the federal Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Wildlife (CDFW) and/or the U.S. Fish and Wildlife Service (USFWS) Division of Migratory Bird Management may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.	Project Sponsor; qualified biologist; CDFW; USFWS	Prior to issuance of demolition or building permits when trees or shrubs would be removed or buildings demolished as part of an individual project.	Conduct bird survey; provide results to ERO and other agencies, as applicable.	ERO; CDFG, USFWS, if applicable	Considered complete upon issuance of demolition or building permits

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1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Biological Resources (cont.)					
Project Mitigation Measure #22: Pre-Construction Bat Surveys (Implementing Transit Center District Plan PEIR Mitigation Measure M-BI-1b): Conditions of approval for building permits issued for construction within the Plan area shall include a requirement for pre-construction special-status bat surveys when large trees are to be removed or underutilized or vacant buildings are to be demolished. If active day or night roosts are found, the bat biologist shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with CDFW. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would necessary.	Project Sponsor; qualified biologist, CDFW	Prior to issuance of demolition or building permits when trees or shrubs would be removed or buildings demolished as part of an individual project.	Conduct bat survey; provide results to ERO and other agencies, as applicable.	ERO; CDFG if applicable	Considered complete upon issuance of demolition or building permits
Hazards and Hazardous Materials					
Project Mitigation Measure #23: Hazardous Building Materials Abatement (Implementing Transit Center District Plan PEIR Mitigation Measure M-HZ-3): The project sponsor of any development project in the Plan area shall ensure that any building planned for demolition or renovation is surveyed for hazardous building materials including PCB-containing electrical equipment, fluorescent light ballasts containing PCBs or DEHP, and fluorescent light tubes containing mercury vapors. These materials shall be removed and properly disposed of prior to the start of demolition or renovation. Old light ballasts that are proposed to be removed during renovation shall be evaluated for the presence of PCBs and in the case where the presence of PCBs in the light ballast cannot be verified, they shall be assumed to contain PCBs, and handled and disposed of as such, according to applicable laws and regulations. Any other hazardous building materials identified either before or during demolition or renovation shall be abated according to federal, state, and local laws and regulations.	Project Sponsor , Construction contractor(s)	Prior to any demolition or construction activities	Complete survey of specified hazardous building materials; properly dispose of applicable materials.	Project Sponsor	Prior to any demolition or construction activities
Project Mitigation Measure #24: Site Assessment and Corrective Action for Projects Landward of the Historic High Tide Line (Implementing Transit Center District Plan PEIR Mitigation Measure M-HZ-2b): For any project that is not located bayward of the historic high tide line, the project sponsor shall ensure that a site-specific Phase I environmental site assessment is prepared prior to development. The site assessment shall include visual inspection of the property; review of historical documents; and review of environmental databases to assess the potential for contamination from sources such as	Project Sponsor	Analysis completed during environmental review	Complete Phase I site assessment; take required corrective action.	ERO; DPH, as applicable.	Considered completed upon approval of project plans by the Planning Department.

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Hazards and Hazardous Materials (cont.)					
underground storage tanks, current and historical site operations, and migration from off-site sources. The project sponsor shall ensure that the Phase I assessment and any related documentation is provided to the Planning Department's Environmental Planning (EP) division and, if required by EP, to DPH for review and consideration of potential corrective action. Where the Phase I site assessment indicates evidence of site contamination, additional data shall be gathered during a Phase II investigation, including sampling and laboratory analysis of the soil and groundwater for the suspected chemicals to identify the nature and extent of contamination. If the level(s) of chemical(s) would create an unacceptable risk to human health or the environment, appropriate cleanup levels for each chemical, based on current and planned land use, shall be determined in accordance with accepted procedures adopted by the lead regulatory agency providing oversight (e.g., the DTSC, the RWQCB, or DPH). At sites where there are ecological receptors such as sensitive plant or animal species that could be exposed, cleanup levels shall be determined according to the accepted ecological risk assessment methodology of the lead agency, and shall be protective of ecological receptors known to be present at the site. If agreed-upon cleanup levels were exceeded, a remedial action plan or similar plan for remediation shall be prepared and submitted review and approval by the appropriate regulatory agency. The plan shall include proposed methods to remove or treat identified chemicals to the approved cleanup levels or containment measures to prevent exposure to chemicals left in place at concentrations greater than cleanup levels. Upon determination that a site remediation has been successfully completed, the regulatory agency shall issue a closure letter to the responsible party. For sites that are cleaned to levels that do not allow unrestricted land use, or where containment measures were used to prevent exposure to hazardous materials, the DTSC may require a limitation on the future use of the property. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners. A risk management plan, health and safety plan, and possibly a cap maintenance plan could be required. These plans would specify procedures for preventing unsafe exposure to hazardous materials left in place and safe procedures for handling hazardous materials should site disturbance be required. The requirements of these plans and the land use restriction shall transfer to the new property owners in the event that the property is sold.					

EXHIBIT 1:
MITIGATION MONITORING AND REPORTING PROGRAM

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Hazards and Hazardous Materials (cont.)					
Project Mitigation Measure #25: Site Assessment and Corrective Action for All Sites (Implementing Transit Center District Plan PEIR Mitigation Measure M-HZ-2c): The project sponsor shall characterize the site, including subsurface features such as utility corridors, and identify whether volatile chemicals are detected at or above risk screening levels in the subsurface. If so, a screening evaluation shall be conducted in accordance with guidance developed by the DTSC to estimate worst case risks to building occupants from vapor intrusion using site specific data and conservative assumptions specified in the guidance. If an unacceptable risk were indicated by this conservative analysis, then additional site data shall be collected and a site specific vapor intrusion evaluation, including fate and transport modeling, shall be required to more accurately evaluate site risks. Should the site specific evaluation identify substantial risks, then additional measures shall be required to reduce risks to acceptable levels. These measures could include remediation of site soil and/or groundwater to remove vapor sources, or, should this be infeasible, use of engineering controls such as a passive or active vent system and a membrane system to control vapor intrusion. Where engineering controls are used, a deed restriction shall be required, and shall include a description of the potential cause of vapors, a prohibition against construction without removal or treatment of contamination to approved risk-based levels, monitoring of the engineering controls to prevent vapor intrusion until risk-based cleanup levels have been met, and notification requirements to utility workers or contractors who may have contact with contaminated soil and groundwater while installing utilities or undertaking construction activities. In addition, if remediation is necessary, the project sponsor shall implement long-term monitoring at the site as needed. The frequency of sampling and the duration of monitoring will depend upon site-specific conditions and the degree of volatile chemical contamination. The screening level and site-specific evaluations shall be conducted under the oversight of DPH and methods for compliance shall be specified in the site mitigation plan prepared in accordance with this measure, and subject to review and approval by the DPH. The deed restriction, if required, shall be recorded at the San Francisco Office of the Assessor-Recorder after approval by the DPH and DTSC.	Project Sponsor	Analysis completed during environmental review	Complete site characterization; take required corrective action.	ERO; DPH, as applicable.	Considered completed upon approval of project plans by the Planning Department.

EXHIBIT 1:
MITIGATION MONITORING AND REPORTING PROGRAM

2. IMPROVEMENT MEASURES	Implementation Responsibility	Schedule	Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Transportation					
Project Improvement Measure #1: Transportation Demand Management: The Project Sponsor has submitted a Transportation Demand Management (TDM) Checklist to the Planning Department, which includes the improvements that would be implemented as part of the Project. The list of proposed improvements includes: TDM Coordinator • The project sponsor would identify a TDM coordinator for the project site. The TDM Coordinator would be responsible for the implementation and ongoing operation of all TDM measures included in the project. The TDM Coordinator could be a brokered service through an existing transportation management association (e.g., the Transportation Management Association of San Francisco), or could be project staff member (e.g., property manager). The TDM Coordinator need not work full-time at the project site; however, the TDM Coordinator should be the single point of contact for all transportation-related questions from building occupants and City staff. The TDM Coordinator should provide TDM training to other building staff about the transportation amenities and options available at the Project Site and nearby. Transportation and Trip Planning Information • Move-in packet for Residents: Provide a transportation insert for the move-in packet that includes information on transit service (local and regional, schedules, and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program, and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This move-in packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request. • New-hire packet for Employees: Provide a transportation insert for all new-hire packet that includes information on transit service (local and regional, schedules, and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This new hire packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.	Project Sponsor	Continuous	Prepare and implement TDM Plan	ERO	Considered complete upon completion of environmental review.

2. IMPROVEMENT MEASURES	Implementation Responsibility	Schedule	Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Transportation (cont.)					
• Posted and real-time information: A local map and real-time transit information could be installed on-site in a prominent and visible location, such as within a building lobby. The local map should clearly identify transit, bicycle, and key pedestrian routes, and also depict nearby destinations and commercial corridors. Real-time transit information via NextMuni and/or regional transit data should be displayed on a digital screen. • Current transportation resources: Maintain an available supply of Muni maps, San Francisco Bicycle and Pedestrian maps. Data Collection • City Access. As part of an ongoing effort to quantify the efficacy of TDM Measures, City staff may need to access the project site (including the garage) to perform trip counts, and/or intercept surveys and/or other types of data collection. All on-site activities shall be coordinated through the TDM Coordinator. The project sponsor would assure future access to the site by City staff. Providing access to existing developments for data collection purposes is also encouraged. In addition, the Project Sponsor would also implement the following improvements as part of the Project. These improvements were identified after the submittal of the TDM Checklist to the San Francisco Planning Department: • Development of a TDM implementation plan, in conjunction with the City; • Administration of a City-approved resident/tenant survey (through a Transportation Management Association or specialized consultant); • Provision of alternatives to the single-occupant vehicle, and where applicable, the proper and efficient use of on-site or off-site parking; • Bicycle safety strategies along the Stevenson Street side of the property, as well as the Jessie Street access to the garage, preventing conflicts with private cars accessing the garages; • Provision of signage indicating the location of bicycle parking at points of access; • Provision of free or subsidized bikeshare membership to all tenants; • Access to car share spaces through on-site signage; • Provision of free or subsidized car share membership to all tenants; and, • Provision of free or subsidized Muni passes (loaded onto Clipper cards) to tenants.					

2. IMPROVEMENT MEASURES	Implementation Responsibility	Schedule	Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Transportation (cont.)					
Project Improvement Measure #2: First/Stevenson Streets Operational Improvement: To facilitate vehicular egress from Stevenson Street to First Street, SFMTA could establish "Don't Block the Box" cross-hatching within the intersection, to supplement the current "Keep Clear" striping already at the intersection. Although this would not fully address the poor operations of the Stevenson Street movements, it would help ensure that there would be space for vehicles to pull out of Stevenson Street even with congested conditions on First Street.	SFMTA	Prior to project occupancy	Add "Don't Block the Box" striping.	ERO	Project occupancy
Project Improvement Measure #3: Mission Street Transit Conflict Minimization: Limit ingress to the Mission Street Tower parking garage via northbound Jessie Street by prohibiting westbound right-turns from Mission Street to Jessie Street during the period when the peak inbound activity to the Mission Street Tower would overlap with the highest pedestrian volumes on Mission Street (generally from 4:00 p.m. to 6:00 p.m.).	SFMTA	Prior to project occupancy	Prohibit peak-hour right turns.	ERO	Project occupancy
Project Improvement Measure #4: Mission/Jessie Conflict Minimization: To minimize the potential for vehicle-pedestrian conflicts at Mission Street/Jessie Street, the SFMTA could undertake the following: • Restrict inbound access from westbound Mission Street onto Jessie Street between 4:00 p.m. and 6:00 p.m. (the peak hours of inbound activity to the Mission Street Tower); • Install an advanced warning device for pedestrians along Mission Street to alert that a vehicle is approaching along southbound Jessie Street. • Install signage along the Mission Street sidewalk reminding pedestrians of potential crossing vehicular traffic.	SFMTA	Prior to project occupancy	Implement specified measures.	ERO	Project occupancy
Project Improvement Measure #5: First/Stevenson Conflict Minimization: To minimize the potential for vehicle-pedestrian conflicts at First Street/Stevenson Street, the SFMTA could undertake the following: • Install audible and visible warning devices to alert pedestrians. • Install signage along the First Street sidewalk reminding pedestrians of potential crossing vehicular traffic.	SFMTA	Prior to project occupancy	Implement specified measures.	ERO	Project occupancy

2. IMPROVEMENT MEASURES	Implementation Responsibility	Schedule	Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Transportation (cont.)					
Project Improvement Measure #6: Bicycle Safety: To minimize the potential for auto-bicycle conflicts on Stevenson Street, the SFMTA could undertake the following: • Install a sign on Stevenson Street near Second Street that cautions vehicles to be aware of bicyclists on Stevenson Street; • Install a sign on Stevenson Street near Second Street that cautions bicyclists to be aware of turning vehicles on Stevenson Street; and • Implement green paint dashed between dashed white lines along the outline of the bike lane edges along the Stevenson Street entrance to draw attention to the conflict area.	SFMTA	Prior to project occupancy	Implement specified measures.	ERO	Project occupancy
Project Improvement Measure #7: Moving Truck Scheduling. To minimize the potential that moving trucks could affect vehicular and pedestrian circulation at and near the project site, the project sponsor could implement one or more of the following features: • Limit truck movements for residential move-in / move-out activities to non-peak times. • Use of the longer loading trucks would need to be scheduled and coordinated with building management. • If moving vehicles longer than 35 feet are to be used, they would need to stop along the curb of Stevenson Street (in one of the on-street parking spaces) or in one of the loading bays that would be established along First Street and Mission Street. • Should any curb parking be necessary for loading activities, building management would be required to reserve those spaces through the local station of the SFMTA. Such request could be made via the SF311 program by dialing 311 on the phone to reach the Customer Service Representatives to help with general government information and services.	Project Sponsor	Prior to project occupancy	Implement specified measures.	ERO	Project occupancy
Project Improvement Measure #8: Jessie Street Truck Movements: To minimize disruption to delivery trucks using Jessie Street, the project sponsor could implement one or more of the following: • Coordinate with the property owners along Jessie Street to describe the proposed design of the Jessie Street extension and required usage of the truck route through the Urban Room for trucks 40 feet in length or longer. Information regarding the design, truck length limitations and operational plans could be provided to all current users of loading docks along Jessie Street, and when new users arrive.	Project Sponsor	Prior to project occupancy	Implement specified measures.	ERO	Project occupancy

EXHIBIT 1:
MITIGATION MONITORING AND REPORTING PROGRAM

2. IMPROVEMENT MEASURES	Implementation Responsibility	Schedule	Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Transportation (cont.)					
• Work with the property owners along Jessie Street to potentially convert use of long (40 feet in length or longer) to smaller trucks encourage use of smaller trucks (40 feet in length or less) instead of larger trucks, and to encourage the scheduling of deliveries to time periods where activity levels of the Urban Room are relatively low (such as between 8:00 p.m. and 7:00 a.m.).					
Project Improvement Measure #9: Parking: To minimize the potential for drivers to queue up on Jessie or Stevenson Streets while awaiting parking on the project site, the project sponsor could install a sign that reads "Parking Garage Full" on the side of the building, or place a temporary "Parking Garage Full" sign on the Second Street sidewalk (for vehicles destined to the First Street Tower garage) and on the Jessie Street and Mission Street sidewalks (for vehicles destined to the Mission Street Tower garage).	Project Sponsor	Prior to project occupancy	Implement specified measures.	ERO	Project occupancy
Project Improvement Measure #10: Transit During Construction: For Muni electric trolley lines, the project sponsor could work with Muni to avoid transit disruption during construction by limiting, to the extent feasible, the overhead lines would have to be relocated during construction and by providing sufficient notice for such relocations as are necessary for safe transit operations. Alterations to Muni operations would be coordinated through the City's Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT).	Project Sponsor	Prior to project occupancy	Implement specified measures.	ERO	Project occupancy
Biological Resources					

Project Improvement Measure #11: Night Lighting Minimization (Implementing Transit Center District Plan PEIR Mitigation Measure I-BI-2): In compliance with the voluntary San Francisco Lights Out Program, the Planning Department could encourage buildings developed pursuant to the Plan to implement bird-safe building operations to prevent and minimize bird strike impacts, including but not limited to the following measures:
• Reduce building lighting from exterior sources by:
  • Minimizing amount and visual impact of perimeter lighting and façade uplighting and avoid up-lighting of rooftop antennae and other tall equipment, as well as of any decorative features;
  • Installing motion-sensor lighting;
  • Utilizing minimum wattage fixtures to achieve required lighting levels.
	Planning Department, Project Sponsor	Prior to project occupancy	Implement specified measures.	ERO	Project occupancy

2. IMPROVEMENT MEASURES	Implementation Responsibility	Schedule	Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Biological Resources (cont.)					

• Reduce building lighting from interior sources by:
  • Dimming lights in lobbies, perimeter circulation areas, and atria;
  • Turning off all unnecessary lighting by 11:00 p.m. through sunrise, especially during peak migration periods (mid-March to early June and late August through late October);
  • Utilizing automatic controls (motion sensors, photo-sensors, etc.) to shut off lights in the evening when no one is present;
  • Encouraging the use of localized task lighting to reduce the need for more extensive overhead lighting;
  • Scheduling nightly maintenance to conclude by 11:00 p.m.;
• Educating building users about the dangers of night lighting to birds.					