

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
D. Cultural and Paleontological Resources				
Archeological Resources				
<p><i>M-CP-1: Subsequent Archeological Testing Program.</i></p> <p>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., <i>Archaeological Research Design and Treatment Plan for the Transit Center District Plan Area, San Francisco, California</i>, 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.</p> <p>If the project site is considered to be archaeologically sensitive and based on a reasonable presumption that archaeological 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 archeologist. 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</p>	<p>Planning staff, for preliminary review; Project sponsor and project archeologist for each subsequent project undertaken pursuant to the Transit Center District Plan, for any subsequently required investigations.</p>	<p>During environmental review of projects, then as specified in ATP/AMT/ARDTP.</p>	<p>ERO to review and approve any required Archeological Testing Program.</p>	<p>Project archeologist to report to ERO on progress of any required investigation monthly, or as required by ERO. Considered complete upon review and approval by ERO of results of Archeological Testing Program/ Archeological Monitoring Program/ Archeological Data Recovery Program, as applicable.</p>

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
D. Cultural and Paleontological Resources (continued)				
<p>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. 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).</p> <p><i>Archeological Testing Program.</i> 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.</p> <p>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</p>				

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
D. Cultural and Paleontological Resources (continued)				
<p>resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <p>A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</p> <p>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.</p> <p><i>Archeological Monitoring Program.</i> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented, the archeological consultant shall prepare an archeological monitoring plan (AMP):</p> <ul style="list-style-type: none"> ▪ 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; 				

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>D. Cultural and Paleontological Resources (continued)</p> <ul style="list-style-type: none"> ▪ 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 encountered archeological deposit, and present the findings of this assessment to the ERO. <p>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.</p> <p><i>Archeological Data Recovery Program.</i> 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</p>				

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
D. Cultural and Paleontological Resources (continued)				
<p>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.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> ▪ 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. <p><i>Human Remains and Associated or Unassociated Funerary Objects.</i> 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</p>				

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>D. Cultural and Paleontological Resources (continued)</p> <p>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.</p> <p><i>Final Archeological Resources Report.</i> 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.</p> <p>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.</p>				

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
D. Cultural and Paleontological Resources (continued)				
<p>Historical Resources <i>M-CP-3a: HABS/HAER Documentation.</i> 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:</p> <ul style="list-style-type: none"> ▪ 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. 	<p>Project sponsor and qualified historic preservation individual for each subsequent project undertaken pursuant to the Transit Center District Plan.</p>	<p>Prior to the start of any demolition or adverse alteration on a designated historical resource.</p>	<p>Planning Department Preservation Technical Specialist to review and approve HABS documentation.</p>	<p>Considered complete upon submittal of final HABS documentation.</p>
<p><i>M-CP-3b: Public Interpretative Displays.</i> 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</p>	<p>Project sponsor and qualified historic preservation individual for each subsequent project undertaken pursuant</p>	<p>Prior to the start of any demolition or adverse alteration on a designated historical</p>	<p>Planning Department Preservation Technical Specialist and Historic Preservation Commission to review and approve</p>	<p>Considered complete upon installation of display.</p>

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
D. Cultural and Paleontological Resources (continued)				
commemorate such event(s). The program/display would be 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.	to the Transit Center District Plan.	resource.	interpretive display.	
<i>M-CP-3c: Relocation of Historical Resources.</i> 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 for each subsequent project undertaken pursuant to the Transit Center District Plan.	Prior to the start of any demolition or adverse alteration on a designated historical resource.	ERO to review confirmation from project sponsor that resource(s) were made available for relocation.	Considered complete upon submittal to ERO by project sponsor of documentation confirming that resource(s) were made available for relocation.
<i>M-CP-3d: Salvage of Historical Resources.</i> 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 qualified historic preservation individual for each subsequent project undertaken pursuant to the Transit Center District Plan.	Prior to the start of any demolition or adverse alteration on a designated historical resource.	Planning Department Preservation Technical Specialist shall participate in discussions with project sponsor regarding building salvage.	Considered complete upon submittal to ERO by project sponsor of documentation confirming that resource(s) were made available for salvage.
<i>M-CP-5a. Construction Best Practices for Historical Resources.</i> 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,	Project sponsor and qualified historic preservation individual for applicable subsequent projects undertaken pursuant to the Transit Center District Plan.	Prior to the issuance of contract specifications for construction proximate to a designated historical resource.	ERO and, optionally, Planning Department Preservation Technical Specialist, to review construction specifications.	Considered complete upon submittal to ERO by project sponsor of construction specifications.

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
D. Cultural and Paleontological Resources (continued)				
<p>as identified by the Planning Department; appropriately shoring excavation sidewalls to prevent movement of adjacent structures; design and installation of the new foundation to 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.</p>				
<p><i>M-CP-5b. Construction Monitoring Program for Historical Resources.</i> 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.</p>	<p>Project sponsor, project contractor, and qualified historic preservation individual for applicable subsequent projects undertaken pursuant to the Transit Center District Plan.</p>	<p>Prior to the start of demolition, earth moving, or construction activity proximate to a designated historical resource.</p>	<p>Planning Department Preservation Technical Specialist shall review and approve construction monitoring program.</p>	<p>Considered complete upon submittal to ERO of post-construction report on construction monitoring program and effects, if any, on proximate historical resources.</p>

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
D. Cultural and Paleontological Resources (continued)				
<i>M-C-CP: Mitigation of Cumulative Historical Resources Impacts.</i> Implement Mitigation Measures M-CP-3a, HABS/HAER Documentation, and M-CP-3b, Public Interpretive Displays, and M-CP-3c, Relocation of Historical Resources, and M-CP-3d, Salvage of Historical Resources.			See Measures M-CP-3a, M-CP-3b, M-CP-3c, and M-CP-3d.	
E. Transportation				
Traffic				
<i>M-TR-1a: Signal Timing Optimization.</i> The Municipal Transportation Agency (MTA) could optimize signal timing at the following intersections to reduce impacts on intersection LOS to a less-than-significant level, by either improving conditions to LOS D or better or by avoiding the draft Plan's contribution to increased vehicle delay (mitigated LOS in parentheses): <ul style="list-style-type: none"> ▪ Stockton / Geary Streets (LOS F, p.m.) ▪ Kearny / Sutter Streets (LOS F, p.m.) ▪ Battery and California Streets (LOS D, a.m. and p.m.) ▪ Embarcadero / Washington Streets (LOS F, p.m.) ▪ Third / Folsom Streets (LOS F, p.m. peak) ▪ Beale / Folsom Streets (LOS F, p.m. peak) ▪ Embarcadero / Folsom Streets (LOS F, a.m. and p.m. peak) 	S.F. Municipal Transportation Agency (MTA)	Monitor intersections periodically through traffic counts; implement feasible alterations to signal timing when LOS degrades.	S.F. MTA, Planning Department	Considered complete upon implementation of timing changes by MTA.
<i>M-TR-1b: Taxi Left-Turn Prohibition.</i> At the intersection of Third / Mission Streets, the Municipal Transportation Agency (MTA) could expand existing prohibitions on peak-hour left turn to include taxis, thereby permitting only buses to make left turns.	S.F. Municipal Transportation Agency (MTA)	Evaluate feasibility of turn prohibition; implement if feasible and warranted.	S.F. MTA, Planning Department	Considered complete upon implementation of turn prohibition by MTA.
<i>M-TR-1c: Beale / Mission Streets Bulbs and Optimization.</i> At the intersection of Beale and Mission Streets, the Municipal Transportation Agency (MTA) and Department of Public Works (DPW) could install bulb-outs on the north and south crosswalks to reduce pedestrian	S.F. Municipal Transportation Agency (MTA)	Evaluate feasibility of sidewalk bulbs and signal timing changes;	S.F. MTA, Planning Department	Considered complete upon construction of sidewalk bulbs and implementation of signal timing changes by MTA.

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
E. Transportation (continued)				
crossing distances and times and optimize the signal timing plan at this intersection during the weekday p.m. peak hour by reallocating green time from the less-congested eastbound / westbound Mission Street approaches to the southbound Beale Street approach.		implement if feasible and warranted.		
<p><i>M-TR-1d: Stuart / Howard Streets Restriping.</i> At the intersection of Stuart and Howard Streets, the Municipal Transportation Agency (MTA) could remove two on-street parking spaces on the south side of Howard Street immediately west of the intersection and stripe the eastbound approach as one through lane and one shared through-right lane. The proposed design for eastbound Howard Street after extension of the westbound Howard Street bicycle lane to The Embarcadero calls for one wide curb lane and one parking lane, but a second eastbound travel lane at the intersection could be provided by removing up to two on-street parking spaces.</p>	S.F. Municipal Transportation Agency (MTA)	Evaluate feasibility of restriping; implement if feasible and warranted.	S.F. MTA, Planning Department	Considered complete upon implementation of restriping by MTA.
<p><i>M-TR-1e: Beale / Folsom Streets Left-Turn Prohibition and Signal Optimization.</i> At the intersection of Beale and Folsom Streets, the Municipal Transportation Agency (MTA) could prohibit eastbound right turns from Folsom Street in the p.m. peak hour and optimize the signal timing by reallocating green time from the eastbound / westbound Folsom Street approaches to the northbound / southbound Beale Street approaches.</p>	S.F. Municipal Transportation Agency (MTA)	Evaluate feasibility of turn prohibition; implement if feasible and warranted.	S.F. MTA, Planning Department	Considered complete upon implementation of turn prohibition by MTA.
<p><i>M-TR-1f: Third / Harrison Streets Restriping.</i> At the intersection of Third and Harrison Streets, the Municipal Transportation Agency (MTA) could convert one of the two eastbound lanes leaving the intersection into an additional westbound through lane by restriping the east (Harrison Street) leg of the intersection. In order to allow sufficient turning radius and clearance for heavy vehicles such as buses and trucks, two on-street parking spaces on the south side of Harrison Street east of the intersection would be removed.</p>	S.F. Municipal Transportation Agency (MTA)	Evaluate feasibility of restriping; implement if feasible and warranted.	S.F. MTA, Planning Department	Considered complete upon implementation of restriping by MTA.

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
E. Transportation (continued)				
<p><i>M-TR-1g: Hawthorne / Harrison Streets Restriping.</i> At the intersection of Hawthorne and Harrison Streets, the Municipal Transportation Agency (MTA) could stripe an additional westbound through lane approaching the intersection by converting one of the two eastbound lanes.</p>	S.F. Municipal Transportation Agency (MTA)	Evaluate feasibility of restriping; implement if feasible and warranted.	S.F. MTA, Planning Department	Considered complete upon implementation of restriping by MTA.
<p><i>M-TR-1h: Second / Harrison Streets Turn Prohibition and Optimization.</i> At the intersection of Second and Harrison Streets, the Municipal Transportation Agency could prohibit eastbound left turns during the p.m. peak hour.</p>	S.F. Municipal Transportation Agency (MTA)	Evaluate feasibility of turn prohibition; implement if feasible and warranted.	S.F. MTA, Planning Department	Considered complete upon implementation of turn prohibition by MTA.
<p><i>M-TR-1i: Third / Bryant Streets Bulbs and Optimization.</i> At the intersection of Third and Bryant Streets, the Municipal Transportation Agency (MTA) and Department of Public Works (DPW) could install bulb-outs on the south crosswalk to reduce pedestrian crossing distances and times and optimize the signal timing plan at this intersection during the weekday p.m. peak hour by reallocating green time from the eastbound Bryant Street approach to the northbound Third Street approach.</p>	S.F. Municipal Transportation Agency (MTA)	Evaluate feasibility of sidewalk bulbs and signal timing changes; implement if feasible and warranted.	S.F. MTA, Planning Department	Considered complete upon construction of sidewalk bulbs and implementation of signal timing changes by MTA.
<p><i>M-TR-1j: Second / Bryant Streets Bulbs and Optimization.</i> At the intersection of Second and Bryant Streets, the Municipal Transportation Agency (MTA) and Department of Public Works (DPW) could install bulb-outs on the east and west crosswalks to reduce pedestrian crossing distances and times and optimize the signal timing plan at this intersection during the weekday p.m. peak hour by reallocating green time from the northbound / southbound Second Street approaches to the eastbound Bryant Street approach.</p>	S.F. Municipal Transportation Agency (MTA)	Evaluate feasibility of sidewalk bulbs and signal timing changes; implement if feasible and warranted.	S.F. MTA, Planning Department	Considered complete upon construction of sidewalk bulbs and implementation of signal timing changes by MTA.

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
E. Transportation (continued)				
<p><i>M-TR-1k: Second / Tehama Streets Restriping and Optimization.</i> At the intersection of Second and Tehama Streets, the Municipal Transportation Agency (MTA) could prohibit eastbound and westbound left turns (from Tehama Street) during the a.m. and p.m. peak hours.</p>	S.F. Municipal Transportation Agency (MTA)	Evaluate feasibility of restriping and signal timing changes; implement if feasible and warranted (may be warranted only in conjunction with project at 41 Tehama Street).	S.F. MTA, Planning Department	Considered complete upon implementation of restriping and signal timing changes by MTA.
<p><i>M-TR-1m: Downtown Traffic Signal Study.</i> As part of a Regional Traffic Signalization and Operations Program project, the Municipal Transportation Agency (MTA) could conduct a study of Downtown-area traffic signal systems, with the aim of recalibrating cycle lengths, offsets, and splits at Downtown-area intersections to optimize traffic flow and minimize unnecessary delays (without impacting other modes of travel).</p>	S.F. Municipal Transportation Agency (MTA)	Evaluate feasibility of Downtown traffic signal study; implement if feasible and warranted.	S.F. MTA	Considered complete upon initiation of traffic signal study.
Transit				
<p><i>M-TR-3a: Installation and Operation of Transit-Only and Transit Queue-Jump Lanes.</i> To reduce or avoid the effects of traffic congestion on Muni service, at such time as the transit-vehicle delay results in the need to add additional vehicle(s) to one or more Muni lines, the Municipal Transportation Agency (MTA) could stripe a portion of the approach lane at applicable intersections to restrict traffic to buses only during the p.m. peak period, thereby allowing Muni vehicles to avoid traffic queues at certain critical intersections and minimizing transit delay. Each queue-jump lane would require the prohibition of parking during the p.m. peak period for the distance of the special lane.</p>	S.F. Municipal Transportation Agency (MTA)	Evaluate feasibility of transit-only lanes and transit queue-jump lanes; implement if feasible and warranted.	S.F. MTA, Planning Department	Considered complete upon determination as to feasibility of such lanes and, if applicable, initiation of their installation, if applicable.

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
E. Transportation (continued)				
<p>For the 41 Union, MTA could install a p.m. peak-hour transit-only lane along Beale Street approaching and leaving the intersection of Beale/Mission Street, for a distance of 150 to 200 feet. Five parking spaces on the west side of Beale Street north of Mission Street could be eliminated when the transit lane is in effect to allow for a right-turn pocket. MTA could also install a p.m. peak-hour queue-jump lane on the eastbound Howard Street approach to the intersection of Beale/Howard Streets, for a distance of 100 feet. If the foregoing were ineffective, MTA could consider re-routing the 41 Union to less-congested streets, if available, or implementing actions such as providing traffic signal priority to Muni buses.</p> <p>For the 11-Downtown Connector and 12 Folsom Pacific, MTA could install a p.m. peak-hour queue-jump lane on the southbound Second Street approach to the intersection to the intersection of Second/Folsom Streets, for a distance of approximately 150 feet. When the lane is in effect, five on-street parking spaces on the west side of Second Street north of Folsom Street could be eliminated, as well as a portion of the southbound bicycle lane approaching the intersection. If the foregoing were ineffective, MTA could consider re-routing the 11-Downtown Connector and 12 Folsom to less-congested streets, if available, or implementing actions such as providing traffic signal priority to Muni buses.</p> <p>The MTA could also evaluate the effectiveness and feasibility of installing an eastbound transit-only lane along Folsom Street between Second and Third Streets, which would minimize delays incurred at these intersections by transit vehicles. The study would create a monitoring program to determine the implementation extent and schedule, which may include conversion of one eastbound travel lane into a transit-only lane.</p>				
<p><i>M-TR-3b: Exclusive Muni Use of Mission Street Boarding Islands.</i></p> <p>To reduce or avoid conflicts between Muni buses and regional transit service (Golden Gate Transit and SamTrans) using the relocated transit-only center lanes of Mission Street between First and Third Streets, MTA could reserve use of the boarding islands for Muni buses only and provide dedicated curbside bus stops for regional transit operators. Regional transit vehicles</p>	S.F. Municipal Transportation Agency (MTA)	Evaluate feasibility of Muni-only boarding island use; implement if feasible and warranted.	S.F. MTA, Planning Department	Considered complete upon determination as to feasibility of Muni-only boarding island use.

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
E. Transportation (continued)				
<p>would still be allowed to use the transit-only center lanes between stops, but would change lanes to access the curbside bus stops. This configuration would be similar to the existing Muni stop configuration along Market Street, where two different stop patterns are provided, with each route assigned to only one stop pattern.</p>				
<p><i>M-TR-3c: Transit Improvements on Plan Area Streets.</i> To reduce or avoid the effects of traffic congestion on regional transit service operating on surface streets (primarily Golden Gate Transit and SamTrans), MTA, in coordination with applicable regional operators, could conduct study the effectiveness and feasibility of transit improvements along Mission Street, Howard Street, Folsom Street, First Street, and Fremont Street to reduce delays incurred by transit vehicles when passing through the Plan area. The study would examine a solutions including, but not limited to the following:</p> <ul style="list-style-type: none"> ▪ Installation of transit-only lanes along Howard Street and Folsom Street, which could serve both Muni buses (e.g., 12 Folsom-Pacific) and Golden Gate Transit buses heading to / from Golden Gate's yard at Eighth and Harrison Streets. ▪ Extension of a transit-only lane on Fremont Street south to Howard Street and installation of transit-actuated queue-jump phasing at the Fremont Street / Mission Street intersection to allow Golden Gate Transit buses to make use of the Fremont Street transit lane (currently only used by Muni vehicles); and ▪ Transit signal priority treatments along Mission, Howard, and Folsom Streets to extend major-street traffic phases or preempt side-street traffic phases to reduce signal delay incurred by SamTrans and Golden Gate Transit vehicles. ▪ Golden Gate Transit and SamTrans could consider rerouting their lines onto less-congested streets, if available, in order to improve travel times and reliability. A comprehensive evaluation would need to be conducted before determining candidate alternative streets, considering various operational and service issues such as the cost of any required capital investments, the availability of layover space, and proximity to ridership origins and destinations. 	<p>S.F. Municipal Transportation Agency (MTA)</p>	<p>Evaluate feasibility of transit improvements; implement if feasible and warranted.</p>	<p>S.F. MTA, Planning Department</p>	<p>Considered complete upon determination as to feasibility of transit improvements and initiation of their installation, if applicable.</p>

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
E. Transportation (continued)				
<p><i>M-TR-3d: Increased Funding to Offset Transit Delays.</i> Sponsors of development projects within the Plan area could be subject to a fair share fee that would allow for the purchase of additional transit vehicle(s) to mitigate the impacts on transit travel time. In the case of Muni operations, one additional vehicle would be required. For regional operators, the analysis also determined that on-street delays could require the deployment of additional buses on some Golden Gate Transit and SamTrans routes. Funds for the implementation of this measure are expected to be generated from a delineated portion of the impact fees that would be generated with implementation of the draft Plan, and are projected to be adequate and sufficient to provide for the capital cost to purchase the additional vehicle and facility costs to store and maintain the vehicle.</p>	<p align="center">Planning Department, Planning Commission, Board of Supervisors</p>	<p align="center">Evaluate feasibility of additional transit fees; implement if feasible and warranted.</p>	<p align="center">Planning Department</p>	<p align="center">Considered complete upon determination of feasibility of such fees and initiation of their implementation, if applicable.</p>
<p><i>M-TR-3e: Increased Funding of Regional Transit.</i> Sponsors of development projects within the Plan area could be subject to one or more fair share fees to assist in service improvements, such as through the purchase of additional transit vehicles and vessels or contributions to operating costs, as necessary to mitigate Plan impacts. These fee(s) could be dedicated to Golden Gate Transit, North Bay ferry operators, AC Transit, BART, and/or additional North Bay and East Bay transit operators. Depending on how the fee(s) were allocated, Caltrain and SamTrans might also benefit, although lesser impacts were identified for these South Bay operators. Funds for the implementation of this measure are expected to be generated from a delineated portion of the impact fees that would be generated with implementation of the draft Plan, and are projected to be adequate and sufficient to provide for the capital cost to purchase the additional vehicle and facility costs to store and maintain the vehicle.</p>	<p align="center">Planning Department, Planning Commission, Board of Supervisors</p>	<p align="center">Evaluate feasibility of additional transit fees; implement if feasible and warranted.</p>	<p align="center">Planning Department</p>	<p align="center">Considered complete upon determination of feasibility of such fees and initiation of their implementation, if applicable.</p>

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
E. Transportation (continued)				
Pedestrians				
<p><i>M-TR-4a: Widen Crosswalks.</i> To ensure satisfactory pedestrian level of service at affected crosswalks, the Municipal Transportation Agency, Sustainable Streets Division, could conduct periodic counts of pedestrian conditions (annually, for example) and could widen existing crosswalk widths, generally by 1 to 3 feet, at such times as pedestrian LOS is degraded to unacceptable levels.</p>	<p>S.F. Municipal Transportation Agency (MTA)</p>	<p>Evaluate feasibility of crosswalk widening; implement if feasible and warranted.</p>	<p>S.F. MTA, Planning Department</p>	<p>Considered complete upon determination of feasibility of sidewalk widening and initiation of its implementation, if applicable.</p>
<p><i>M-TR-5 Garage/Loading Dock Attendant.</i> 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. (See also Mitigation Measure M-TR-4b, above.) Each project shall also install audible and/or visible warning devices, or comparably effective warning devices as approved by the Planning Department and/or the Sustainable Streets Division of the Municipal Transportation Agency, to alert pedestrians of the outbound vehicles from the parking garage and/or loading dock, as applicable.</p>	<p>Project sponsor of any subsequent development project undertaken pursuant to the Transit Center District Plan.</p>	<p>Prior to project approval.</p>	<p>ERO shall review and approve project sponsor's proposed garage/loading dock operations program.</p>	<p>Considered complete upon review and approval by ERO of proposed garage/loading dock operations program.</p>
Loading				
<p><i>M-TR-7a: Loading Dock Management.</i> To ensure that off-street loading facilities are efficiently used and that trucks longer than can be safely accommodated are not permitted to use a building's loading dock, the project sponsor of a development project in the Plan area 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</p>	<p>Project sponsor of any subsequent development project undertaken pursuant to the Transit Center District Plan.</p>	<p>Prior to project approval.</p>	<p>ERO shall review and approve project sponsor's proposed loading dock operations program.</p>	<p>Considered complete upon review and approval by ERO of proposed loading dock operations program.</p>

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
E. Transportation (continued)				
<p>conditions on 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.</p>				
<p><i>M-TR-7b: Augmentation of On-Street Loading Space Supply.</i> To ensure the adequacy of the Plan area's supply of on-street spaces, the Municipal Transportation Agency (MTA) could convert existing on-street parking spaces within the Plan Area to commercial loading use. Candidate streets might include the north side of Mission Street between Second Street and First Street, both sides of Howard Street between Third Street and Fremont Street, and both sides of Second Street between Howard Street and Folsom Street. The MTA and Planning Department could also increase the supply of on-street loading "pockets" that would be created as part of the draft Plan's public realm improvements.</p> <p>Increasing the supply of on-street loading spaces would reduce the potential for disruption of traffic and transit circulation in the Plan Area as a result of loading activities. However, the feasibility of increasing the number of on-street loading spaces is unknown. Locations for additional loading pockets have not been identified, and the feasibility of adding spaces is uncertain, as any such spaces would reduce pedestrian circulation area on adjacent sidewalks. Locations adjacent to transit-only lanes would also not be ideal for loading spaces because they may introduce new conflicts between trucks and transit vehicles. Given these considerations, potential locations for additional on-street loading spaces within the Plan area are limited, and it is unlikely that a sufficient amount of spaces could be provided to completely offset the net loss in supply.</p>	<p>S.F. Municipal Transportation Agency (MTA)</p>	<p>Evaluate feasibility of increasing on-street loading supply; implement if feasible and warranted.</p>	<p>S.F. MTA, Planning Department</p>	<p>Considered complete upon determination of feasibility of increasing on-street loading supply and initiation of its implementation, if applicable.</p>

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
E. Transportation (continued)				
Construction				
<p><i>M-TR-9: Construction Coordination.</i> To minimize potential disruptions to transit, traffic, and pedestrian and bicyclists, the project sponsor and/or construction contractor for any individual development project in the Plan area shall develop a Construction Management Plan that could include, but not necessarily be limited to, the following:</p> <ul style="list-style-type: none"> ▪ Limit construction truck movements to the hours between 9:00 a.m. and 4:00 p.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. ▪ 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. <p>The sponsor shall also coordinate with the Municipal Transportation Agency/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.</p>	<p>Project sponsor/ construction contractor of any subsequent development project undertaken pursuant to the Transit Center District Plan.</p>	<p>Prior to the start of project construction.</p>	<p>S.F. MTA, Planning Department</p>	<p>Considered complete upon MTA and, optionally, Planning Department review of Construction Management Plan.</p>
F. Noise				
<p><i>M-NO-1a: Noise Survey and Measurements for Residential Uses.</i> For new residential development located along streets with noise levels above 70 dBA Ldn, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within two blocks of the project site, and including at least one 24-hour noise measurement (with average and maximum noise level readings taken so as to be able to accurately describe maximum levels</p>	<p>Project sponsor, architect, acoustical consultant, and construction contractor for each subsequent development project</p>	<p>Analysis to be completed during environmental review; incorporate findings of noise</p>	<p>Planning Department and Department of Building Inspection</p>	<p>Considered complete upon approval of final construction plan set.</p>

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
F. Noise (continued)				
<p>reached during nighttime hours), prior to completion of the environmental review for each subsequent residential project in the Plan area. The analysis shall be completed by person(s) qualified in acoustical analysis and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.</p>	<p>undertaken pursuant to the Transit Center District Plan.</p>	<p>study into building plans prior to issuance of final building permit and certificate of occupancy.</p>		
<p><i>M-NO-1b: Noise Minimization for Residential Open Space.</i> 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.</p>	<p>Project sponsor, architect, acoustical consultant, and construction contractor for each subsequent development project undertaken pursuant to the Transit Center District Plan</p>	<p>Incorporate findings of noise study into building plans prior to issuance of final building permit and certificate of occupancy.</p>	<p>Planning Department and Department of Building Inspection</p>	<p>Considered complete upon approval of final construction plan set.</p>
<p><i>M-NO-1c: Noise Minimization for Non-Residential Uses.</i> To reduce potential effects on new non-residential sensitive receptors such as child care centers, schools, libraries, and the like, for new development including such noise-sensitive uses, the Planning Department shall require, as part of its building permit review process, the preparation of an acoustical analysis by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that daytime interior noise levels of 50 dBA, based on the <i>General Plan</i> Environmental Protection Element, can be attained.</p>	<p>Project sponsor, architect, acoustical consultant, and construction contractor for each subsequent development project undertaken pursuant to the Transit Center District Plan.</p>	<p>Incorporate findings of noise study into building plans prior to issuance of final building permit and certificate of occupancy.</p>	<p>Planning Department and Department of Building Inspection</p>	<p>Considered complete upon approval of final construction plan set.</p>

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
F. Noise (continued)				
<p><i>M-NO-1d: Mechanical Equipment Noise Standard.</i> The Planning Department shall require that, as part of required the noise survey and study for new residential uses (Mitigation Measure M-NO-1a), all reasonable efforts be made to identify the location of existing rooftop mechanical equipment, the predicted noise generated by that equipment, and the elevation at which the predicted noise level would be of potential concern for new residential uses, as well as the necessary noise insulation for the new residential uses, where applicable.</p>	<p>Project sponsor, architect, acoustical consultant, and construction contractor for each subsequent development project undertaken pursuant to the Transit Center District Plan.</p>	<p>Analysis to be completed during environmental review; incorporate findings of noise study into building plans prior to issuance of final building permit and certificate of occupancy.</p>	<p>Planning Department and Department of Building Inspection</p>	<p>Considered complete upon approval of final construction plan set.</p>
<p><i>M-NO-1e: Interior Mechanical Equipment.</i> 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 consultant and that control of mechanical noise, as specified by the acoustical consultant, be incorporated into the final project design of new commercial buildings to achieve the maximum feasible reduction of building equipment noise, consistent with <i>Building Code</i> and Noise Ordinance requirements and CEQA 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).</p>	<p>Project sponsor, architect, acoustical consultant, and construction contractor for each subsequent development project undertaken pursuant to the Transit Center District Plan.</p>	<p>Analysis to be completed during environmental review; incorporate findings of noise study into building plans prior to issuance of final building permit and certificate of occupancy.</p>	<p>Planning Department and Department of Building Inspection</p>	<p>Considered complete upon approval of final construction plan set.</p>

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
F. Noise (continued)				
<p><i>M-NO-2a: Noise Control Measures During Pile Driving.</i> For individual projects that require pile driving, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. These attenuation measures shall include as many of the following control strategies, and any other effective strategies, as feasible:</p> <ul style="list-style-type: none"> ▪ The project sponsor of a development project in the Plan area shall require the construction contractor to erect temporary plywood noise barriers along the boundaries of the project site to shield potential sensitive receptors and reduce noise levels; ▪ The project sponsor of a development project in the Plan area shall require the construction contractor to implement "quiet" pile-driving technology (such as pre-drilling of piles, sonic pile drivers, and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; ▪ The project sponsor of a development project in the Plan area shall require the construction contractor to monitor the effectiveness of noise attenuation measures by taking noise measurements; and ▪ The project sponsor of a development project in the Plan area shall require that the construction contractor limit pile driving activity to result in the least disturbance to neighboring uses. 	<p>Project sponsor and construction contractor of each subsequent development project pursuant to the Transit Center District Plan that requires pile-driving during construction.</p>	<p>During period of pile-driving</p>	<p>Project sponsor to provide monthly noise reports during pile-driving.</p>	<p>Considered complete upon final monthly report.</p>
<p><i>M-NO-2b: General Construction Noise Control Measures.</i> 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:</p> <ul style="list-style-type: none"> ▪ 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). 	<p>Project sponsor and construction contractor of each subsequent development project pursuant to the Transit Center District Plan.</p>	<p>During construction period.</p>	<p>Project sponsor to provide monthly noise reports during construction.</p>	<p>Considered complete upon final monthly report.</p>

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
F. Noise (continued)				
<ul style="list-style-type: none"> ▪ 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. ▪ 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 				

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
F. Noise (continued)				
<p>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.</p>				
<p><i>M-C-NO: Cumulative Construction Noise Control Measures.</i> In addition to implementation of Mitigation Measure NO-2a and Mitigation Measure NO-2b (as applicable), prior to the time that construction of the proposed project is completed, 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.</p>	<p>Project sponsor and construction contractor of each subsequent development project; Planning Department, Department of Building Inspection, Department of Public Health, and/or other City department(s), as applicable.</p>	<p>During construction period, if City-sponsored noise control program(s) are promulgated.</p>	<p>City department(s) involved in development and enforcement of City-sponsored noise control program(s), if applicable.</p>	<p>Considered complete at conclusion of construction activities that generate substantial noise.</p>
G. Air Quality				
<p><i>M-AQ-2: Implementation of Risk and Hazard Overlay Zone and Identification of Health Risk Reduction Policies.</i> To reduce the potential health risk resulting from exposure of new sensitive receptors to health risks from roadways, and stationary sources, and other non-permitted sources PM2.5 and TACs, the Planning Department shall require analysis of potential site-specific health risks for all projects that would include sensitive receptors, based on criteria as established by the Planning Department, as such criteria may be amended from time to time. For purposes of this measure, sensitive receptors are considered to include</p>	<p>Planning Department</p>	<p>Prior to approval of subsequent development projects for any required air quality analysis.</p>	<p>ERO to review and approve any required air quality analysis for subsequent development projects.</p>	<p>Considered complete for each subsequent development project upon ERO review and approval of air quality analysis, as applicable.</p>

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
G. Air Quality (continued)				
<p>dwelling units; child-care centers; schools (high school age and below); and inpatient health care facilities, including nursing or retirement homes and similar establishments. Parks and similar spaces are not considered sensitive receptors for purposes of this measure unless it is reasonably shown that a substantial number of persons are likely to spend three hours per day, on a daily basis, at such facilities.</p> <p>Development projects in the Plan area that would include sensitive receptors shall undergo, during the environmental review process and no later than the first project approval action, a screening-level health risk analysis, consistent with methodology approved by the Planning Department, to determine if health risks from pollutant concentrations would exceed BAAQMD thresholds or other applicable criteria as determined by the Environmental Review Officer. If one or more thresholds would be exceeded at the site of the subsequent project where sensitive receptors would be located, the project (or portion of the project containing sensitive receptors, in the case of a mixed-use project) shall be equipped with filtration systems with a Minimum Efficiency Reporting Value (MERV) rating of 13 or higher, as necessary to reduce the outdoor-to-indoor infiltration of air pollutants by 80 percent. The ventilation system shall be designed by an engineer certified by the American Society of Heating, Refrigeration and Air-Conditioning Engineers, who shall provide a written report documenting that the system offers the best available technology to minimize outdoor to indoor transmission of air pollution. The project sponsor shall present a plan to ensure ongoing maintenance of ventilation and filtration systems and shall ensure the disclosure to buyers and/or renters regarding the findings of the analysis and inform occupants as to proper use of any installed air filtration.</p>				
<p><i>M-AQ-3: Siting of Uses that Emit DPM and Other TACs.</i> To minimize potential exposure of sensitive receptors to diesel particulate matter (DPM), for new development including warehousing and distribution centers, and for new development including commercial, industrial or other uses that would be expected to generate substantial levels of toxic air contaminants (TACs) as part of everyday operations, whether from stationary or mobile sources,</p>	Planning Department	Prior to approval of subsequent development projects for any required air quality analysis.	ERO to review and approve any required air quality analysis for subsequent development projects.	Considered complete for each subsequent development project upon ERO review and approval of air quality analysis, as applicable.

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
G. Air Quality (continued)				
<p>the Planning Department shall require, during the environmental review process but no later than the first project approval action, the preparation of an analysis that includes, at a minimum, a site survey to identify residential or other sensitive uses within 1,000 feet of the project site, and an assessment of the health risk from potential stationary and mobile sources of TACs generated by the project. If risks to nearby receptors are found to exceed applicable significance thresholds, then emissions controls would be required prior to project approval to ensure that health risks would not be significant.</p>				
<p><i>M-AQ-4a: Construction Vehicle Emissions Minimization.</i> To reduce construction vehicle emissions, the project sponsor shall incorporate the following into construction specifications:</p> <ul style="list-style-type: none"> ▪ 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 and construction contractor for any subsequent development project pursuant to the Transit Center District Plan.	During construction.	Project sponsor and construction contractor.	Project sponsor shall submit affidavit at the completion of construction that construction equipment has been properly operated.
<p><i>M-AQ-4b: Dust Control Plan.</i> To reduce construction-related dust emissions, the project sponsor of each development project in the Plan area and each public infrastructure project (such as improvements to the public realm) in the Plan area on a site of one-half acre or less but that would require more than 5,000 cubic yards of excavation lasting four weeks or longer shall incorporate into construction specifications the requirement for development and implementation of a site-specific Dust Control Plan as set forth in Article 22B of the <i>San Francisco Health Code</i>. The Dust Control Plan shall require the project sponsor to: submit a map to the Director of Public Health showing all sensitive receptors within 1,000 feet of the site; wet down areas of soil at least three times per day; provide an analysis of wind direction and install upwind and downwind particulate dust monitors; record particulate monitoring results; hire an independent, third party to conduct inspections and keep a record of those inspections; establish shut-down conditions based on wind, soil migration, etc.; establish a hotline for surrounding community members who may be potentially affected by project-related dust;</p>	Project sponsor and construction contractor for any subsequent development project pursuant to the Transit Center District Plan.	Prior to the start of earthmoving activities.	S.F. Department of Public Health (DPH), Planning Department.	Considered complete upon DPH and ERO review of Dust Control Plan.

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
G. Air Quality (continued)				
<p>limit the area subject to construction activities at any one time; install dust curtains and windbreaks on the property lines, as necessary; limit the amount of soil in hauling trucks to the size of the truck bed and secure soils with a tarpaulin; enforce a 15 mph speed limit for vehicles entering and exiting construction areas; sweep affected streets with water sweepers at the end of the day; install and utilize wheel washers to clean truck tires; terminate construction activities when winds exceed 25 miles per hour; apply soil stabilizers to inactive areas; and sweep adjacent streets to reduce particulate emissions. The project sponsor would be required to designate an individual to monitor compliance with dust control requirements.</p>				
<p><i>M-AQ-5 Construction Vehicle Emissions Evaluation and Minimization:</i> To reduce the potential health risk resulting from project construction activities, the project sponsor of each development project in the Plan area shall undertake a project-specific health risk analysis, or other appropriate analysis as determined by the Environmental Planning Division of the Planning Department, for diesel-powered and other applicable construction equipment, using the methodology recommended by the Planning Department. If the analysis determines that construction emissions would exceed applicable health risk significance threshold(s) identified by the Planning Department, the project sponsor shall include in contract specifications a requirement that the contractor use the cleanest possible construction equipment and exercise best practices for limiting construction exhaust. Measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▪ Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes; ▪ The project shall develop a Construction Emissions Minimization demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would be reduced to the maximum extent feasible. Acceptable options for reducing emissions include, as the primary option, use of Interim Tier 4 equipment where such equipment is available and feasible for use, use of equipment meeting Tier 2/Tier 3 or higher emissions standards, the 	<p>Project sponsor and construction contractor for any subsequent development project pursuant to the Transit Center District Plan.</p>	<p>Prior to the start of heavy diesel equipment use on site.</p>	<p>ERO to review and approve health risk assessment, or other appropriate analysis.</p>	<p>Considered complete upon ERO review and acceptance of health risk assessment, or other appropriate analysis.</p>

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>G. Air Quality (continued)</p> <p>use of other late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available;</p> <ul style="list-style-type: none"> ▪ All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM, including Tier 2/3 or alternative fuel engines where such equipment is available and feasible for use; ▪ All contractors shall use equipment that meets ARB's most recent certification standard for off-road heavy duty diesel engines; and ▪ The project construction contractor shall not use diesel generators for construction purposes where feasible alternative sources of power are available. <p>During the environmental review process, the project sponsor shall submit a Construction Emissions Minimization Plan demonstrating compliance with the requirements of this mitigation measure.</p>				
<p>I. Wind</p> <p><i>M-WI-2: Tower Design to Minimize Pedestrian Wind Speeds.</i></p> <p>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 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.</p>	<p>Project sponsor of identified development projects and any other subsequent development project adjacent to the Transit Center.</p>	<p>Wind-tunnel testing to occur during environmental review; project revisions to occur prior to project approval.</p>	<p>ERO shall review and approve wind study.</p>	<p>Considered complete upon EOR acceptance of wind study.</p>

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
N. Biological Resources				
<p><i>M-BI-1a: Pre-Construction Bird Surveys.</i></p> <p>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 1st 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 Game (CDFG) 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.</p>	<p>Planning Department; Project sponsor of any subsequent development project pursuant to the Transit Center District Plan.</p>	<p>Prior to project approval.</p>	<p>ERO to review and approve bird survey.</p>	<p>Considered complete upon ERO approval of bird survey.</p>
<p><i>M-BI-1b: Pre-Construction Bat Surveys.</i></p> <p>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 CDFG. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would necessary.</p>	<p>Planning Department; Project sponsor of any subsequent development project pursuant to the Transit Center District Plan.</p>	<p>Prior to project approval.</p>	<p>ERO to review and approve bat survey.</p>	<p>Considered complete upon ERO approval of bat survey.</p>

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Q. Hazards and Hazardous Materials</p> <p><i>M-HZ-2a: Site Assessment and Corrective Action for Sites Located Bayward of Historic Tide Line.</i></p> <p>For any project located bayward of the historic high tide line the project sponsor shall initiate compliance with, and ensure that the project fully complies with, Article 22A of the San Francisco Health Code. In accordance with this article, a site history report shall be prepared, and if appropriate, a soil investigation, soil analysis report, site mitigation plan, and certification report shall also be prepared. If the presence of hazardous materials is indicated, a site health and safety plan shall also be required. The soil analysis report is submitted to DPH. If required on the basis of the soil analysis report, a site mitigation plan shall be prepared to 1) assess potential environmental and health and safety risks; 2) recommend cleanup levels and mitigation measures, if any are necessary, that would be protective of workers and visitors to the property; 3) recommend measures to mitigate the risks identified; 4) identify appropriate waste disposal and handling requirements; and 5) present criteria for on-site reuse of soil. The recommended measures would be completed during construction. Upon completion, a certification report shall be prepared documenting that all mitigation measures recommended in the site mitigation report have been completed and that completion of the mitigation measures has been verified through follow-up soil sampling and analysis, if required.</p> <p>If the approved site mitigation plan includes leaving hazardous materials in soil or the groundwater with containment measures such as landscaping or a cap to prevent exposure to hazardous materials, the project sponsor shall ensure the preparation of a risk management plan, health and safety plan, and possibly a cap maintenance plan in accordance with DPH requirements. These plans shall specify how unsafe exposure to hazardous materials left in place would be prevented, as well as safe procedures for handling hazardous materials should site disturbance be required. DPH could require a deed notice, for example, prohibiting or limiting certain future land uses, and the requirements of these plans and the deed restriction would transfer to the new property owners in the event that the property was sold.</p>	<p>Project sponsor of any subsequent development project pursuant to the Transit Center District Plan that is bayward of the historic high tide line.</p>	<p>Analysis to occur during environmental review; remedial actions, if any, to occur prior to issuance of site permit.</p>	<p>Planning Department, S.F. Department of Public Health (DPH).</p>	<p>Considered complete upon ERO and DPH review and approval of site history and, if appropriate, soil investigation, soil analysis report, site mitigation plan, and certification report, and any studies and remediation required by DPH.</p>

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Q. Hazards and Hazardous Materials (continued)</p> <p><i>M-HZ-2b: Site Assessment and Corrective Action for Projects Landward of the Historic High Tide Line.</i></p> <p>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 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.</p> <p>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.</p> <p>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.</p>	<p>Project sponsor of any subsequent development project pursuant to the Transit Center District Plan that is landward of the historic high tide line.</p>	<p>Analysis to occur during environmental review; remedial actions, if any, to occur prior to issuance of site permit.</p>	<p>Planning Department, S.F. Department of Public Health (DPH).</p>	<p>Considered complete upon ERO and DPH review and approval of Phase I site assessment and, if appropriate, additional studies and remediation as required by DPH.</p>

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Q. Hazards and Hazardous Materials (continued)				
<p>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.</p>				
<p><i>M-HZ-2c: Site Assessment and Corrective Action for All Sites.</i> 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, If potential exposure to vapors is suspected, 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</p>	<p>Project sponsor of any subsequent development project pursuant to the Transit Center District Plan.</p>	<p>Analysis to occur during environmental review; remedial actions, if any, to occur prior to issuance of site permit.+</p>	<p>Planning Department, S.F. Department of Public Health (DPH).</p>	<p>Considered complete upon ERO and DPH review and approval of any studies and remediation required by DPH.</p>

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Q. Hazards and Hazardous Materials (continued)				
<p>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.</p> <p>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.</p>				
<p><i>M-HZ-3: Hazardous Building Materials Abatement.</i></p> <p>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.</p>	<p>Project sponsor of any subsequent development project pursuant to the Transit Center District Plan.</p>	<p>Prior to building demolition.</p>	<p>Planning Department, S.F. Department of Public Health (DPH).</p>	<p>Considered complete upon ERO and DPH review and approval of project's sponsor's documentation regarding hazardous building materials, to be submitted prior to building demolition.</p>

**EXHIBIT C:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

2. MITIGATION MEASURES DETERMINED TO BE INFEASIBLE	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p><i>M-TR-1I: Mid-Block Signalized Intersection Improvements.</i> At the signalized intersections proposed in the public realm plan at Second / Natoma Streets; First / Minna Streets; First / Natoma Streets; Fremont / Tehama Streets; and Fremont Street / Transit Center Bus Plaza, the following improvements could improve traffic operations:</p> <ul style="list-style-type: none"> ▪ At Second / Natoma Streets, the Municipal Transportation Agency (MTA) could install bulb-outs on the north and south crosswalks to reduce pedestrian crossing distances and times, allowing more green time for through traffic along Second Street; ▪ At First / Minna Streets and First / Natoma Streets, the Municipal Transportation Agency (MTA) could provide additional lane capacity on First Street; ▪ At Fremont / Natoma Streets and Fremont Street at the Transit Center Bus Plaza, the signal could be designed with two signal phases instead of three. 	N/A	N/A	N/A	N/A
<p>The following measures were also determined infeasible:</p> <ul style="list-style-type: none"> ▪ New Montgomery / Mission Streets (Optimize signal timing) ▪ Third / Howard Streets (Optimize signal timing) ▪ New Montgomery / Howard Streets (Optimize signal timing) ▪ Fremont / Howard Streets (Prohibit eastbound p.m. peak left turns and optimize signal) ▪ Main / Howard Streets (Prohibit eastbound p.m. peak left turns and optimize signal) ▪ Spear / Howard Streets (Add northbound and southbound left-turn pockets, prohibit eastbound p.m. peak left turns and optimize signal) 	N/A	N/A	N/A	N/A

**EXHIBIT 1, ATTACHMENT A:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

3. PROPOSED IMPROVEMENT MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>N. Biological Resources</p> <p><i>I-BI-2: Night Lighting Minimization.</i></p> <p>In compliance with the voluntary San Francisco Lights Out Program, the Planning Department could encourage buildings developed pursuant to the draft Plan to implement bird-safe building operations to prevent and minimize bird strike impacts, including but not limited to the following measures:</p> <ul style="list-style-type: none"> ▪ Reduce building lighting from exterior sources by: <ul style="list-style-type: none"> - Minimizing amount and visual impact of perimeter lighting and façade up-lighting 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. ▪ Reduce building lighting from interior sources by: <ul style="list-style-type: none"> - 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. 	<p>Planning Department, working with project sponsors of each subsequent development project</p>	<p>During the environmental review process</p>	<p>Planning Department</p>	<p>Considered complete upon approval of building plans by Planning Department.</p>