



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination COMMUNITY PLAN EVALUATION

Case No.: 2015-008058ENV
 Project Address: 555 Howard Street
 Zoning: C-3-O(SD) – Downtown Office (Special Development)
 350-S Height and Bulk District
 Transbay C-3 Special Use District
 Transit Center C-3-0(SD) Commercial District
 Block/Lot: 3736/086, 3736/107, 3736/110
 Lot Size: 14,505 square feet
 Plan Area: Transit Center District Plan (TCDP)
 Project Sponsor: Hans Galland, Pacific Howard Corporation (Pacific Eagle Holdings Corporation), (415) 780-7300
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PROJECT DESCRIPTION


The project site encompasses three lots on the south side of Howard Street between First and Second streets within the Transit Center District Plan area. The project site is occupied by the following buildings: the 547 Howard Street building (Lot 110) is a two-story, 6,380-square-foot building (constructed in 1907) with office uses; the 555 Howard Street building (Lot 086) is a three-story, 24,900-square-foot building (constructed in 1911) with office and leisure/entertainment uses; and the 557 Howard Street building (Lot 107) is a two-story, 12,360-square-foot building (constructed in 1922) with office uses over a ground-floor restaurant. The project sponsor proposes the demolition of the three buildings on the project site and construction of a 385-foot-tall (420 feet including mechanical equipment screening and elevator overrun), 36-story, residential and hotel high-rise tower approximately 437,250 gross square feet in size. The tower would include approximately 80 residential units, 255 hotel rooms, and approximately 6,100 square feet of retail use. (Continued on next page.)

CEQA DETERMINATION

The project is eligible for streamlined environmental review per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3.

DETERMINATION

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


 LISA GIBSON
 Acting Environmental Review Officer


 Date

cc: Hans Galland, Project Sponsor; Supervisor Jane Kim, District 6; Tina Tam, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

PROJECT DESCRIPTION (continued)

The hotel portion of the building, which includes 213,000 gross square feet, would occupy Levels 1 to 19 and Basement Levels 1 to 3. The hotel would include several ancillary uses that would be open to the public or available for public use, including a full-service restaurant and bar (approximately 4,000 gross square feet) on the ground floor and a sky bar (approximately 2,100 gross square feet) on Level 36. The hotel would include function and conference spaces on Levels 2 to 4, including a ballroom with pre-function space (approximately 3,500 gross square feet) and meeting rooms (approximately 12,000 gross square feet). Fitness facilities for use by hotel guests and residents, including a pool, spa, and exercise room (up to approximately 4,500 square feet total), would be located on Basement Level 1. Typical event types that could be held by hotel facilities include the following: large events could take place approximately 10 times per year with a maximum attendance of approximately 350 persons; medium events, such as small conferences or galas, could take place approximately 50 times per year with a maximum attendance of approximately 230 persons; and smaller meetings could take place approximately 90 times per year with a maximum of 125 attendees.

The residential portion of the building, which includes 157,000 gross square feet, would occupy Floors 20 to 36. The unit mix of the proposed approximately 80 units includes one-bedroom, two-bedroom, and three-bedroom units. The residential lobby would be located on Tehama Street, and Floor 21 includes an outdoor terrace that would provide open space to the residents.

The proposed four below-grade levels would accommodate up to 70 vehicle parking spaces in an automated “puzzler” system. The project would also provide a total of 95 Class 1 bicycle parking spaces on Basement Level 1 accessible from the ground floor of the building by use of service corridors and elevators. Employee facilities, including four showers and 24 lockers, would be located on Basement Level 3, accessible from the bike room by service corridors and elevators. Off-street freight loading would be provided along Tehama Street at the southeast corner of the building. Mechanical equipment would be located on a portion of the roof and in below-grade levels. Two cooling towers would be installed on the west side of the roof, air handling units and exhaust fans would be located at Basement Level 4 in the main mechanical room, and a diesel-powered emergency backup generator would be located at Basement Level 2. A detailed description of project features is provided in the below subsections.

Circulation, Parking and Loading

Pedestrian access into the building would be provided at multiple locations along the perimeter of the building. Up to four building entrances would be provided along Howard Street—one serving the restaurant (dining area), one serving the bar, one serving the hotel reception area, and one serving the hotel lounge. A fifth building entrance serving the building’s residential lobby would open onto Tehama Street, while a “gateway” entrance for the building along the west façade of the building would open onto Under Ramp Park.¹ Additional building service entries would be located at the southeast corner of the project site, serving the valet station, the freight loading dock, emergency stairwells, and other building functions.

The proposed project would provide up to 70 off-street vehicle parking spaces arranged in automatic stackers on the building’s four below-grade levels, including 35 spaces for the proposed residential use, 33 spaces for the proposed non-residential uses (16 spaces for the hotel rooms use and 17 spaces for the

¹ Formerly known as Oscar Park, Under Ramp Park is an under construction park that will be located underneath the future elevated Transbay Transit Center bus ramp, which is immediately west of the project site. Oscar Park was one of the future parks analyzed in the TCDP PEIR.

meeting rooms and retail uses), and two car-share spaces. These spaces would be accessible via two parking elevators along the building's Tehama Street frontage. The outer (eastern) parking elevator would be accessible from a 27-foot-wide curb cut shared with the building's freight loading dock, while the inner (western) parking elevator would be accessible from a separate 13-foot-wide curb cut. Vehicles would enter the elevators by backing in from Tehama Street, and would exit the elevators head-first onto Tehama Street.

All off-street vehicle parking within the building would be managed through a valet program. Hotel guests (including retail customers) would drop-off and pick-up their vehicle at a valet station located at the Howard Street passenger loading zone, while residents would drop-off and pick-up their vehicle at a valet station located near the building's parking elevators along Tehama Street. The two parking elevators would be independent of each other, with each controlling approximately half of the spaces in the garage.

The project would replace the existing 12-foot-wide curb cut on Tehama Street with two curb cuts (measuring 27 feet and 13 feet in width, respectively) on Tehama Street. The 27-foot-wide curb cut would be shared between the outer (eastern) parking elevator and the building's freight loading dock, while the 13-foot-wide curb cut would exclusively serve the inner (western) parking elevator. The larger, shared curb cut would be located approximately 425 feet west of the First Street/Tehama Street intersection. While the outer (eastern) parking elevator and the building's freight loading dock would share a curb cut, the two spaces would be physically separate, with structural support columns and a wall in between.

The project also proposes to provide new passenger loading zones (white curb) along both the Howard Street and Tehama Street frontages of the project site. Specifically, the project would convert up to four on-street parking spaces along Howard Street to provide an 80-foot passenger loading zone and up to two on-street parking spaces along Tehama Street to provide a 30-foot passenger loading zone, which was tentatively agreed to by SFMTA.² The passenger loading zones would help accommodate general passenger loading/unloading activity (including activity generated by uses at the project site, as well as other activity in the surrounding area) and valet operations for the building. All vehicle parking in the building would be operated by valet, and valet attendants would be responsible for operating the automated parking system to store and retrieve vehicles, as well as to take vehicles from drop-off locations to the elevators and from the elevators to pick-up locations.

Hotel guests would drop-off and pick-up their vehicles at a valet station located at the Howard Street passenger loading zone, with valet attendants taking the vehicle to and from the parking elevators along Tehama Street. Residents would drop-off and pick-up their vehicle at a valet station located near the building's parking elevators along Tehama Street, with valet attendants taking it directly to and from storage. During periods of higher demand for valet service, the proposed passenger loading zones along Howard and Tehama streets would provide space to stage vehicles waiting to be taken to storage or to be picked up.

Freight Loading

The building would feature an off-street loading dock with one off-street freight loading space (measuring 12 feet wide by 35 feet long by 14 feet tall), accessible from the 27-foot curb cut along Tehama Street. Planning Code Section 161 requires that the proposed project provide two off-street freight loading spaces. The building's freight loading dock would have sufficient depth to accommodate two large trucks

² Email from Paul Kniha, SFMTA Color Curb Program Manager, December 1, 2016.

in a tandem configuration. While the inner space would not be independently accessible in this configuration, the building's dock could feasibly accommodate up to two large trucks (or, alternatively, a large truck and two small service vehicles, or three small service vehicles) under conditions where independent access is not required.

Code-compliant Variant

The project would be required to provide a total of two off-street freight loading spaces to comply with Planning Code Section 161. As the proposed project would only provide one space, the project sponsor plans to seek an exception for one of the required off-street freight loading spaces pursuant to Planning Code Section 309. Since the proposed configuration is not compliant with Planning Code requirements, a hypothetical variant with two off-street freight loading spaces ("Code-compliant variant") has been developed for consideration. In order to accommodate two off-street freight loading spaces, the Code-compliant variant would feature two separate freight loading docks, each with one loading space, along the Tehama Street side of the building. One of the docks would be located as proposed under the project, at the eastern end of the project site's frontage along Tehama Street. The second dock would be located near the western end of the building, just east of the residential lobby. As the two docks would be located on either side of the landing area for the proposed parking elevators, the Code-compliant variant would not provide a passenger loading zone along Tehama Street. The residential lobby would also be reduced in size in order to accommodate the second dock, although a lobby entrance along Tehama Street would still be maintained as under the proposed project. The second dock would be served by a curb cut measuring approximately 21 feet in width, separate from the two curb cuts (27 feet and 13 feet in width) to serve the parking elevators and east loading dock as proposed under the proposed project. The development program would remain unchanged from the proposed project.

Open Spaces and Landscaping

The proposed project would include a total of approximately 8,751 square feet of open space, including 5,047 square feet of publicly and commonly accessible open space at Level 37 and 2,034 square feet of commonly accessible open space at Level 21. In addition, the project would provide a total of 1,670 square feet of non-compliant publicly and commonly accessible open space, including 1,440 square feet at Level 37 and 230 square feet at the ground-floor level along Howard Street.

The project would include sidewalk improvements, such as the installation of street trees, pervious paving, and furniture, and other public realm upgrades consistent with the public realm improvements called for in the TCDP. New street trees would be planted in accordance with Planning Code Section 138.1(c)(1).

Construction

Construction of the proposed project would take approximately 36 to 40 months. Excavation would be conducted to a maximum depth of approximately 70 feet below the ground surface for construction of the below-grade parking levels, which would result in the removal of approximately 29,000 cubic yards of soil. The proposed tower would be supported by a reinforced mat foundation that is eight feet thick at the northwest and southeast sides of the tower and 12 feet thick at the tower core. Impact piling driving is not proposed or required.

PROJECT APPROVAL

The proposed project would require the following approvals:

San Francisco Planning Commission

- Downtown Project Authorization, pursuant to Planning Code Section 309, with exceptions to the requirements for “Streetwall Base” and “Tower Separation” pursuant to Section 132; “Rear Yard” pursuant to Section 134; “Reduction of Ground-Level Wind Currents” in C-3 Districts pursuant to Section 148; “Off-Street Freight Loading” per Section 161; “Off-street Tour Bus Loading” per Section 162; “Upper Tower Extensions” per Section 263.9 and “Bulk” Controls per Section 270.
- Conditional Use Authorization to establish Hotel Use per Sections 210.2 and 303.
- Zoning Administrator consideration of Variance from Dwelling Unit Exposure, Street Frontage requirements, and Height Exemption for elevator mechanical equipment.

The proposed project is subject to Downtown Project Authorization from the Planning Commission, which is the Approval Action for the project. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

COMMUNITY PLAN EVALUATION OVERVIEW

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

This determination evaluates the potential project-specific environmental effects of the 555 Howard Street project described above, and incorporates by reference information contained in the Programmatic EIR (PEIR) for the Transit Center District Plan (TCDP).³ Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the TCDP PEIR.

After years of analysis, community outreach, and public review, the TCDP PEIR was adopted in May 2012.⁴ The TCDP PEIR was adopted to result in new planning policies and controls for land use; urban form, including building height and design; street network modifications/public realm improvements;

³ Planning Department Case Nos. 2007.0558E and 2008.0789E and State Clearinghouse No. 2008072073

⁴ San Francisco Planning Department. Transit Center District Plan and Transit Tower Final Environmental Impact Report (FEIR), Planning Department Case No. 2008.0877E and 2007.1035E, certified May 24, 2012. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed July 14, 2015.

historic preservation; and district sustainability, including the enhancement of green building standards in the district, among other features. The TCDP allows for height limit increases in subareas composed of multiple parcels or blocks within the TCDP plan area. It also includes one or more financial programs to support the Transit Center Program and other public infrastructure and amenities in the area, through the implementation of one or more new fees, taxes, or assessments that applied to new development.

The Planning Commission held public hearings to consider the various aspects of the TCDP and related Planning Code and Zoning Map amendments. On May 24, 2012, the Planning Commission certified the TCDP PEIR by Motion 18628.⁵ The Board of Supervisors affirmed the certification on July 5, 2012, by Motion M12-0078. The TCDP was adopted and became effective in September 2012, including a comprehensive program of zoning changes, including elimination of the floor area ratio (FAR) maximums and increased height limits on certain parcels, including the project site.

The TCDP PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the TCDP, as well as the potential impacts under several proposed alternative scenarios. The TCDP plan area is centered on the new Transbay Transit Center site. The TCDP is a comprehensive plan for a portion of the southern downtown financial district and contains the overarching premise that to accommodate projected office-related job growth in the City, additional office development capacity must be provided in proximity to the City's greatest concentration of public transit service. The project site is within the C-3-O (SD) Downtown Office Special Development use district, and is also within the Transit Center Commercial Special Use District (SUD), identified in the Plan, in which the limits on non-commercial space apply (*Planning Code* Section 248). The Plan establishes new development impact fees to be collected from almost all development projects within the C-3-O (SD) District. These include the Transit Center District Open Space Impact Fee and Fund, Transit Center District Transportation and Street Improvement Impact Fee and Fund, and the Transit Center District Mello Roos Community Facilities District Program. The 555 Howard Street project site was analyzed in the TCDP EIR as a site with a high-rise tower with mixed-uses.

Individual projects that could occur in the future under the TCDP will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 555 Howard Street is consistent with and was encompassed within the analysis in the TCDP PEIR. This determination also finds that the TCDP PEIR adequately anticipated and described the impacts of the proposed 555 Howard Street project, and identified the mitigation measures applicable to the 555 Howard Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{6,7} Therefore, no further CEQA evaluation for the 555 Howard Street project is required. In sum, the TCDP PEIR and this Certificate of Determination and accompanying project-specific initial study comprise the full and complete CEQA evaluation necessary for the proposed project.

⁵ San Francisco Planning Department. San Francisco Planning Commission Motion 18628, May 24, 2012. Available online at: <http://commissions.sfplanning.org/cpcmotions/2012/18628.pdf>, accessed July 14, 2015.

⁶ San Francisco Planning Department, *Community Plan Evaluation Eligibility Determination, Citywide Planning Analysis, 555 Howard Street*, February 2, 2017. This document, and other cited documents, are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-008058ENV.

⁷ San Francisco Planning Department, *Community Plan Exemption Evaluation Determination, Current Planning Analysis, 555 Howard Street*, February 8, 2017.

PROJECT SETTING

The project site encompasses three lots on the south side of Howard Street between First and Second streets within the Transit Center District Plan area. The project site, which fronts on Howard and Tehama streets, is occupied by the following buildings: the 547 Howard Street building (Lot 110) is a two-story, 6,380-square-foot building (constructed in 1907) with office uses; the 555 Howard Street building (Lot 086) is a three-story, 24,900-square-foot building (constructed in 1911) with office and leisure/entertainment uses; and the 557 Howard Street building (Lot 107) is a two-story, 12,360-square-foot building (constructed in 1922) with office uses over a ground-floor restaurant.

Development in the vicinity consists primarily of high-rise office buildings, interspersed with low-rise mixed-use buildings. To the west of the project site is the future Transbay Transit Center bus ramp (connecting the Transbay Transit Center with the Bay Bridge) and the associated Under Ramp Park (formerly Oscar Park), which is located partially underneath the elevated ramp. To the east of the project site is a five-story office building. The Transbay Transit Center building site is located north of the project site and extends from Beale Street westward almost to Second Street. Anticipated for completion in 2019, the five-story (three above ground) Transbay Transit Center will provide an one-million-square-foot regional bus and rail station with a five-acre public park atop the building (“City Park”). Numerous other high-rise developments are planned or under construction in the surrounding area, including two developments that are located on the north side of Howard Street between First and Second Street. The 524 Howard Street project (Case No. 2013.0882) is an approved development that consists of a 48-story residential tower with approximately 334 residential units. The Parcel F (Case No. 2016-013312) development proposal, which is located directly across Howard Street from the project site, is for the construction of 64-story tower with hotel (about 250 rooms), residential (about 200 units), and office uses.

The project site is well-served by both local and regional transit service. Local public transit service to and from the project site is provided by San Francisco Municipal Railway (Muni) bus and rail lines, while regional public transit service is provided by a variety of transit operators including the San Francisco Bay Area Rapid Transit District (BART), the Alameda–Contra Costa Transit District (AC Transit), Golden Gate Transit, and the San Mateo County Transit District (SamTrans). The project site is served by multiple bikeway facilities, including the bike lane on Howard Street. Howard Street is a major arterial roadway and serves an important role for traffic circulation, generally with a minimum of three to four travel lanes, operating one-way in the westbound direction (near the project site). Portions of Howard Street also serve important functions for transit circulation. On-street parking is generally provided on both sides of the street. Tehama Street is an alley oriented in the east–west direction. In the immediate vicinity of the project site, Tehama Street extends from First Street west to just west of Second Street. Tehama Street primarily functions as local access for adjacent properties. The surrounding parcels are either within the C-3-O(SD) or P (Public) zoning district. Height and bulk districts within a one-block radius include 150-S, 200-S, 350-S, 360-S, 450-S, and 750-S-2.

POTENTIAL ENVIRONMENTAL EFFECTS

The TCDP PEIR included analyses of environmental issues including: land use; plans and policies; aesthetics; population, housing, business activity, and employment (growth inducement); cultural resources; transportation; noise; air quality; greenhouse gas emissions; wind and shadow; recreation and public space; utilities and service systems; public services; biological resources; geology, soils, and seismicity; hydrology and water quality; hazards and hazardous materials; mineral and energy resources; and agricultural and forestry resources. The 555 Howard Street project is in substantial conformance with the height, use and density for uses within the TCDP as described in the TCDP PEIR and would represent

a small part of the growth that was forecast for the TCDP area. Thus, the plan analyzed in the TCDP PEIR considered the incremental impacts of development of the 555 Howard Street project. The project would not result in any new or substantially more severe impacts than were identified in the TCDP PEIR.

Significant and unavoidable impacts were identified in the TCDP PEIR for the following topics: historic architectural resources, transportation and circulation, noise, air quality, and shadow. The project would not demolish a historic resource, and the project site is not located within a known or eligible historic district. The proposed project is located adjacent to a potential historic resource (543 Howard Street). Since construction activity can generate vibration that can cause structural damage to nearby buildings, **PEIR Mitigation Measures M-CP-5a: Construction Best Practices for Historical Resources** and **M-CP-5b: Construction Monitoring Program for Historical Resources** would apply to the proposed project.

Regarding transportation, **PEIR Mitigation Measure Measures M-TR-5: Garage/Loading Dock Attendant** and **M-TR-7a: Loading Dock Management** would apply to the proposed project to ensure that the operation of the building’s parking garage and freight loading dock would not introduce hazards for or substantially interfere with pedestrians, vehicles, and bicyclists traveling along Tehama Street. These mitigation measures would also reduce potential for conflicts generated by delivery/service vehicles with vehicles entering/exiting the garage and would facilitate safe and efficient dock ingress and egress for trucks. Additionally, **PEIR Mitigation Measure M-TR-9: Construction Coordination** would apply to the proposed project and would require the development of a Construction Management Plan.

Regarding noise, the proposed project does not involve piling driving but since the proposed project could generate excessive construction noise, **Mitigation Measure M-NO-2a** is applicable and would ensure that project noise from construction activities is minimized to the maximum extent feasible. Regarding air quality, the project would be required to implement a Dust Control Plan (**PEIR Mitigation Measure M-AQ-4b**) and would be subject to **PEIR Mitigation Measures M-AQ-4a: Construction Vehicle Emissions Minimization** and **M-AQ-5: Construction Vehicle Emissions Evaluation and Minimization** to address construction air quality impacts. The project site is located within the Air Pollutant Exposure Zone and the project’s residential uses would be subject to the enhanced ventilation requirements under Health Code Article 38. Since the project proposes an emergency generator, **PEIR Mitigation Measure M-AQ-3: Siting of Uses that Emit DPM and Other TACs** would apply.

Regarding shadow, a project-specific shadow study determined that the proposed project would not cast new shadow on any park under the jurisdiction of the Recreation and Park Department. The shadow study found that the incremental increase in the shadow duration, location, and amount of shadow cast on Rincon Park would not substantially affect the use of the park because the shadow would be on areas that are used when users are walking or in transition. Additionally, shadow on nearby privately owned, publicly accessible open spaces (POPOS) and future parks were also considered to be less than significant.

Table 1 below lists the mitigation measures identified in the TCDP PEIR and states whether each measure would apply to the project.

Table 1 – TCDP PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
D. Cultural and Paleontological Resources		
M-CP-1: Subsequent Archeological Testing Program	Applicable: there is a moderate potential for discovering intact	The project sponsor has agreed to undertake the Subsequent

Mitigation Measure	Applicability	Compliance
	prehistoric archaeological deposits in the project site	Archaeological Testing Program
M-CP-3a: HABS/HAER Documentation	Not Applicable: This measure applies to historic resources, of which there are none on the project site	Not Applicable
M-CP-3b: Public Interpretative Displays	Not Applicable: This measure applies to historic resources, of which there are none on the project site	Not Applicable
M-CP-3c: Relocation of Historic Resources	Not Applicable: This measure applies to historic resources, of which there are none on the project site	Not Applicable
M-CP-3d: Salvage of Historical Resources	Not Applicable: This measure applies to historic resources, of which there are none on the project site	Not Applicable
M-CP-5a: Construction Best Practices for Historical Resources	Applicable: Construction would be undertaken in proximity to potential historic buildings	The project sponsor has agreed to incorporate best practices for historical resources into the construction specifications
M-CP-5b: Construction Monitoring Program for Historical Resources	Applicable: Construction would be undertaken in proximity to potential historic buildings	The project sponsor has agreed to undertake a monitoring program to minimize damage to adjacent buildings
E. Transportation		
M-TR-1a: Signal Timing Optimization (Stockton/Geary Streets, Kearny/Sutter Streets, Battery/California Streets, Embarcadero/Washington Street, Third/Folsom Streets, Beale/Folsom Streets, Embarcadero/Folsom Street)	Not applicable; automobile delay removed from CEQA analysis	Not Applicable
M-TR-1b: Taxi Left-Turn Prohibition (Third/Mission Streets)	Not applicable; automobile delay removed from CEQA analysis	Not Applicable
M-TR-1c: Beale / Mission Streets Bulbs and Optimization.	Not applicable; automobile delay removed from CEQA analysis	Not Applicable
M-TR-1d: Stewart/Howard Streets Restriping.	Not applicable; automobile delay removed from CEQA analysis	Not Applicable
M-TR-1e: Beale / Folsom Streets Left-Turn Prohibition and Signal Optimization.	Not applicable; automobile delay removed from CEQA analysis	Not Applicable
M-TR-1f: Third / Harrison Streets Restriping.	Not applicable; automobile delay removed from CEQA analysis	Not Applicable
M-TR-1g: Hawthorne / Harrison	Not applicable; automobile	Not Applicable

Mitigation Measure	Applicability	Compliance
Streets Restriping.	delay removed from CEQA analysis	
M-TR-1h: Second / Harrison Streets Turn Prohibition and Optimization.	Not applicable; automobile delay removed from CEQA analysis	Not Applicable
M-TR-1i: Third / Bryant Streets Bulbs and Optimization.	Not applicable; automobile delay removed from CEQA analysis	Not Applicable
M-TR-1j: Second / Bryant Streets Bulbs and Optimization.	Not applicable; automobile delay removed from CEQA analysis	Not Applicable
M-TR-1k: Second / Tehama Streets Restriping and Optimization.	Not applicable; automobile delay removed from CEQA analysis	Not Applicable
M-TR-1m: Downtown Traffic Signal Study	Not applicable; automobile delay removed from CEQA analysis	Not Applicable
M-TR-3a: Installation and Operation of Transit-Only and Transit Queue-Jump Lanes	Not applicable: Plan-level mitigation by SFMTA	Not Applicable
M-TR-3b: Exclusive Muni Use of Mission Street Boarding Islands	Not applicable: Plan-level mitigation by SFMTA	Not Applicable
M-TR-3c: Transit Improvements on Plan Area Streets	Not applicable: Plan-level mitigation by SFMTA	Not Applicable
M-TR-3d: Increased Funding to Offset Transit Delays	Not applicable: Plan-level mitigation that would require fee legislation	Not Applicable
M-TR-3e: Increased Funding of Regional Transit	Not applicable: Plan-level mitigation that would require fee legislation	Not Applicable
M-TR-4a: Widen Crosswalks	Not applicable: Plan-level mitigation by SFMTA	Not Applicable
M-TR-5: Garage/Loading Dock Attendant	Applicable: Vehicles entering and exiting the project site could increase the potential for pedestrian and bicyclist conflicts	The project sponsor has agreed to provide a parking garage/loading attendant at the project site.
M-TR-7a: Loading Dock Management	Applicable: Loading dock activities entering and exiting the project site could increase the potential for pedestrian and bicyclist conflicts.	The project sponsor has agreed to prepare and implement a parking garage/loading management plan at the project site.
M-TR-7b: Augmentation of On-Street	Not applicable: Plan-level	Not Applicable

Mitigation Measure	Applicability	Compliance
Loading Space Supply	mitigation by SFMTA	
M-TR-9: Construction Coordination	Applicable: Project construction would contribute to cumulative impacts to transit, pedestrian, and bicycle circulation	The project sponsor has agreed to develop and implement a construction management plan
F. Noise and Vibration		
M-NO-1a: Noise Survey and Measurements for Residential Uses	Not Applicable: The regulations and procedures set forth by Title 24 would ensure that existing ambient noise levels would not adversely affect the proposed residential uses on the project site	Not Applicable
M-NO-1b: Noise Minimization for Residential Open Space	Not Applicable: impacts of the environment on the project is no longer a CEQA topic	Not Applicable
M-NO-1c: Noise Minimization for Non-Residential Uses	Not Applicable: This measure applies to new non-residential sensitive receptors such as child care centers, schools, libraries, and the like, of which there are none in the project	Not Applicable
M-NO-1d: Mechanical Equipment Noise Standard	Not Applicable: The regulations and procedures set forth by Title 24 would ensure that existing ambient noise levels would not adversely affect the proposed residential uses on the project site.	Not Applicable
M-NO-1e: Interior Mechanical Equipment	Applicable: The project would include mechanical equipment	The project sponsor has prepared a noise study that demonstrates compliance with San Francisco Noise Ordinance requirements
M-NO-2a: Noise Control Measures During Pile Driving	Not Applicable: Impact pile driving is not anticipated as part of the project	Not Applicable
M-NO-2b: General Construction Noise Control Measures	Applicable: The project would include construction activities	The project sponsor has agreed to implement general construction noise measures
M-C-NO: Cumulative Construction Noise Control Measures	Not Applicable: There is no existing City-sponsored construction noise control program for the TCDP area or other area-wide program developed to reduce the potential effects of construction noise in the project site vicinity	Not Applicable
G. Air Quality		

Mitigation Measure	Applicability	Compliance
M-AQ-2: Implementation of Risk and Hazard Overlay Zone and Identification of Health Risk Reduction Policies	Not Applicable: M-AQ-2 has been implemented by the City through establishment of an Air Pollutant Exposure Zone and enhanced ventilation requirements under Article 38	Not Applicable
M-AQ-3: Siting of Uses that Emit DPM and Other TACs	Applicable: The project would include backup emergency generators	Consistent with current Planning Department practice, the project sponsor has agreed to ensure that the backup diesel generators meet or exceed one of the following emission standards for particulate matter: (1) Tier 4 certified engine, or (2) Tier 2 or Tier 3 certified engine that is equipped with a California Air Resources Board Level 3 Verified Diesel Emissions Control Strategy
M-AQ-4a: Construction Vehicle Emissions Minimization	Applicable: The project would involve the use of construction equipment that would emit criteria air pollutants	The project sponsor has agreed to include in the construction specifications a requirement that all equipment be maintained in accordance with manufacturer's specifications and checked by a certified mechanic
M-AQ-4b: Dust Control Plan	Applicable: The project would generate fugitive dust during construction activities and, due to its size, is not subject to the City's Construction Dust Ordinance	The project sponsor will prepare and implement a dust control plan during construction
M-AQ-5: Construction Vehicle Emissions Evaluation and Minimization	Applicable: The project site is located in an identified Air Pollutant Exposure Zone and project construction would require heavy duty off-road diesel vehicles and equipment during construction	Consistent with current Planning Department practices, the project sponsor has agreed to comply with the construction exhaust emissions reduction requirements
I. Wind		
M-WI-2: Tower Design to Minimize Pedestrian Wind Speeds	Applicable: Development of the project site would affect ground-level wind speeds	The project sponsor has undertaken a wind study that includes analysis of wind speeds at the pedestrian level
N. Biological Resources		
M-BI-1a: Pre-Construction Bird Surveys	Applicable: Development of the project could disturb nesting birds	The project sponsor has agreed to undertake pre-construction bird surveys and to establish any required no-work buffer

Mitigation Measure	Applicability	Compliance
		zones around nesting sites
M-BI-1b: Pre-Construction Bat Surveys	Not Applicable: The project does not involve removal of large trees and the buildings proposed for demolition are not vacant or underutilized.	Not Applicable
L. Hazardous Materials		
M-HZ-2a: Site Assessment and Corrective Action for Sites Located Bayward of Historic Tide Line	Not Applicable: The project site is located landward of the historic high tide line	Not Applicable
M-HZ-2b: Site Assessment and Corrective Action for Sites Located Landward of Historic Tide Line	Applicable: The project site is located landward of the historic high tide line	The project sponsor has submitted a Maher Application and Phase I Environmental Site Assessment to the San Francisco Department of Public Health.
M-HZ-2c: Site Assessment and Corrective Action for All Sites	Applicable: The mitigation measure is applicable to all sites in the TCDP area	The project sponsor has agreed to evaluate worst case risks to building occupants from vapor intrusion, in accordance with guidance developed by the DTSC, and to implement required measures to reduce this risk to acceptable levels and implement long-term monitoring at the site as needed.
M-HZ-3: Hazardous Building Materials Abatement	Applicable: The project would involve building demolition	The project sponsor has agreed to survey existing buildings for hazardous materials and properly remove and dispose of them prior to building demolition.

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

PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on September 23, 2015 to adjacent occupants and owners of properties within 300 feet of the project site. No comments were received in response to the notice. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the TCDP PEIR.

CONCLUSION

As summarized above and further discussed in the project-specific initial study⁸:

1. The proposed project is consistent with the development density established for the project site in the TCDP;
2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the TCDP PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the TCDP PEIR;
4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the TCDP PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and
5. The project sponsor will undertake feasible mitigation measures specified in the TCDP PEIR to mitigate project-related significant impacts.

Therefore, no further environmental review shall be required for the proposed project pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

⁸ The initial study is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2015-008058ENV.

EXHIBIT C

Mitigation Monitoring and Reporting Program – 555 Howard Street				
Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status/Date Complete
Cultural Resources				
<p>Project Mitigation Measure 1: Construction Best Practices for Historical Resources. The project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings, including, but not necessarily limited to, staging of equipment and materials as far as possible from historic buildings to avoid direct impact damage; using techniques in demolition (of the parking lot), excavation, shoring, and construction that create the minimum feasible vibration; maintaining a buffer zone when possible between heavy equipment and historical resource(s) within 125 feet, as identified by the Planning Department; appropriately shoring excavation sidewalls to prevent movement of adjacent structures; design and installation of the new foundation to 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>	Project sponsor and/or construction contractor	Prior to issuance of permit	Environmental Review Officer (ERO)	Considered complete upon project sponsor's submittal of Construction Specifications to ERO for review and approval
<p>Project Mitigation Measure 2: Construction Monitoring Program for Historical Resources. 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 inch 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.</p> <p>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>	Project sponsor/qualified structural engineer and/or architectural historian consultant at the direction of the ERO.	Prior to any staging or ground-disturbing activities on the project site	ERO	Considered complete upon receipt by ERO of final report
<p>Project Mitigation Measure 3: Subsequent Archeological Testing Program. When a project is to be developed within the TCDP 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 TCDP Archeological Research Design and Treatment Plan (Far Western Anthropological Research Group, Inc., Archeological Research Design and Treatment Plan for the Transit Center District Plan Area, San Francisco,</p>	Project sponsor and Planning Department archeologist or a qualified archeological consultant from the	Prior to any ground-disturbing activities on the project site	ERO to review and approve the Archeological Testing Program	Considered complete upon review and approval by ERO of results of Archeological Testing Program/Archeological Monitoring

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<p>California, February 2010), as well as any more recent investigations that may be relevant. If data gaps are identified, then additional investigations, such as historic archival research or geoarchaeological coring, may be required to provide sufficiently detailed information to make an archaeological sensitivity assessment.</p> <p>If the project site is considered to be archaeologically sensitive and based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archeological consultant from the Planning Department (“Department”) pool of qualified archeological consultants as provided by the Department archaeologist. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant’s work shall be conducted in accordance with this measure and with the requirements of the TCDP archeological research design and treatment plan at the direction of the ERO. In instances of inconsistency between the requirement of the project archeological research design and treatment plan and of this archaeological mitigation measure, the requirements of this archaeological mitigation measure shall prevail. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. 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 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>Planning Department pool</p>			<p>Program/Archeological Data Recovery Program, as applicable</p>

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Mitigation Monitoring and Reporting Program – 555 Howard Street

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status/Date Complete
<ul style="list-style-type: none"> ▲ The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or ▲ 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><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, site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context; ▲ Archeological monitoring shall conform to the requirements of the final AMP reviewed and approved by the ERO; ▲ The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; ▲ The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; ▲ The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; ▲ If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/construction activities and equipment until the deposit is evaluated. 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</p>				

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Mitigation Monitoring and Reporting Program – 555 Howard Street				
Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status/Date Complete
<p>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 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 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</p>				

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<p>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>				
Transportation				
<p>Project Mitigation Measure 4: Parking Garage/Loading Attendant: The project sponsor 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 AM and PM 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. 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>	Project sponsor	Prior to occupancy	ERO, SFMTA, and/or Fire Department (SFFD)	Considered complete upon verification of provisions by ERO or designated staff
<p>Project Mitigation Measure 5: Parking Garage/Loading Management Plan: 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, and the project sponsor of a development project in the plan area shall develop a plan for management of the building’s loading dock and shall ensure that tenants in the building are informed of limitations and conditions on the loading schedules and truck size. Such a management plan could include strategies such as the use of an attendant to direct and guide trucks (see Project Mitigation Measure 4), installing a 'Full' sign at the garage/loading dock driveway, limiting activity during peak hours, installation of audible and/or visual warning devices, and other features. Additionally, as part of the project application process, the project sponsor shall consult with the Municipal Transportation Agency concerning the design of loading and parking facilities. Typically, a</p>	Project sponsor	Prior to occupancy; Revise Management Plan as necessary to reflect changes in generally accepted technology or operation protocols, or changes in conditions	ERO and SFMTA	Initial completion upon receipt of Management Plan by ERO for review and approval Periodically during project operation.

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building property manager dictates the maximum size of trucks that can be accommodated by a building’s loading dock, and when trucks may access the project site.				
<p>Project Mitigation Measure 6: Construction Management Plan: 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 TCDP 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 AM and PM 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 project 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>	Project sponsor and/or construction contractor	Prior to Project construction, and throughout construction	ERO, SFMTA, other affected agencies	Considered complete upon project sponsor’s submittal of plan to ERO for review and approval. Upon approval, resources made available to contractor and affected agencies (e.g. SFMTA, SFFD)
Noise				
<p>Project Mitigation Measure 7: General Construction Noise Control Measures: 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). ▲ 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 	Project sponsor and/or construction contractor	Prior to issuance of permit/during construction	The project sponsor shall prepare and submit monthly noise reports during construction	Considered complete upon completion of construction

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<p>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.</p> <ul style="list-style-type: none"> ▲ 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 noisiest 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 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. 				

Air Quality

<p>Project Mitigation Measure 8: Dust Control Plan. 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; limit the area subject to construction activities at any one time; install dust curtains and windbreaks on the property lines, as necessary;</p>	<p>Project sponsor and/or construction contractor</p>	<p>Prior to issuance of permit/during construction</p>	<p>ERO and DBI</p>	<p>Considered initially complete submittal of construction specifications to ERO with demonstration of implementation upon completion of construction and prior to issuance of Certificate of Occupancy</p>
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Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Status/Date Complete
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>Project Mitigation Measure 9: Construction Vehicle Emissions Minimization. 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/or construction contractor	During construction	Project sponsor, contractor(s), and the ERO	Considered complete upon submittal of certification statement
<p>Project Mitigation Measure 10: Construction Vehicle Emissions Evaluation and Minimization. The project sponsor or the project sponsor’s contractor shall comply with the following:</p> <ol style="list-style-type: none"> Engine Requirements. <ol style="list-style-type: none"> All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emissions standards automatically meet this requirement. Where access to alternative sources of power are available, portable diesel engines shall be prohibited. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two minute idling limit. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications. Waivers <ol style="list-style-type: none"> The Planning Department’s Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation 	Project sponsor and/or construction contractor	Submit certification statement prior to construction activities requiring the use of off-road equipment	Project sponsor, contractor(s), and the ERO	Considered complete upon submittal of certification statement

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Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Status/Date Complete												
<p>that the equipment used for onsite power generation meets the requirements of Subsection (A)(1). The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to the table below.</p> <table border="1" data-bbox="140 568 1119 695"> <thead> <tr> <th>Compliance Alternative</th> <th>Engine Emission Standard</th> <th>Emissions Control</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Tier 2</td> <td>ARB Level 2 VDECS</td> </tr> <tr> <td>2</td> <td>Tier 2</td> <td>ARB Level 1 VDECS</td> </tr> <tr> <td>3</td> <td>Tier 2</td> <td>Alternative Fuel*</td> </tr> </tbody> </table> <p>How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the contractor must meet Compliance Alternative 2. If the ERO determines that the contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the contractor must meet Compliance Alternative 3. *Alternative Fuels are not a VDECS.</p> <p>3) Construction Emissions Minimization Plan. Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan to the ERO for review and approval. The plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section 1.</p> <ol style="list-style-type: none"> a) The plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), hp, engine serial number, and expected fuel usage and hours of operation. For VDECS install, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used. b) The ERO shall ensure that all applicable requirements of the plan have been incorporated into the contract specifications. The plan shall include a certification statement that the contractor agrees to comply fully with the plan. c) The contractor shall make the plan available to the public for review on-site during work hours. The contractor shall post at the construction site, legible and visible sign summarizing the plan. The sign shall also state that the public may ask to inspect the plan for the project at any time during working hours and shall explain how to request to inspect the plan. The Contractor shall post at least one copy of 	Compliance Alternative	Engine Emission Standard	Emissions Control	1	Tier 2	ARB Level 2 VDECS	2	Tier 2	ARB Level 1 VDECS	3	Tier 2	Alternative Fuel*				
Compliance Alternative	Engine Emission Standard	Emissions Control														
1	Tier 2	ARB Level 2 VDECS														
2	Tier 2	ARB Level 1 VDECS														
3	Tier 2	Alternative Fuel*														

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<p>the sign in a visible location on each side of the construction site facing a public right-of-way.</p> <p>4) Monitoring. After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the plan.</p>				
<p>Project Mitigation Measure 11: Best Available Control Technology for Diesel Generators.: The project sponsor shall ensure that the backup diesel generator meet or exceed one of the following emission standards for particulate matter: (1) Tier 4 certified engine, or (2) Tier 2 or Tier 3 certified engine that is equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS). A non-verified diesel emission control strategy may be used if the filter has the same particulate matter reduction as the identical ARB verified model and if the Bay Area Air Quality Management District (BAAQMD) approves of its use. The project sponsor shall submit documentation of compliance with the BAAQMD New Source Review permitting process (Regulation 2, Rule 2, and Regulation 2, Rule 5) and the emission standard requirement of this mitigation measure to the Planning Department for review and approval prior to issuance of a permit for a backup diesel generator from any City agency.</p>	Project Sponsor	Prior to issuance of a permit for a backup diesel generator	Project sponsor shall submit documentation to the Planning Department verifying best available control technology for all installed diesel generators on the project site.	Considered complete upon submittal of documentation to the Planning Department.
Biological Resources				
<p>Project Mitigation Measure 12: Pre-Construction Bird Surveys: Conditions of approval for building permits issued for construction within the TCDP 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 Wildlife (CDFW) and/or the U.S. Fish and Wildlife Service (USFWS) Division of Migratory Bird Management may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.</p>	Project sponsor and qualified biologist (with CDFW/USFWS consultation, as necessary)	Prior to demolition	ERO	Considered complete upon completion of survey and summary report submittal

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Hazardous Materials				
<p>Project Mitigation Measure 13: Hazardous Building Materials Abatement. 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>	Project Sponsor, Construction contractor(s)	Prior to any demolition or construction activities	If necessary, the project sponsor to provide hazardous materials survey and abatement results to the Planning Department and SFDPH	Prior to any demolition or construction activities
<p>Project Mitigation Measure 14: Site Assessment and Corrective Action for Projects Landward of the Historic High Tide Line. 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 ESA 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>Upon determination that a site remediation has been successfully completed, the regulatory agency shall issue a</p>	Project Sponsor	Analysis completed during environmental review	ERO; DPH, as applicable	Considered completed upon approval of project plans by the Planning Department

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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>Project Mitigation Measure 15: Site Assessment and Corrective Action for All Sites. The project sponsor shall characterize the site, including subsurface features such as utility corridors, and identify whether volatile chemicals are detected at or above risk screening levels in the subsurface. If so, a screening evaluation shall be conducted in accordance with guidance developed by the DTSC¹ to estimate worst case risks to building occupants from vapor intrusion using site-specific data and conservative assumptions specified in the guidance. If an unacceptable risk were indicated by this conservative analysis, then additional site data shall be collected and a site-specific vapor intrusion evaluation, including fate and transport modeling, shall be required to more accurately evaluate site risks. Should the site-specific evaluation identify substantial risks, then additional measures shall be required to reduce risks to acceptable levels. These measures could include remediation of site soil and/or groundwater to remove vapor sources, or, should this be infeasible, use of engineering controls such as a passive or active vent system and a membrane system to control vapor intrusion. Where engineering controls are used, a deed restriction shall be required, and shall include a description of the potential cause of vapors, a prohibition against construction without removal or treatment of contamination to approved risk-based levels, monitoring of the engineering controls to prevent vapor intrusion until risk-based cleanup levels have been met, and notification requirements to utility workers or contractors who may have contact with contaminated soil and groundwater while installing utilities or undertaking construction activities. In addition, if remediation is necessary, the project sponsor shall implement long-term monitoring at the site as needed. The frequency of sampling and the duration of monitoring will depend upon site-specific conditions and the degree of volatile chemical contamination.</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>	Project Sponsor	Analysis completed during environmental review	ERO; DPH, as applicable	Considered completed upon approval of project plans by the Planning Department

¹ California Department of Toxic Substances Control, Final Guidance for the Evaluation and Mitigation of Subsurface Vapor Intrusion to Indoor Air. October 2011.

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Transportation				
<p>Project Improvement Measure 1: Queue Abatement. The project sponsor should comply with the Planning Department’s standard Condition of Approval regarding vehicle queue abatement (with modifications to reflect the Project’s specialized automobile parking arrangement). Specifically, it should be the responsibility of the project sponsor to ensure that vehicle queues do not block any portion of the sidewalk or roadway of Tehama Street, including any portion of any travel lanes. The owner / operator of the parking facility should also ensure that no pedestrian conflict (as defined below) is created at the curb cut serving the project’s parking elevator.</p> <p>A vehicle queue is defined as one or more stopped vehicles destined to the project garage blocking any portion of the Tehama Street sidewalk or roadway for a consecutive period of three minutes or longer on a daily or weekly basis, or for more than five (5) percent of any 60-minute period. Queues could be caused by unconstrained parking demand exceeding parking space capacity; vehicles waiting for safe gaps in high volumes of pedestrian traffic; car or truck congestion within the parking garage; or a combination of these or other factors.</p> <p>A pedestrian conflict is defined as a condition where drivers of inbound and / or outbound vehicles, frustrated by the lack of safe gaps in pedestrian traffic, unsafely merge their vehicle across the sidewalk while pedestrians are present and force pedestrians to stop or change direction to avoid contact with the vehicle, and / or contact between pedestrians and the vehicle would occur.</p> <p>There is one exception to the definition of a pedestrian conflict. Sometimes, outbound vehicles departing from the Project driveway would be able to cross the sidewalk without conflicting with pedestrians, but then would have to stop and wait in order to safely merge into the Tehama Street roadway. While waiting to merge, the rear of the vehicle could protrude into the western half of the sidewalk. This protrusion shall not be considered a pedestrian conflict. This is because the obstruction would be along the western edge of the sidewalk, while the pedestrian path of travel would be along the eastern side of the sidewalk; street trees and other streetscape elements would already impede pedestrian flow along the west side of the sidewalk. Any pedestrians that would be walking along the west side of the sidewalk would be able to divert to the east and maneuver behind the stopped car. This exception only applies to outbound vehicles, and only if pedestrians are observed to walk behind the stopped vehicle. This exception does not apply to any inbound vehicles, and does not apply to outbound vehicles if pedestrians are observed to walk in front of the stopped outbound vehicle.</p> <p>Because the project would include several unique components (i.e., a valet program and parking elevator), pedestrian conflicts would also include situations where valet attendants use the adjacent sidewalk along Tehama Street (i.e., the public right-of-way portion outside of the property lines of the project), either partially or in whole, as temporary stacking capacity. Stacking capacity is typically required at or near the elevator because attendants may</p>	Project sponsor, building management	Upon operation of the off-street parking facility	Owner/operator; Planning Department	Ongoing during operation

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<p>retrieve vehicles before their owners have arrived, because the elevator is storing or retrieving other vehicles and may be unavailable for use at that moment, or because of other reasons. In these situations, valet attendants would not be allowed to use the sidewalk as stacking capacity, and would be required to ensure that vehicles temporarily parked in the formal stacking area do not intrude into the sidewalk.</p> <p>If vehicle queues or pedestrian conflicts occur, the project sponsor should employ abatement methods as needed to abate the queue and / or conflict. Appropriate abatement methods would vary depending on the characteristics and causes of the queue and conflict. Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; use of off-site parking facilities or shared parking with nearby uses; travel demand management strategies such as additional bicycle parking or employee shuttles; parking demand management strategies such as time-of-day parking surcharges; and/or limiting hours of access to the Project driveway during periods of peak pedestrian traffic. Any new abatement measures shall be reviewed and approved by the Planning Department.</p> <p>If the Planning Director, or his or her designee, suspects that vehicle queues or a pedestrian conflict are present, the Planning Department shall notify the property owner in writing. The facility owner/operator should hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant should submit a report to the Department documenting conditions. Upon review of the report, the Planning Department shall determine whether or not queues and/or a pedestrian conflict exists, and shall notify the garage owner/operator of the determination in writing.</p> <p>If the Planning Department determines that queues or a pedestrian conflict do exist, upon notification, the facility owner/operator should have 90 days from the date of the written determination to carry out abatement measures. If after 90 days the Planning Department determines that vehicle queues and/or a pedestrian conflict are still present or that the facility owner/operator has been unsuccessful at abating the identified vehicle queues or pedestrian conflicts, the hours of inbound and/or outbound access of the Project driveway should be limited during peak hours. The hours and directionality of the access limitations shall be determined by the Planning Department and communicated to the facility owner/operator in writing. The facility owner/operator should be responsible for limiting the hours of Project driveway access as specified by the Planning Department.</p>				
<p>Project Improvement Measure 2: Passenger Loading Zone Management. It should be the responsibility of the project sponsor to ensure that project-generated passenger loading activities along Howard Street and Tehama Street are accommodated within the confines of the zones. Specifically, the project sponsor should monitor passenger loading activities at the proposed zones to ensure that such activities are in compliance with the following requirements:</p> <p>That double parking, queuing, or other Project-generated activities do not result in intrusions into the adjacent travel lane. Any Project-generated vehicle conducting, or attempting to conduct, passenger pick-up or drop-off</p>	Project sponsor, building management	Prior to and during occupancy	Project sponsor	Ongoing during occupancy

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<p>activities should not occupy, or obstruct free-flow traffic or bicycle circulation in, the adjacent travel lane. That vehicles conducting passenger loading activities are not stopped in the passenger loading zone for an extended period of time. In this context, an “extended period of time” shall be defined as more than five (5) consecutive minutes at any time during other time periods.</p> <p>Should passenger loading activities at the proposed on-street passenger loading zones not be in compliance with the above requirements, the project sponsor should employ abatement methods as needed to ensure compliance. Suggested abatement methods may include, but are not limited to, employment or deployment of additional staff to direct passenger loading activities; use of off-site parking facilities or shared parking with nearby uses; travel demand management strategies such as additional bicycle parking; and/or limiting hours of access to the passenger loading zones. Any new abatement measures should be reviewed and approved by the Planning Department.</p> <p>In general, hotel management should also work with tour groups and event sponsors booking rooms or space in the building to determine what transportation needs they may have, and should coordinate regularly with the valet operator to ensure that sufficient curb space is available in the passenger loading zone to accommodate any passenger loading needs. If necessary, building management and/or the valet operator should clear space at the zone in advance of the arrival of tour buses or other tour/event traffic (also see Project Improvement Measure 3: Event-Related Transportation Demand Management below). If additional space is necessary, a temporary signage application can also be filed with the SFMTA to convert on-street parking in the immediate vicinity of the Project site into additional space for passenger loading.</p>				
<p>Project Improvement Measure 3: Event-Related Transportation Demand Management. When booking events in the hotel’s function and conference spaces, the Project Sponsor, hotel operator, and/or building management should work with event sponsors to identify the expected transportation needs of the event and implement improvement measures to assist with event activities. Potential measures could include (but are not limited to) the following:</p> <p>For events that may generate substantial demand for curbside passenger loading (e.g., tour buses, limousines, etc.) in excess of regular (non-event) conditions (and could result in disruptions to traffic, bicycle, and pedestrian circulation along Howard Street or Tehama Street), manage use of the proposed passenger loading zone to ensure that sufficient space is provided to accommodate the additional vehicles while maintaining regular (non-event) use of the zone. If additional space is necessary apply for temporary signage through the SFMTA to convert on-street parking in the immediate vicinity of the Project site into additional space for event-related passenger loading.</p> <p>Provide general transit information (e.g., directions to/from key transit hubs, route schedules, fares) to event sponsors for distribution to event attendees, and encourage attendees to take transit, bike, or walk when traveling</p>	<p>Project sponsor, building management, hotel operator</p>	<p>Prior to and during occupancy</p>	<p>Project sponsor, building management, hotel operator</p>	<p>Ongoing during occupancy</p>

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<p>to/from the event. If necessary, provide general information about nearby public parking facilities (e.g., maps, directions, rates, etc.) to event sponsors for distribution to event attendees.</p> <p>For events that may generate substantial demand for valet parking in excess of regular (non-event) conditions, the project sponsor should continue to pursue negotiations with the 55 Hawthorne Street facility to secure access to up to 25 parking spaces to accommodate events.</p>				
<p>Project Improvement Measure 4: Transportation Demand Management Program. In compliance with the TDM Ordinance (Board of Supervisors File #160925), the project sponsor will establish a transportation demand management (TDM) program for building tenants, in an effort to expand the mix of travel alternatives available for the building tenants. The project sponsor has chosen to implement the following measures as part of the building’s TDM program:</p> <ul style="list-style-type: none"> • ACTIVE-2: Bicycle Parking (Option A) • ACTIVE-3: Showers and Clothes Lockers • CSHARE-1: Car-Share Parking and Membership (Option A) • LU-2: On-site Affordable Housing (Option A) <p>In reviewing the project, the SFMTA has also recommended optional additional measures for consideration as part of the project’s TDM program:</p> <ul style="list-style-type: none"> • Develop bicycle safety strategies along Tehama Street adjacent to the Project site, preventing conflicts with private cars accessing the garage; • Provide signage indicating the location of nearby bikeways (e.g., Route 30 on Howard Street / Folsom Street, Route 11 on Second Street); • Provide signage indicating the location of bicycle parking at on-site points of access; • Provide free or subsidized bikeshare membership to all employees; • Facilitate access to car-share spaces through on-site signage; • Provide free or subsidized car-share membership to all employees; • Offer free or subsidized Muni passes (loaded onto Clipper cards) for tenants; and • Ensure that building’s valet service is provided at all times (24 hours a day, seven days a week) and that carshare members who are not building users (i.e., car-share members who are not building residents, guests, customers, etc.) have easy, convenient access to the car-share vehicles. 	<p>Project sponsor, building management, Planning Department staff</p>	<p>Prior to and during occupancy</p>	<p>Project sponsor</p>	<p>Ongoing during occupancy</p>

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<p>Project Improvement Measure 5: Night Lighting Minimization. In compliance with the voluntary San Francisco Lights Out Program, the Planning Department could encourage buildings developed pursuant to the Plan to implement bird-safe building operations to prevent and minimize bird strike impacts, including but not limited to the following measures:</p> <p>Reduce building lighting from exterior sources by:</p> <ul style="list-style-type: none"> • Minimizing amount and visual impact of perimeter lighting and façade uplighting and avoid up-lighting of rooftop antennae and other tall equipment, as well as of any decorative features; • Installing motion-sensor lighting; • Utilizing minimum wattage fixtures to achieve required lighting levels. <p>Reduce building lighting from interior sources by:</p> <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.; <p>Educating building users about the dangers of night lighting to birds.</p>	Project sponsor and architect	During project design and environmental review	Project sponsor to submit building plans to the Planning Department for review	Considered complete upon approval and issuance of building permit