SAN FRANCISCO
PLANNING DEPARTMENT

Certificate of Determination
EXEMPTION FROM ENVIRONMENTAL REVIEW

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Case No.:	2013.0256E
Project Address:	41 Tehama Street
Zoning:	C-3-O (SD) (Downtown Office Special Development) District 360-S Height and Bulk District
Block/Lot:	3736/190
Lot Size:	19,275 square feet
Plan Area:	Transit Center District Plan
Project Sponsor:	Paul Paradis, 41 Tehama LP, represented by Hines Interests LP (415) 982-6200
Staff Contact:	Susan Mickelsen – (415) 575-9039 – susan.mickelsen@sfgov.org

PROJECT DESCRIPTION

The project sponsor, 41 Tehama LP represented by Hines Interests LP, proposes to demolish an existing 400-square-foot, one-story maintenance storage shed and surface parking lot and construct a 35-story, approximately 383-foot-tall (including 23-foot-tall mechanical penthouse) tower with 418 residential units (approximately 398,000 gross square feet of residential and associated uses). The proposed residential tower would contain approximately 16,600 square feet (sf) of residential amenities, including a 4,500 square-foot open space plaza on the ground floor, and three other common open space terraces or solariums for residential use (one located on Level 3 and one located on Level 35 and a rooftop solarium.)

(Continued on next page)

EXEMPT STATUS:

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

DETERMINATION:

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

Sarah Jones
Environmental Review Officer

May 11, 2015
Date

cc: Paul Paradis, Project Sponsor
Thomas Tunny, Reuben, Junius &Rose
Tina Tam, Preservation Planner
Kevin Guy, Neighborhood Planning Division
Supervisor Kim, District Six
Virna Byrd, M.D.F.
Exemption/Exclusion File

PROJECT DESCRIPTION (Continued):

The proposed residential tower would also contain an approximately 26,000-square-foot garage with 198 parking spaces (project may provide up to 241 off-street parking spaces with stacked and valet parking) including three car-share and nine ADA parking spaces in three below-ground levels, and 167 Class I (in Basement Level 1) and four Class II (on Tehama Street) bicycle spaces. Access to the parking garage would be from Tehama Street. Open space requirements for the Project would be met through a mix of private balconies (approximately 4,400 sf), and approximately 13,900 sf common open space (in the form of plazas, outdoor terraces on floors 3 and 35, and a rooftop solarium).

The project site is located at 41 Tehama Street (Assessor's Block 3736, Lot 190) in the Financial District, in the northeast quadrant of San Francisco (see **Figure 1: Project Site Location** and **Figure 2: Project Site Plan**). The project site is generally level and rectangular in shape, measuring about 257 feet along Tehama Street and 75 feet in depth. The approximately 19,275 sf project site is located in the Transit Center District Plan (TCDP) area, on the block bounded by First Street to the east, Second Street to the west, Tehama Street to the north and Clementina Street to the south.

The site is currently fully developed, consisting primarily of an asphalt-paved 80-space parking lot (which can accommodate up to approximately 150 valet-parked vehicles) and a one-story 400-square-foot structure used as a maintenance storage shed for the valet parking office. The existing building, built in 1959, is composed of a concrete block and a wood-frame structure and was formerly used as an auto repair business.

The project sponsor proposes a dwelling unit mix of 319 studio/one-bedroom dwelling units and 99 two-bedroom dwelling units. The one-bedroom units would range from 450 sf to 668 sf, while the two-bedroom units would range from 956 sf to 980 sf. In compliance with Section 415 of the San Francisco Planning Code (Planning Code), 12 (onsite) to 20 (offsite) percent (or 50 (on-site) to 84 (off-site) residential units) would be affordable.[1]

Based on the proposed 418 residential units, a total of 17,846 square feet of open space would be required at the project site. According to Planning Code Section 135, residential open space requirements for the proposed project would be 36 square feet of private open space per unit, with a ratio of 1.33 of common usable open space—or about 48 square feet[2]—for each residential unit that may be substituted for private open space. Approximately 122 of the 418 residential units would have an average of 36 square feet of usable open space in the form of private balconies, for a total of approximately 4,400 square feet. The remaining 281 units would require approximately 13,454 square feet[3] of open space. The proposed project

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[1] Section 415 of the Planning Code requires that developments of five units or more provide 15 percent of their units as affordable units to low- to moderate-income households in San Francisco.

[2] 36 square feet multiplied by a 1.33 ratio to obtain the common usable open space area requirement.

[3] 281 units multiplied by 47.88 square feet (36 sf *1.33) because common open space would be substituted for private open space for these units.

Figure 1 – Project Site Location
Sources: City and County of San Francisco, AECOM 2012

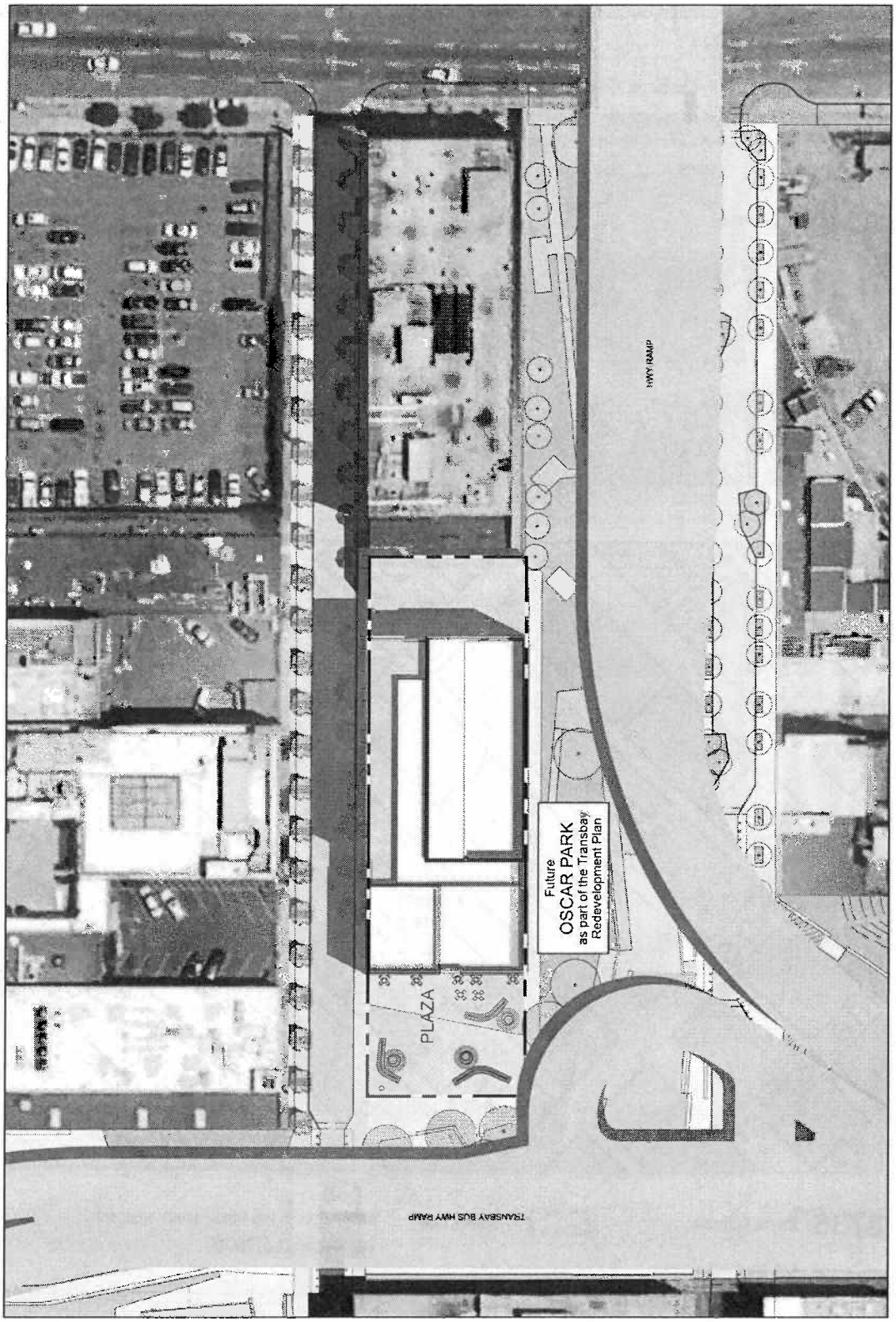


Figure 2 – Project Site Plan
Source: Arquitectonica 2013

would meet this requirement by providing approximately 13,900 square feet of common open space divided between two terraces (on Level 3 and Level 35), one 4,500 sf ground floor plaza located on the west side of Level 1 and a 2,500 sf rooftop solarium. In total, the proposed project would provide approximately 18,300 square feet of open space, which would exceed the provision of open space required by Planning Code Section 135.

Street trees and sidewalk improvements are proposed along Tehama Street. No trees exist on the project site or on the adjacent parcels. The proposed project would include planting of street trees along the south side of Tehama Street as part of the overall pedestrian streetscape development in conjunction with the TCDP. The 4,500-square-foot plaza at Level 1 would be hardscape; seating areas and other street furniture would be determined in coordination with the design process and development of Oscar Park as part of the Transbay Redevelopment Plan. (See **Figure 3: Proposed North and South Elevations, Figure 4: Proposed West and East Elevations, Figure 5: Proposed North-South Section,** and **Figure 6: Proposed West-East Section**).

Approximately 26,000 square feet of parking would be provided in three levels (Levels B1, B2, and B3) beneath the project site up to a maximum depth of approximately 53 feet below grade. Level B1 would contain up to 40 parking spaces for residential parking use (**Figure 7: Proposed Level B1 Floor Plan**). Level B2 would contain an estimated 81 parking spaces, and Level B3 would contain up to 77 parking spaces, for a total of 198 vehicle parking spaces provided in parking lifts. More parking, up to 241 parking spaces, may be configured in these levels using valet parking or different parking lift design. Three car-share and nine ADA spaces would be provided. In addition to the parking spaces, the basement levels would include mechanical, electrical, elevator, storage, and other uses. **Figure 8: Proposed Level B2 Floor Plan** and **Figure 9: Proposed Level B3 Floor Plan** depict the basement parking on Levels B2 and B3, respectively.

Figure 10: Proposed Level 1 (Ground Level) illustrates entrances and other features of Level 1 in the proposed residential tower. The first floor of the proposed tower would provide the ground-level main entrance and would contain the lobby, fire command center, mail room, package-room for package pick-ups/drop-offs, space for trash and recycling removal, storage, stairway access, loading docks, parking garage entry, valet office, leasing and management offices, gas meter room, dog wash room, electrical room, restrooms, and potential retail. Approximately 4,500 square feet of privately owned, publicly accessible open space in the form of a plaza would be located on the west side of Level 1. The off-street loading dock would contain two loading spaces, one 25 feet long and the other 35 feet long.

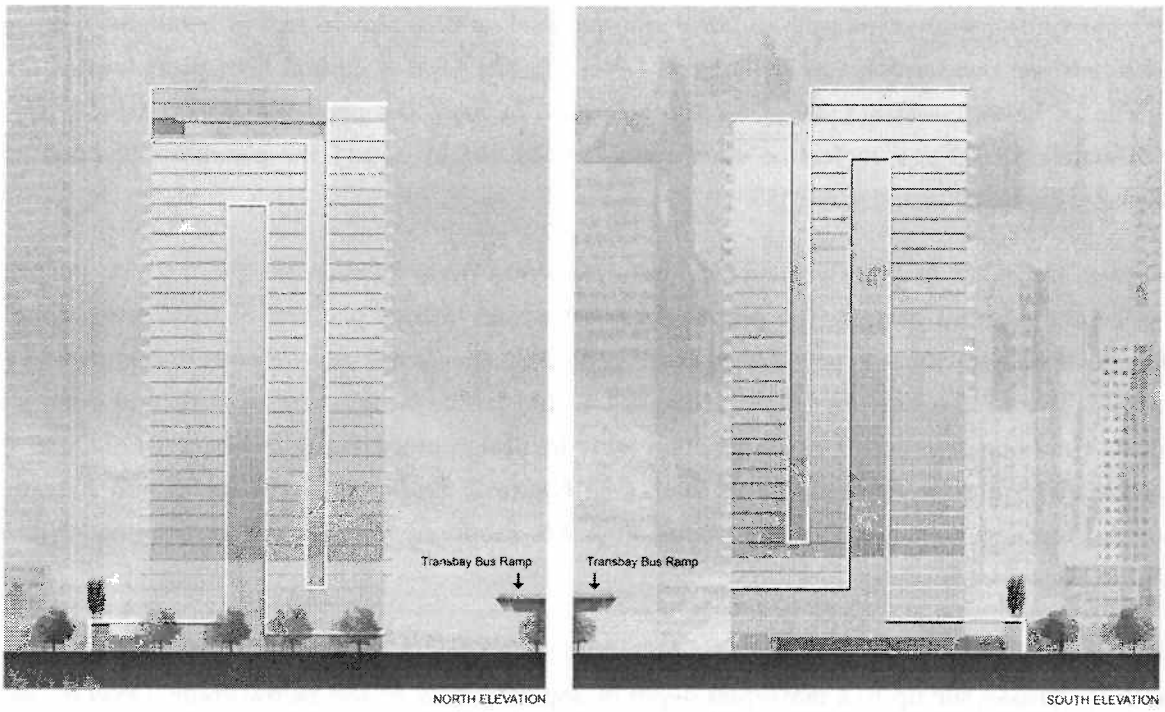


Figure 3 – Proposed North and South Elevations
Source: Arquitectonica 2014

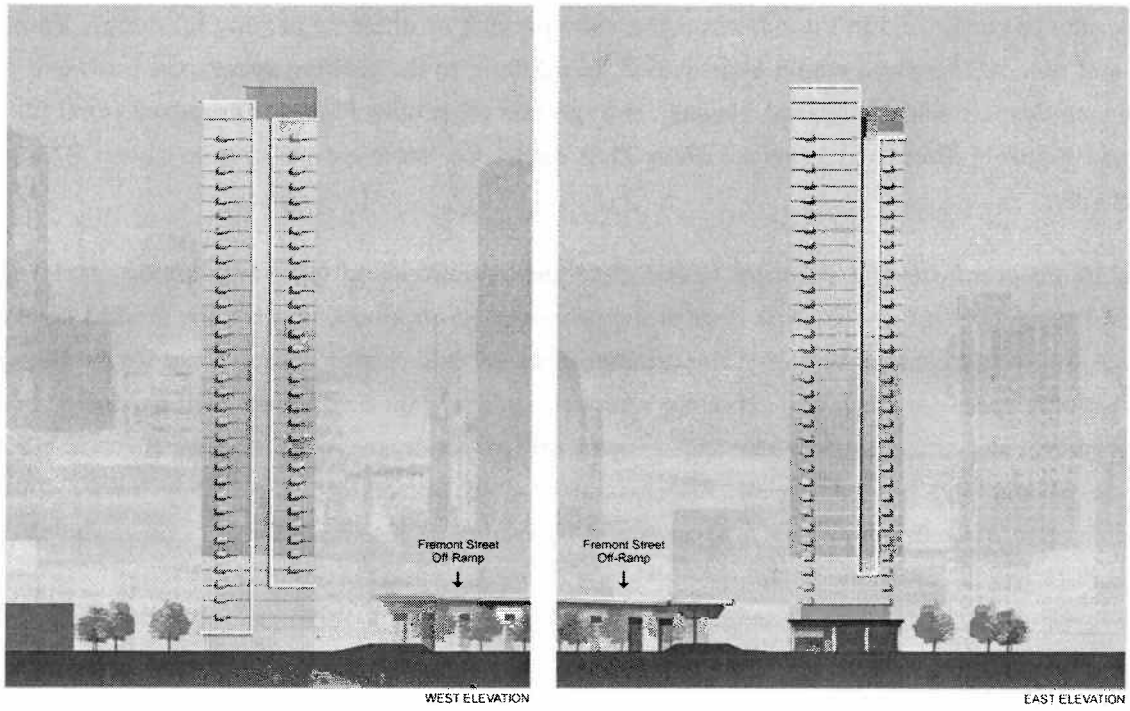


Figure 4 – Proposed West and East Elevations
Source: Arquitectonica 2014

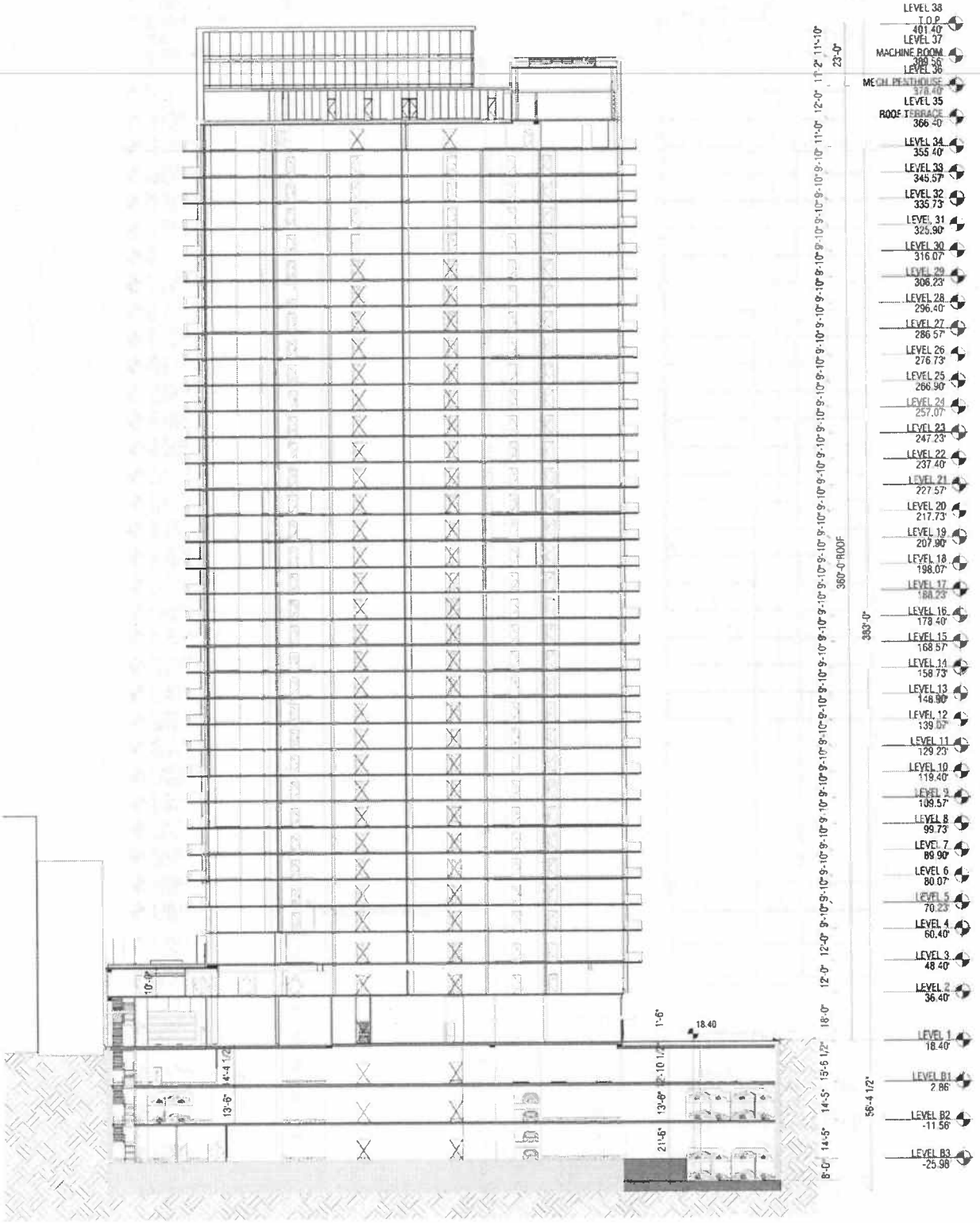


Figure 5 – Proposed North-South Section
Source: Arquitectonica 2014

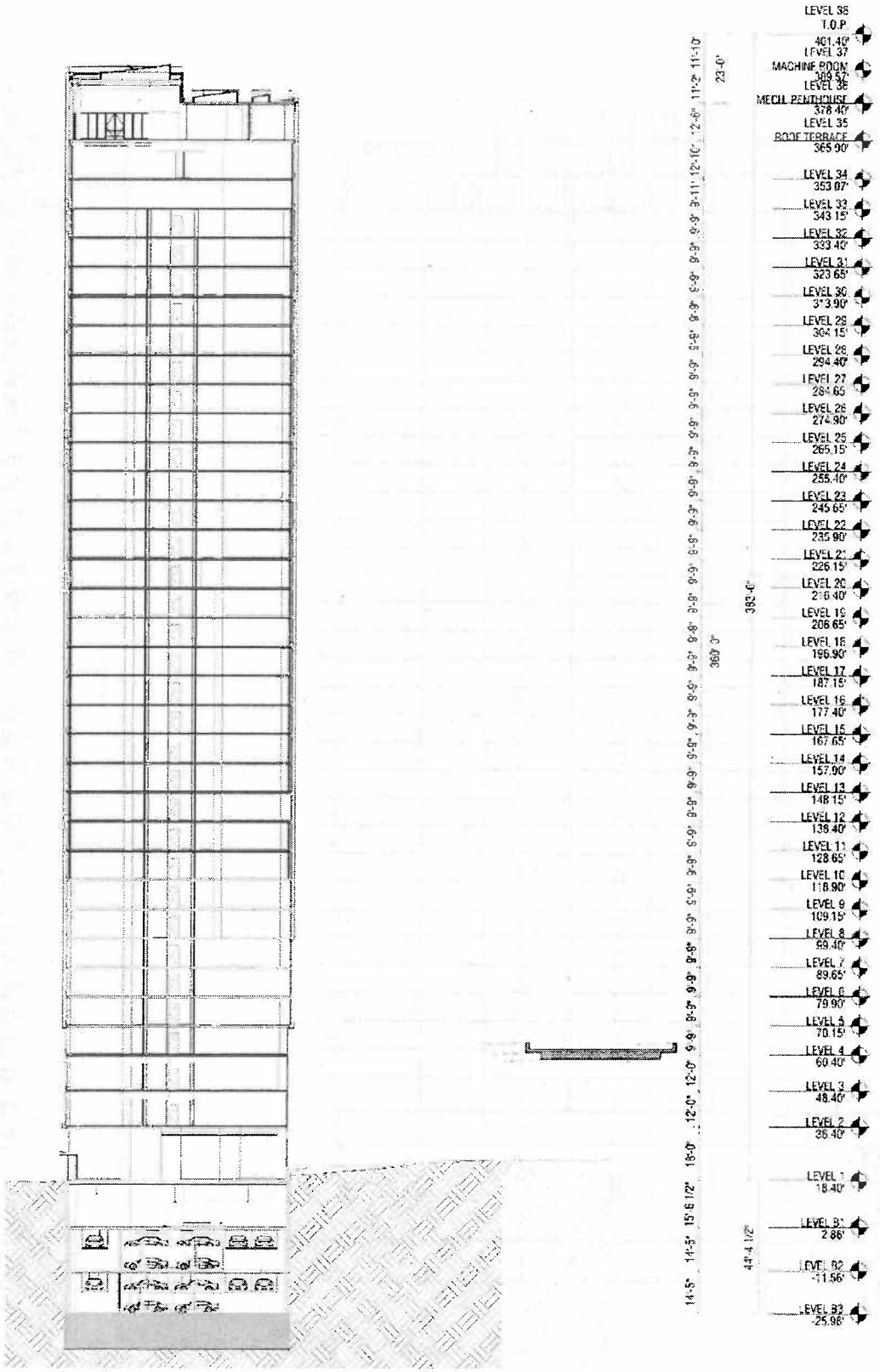
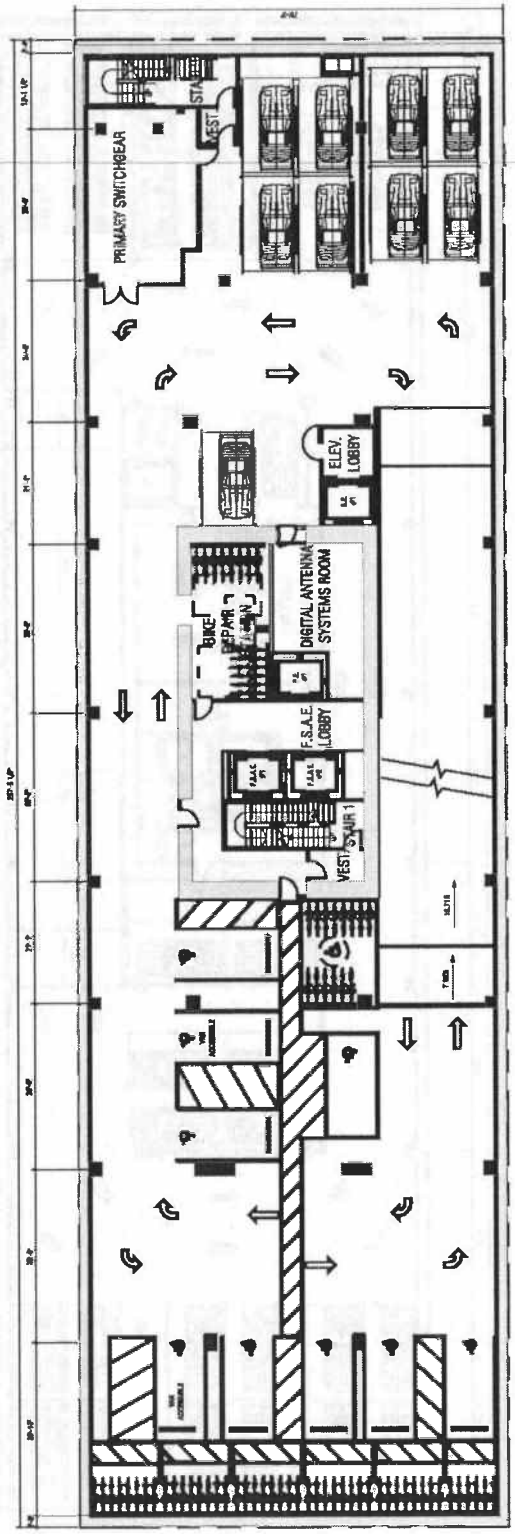


Figure 6 – Proposed West-East Section
Source: Arquitectonica 2014

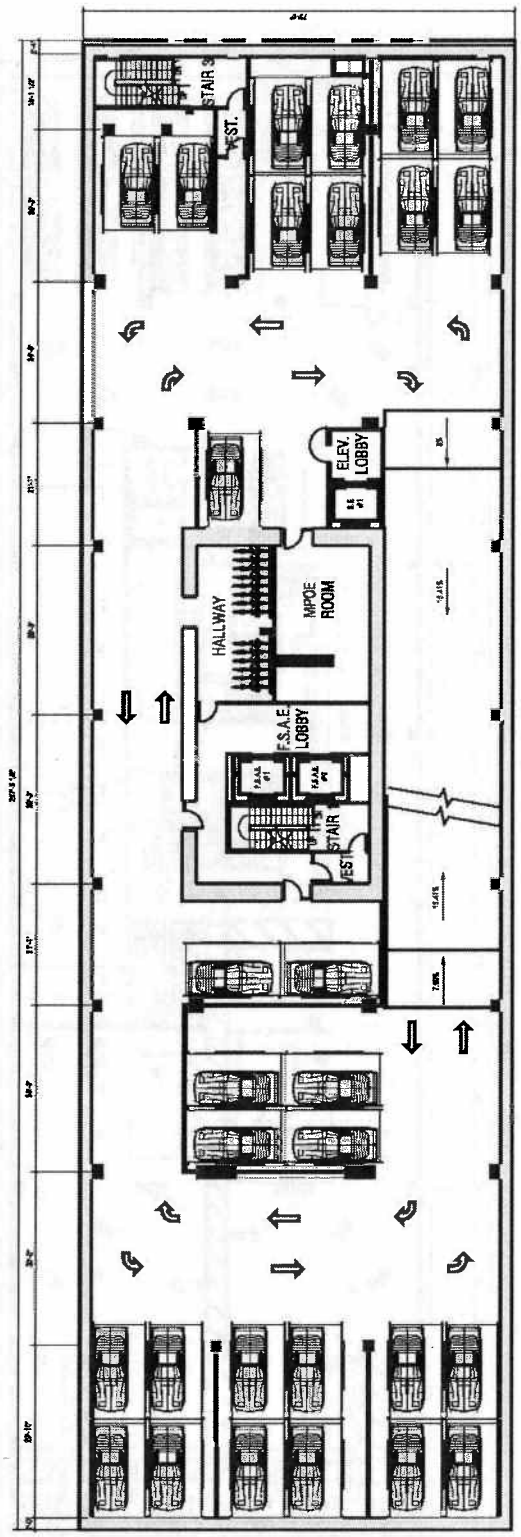


Vehicle parking (B1) includes:
- 15 stacked (lift) spaces
- 3 stacked car share spaces
- 9 accessible spaces
- 9 'no post'/'column free' lift spaces
- 4 valet parking spaces

Total: 40 spaces

Bicycle parking (B1) includes:
- 164 double decker spaces
- 3 vertical spaces

Figure 7 – Proposed Level B1 Floor Plan
Source: Arquitectonica 2014

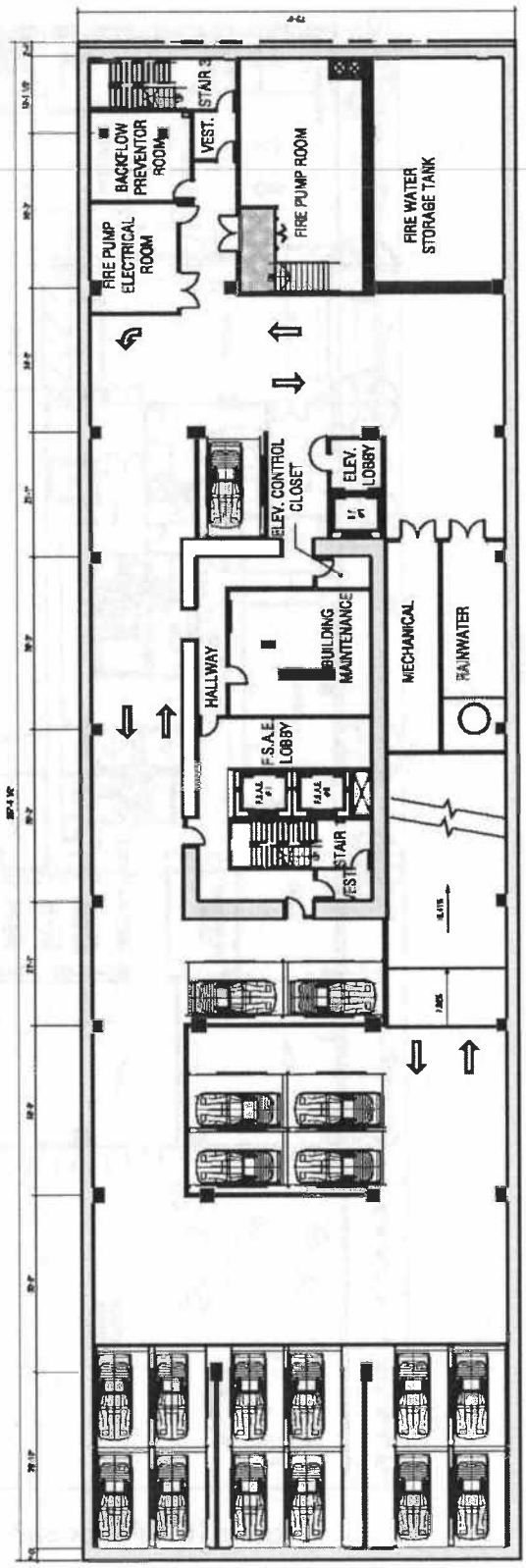


Vehicle parking (B2) includes:
- 58 stacked (lift) spaces
- 19 'no post'/'column free' lift spaces
- 4 valet parking spaces

Total: 81 spaces

No bicycle parking on B2

Figure 8 – Proposed Level B2 Floor Plan
Source: Arquitectonica 2014



Vehicle parking (B3) includes:
- 50 stacked (lift) spaces
- 19 'no post'/'column free' lift spaces
- 8 valet parking spaces

Total: 77 spaces

No bicycle parking on B3

Figure 9 – Proposed Level B3 Floor Plan
Source: Arquitectonica 2014

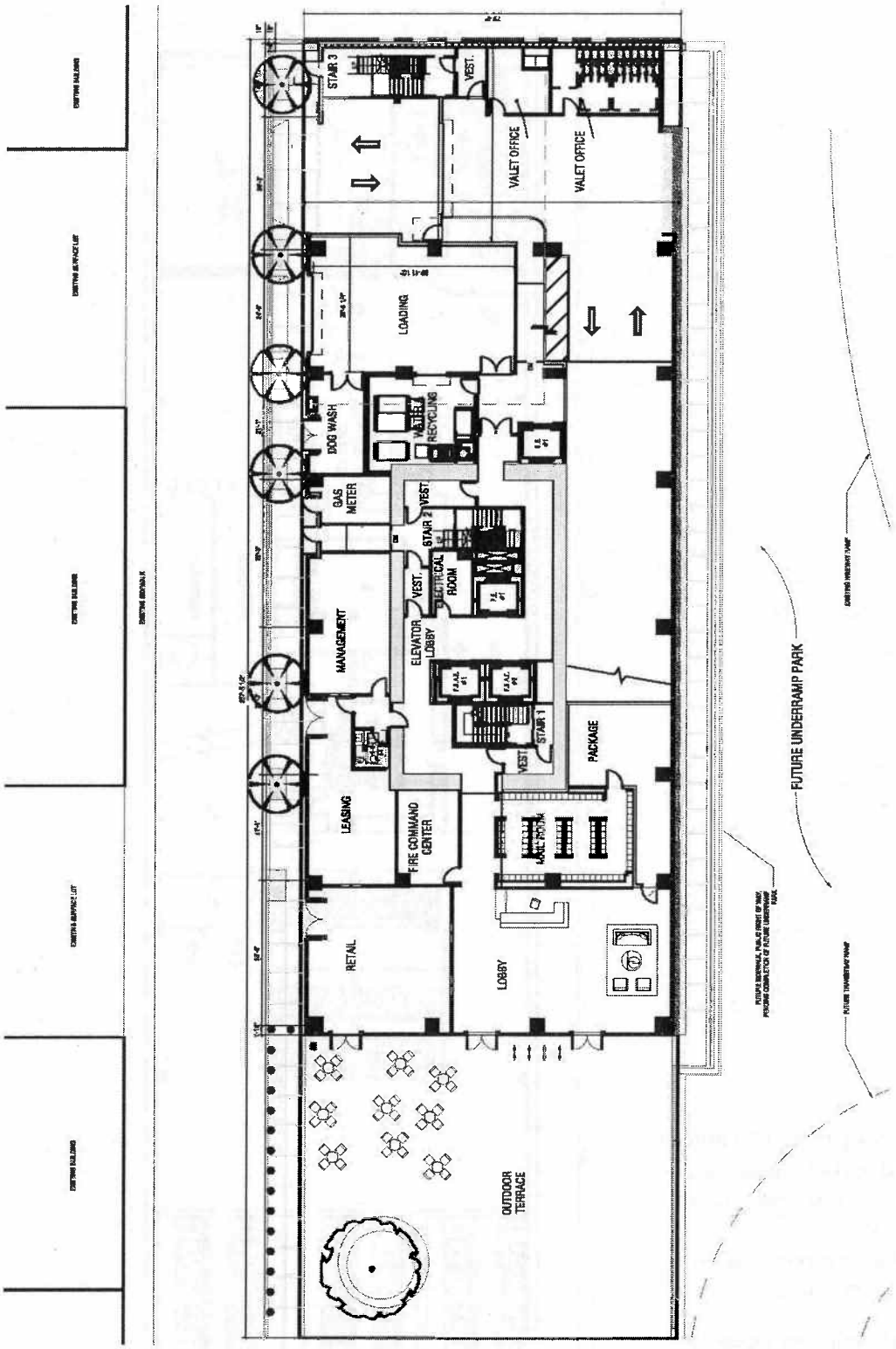


Figure 10 – Proposed Level 1 (Ground Level)
Source: Arquitectonica 2014

The project proposes to provide 167 Class I double-hung bicycle spaces; 3 vertical spaces and 164 double-hung bicycle spaces on Level B1 (Figure 7) of the proposed tower. Four Class II bicycle parking spaces would also be provided along Tehama Street at ground level. Access to the bicycle spaces on Level 1 would be provided via the building lobby or secondary entrances providing dedicated access. The 167 bicycle spaces would meet the bicycle space requirements of Planning Code Section 155.5 (which for 418 units would require 167 Class I and 4 Class II bicycle parking spaces).

Level 2 of the proposed building would provide additional storage and eight residential units (**Figure 11: Proposed Level 2 Floor Plan**). Level 3 would accommodate seven residential units, an indoor amenity space, and an outdoor terrace amenity space (**Figure 12: Proposed Level 3 Floor Plan**). Levels 4 through 34 would be entirely residential in use. The typical tower floor plans would accommodate approximately 13 residential units per level (**Figure 13: Proposed Typical Tower Floor Plan [Levels 4 through 34]**). Level 35 would accommodate the outdoor rooftop terrace, and interior solarium and amenity space (**Figure 14: Proposed Level 35 Floor Plan [Roof Terrace Level]**). The rooftop terrace would be located approximately 360 feet above grade on the north and east portions of the tower overlooking Tehama Street, and would have a solid wall around its exterior boundary for security purposes.

The roof levels (**Figure 15: Proposed Roof Plan (Level 36)** and **Figure 16: Proposed Roof Plan (Level 37)** would contain the mechanical equipment, elevator machine room, and other rooftop equipment (**Figure 15: Proposed Roof Plan**). A 23-foot-tall mechanical penthouse would extend above Level 35, bringing the height of the tower to approximately 383 feet.[4]

The proposed tower would be set back approximately 59 feet at Level 1 (ground level) from the western property line of the project site. The vacant space created by this 59-foot setback would be occupied by the 4,500-square-foot common open space plaza. The proposed tower would be built to the property lines on the north, south, and east sides at Level 1. At Level 3, the east side of the building would be recessed about 38 feet from the eastern property line of the project site. The open space terrace on Level 3 created by this setback would be accessible to all building residents. Levels 4 through 34 would be set back 59 and 38 feet from the western and eastern property lines of the project site, respectively. At Level 35, the northern and eastern portion of the building would be recessed about 26 feet from the northern and eastern property lines. The open space terrace on Level 35 created by this setback would be accessible to all building residents.

[4] The proposed tower would extend to a height of 360 feet as measured pursuant to Planning Code Section 102.12. The absolute height of the proposed tower would be 383 feet, which would include the 23-foot-tall mechanical penthouse.

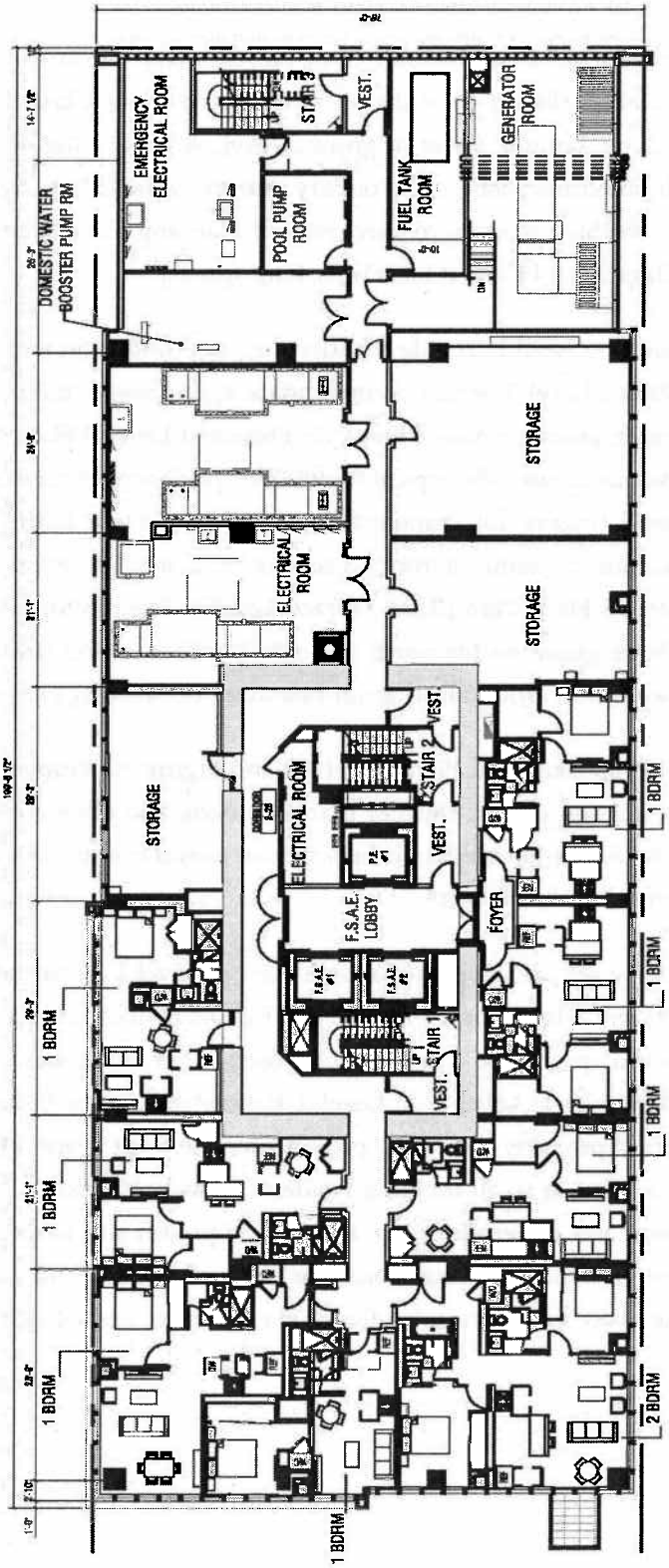


Figure 11 – Proposed Level 2 Floor Plan
Source: Arquitectonica 2014

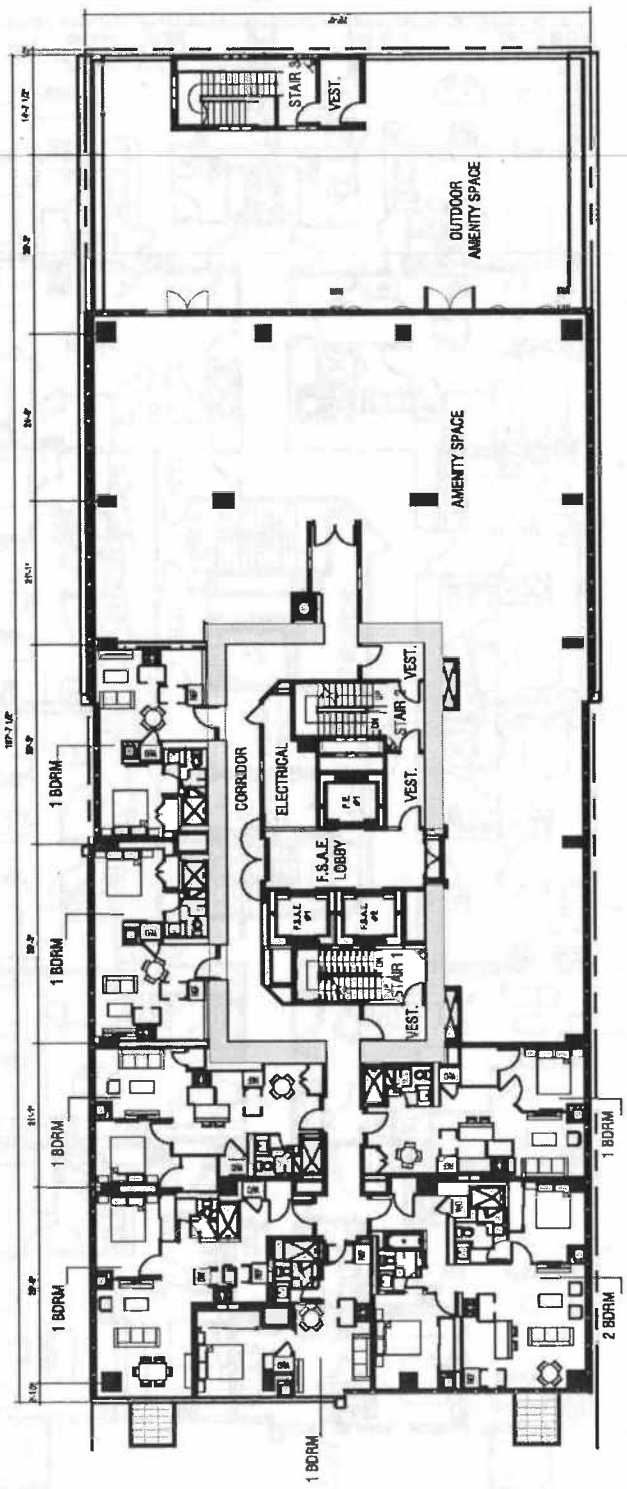


Figure 12 – Proposed Level 3 Floor Plan
Source: Arquitectonica 2014

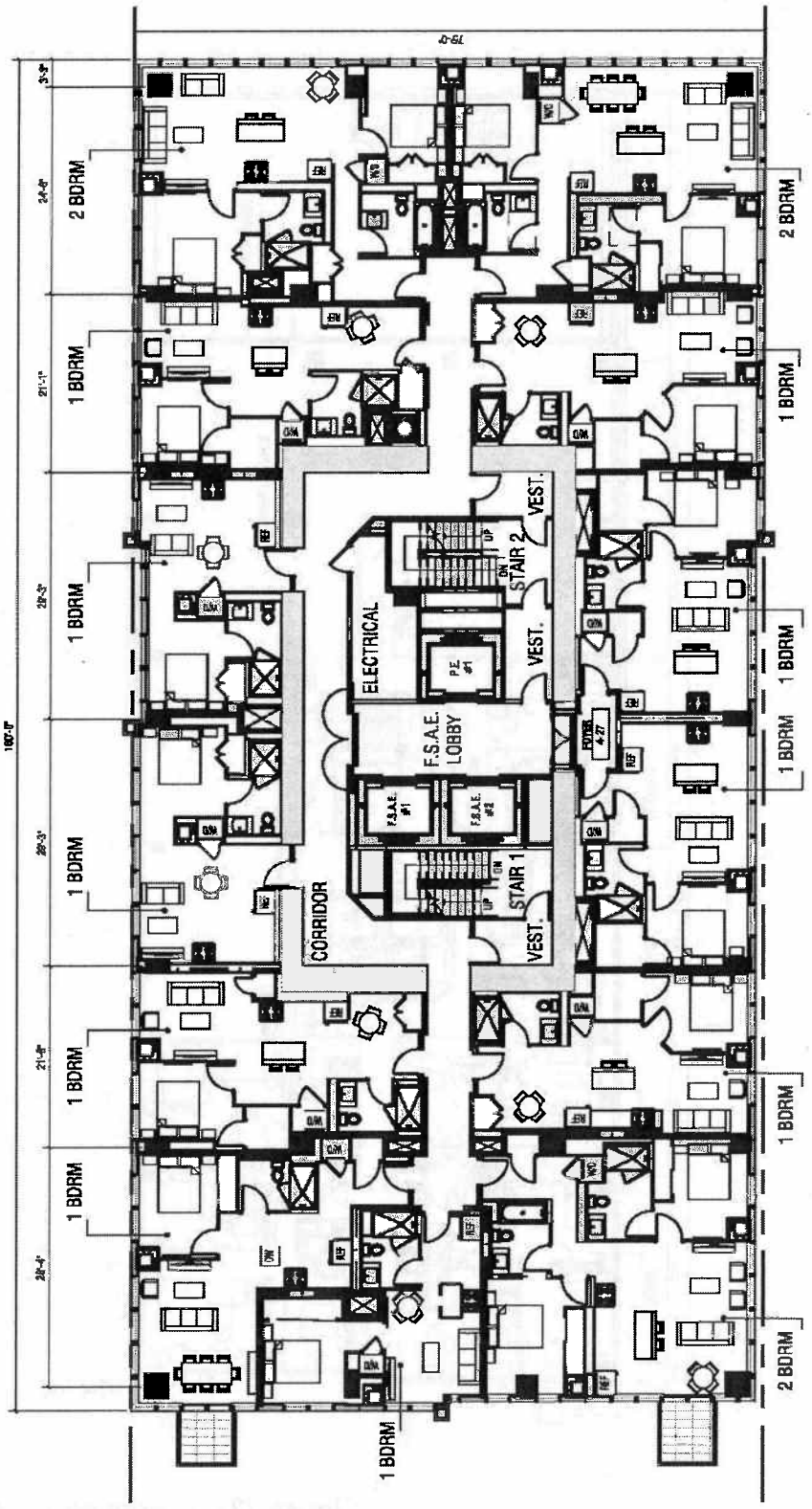


Figure 13 – Proposed Typical Tower Floor Plan (Levels 4 through 34)
Source: Arquitectonica 2014

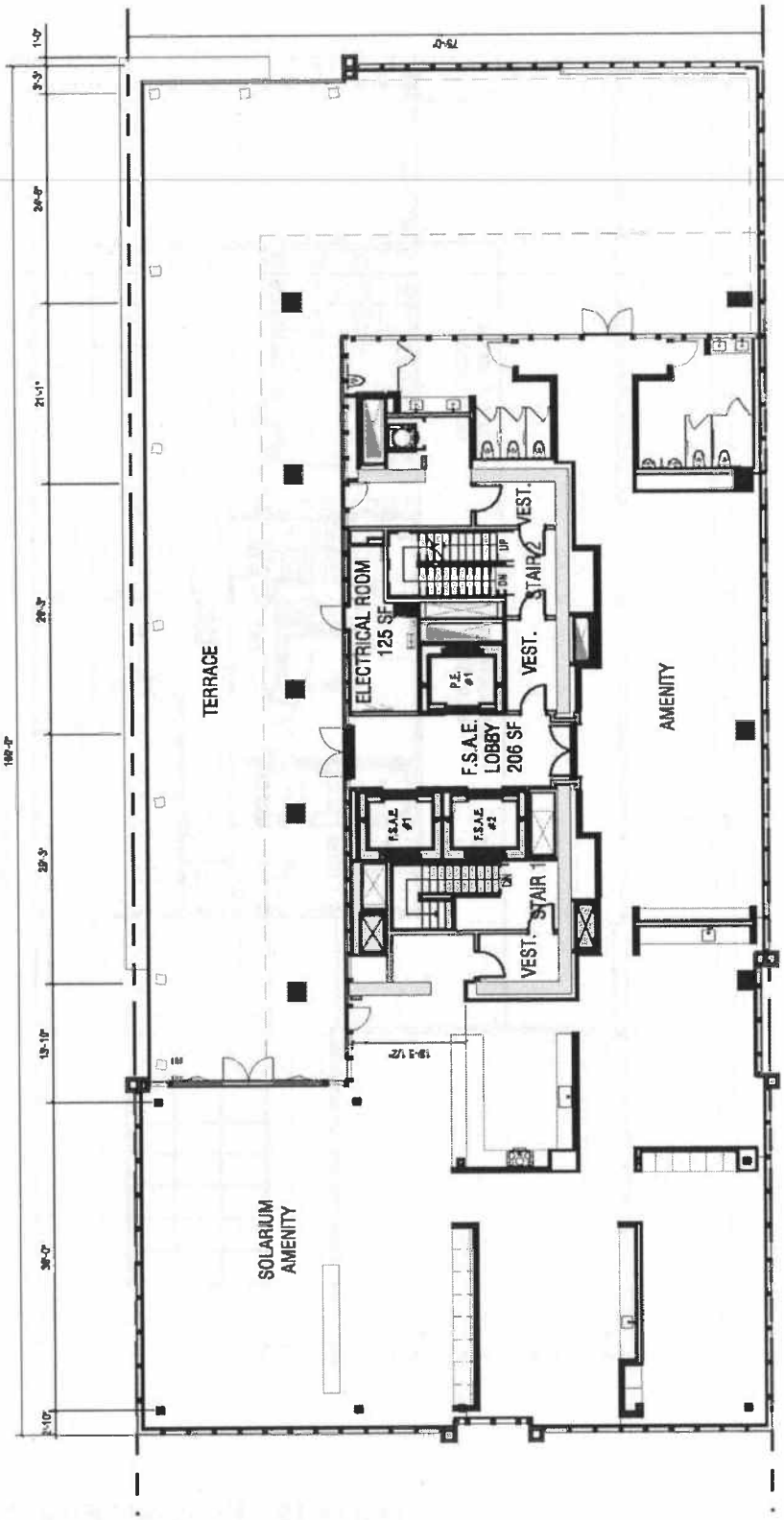


Figure 14 – Proposed Level 35 Floor Plan (Roof Terrace Level)
Source: Arquitectonica 2014

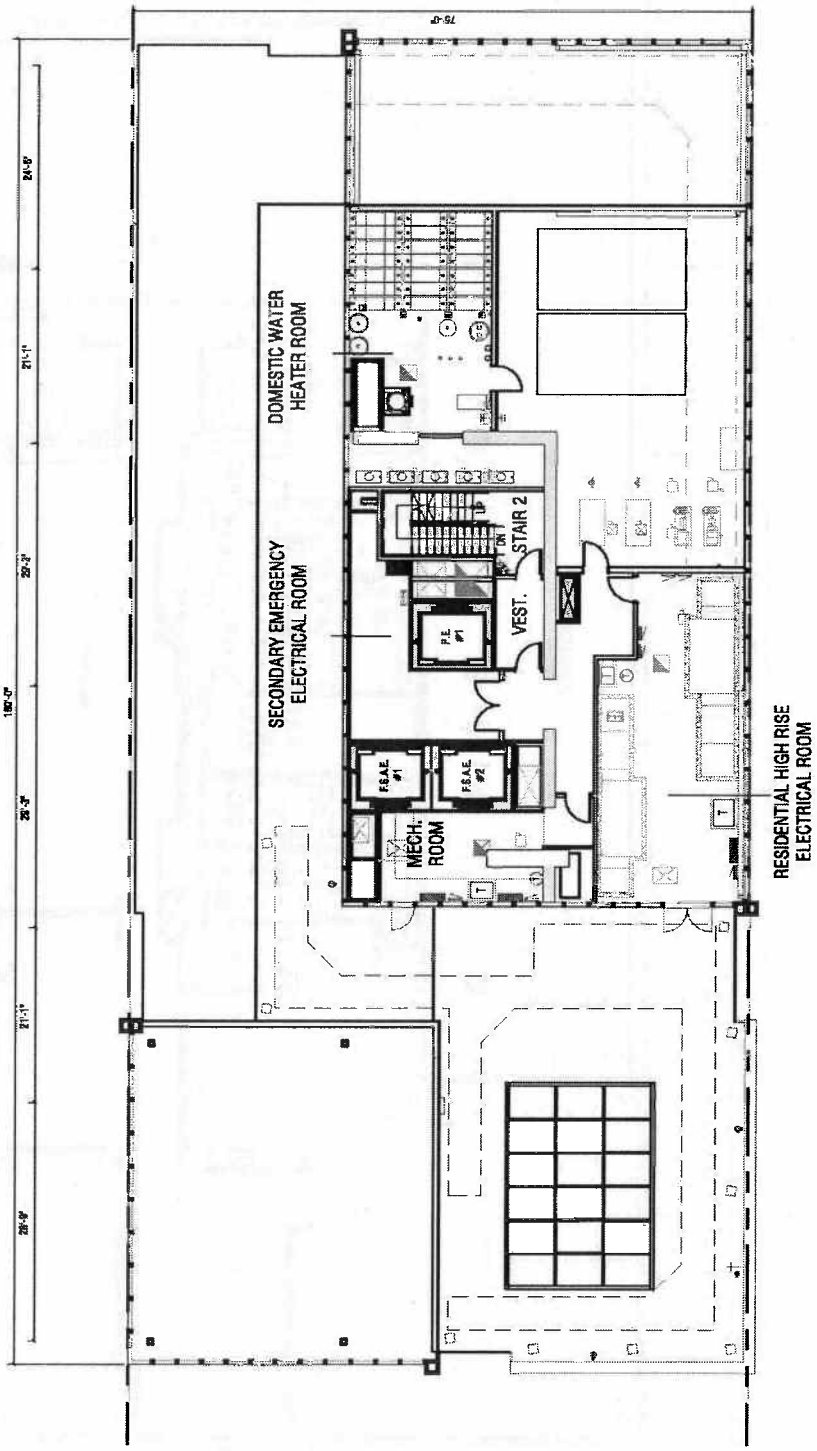


Figure 15 – Proposed Roof Plan (Level 36)
Source: Arquitectonica 2014

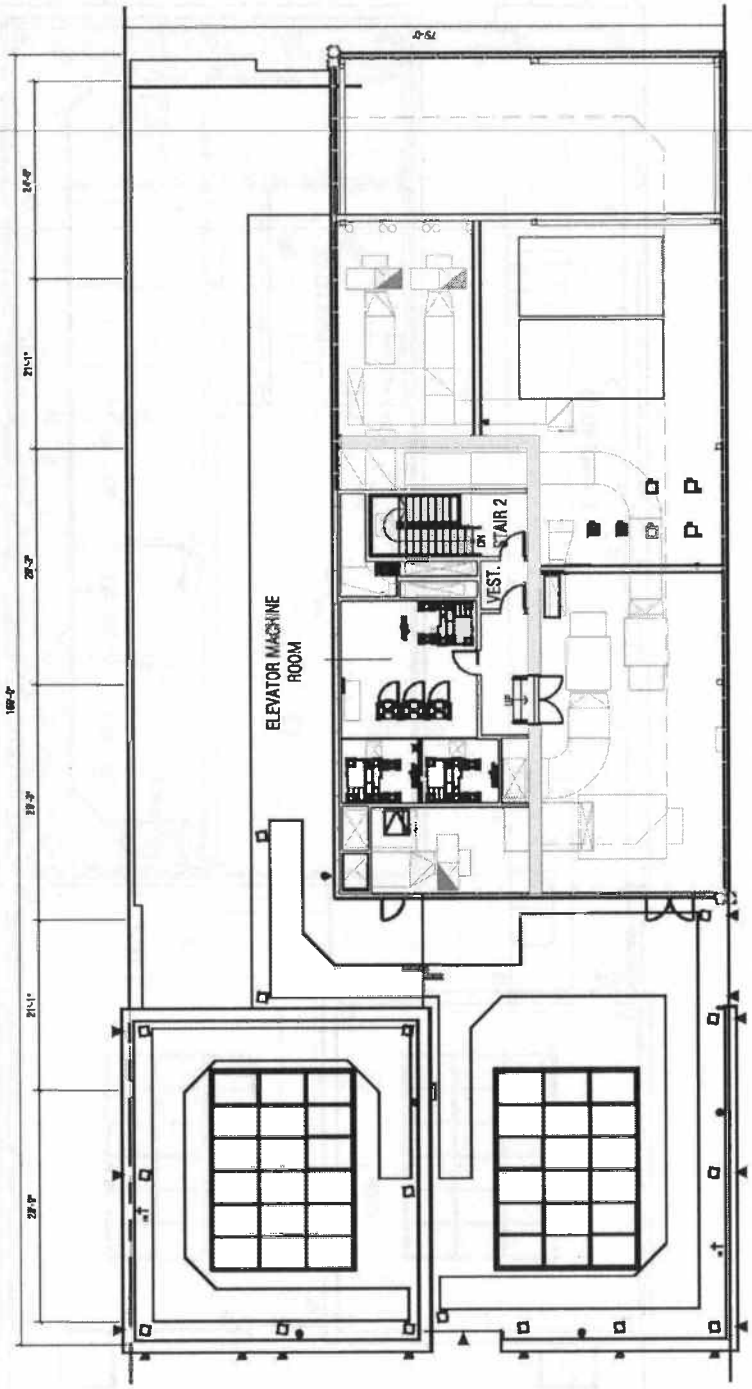


Figure 16 – Proposed Roof Plan (Level 37)
Source: Arquitectonica 2014

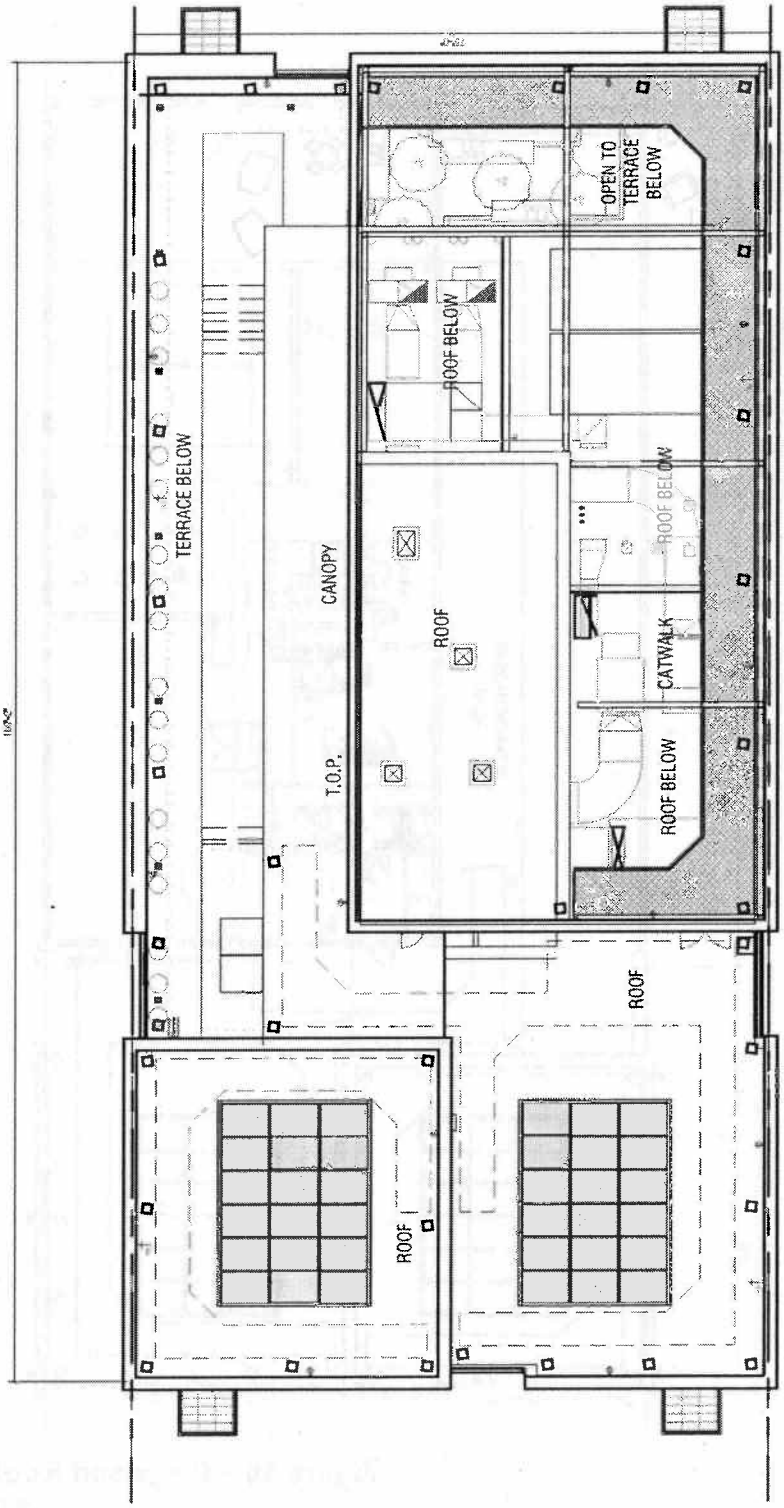


Figure 17 – Proposed Roof Plan (Level 38)
Source: Arquitectonica 2014

Site access would be provided on Tehama Street only. Vehicular access to the project site for the parking garage would be provided on the south side of Tehama Street by a curb cut approximately 230 feet east of Second Street. The garage driveway would be left-turn inbound/left-turn outbound accessible only because Tehama Street is a one-way westbound roadway and the project site is located on the south side of the street. The proposed project would provide an off-street loading dock with two loading spaces, one 25 feet long and the other 35 feet long. Vehicular access to the project site for the loading docks would be provided on Tehama Street by a curb cut approximately 10 feet west of the garage driveway. To access the dock, loading vehicles would need to drive past the dock and back into the loading spaces. Pedestrian access to the building would be provided along the south side of Tehama Street through a lobby and from the proposed ground-level plaza (see Figure 10).

The proposed tower would be constructed to the standards required for a Leadership in Energy Efficient Design (LEED®) Silver rating or better.[5] The proposed tower's exterior design would be primarily composed of metal and glass, but may include other elements as well. Exterior building elements would include stacked balconies with recessed alcoves. The first 60 feet of the proposed building façade as well as any feature-related bird strike hazards (as defined in Planning Code Section 139 and including, but not limited to, free standing glass walls and balconies), would include bird safe glazing treatments.

The proposed project would be constructed atop a concrete mat foundation, which would support the building without the need for pile driving. Excavation for the below-grade parking levels would require removal of approximately 35,000 cubic yards of soil, and would extend to a maximum finished depth of about 53 feet below grade.

Project construction is anticipated to take approximately 29 months, with a construction cost estimated at $60 million.

Project Approvals

On November 14, 2013, the Planning Commission approved an amended Downtown Project Authorization and Requests for Exceptions pursuant to Section 309 (Motion No. 19021), to add additional floors to the previously approved (Motion No. 18753) project. Additionally, on December 19, 2013, the Zoning Administrator issued a Variance Decision Letter granting requested Variances for the revised project from the Planning Code requirements for dwelling unit exposure (Section 140) (collectively, Case No. 2013.0256VX). According to Current Planning review, although the current proposal would increase the number of dwelling units from the previously approved 398 to 418, this increase in the number of dwelling units substantially conforms to the approvals previously granted under Case Nos.

[5] A green building standard set by the U.S. Green Building Council.

2008.0801EVX and 2013.0256VX.[6] The proposed increase in the number of dwelling units would not entail changes to the exterior of the building, and would not require amendments to the previously-approved Downtown Project Authorizations or Variances. The proposed 41 Tehama Street project would require the approval of a Site Permit by DBI which would constitute the Approval Action pursuant to the San Francisco Administrative Code. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

COMMUNITY PLAN EXEMPTION OVERVIEW

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

This determination evaluates the potential project-specific environmental effects of the proposed 41 Tehama Street project described above, and incorporates by reference information contained within the Programmatic EIR for the Transit Center District Plan (TCDP PEIR).[7] 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 Transit Center District Plan PEIR.

In 2006, a Mayor's Interagency Working Group published a report calling for the City to undertake further land use studies around the Transit Center to investigate whether building densities and heights could be increased further in recognition of the transit investment, and whether such growth could be leveraged to generate substantial new revenues to help fund the full Transit Center project, including the Downtown Rail Extension.

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[6] Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 41 Tehama Street, December 31, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0256E.

[7] Planning Department Case Nos. 2007.0558E and 2008.0789E and State Clearinghouse No. 2008072073.

In 2007, the Planning Department initiated a public planning effort called the Transit Center District Plan (referred to in this document as the TCDP or "the Plan"), focused on the area roughly bounded by Market Street, The Embarcadero, Folsom Street, and Hawthorne Street. The Planning Department held numerous public workshops and worked with consultants throughout 2008 and 2009, resulting in the publication of a draft Plan in November 2009. In April 2012, the Planning Department published a plan addendum revising and clarifying aspects of the draft Plan.

The Plan supports and builds on the Downtown Plan's vision for the area around the Transbay Transit Center as the heart of the new downtown. The Plan area consists of approximately 145 acres in the southern portion of the downtown Financial District, roughly bounded by Market Street, Steuart Street, Folsom Street, and a line to the east of Third Street. The Plan enhances and augments the Downtown Plan's patterns of land use, urban form, public space, circulation, and historic preservation, and makes adjustments to this specific subarea based on the current understanding of issues and constraints facing the area, particularly in light of the Transit Center project.

The Plan rezones the Plan area (except most public (P) districts, with the exception of the Transit Tower site, and Redevelopment Plan Zone 1) to C-3-O (SD). The Plan establishes new planning policies and controls for land use; urban form, including building height and design; street network modifications/public realm improvements; historic preservation; and district sustainability, including enhancement of green building standards in the district, among other features. The Plan also allows for height limit increases in subareas composed of multiple parcels or blocks within the Plan area.

On May 24, 2012, the San Francisco Planning Commission certified the TCDP PEIR.[8] The TCDP PEIR analyzed amendments to the Planning Code, zoning maps, and amendment of the San Francisco General Plan (General Plan). The analysis in the TCDP PEIR was based on an assumed development and activity that were anticipated to occur under the Plan.

Subsequent to certification of the TCDP PEIR, the Board of Supervisors approved, and on August 8, 2012 the Mayor signed into law, revisions to the Planning Code, zoning maps, and General Plan that constituted the "project" analyzed in the TCDP PEIR. The legislation created new zoning controls that allow for increased office space, limit non-commercial development, and encourage a diversity of businesses on the ground floor.

Section 15183 of the CEQA Guidelines states that projects which are consistent with the development density established by a community plan for which an Environmental Impact Report was certified shall not require additional environmental review, except as necessary to determine the presence of project-specific significant effects not identified in the programmatic, plan area EIR. As discussed in this

[8] San Francisco Planning Department. 2012. Transit Center District Plan and Transit Tower Environmental Impact Report (Case No. 2007.0558E and 2008.0789E; State Clearinghouse No. 2008072073). Certified May 24, 2012. San Francisco, CA (TCDP PEIR). This document is on file and available for review as part of Case File No. 2007.0558E and 2008.0789E at 1650 Mission Street, Suite 400, San Francisco, CA.

Certificate of Determination, the Planning Department reviewed the proposed project for consistency with the TCDP and for the potential for the proposed project to result in significant impacts not identified in the Transit Center District Plan and Transit Tower Environmental Impact Report ("TCDP PEIR" or "PEIR") certified on May 24, 2012.

This determination evaluates the potential project-specific environmental effects unique to the project at 41 Tehama Street as described above, and incorporates by reference information contained within the TCDP PEIR (Case Nos. 2007.0558E and 2008.0789E; State Clearinghouse No. 2008072073). Project-specific analysis summarized in this determination was prepared to determine if there would be significant impacts attributable to the proposed project. These technical studies examined the project's potential environmental effects on transportation and circulation, noise, wind, shadow, geology, and hazardous materials.

This determination assesses the proposed project's potential to cause environmental impacts and concludes that the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the PEIR. The project-level analysis, as discussed in this determination, does not identify new or additional information that would alter the conclusions of the PEIR. This determination also identifies mitigation measures contained in the TCDP PEIR that would be applicable to the proposed project at 41 Tehama Street. Relevant information pertaining to prior environmental review conducted for the PEIR is included, as well as an evaluation of potential environmental effects.

Individual projects that occur following the certification of the TCDP PEIR under the Transit Center District Plan 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 41 Tehama 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 41 Tehama Street project, and identified the mitigation measures applicable to the project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.[9,10] Therefore, no further CEQA evaluation for the 41 Tehama Street project site is required. In sum, the TCDP PEIR and this Certificate of Exemption for the proposed project comprise the full and complete CEQA evaluation necessary for the project.

[9] Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 41 Tehama Street, October 29, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.0256E.

[10] Jeff Joslin, San Francisco Planning Department, December 31, 2014.

Previously Issued Environmental Documents

In 2006, the Planning Department prepared a mitigated negative declaration for a smaller proposal on the project site. That proposal was the subject of an appeal before the Planning Commission.[11] Since then, the Planning Department has rezoned the subject property as part of the TCDP. The TCDP, approved August 8, 2012, establishes new planning policies and land use controls, allowing for taller building heights on the project site.

Two Community Plan Exemptions (CPE) were previously issued for projects on the site. A CPE was issued on November 13, 2012, for a previous proposal (Case No. 2008.0801E) on the project site that included a 32-story, 342-foot-tall building with 325 residential units.[12] A second CPE (2013.0256E) was issued on October 16, 2013 for a 35-story, 382-foot-tall (including a 23-foot-tall mechanical penthouse) tower with 398 residential units.[13] The project sponsor currently proposes to change the building floor plans evaluated in the October 6, 2013 CPE by increasing the dwelling unit count to 418 units (an increase of 20 units), dwelling unit mix by providing 319 studio/one-bedroom dwelling units and 99 two-bedroom dwelling units, proposed and increasing the mechanical penthouse height by one foot.

Although the mechanical penthouse would increase in height by one foot, the number of stories in the building would remain the same. The one foot increase in the penthouse design would not alter the technical analysis, including wind and shadow that was conducted for the October 13, 2013 CPE. Therefore, since the building footprint and land uses of the current proposal (2014) remain the same, and the mechanical penthouse height increases by one foot, the environmental effects of the current proposal have been substantially addressed in the October 13, 2013 CPE. This CPE analysis therefore focuses on the environmental effects of the differences between 2013 and 2014 proposals (primarily changes to the transportation analysis as a result of the proposed dwelling unit increase and dwelling unit mix).

PROJECT SETTING

As noted above, the project site is within the Transit Center District Plan area, which is centered on the new Transbay Transit Center site, located along Natoma Street between 2nd and Beale streets. The new Transbay Transit Center, now under construction, proposed to include a new five acre public open space, known as "City Park" atop the Transit Center building. The overarching premise of the Transit Center District Plan is to accommodate projected office-related job growth in proximity to the City's greatest concentration of public transit service. The project site is located at 41 Tehama Street (Assessor's Block 3736, Lot 190) south of the new Transbay Transit Center in the Financial District, in the southeast quadrant of San Francisco. The site is bounded by Tehama Street to the north, First Street to the east, Clementina Street to the south, and Second

[11] The environmental evaluation for the 2006 proposal on the subject property, Planning Department Case File No. 2004.0803E is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103.

[12] The CPE for the 32-story, 342-foot-tall 2012 proposal on the subject property, Planning Department Case File No. 2008.0801E is on file and the file is available for public review at the Planning Department.

[13] The CPE for the 35-story, 382-foot-tall 2013 proposal on the subject property, Planning Department Case File No. 2013.0256E is on file and the file is available for public review at the Planning Department.

Street to the west. The Interstate 80 off-ramp abuts the project site along its southern boundary. The project site street frontage along Tehama Street is approximately 300 feet long with a parcel depth of about 75 feet. The site contains an existing 400 square foot maintenance building and surface parking lot.

The project site and vicinity are characteristic of the downtown, varying in heights and uses. Height limits in the vicinity range from 80 feet just south of the project site to up to 750 feet north of Howard Street. However, most lots are zoned for heights between 150 to 350 feet. Land uses are similarly varied and consist mostly of office, residential, and commercial uses. Immediately west of the project site, on the south side of Tehama Street, is a six-story, approximately 90-foot-tall, office building. East of the project site, at 19 Tehama Street, is a five-story, mixed-use residential and retail building that includes four dwelling units and ground floor retail. Further east, at 234-236 First Street, on the southwest corner of First and Tehama streets, is the Phillips & Van Orden building, a five-story, approximately 95-foot-tall building housing office uses. On the northwest corner of First and Tehama streets, at 505-525 Howard Street is the Foundry Square development, which includes four 10-story (about 160 feet tall) mixed-use office and retail buildings. Two of the four buildings were completed in 2003, a third building was completed in 2007, and a fourth building is currently under construction. Directly across the street from the project site (north side of Tehama Street), are a number of low-rise buildings varying in height from two to five-stories and housing mostly office and retail uses. At the northwest corner of Second and Tehama Streets, is the 222 Second Street project, an approximately 350-foot-tall office building currently under construction. The remainder of buildings along Second Street, between Howard and Folsom Streets consist of three to five-story commercial buildings, with the exception of the approximately 200-foot-tall Marriot Courtyard Hotel at 299 Second Street.

POTENTIAL ENVIRONMENTAL EFFECTS

The Transit Center District Plan PEIR included analyses of environmental issues including land use; plans and policies; aesthetics; population, housing, business activity, and employment; cultural resources; transportation; noise; air quality; greenhouse gas emissions; wind; shadow; recreation and public space; utilities and service systems; public services; biological resources; geology, soils, and seismicity; hydrology and water quality; hazards and hazardous materials; mineral and energy resources; and agricultural and forestry resources. The proposed 41 Tehama Street Project is in conformance with the height, use, and density of the site described in the TCDP PEIR and would represent a small portion of the growth that was forecasted for the Plan.[14,15] Thus, the project analyzed in the TCDP PEIR considered the incremental impacts of the proposed 41 Tehama Street Project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the TCDP PEIR.

Significant and unavoidable impacts were identified in the TCDP PEIR for the following topics: aesthetics, historic architectural resources, transportation and circulation, noise, air quality, and shadow. The proposed project at 41 Tehama Street would be consistent with the aesthetic and view analysis conducted in the TCDP

[14] Varat, 2014.

[15] Joslin, 2014.

PEIR and the subsequent October 13, 2013 CPE, and would not contribute considerably to the significant and unavoidable aesthetic impact identified in the TCDP PEIR.

The proposed project would not contribute to significant and unavoidable historic architectural resources impacts since the proposed project would not involve the demolition of a historic resource and would be subject to the mitigation measures established in the TCDP PEIR for off-site historic resource protection during construction.

For transportation, the proposed project at 41 Tehama Street is not expected to result in significant impacts beyond what was analyzed in the TCDP PEIR, and thus would not generate additional trips, or cause additional impacts related to intersection Level of Service (LOS), circulation and access, and transit beyond what was assumed in the TCDP's PEIR analysis.[16] Consistent with the analysis in the PEIR, the proposed project would contribute to significant and unavoidable traffic impacts at the intersections of First and Howard Streets and Second and Tehama Streets. No additional feasible mitigation measures have been identified and these impacts remain significant and unavoidable. The proposed project would not be expected to result in increased occupancy or expansion of use at the project site beyond what was analyzed in the TCDP PEIR, and thus would not generate transit trips beyond what was assumed in the analysis. The project would implement applicable TCDP transit and traffic mitigation measures, identified below, which would reduce potential intersection LOS, circulation and access and construction impacts of the 41 Tehama Street project.

In accordance with the TCDP PEIR requirements, the project sponsor has agreed to implement TCDP noise mitigation measures. With implementation of these mitigation measures, impacts related to construction noise and to the noise at the proposed residential open space would be reduced to a less-than-significant level.

The proposed project would contribute to significant air quality impacts as identified in the TCDP PEIR. In accordance with the PEIR requirements, the project sponsor has agreed to implement air quality mitigation measures, identified below, to reduce emissions and protect proposed residents from air pollutants.

The proposed project would not cast new shadow on Recreation and Park properties, but would cast new shadows on surrounding privately-owned, public open spaces (POPOS) and City Park (located on top of the Transit Center building now under construction). Because City Park is not yet built, it is not possible to determine, with certainty, whether the proposed project would cast new shadow on City Park that could substantially affect the use and enjoyment of this park. However, the proposed project would shade successive portions of the park for up to 4 hours, at times shading 10 percent of the park. Consistent with the findings in the TCDP PEIR, the proposed project was determined to contribute to

[16] AECOM, September 17, 2014 Memorandum on 41 Tehama Street: Supplemental Analysis for Revised Development Program.

significant shadow impacts identified in the PEIR. Consistent with the findings of the TCDP PEIR, no feasible mitigation measures have been identified for this shadow impact.

The TCDP PEIR identified feasible mitigation measures to address significant impacts related to archeological resources, historic architectural resources, transportation and circulation, noise, air quality, wind, biological resources, and hazardous materials. **Table 1** below lists the feasible mitigation measures identified in the TCDP PEIR and states whether each measure would apply to the proposed project.

Table 1 – Transit Center District Plan PEIR Mitigation Measures

Mitigation Measure	Applicability
D. Cultural and Paleontological Resources	
M-CP-1: Subsequent Archeological Testing Program	Applicable. Project sponsor will retain an archeological consultant, submit an Archeological Testing Plan (ATP) for review, implement the ATP prior to soil disturbance, and as needed implement an Archeological Monitoring Program (AMP) with all soil-disturbing activities. Project sponsor and archeologist would notify and mitigate the finding of any archeological resource in coordination with the Environmental Review Officer (ERO).
M-CP-3a: HABS/HAER Documentation	Not Applicable: No Historic Resource on-site.
M-CP-3b: Public Interpretive Displays	Not Applicable: No Historic Resource on-site.
M-CP-3c: Relocation of Historical Resources	Not Applicable: No Historic Resource on-site.
M-CP-3d: Salvage of Historical Resources	Not Applicable: No Historic Resource on-site.
M-CP-5a: Construction Best Practices for Historical Resources	Applicable. Off-site Historic Resources in Project Area. Project sponsor shall incorporate into the construction specifications the requirement that contractors shall use all feasible means to avoid damage to nearby historic buildings.
M-CP-5b: Construction Monitoring Program for Historical Resources	Applicable. Off-site Historic Resources in Project Area. Project sponsor shall undertake a monitoring program using a qualified historic architect or preservation professional to minimize, document and repair any damage to nearby historic buildings. Construction vibration levels shall be established and monitored through the program.
M-C-CP: Mitigation of Cumulative Historical Resources Impacts	Not Applicable: No Historic Resource on-site.

Mitigation Measure	Applicability
E. Transportation	
M-TR-1a: Signal Timing Optimization	Not Applicable. Intersections identified for signal optimization by San Francisco Municipal Transportation Agency (SFMTA) not near the project site.
M-TR-1b: Taxi Left Turn Prohibition	Not Applicable. Third/Mission not in immediate project vicinity and project would not contribute to this impact.
M-TR-1c: Beale/Mission Streets Bulbs and Optimization	Not Applicable. Beale/Mission not in project vicinity and project would not contribute to this impact.
M-TR-1d: Steuart/Howard Street Restriping	Not Applicable. Steuart/Howard not in project vicinity and project would not contribute to this impact.
M-TR-1e: Beale/Folsom Streets Left-Turn Prohibition and Signal Optimization	Not Applicable. Beale/Folsom not in project vicinity and project would not contribute to this impact.
M-TR-1f: Third/Harrison Street Restriping	Not Applicable. Third/Harrison not in immediate project vicinity and project would not contribute to this impact.
M-TR-1g: Hawthorne/Harrison Streets Restriping	Not Applicable. Hawthorne/Harrison not in project vicinity and project would not contribute to this impact.
M-TR-1h: Second/Harrison Street Turn Prohibition and Optimization	Not Applicable. Second/Harrison not in project vicinity and project would not contribute to this impact.
M-TR-1i: Third/Bryant Streets Bulbs and Optimization	Not Applicable. Third/Bryant not in project vicinity and project would not contribute to this impact.
M-TR-1j: Second/Bryant Streets Bulbs and Optimization	Not Applicable. Second/Bryant not in project vicinity and project would not contribute to this impact.
M-TR-1k: Second/Tehama Streets Restriping and Optimization	Applicable. Project sponsor shall work with SFMTA and fund the signage to prohibit the eastbound and westbound left turns at the Second Street/Tehama Street intersection during a.m. and p.m. peak hours.
M-TR-1l: Mid-Block Signalized Intersection Improvements	Not applicable. Locations noted not near project site.
M-TR-1m: Downtown Traffic Signal Study	Applicable. Project sponsor shall coordinate with SFMTA and participate as requested on the study of TCDP traffic signals.

Mitigation Measure	Applicability
M-TR-3a: Installation and Operation of Transit-Only and Transit Queue-Jump Lanes	Not Applicable. Project does not have transit impacts and project would not contribute substantially to this impact.
M-TR-3b: Exclusive Muni Use of Mission Street Boarding Islands.	Not Applicable. Project would not contribute substantially to this impact.
M-TR-3c: Transit Improvements on Plan Area Streets	Not Applicable. Project would not contribute to this impact.
M-TR-3d: Increased Funding to Offset Transit Delays	Not Applicable. Project would not contribute substantially to this impact.
M-TR-3e: Increased Funding of Regional Transit	Not Applicable. Project would not contribute substantially to this impact.
M-TR-4a: Widen Crosswalks	Not applicable to private development projects. Mitigation to be implemented by SFMTA for TCDP area.
M-TR-5: Garage/Loading Dock Attendant	Applicable. Project sponsor shall provide building personnel to assist with any trucks backing into the building's loading docks.
M-TR-7a: Loading Dock Management	Applicable. Project sponsor and building management of 41 Tehama building shall limit the hours (to non-peak periods) that trucks >25 feet in length are permitted to use the loading dock and install audio and/or visual warning devices.
M-TR-7b: Augmentation of On-Street Loading Space Supply	Not applicable to private development projects. Mitigation to be implemented by SFMTA for TCDP area.
M-TR-9: Construction Coordination	Applicable. Project sponsor and contractors shall limit truck movements during a.m. and p.m. peak periods, and manage traffic as needed at nearby intersections. Project contractors shall meet with City Agencies (SFMTA, Fire, etc.) to determine ways to minimize construction-related transportation effects and coordinate with other surrounding project construction.
F. Noise	
M-NO-1a: Noise Survey and Measurements for Residential Uses	Applicable. But project design meets requirements. No additional mitigation required.
M-NO-1b: Noise Minimization for Residential Open Space	Applicable. Project design has met this requirement, no further mitigation is required.

Mitigation Measure	Applicability
M-NO-1c: Noise Minimization for Non-Residential Uses	Not applicable, project is residential.
M-NO-1d: Mechanical Equipment Noise Standard	Applicable. But project design meets requirements. No additional mitigation required.
M-NO-1e: Interior Mechanical Equipment	Applicable. But project design has met requirements. No additional mitigation required.
M-NO-2a: Noise Control Measures During Pile Driving	Not applicable. No pile driving.
M-NO-2b: General Construction Noise Control Measures	Applicable. Project contractors shall utilized best available noise control techniques and equipment, manage stationary noise sources to reduce noise levels at nearby sensitive receptors as much as possible, manage and reduce the amount of noise generated from construction equipment and methods, consider hours and methods of construction, and track and respond to any complaints related to construction noise.
M-C-NO Cumulative Construction Noise Control Measures	Applicable. Applies above mitigation measures.
G. Air Quality	
M-AQ-2: Implementation of Risk and Hazard Overlay Zone and Identification of Health Risk Reduction Policies	Applicable. Project sponsor shall implement site-specific design measures, such as air filtration and ventilation requirements, ventilation maintenance, and disclosure requirements.
M-AQ-3: Siting of Uses that Emit DMP and Other TACs	Applicable. Project sponsor and/or contractor shall document that all on-site diesel generators meet U.S. Environmental Protection Agency Tier 4 standards or Tier 2 standards with a level 3 verified diesel emission control strategy.
M-AQ-4a: Construction Vehicle Emissions Minimization	Applicable. Project contractors shall maintain and properly tune all construction equipment in accordance with manufacturer's specifications.
M-AQ-4b: Dust Control Plan	Applicable. Project sponsor and contractors shall incorporate into the construction specifications the required Dust Control Plan and compliance with Article 22B of the San Francisco Health Code. The project sponsor and/or contractor shall also monitor compliance with the dust control requirements throughout construction.

Mitigation Measure	Applicability
M-AQ-5: Construction Vehicle Emissions Evaluation and Minimization	Applicable. Project sponsor shall submit and certify compliance with a Construction Emissions Minimization Plan prior to the issuance of a construction permit which includes requirements for all off-road equipment greater than 25 horsepower, limits idling for on- and off-road equipment, and estimates construction timeline by phase including construction equipment type and certification (Tier rating). Plan and contractor shall submit monthly reports, and a final report upon completion.
I. Wind	
M-WI-2: Tower Design to Minimize Pedestrian Wind Speeds	Not applicable. Applicable only to specific parcels, not including the project parcel.
B. Biological Resources	
M-BI-1a: Pre-Construction Bird Surveys	Not applicable. No trees or buildings (outside of a small shed) to be removed.
M-BI-1b:L Pre-Construction Bat Surveys	Not applicable. No major buildings to be removed.
Q. Hazardous Materials	
M-HZ-2a: Site Assessment and Corrective Action for Sites Located Bayward of Historic Tide Line	Not applicable. Superseded by Maher Ordinance requirements.
M-HZ-2b: Site Assessment and Corrective Action for Projects Landward of the Historic High Tide Line	Not applicable. Superseded by Maher Ordinance requirements.
M-HZ-2c: Site Assessment and Corrective Action for All Sites	Not applicable. Superseded by Maher Ordinance requirements.
M-HZ-3: Hazardous Building Materials Abatement	Applicable. Prior to demolition of the existing shed, a hazardous material survey shall be conducted and if hazardous materials are identified, they shall be disposed in accordance with federal, state and local regulations.

Please see the attached Mitigation and Improvement Measure Monitoring and Reporting Program for the complete text of the applicable mitigation and improvement measures. With implementation of the mitigation measures the proposed project would not result in significant impacts beyond those analyzed in the TCDP PEIR. In addition to the Mitigation Measures identified in Table 1, above, the TCDP PEIR also identified improvement measures for impacts found to be less than significant. Improvement measures from the TCDP PEIR applicable to the proposed project include night lighting minimization (I-BI-2 from the TCDP PEIR). Other project-specific improvement measures were also identified for the project to improve emergency access and pedestrian conditions.

PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on October 9, 2014 to adjacent occupants and property owners within 300 feet of the project site. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. The Planning Department received one comment in response to the notice, requesting a hard copy of the environmental review document when issued. 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

The Proposed Project is consistent with the analysis conducted for the 2014 proposal in the CPE and related CPE checklist issued October 16, 2013 because, and as applicable to most analysis topics, the current 2014 proposal does not substantially alter the analyzed building envelope (height or bulk), types of land use, general design, or construction methodology. The primary difference between the two proposals of the increase in the number of residential units (from 398 to 418 units) would not alter the analysis contained in the October 2013 CPE, with the exception of Transportation. The transportation analysis for the current proposal indicates that the Project would not result in any new or substantially different transportation-related impacts that were not covered in the October 2013 CPE and in the TCDP PEIR.[17] Other topics such as noise and shadow, which would not be substantially altered under the current proposal are covered in the October 2013 CPE and related checklist. As included in the October 2013 CPE, and as summarized above:[18]

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

[17] AECOM, September 2014.

[18] SF Planning Department, October 16, 2013. 41 Tehama CPE Certificate and Checklist for the 2013 35-story, 382-foot-tall building proposal on the subject property, Planning Department Case File No. 2013.0256E.

Attachment 1: MITIGATION AND IMPROVEMENT MEASURE MONITORING AND REPORTING PROGRAM

	MONITORING AND REPORTING PROGRAM				
Adopted Mitigation Measures	**Responsibility for Implementation**	**Mitigation Schedule**	**Mitigation Action**	**Monitoring/ Reporting Responsibility**	**Monitoring Schedule**
CULTURAL AND PALEONTOLOGICAL RESOURCES					
Project Mitigation Measure M-CP-1 Archeological Resources (Mitigation Measure M-CP-1 of the TCDP FEIR)					
When a project is to be developed within the Transit Center District Plan Area, it will be subject to preliminary archeological review by the Planning Department archeologist. This in-house review will assess whether there are gaps in the necessary background information needed to make an informed archaeological sensitivity assessment. This assessment will be based upon the information presented in the Transit Center District Plan Archeological Research Design and Treatment Plan (Far Western Anthropological Research Group, Inc., *Archaeological Research Design and Treatment Plan for the Transit Center District Plan Area, San Francisco, California*, February 2010), as well as any more recent investigations that may be relevant. If data gaps are identified, then additional investigations, such as historic archival research or geoarcheological coring, may be required to provide sufficiently detailed information to make an archeological sensitivity assessment. If the project site is considered to be archeologically sensitive and based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archeological consultant from the Planning Department ("Department") pool of qualified archaeological consultants as provided by the Department archeologist. The archeological consultant shall undertake an archeological testing program as specified herein.	Project Sponsor/ Archeological consultant, at the direction of the Environmental Review Officer (ERO).	Prior to any soil-disturbing activities on the project site.	Retain a qualified Archeological consultant.	Project Sponsor, Archaeological consultant and Environmental Review Officer (ERO).	Complete when Project Sponsor retains qualified Archaeological consultant.

	MONITORING AND REPORTING PROGRAM				
Adopted Mitigation Measures	**Responsibility for Implementation**	**Mitigation Schedule**	**Mitigation Action**	**Monitoring/ Reporting Responsibility**	**Monitoring Schedule**
CULTURAL AND PALEONTOLOGICAL RESOURCES ***Continued***					
Project Mitigation Measure M-CP-1 Archeological Resources (Mitigation Measure M-CP-1 of the TCDP FEIR)					
In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure and with the requirements of the Transit Center District Plan archeological research design and treatment plan at the direction of the Environmental Review Officer (ERO). In instances of inconsistency between the requirement of the project archeological research design and treatment plan and of this archeological mitigation measure, the requirements of this archeological 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 4 weeks. At the direction of the ERO, the suspension of construction can be extended beyond 4 weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sections 15064.5(a)-(c).					
Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing.	Project Sponsor/ Archeological consultant, at the direction of the ERO.	Prior to any soil-disturbing activities on the project site.	Prepare and submit draft Archeological Testing Plan (ATP). Implement ATP	Archaeological consultant and ERO.	After consultation and approval by ERO of Archeological Monitoring Plan (AMP).

	MONITORING AND REPORTING PROGRAM				
Adopted Mitigation Measures	**Responsibility for Implementation**	**Mitigation Schedule**	**Mitigation Action**	**Monitoring/ Reporting Responsibility**	**Monitoring Schedule**
CULTURAL AND PALEONTOLOGICAL RESOURCES ***Continued***					
Project Mitigation Measure M-CP-1 Archeological Resources (Mitigation Measure M-CP-1 of the TCDP FEIR)					
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.					Considered complete upon determination by ERO that ATP implemented.
At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either: A) The proposed project shall be redesigned so as to avoid any adverse effect on the significant archeological resource; or B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.	Project Sponsor/ Archeological consultant, at the direction of the ERO.	After completion of the ATP.	Submit report to ERO on findings of the ATP.	Archaeological consultant and ERO.	Considered complete upon submittal of report on ATP findings to ERO.
Archeological Monitoring Program. 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):	Project Sponsor/ Archeological consultant/ Archeological monitor/ Contractor(s), at the direction of the ERO	ERO and Archeological consultant meet prior to commencement of soil-disturbing activity. If ERO	Implement AMP.	Archaeological consultant and ERO.	Considered complete upon determination by ERO that AMP implemented.

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
CULTURAL AND PALEONTOLOGICAL RESOURCES ***Continued***					
Project Mitigation Measure M-CP-1 Archeological Resources (Mitigation Measure M-CP-1 of the TCDP FEIR)					
• The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archeological resources and to their depositional context;		determines that an AMP is necessary, a monitor shall be required throughout all soil-disturbing activities.			
• 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;	Archeological consultant		Advises project contractor(s)		
• 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 the 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;					

	MONITORING AND REPORTING PROGRAM				
Adopted Mitigation Measures	**Responsibility for Implementation**	**Mitigation Schedule**	**Mitigation Action**	**Monitoring/ Reporting Responsibility**	**Monitoring Schedule**
CULTURAL AND PALEONTOLOGICAL RESOURCES ***Continued***					
Project Mitigation Measure M-CP-1 Archeological Resources (Mitigation Measure M-CP-1 of the TCDP FEIR)					
• If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.	Archeological consultant		Notify ERO if intact archeological deposit is encountered.		
Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.	Project Sponsor/ Archeological consultant	If ERO determines that an AMP is necessary, submit report after completion of the AMP.	Submit a report of findings of the AMP to the ERO.	Archaeological consultant and ERO.	Considered complete upon submittal of the AMP to ERO.
Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data	Archeological consultant at the direction of the ERO.	If there is a determination by ERO, an ADRP would be implemented.	Prepare an Archeological Data Recovery Plan (ADRP).	Archaeological consultant and ERO	Considered complete upon submittal of ADRP to ERO.

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
CULTURAL AND PALEONTOLOGICAL RESOURCES ***Continued***					
Project Mitigation Measure M-CP-1 Archeological Resources (Mitigation Measure M-CP-1 of the TCDP FEIR)					
recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical. The scope of the ADRP shall include the following elements: • *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations. • *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures. • *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies. • *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. • *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • *Final Report.* Description of proposed report format and distribution of results. • *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.					

	MONITORING AND REPORTING PROGRAM				
Adopted Mitigation Measures	**Responsibility for Implementation**	**Mitigation Schedule**	**Mitigation Action**	**Monitoring/ Reporting Responsibility**	**Monitoring Schedule**
CULTURAL AND PALEONTOLOGICAL RESOURCES ***Continued***					
Project Mitigation Measure M-CP-1 Archeological Resources (Mitigation Measure M-CP-1 of the TCDP FEIR)					
Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable state and federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (State CEQA Guidelines, Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.	Project Sponsor/ Archeological consultant in consultation with the San Francisco Coroner, Native American Heritage Commission (NAHC) and Most Likely Descendant (MLD).	In the event human remains and/or funerary objects are encountered.	Contact San Francisco County Coroner. Implement regulatory requirements, if applicable, regarding discovery of Native American human remains and associated/unassociated funerary objects.	Archaeological consultant and ERO.	Considered complete upon notification of the San Francisco County Coroner, and NAHC, if necessary.
Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.	Project Sponsor/ Archeological consultant at the direction of the ERO.	After completion of archeological data recovery, inventory, analysis and interpretation.	Submit a Draft Final Archeological Resources Report (FARR).	Archaeological consultant and ERO.	Considered complete on submittal of FARR.

	MONITORING AND REPORTING PROGRAM				
Adopted Mitigation Measures	**Responsibility for Implementation**	**Mitigation Schedule**	**Mitigation Action**	**Monitoring/ Reporting Responsibility**	**Monitoring Schedule**
CULTURAL AND PALEONTOLOGICAL RESOURCES ***Continued***					
Project Mitigation Measure M-CP-1 Archeological Resources (Mitigation Measure M-CP-1 of the TCDP FEIR)					
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 Environmental Planning 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.	Archeological consultant at direction of ERO.	Written certification submitted to ERO that requires FARR distribution complete.	Distribute FARR.	Archaeological consultant and ERO	Considered complete upon distribution of FARR.
Interpretation. The project sponsor shall conduct a public outreach process under the auspices of the Planning Department with locally affiliated Native American (Ohlone) group(s) or individual(s) recognized by the State NAHC with the goal informing the general public about Ohlone history, lifeways, and culture. Based on input from the public outreach process, the project sponsor shall include permanent on-site interpretative exhibits or artwork, or production of an interpretive webpage hosted on the website of the Society of California Archaeology, or other treatment options developed during the public outreach process and determined appropriate, in consultation with the ERO.	Project Sponsor in consultation with the ERO.	Conduct public outreach prior to construction.	Installation of permanent on-site interpretative exhibits or artwork, production of an interpretive webpage hosted on the website of the Society of California Archaeology, or other treatment options, if appropriate.	Project Sponsor and ERO	Considered complete upon installation of interpretive exhibits/artwork or completion of interpretive webpage.

	MONITORING AND REPORTING PROGRAM				
Adopted Mitigation Measures	**Responsibility for Implementation**	**Mitigation Schedule**	**Mitigation Action**	**Monitoring/ Reporting Responsibility**	**Monitoring Schedule**
CULTURAL AND PALEONTOLOGICAL RESOURCES *Continued*					
Project Mitigation Measure M-CP-2 Construction Best Practices for Historical Resources (Mitigation Measure M-CP-5a of the TCDP FEIR)					
The project sponsor shall incorporate into construction specifications for the 41 Tehama Street 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.	Project Sponsor/ Construction contractor(s).	Prior to construction. During construction.	Project Sponsor/ Construction contractor(s) to incorporate and implement construction specifications.	Project Sponsor and ERO.	Considered complete upon receipt of final monitoring report at completion of construction.
Project Mitigation Measure M-CP-3 Construction Monitoring Program (Mitigation Measure M-CP-5b of the TCDP FEIR)					
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 in/sec PPV).	Project Sponsor	Prior to ground disturbing activities.	Project Sponsor to contract a Historic architect or qualified Historic preservation professional to undertake preconstruction survey.	Project Sponsor/ Historic architect	Considered complete upon receipt of final monitoring report at completion of construction.

	MONITORING AND REPORTING PROGRAM				
Adopted Mitigation Measures	**Responsibility for Implementation**	**Mitigation Schedule**	**Mitigation Action**	**Monitoring/ Reporting Responsibility**	**Monitoring Schedule**
CULTURAL AND PALEONTOLOGICAL RESOURCES ***Continued***					
Project Mitigation Measure M-CP-3 Construction Monitoring Program (Mitigation Measure M-CP-5b of the TCDP FEIR)					
To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard. Should vibration levels be observed in excess of the standard, construction shall be halted and alternative techniques put in practice, to the extent feasible. The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to either building occur, the building(s) shall be remediated to its preconstruction condition at the conclusion of ground-disturbing activity on the site.	Project Sponsor/ Construction contractor(s).	During construction.	Project Sponsor/ Construction contractor(s) to monitor vibration levels during construction.	Project Sponsor/ Construction contractor(s)	Considered complete upon receipt of final monitoring report at completion of construction.
TRANSPORTATION AND CIRCULATION					
M-TR-1 Project Sponsor Participates in a Downtown-area Traffic Signal Study (Mitigation Measure M-TR-1m of the TCDP FEIR)					
The project sponsor shall participate in a study of Downtown-area traffic signals encompassing the TCDP Plan Area, should such as study be undertaken by the San Francisco Municipal Transportation Agency (SFMTA).	Project Sponsor	When SFMTA undertakes the study.	Participate in study of Downtown-area traffic signals encompassing TCDP Plan area.	Project Sponsor and SFMTA	Considered complete upon participation of the Downtown-area Traffic Signals study.

	MONITORING AND REPORTING PROGRAM				
Adopted Mitigation Measures	**Responsibility for Implementation**	**Mitigation Schedule**	**Mitigation Action**	**Monitoring/ Reporting Responsibility**	**Monitoring Schedule**
TRANSPORTATION AND CIRCULATION *Continued* ***M-TR-2 Second Street/Tehama Street Restriping and Optimization (Mitigation Measure M-TR-1k of the TCDP FEIR)***					
To minimize cumulative traffic impacts at the intersection of Second Street/Tehama Street, the project sponsor shall propose to the SFMTA the prohibition of eastbound and westbound left turns from Tehama Street during the a.m. and p.m. peak hours. The project sponsor shall be responsible for funding the signage associated with the prohibition.	Project Sponsor	Prior to issuance of grading or building permits.	Coordinate with SFMTA and fund the signage associated with prohibition.	Project Sponsor and SFMTA	Considered complete upon installation of signage, if approved by SFMTA.
M-TR-3 Circulation and Access for Pedestrian Safety and Efficient Loading (Mitigation Measures M-TR-5 and M-TR-7a of the TCDP FEIR)					
To reduce the potential for disruptions to Tehama Street traffic from trucks entering and exiting the loading dock, the project sponsor shall implement the following mitigation measures: • Limit the hours that longer trucks (greater than 25 feet) are permitted to access the loading dock to non-peak times (such as between 9:00 a.m. and 4:00 p.m., or between 8:00 p.m. and 6:00 a.m.). • Provide building personnel (such as a valet attendant or a loading dock manager) to assist trucks backing into the loading spaces and to hold pedestrians out of the line of travel. • Install audio and/or visual warning devices, or comparably effective warning devices as approved by the Planning Department and/or the Sustainable Streets Division of the SFMTA.	Owner/ Operator of off-street parking facility.	Prior to and during operation.	Install audio and/or visual warning devices. Limit hours for longer trucks to non-peak times and provide building personnel to assist trucks and hold pedestrians out of line of travel.	Owner/ Operator of off-street parking facility, Planning Department.	Considered ongoing during operations.

	MONITORING AND REPORTING PROGRAM				
Adopted Mitigation Measures	**Responsibility for Implementation**	**Mitigation Schedule**	**Mitigation Action**	**Monitoring/ Reporting Responsibility**	**Monitoring Schedule**
TRANSPORTATION AND CIRCULATION ***Continued*** ***M-TR-3 Circulation and Access for Pedestrian Safety and Efficient Loading (Mitigation Measures M-TR-5 and M-TR-7a of the TCDP FEIR)***					
If unconstrained parking demand were to exceed the operational capacity of the valet parking, recurring queues could occur at the project driveway. To avoid this situation, the following mitigation measure is proposed. • It shall be the responsibility of the owner/operator of the parking facility to ensure that recurring vehicle queues do not occur on the public right-of-way. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alleyway, or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis. If a recurring queue occurs, the owner/operator of the parking facility shall employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue. Suggested abatement methods include but are not limited to employment of additional valet attendants; redesign of the parking facility to improve vehicle circulation and/or on-site queue capacity; use of off-site parking facilities or shared parking with nearby uses; implementation of travel demand management strategies such as additional bicycle parking and resident shuttles; and/or implementation of parking demand management strategies such as a time-of-day parking surcharge. If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Planning Department shall notify the property owner in writing. The owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no	Owner/ Operator of off-street parking facility	During operation	Implement abatement methods as specified if recurring queue occurs	Owner/ Operator of off-street parking facility, Planning Department	Considered ongoing during operations

	MONITORING AND REPORTING PROGRAM				
Adopted Mitigation Measures	**Responsibility for Implementation**	**Mitigation Schedule**	**Mitigation Action**	**Monitoring/ Reporting Responsibility**	**Monitoring Schedule**
TRANSPORTATION AND CIRCULATION ***Continued*** ***M-TR-3 Circulation and Access for Pedestrian Safety and Efficient Loading (Mitigation Measures M-TR-5 and M-TR-7a of the TCDP FEIR)***					
less than 7 days. The consultant shall submit a report to the Planning Department for review. The Planning Department shall determine whether or not a recurring queue does exist, and shall notify the garage owner/operator of the determination in writing. If the Planning Department determines that a recurring queue does exist, then upon notification, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.					
To further minimize the effects of the project, the project sponsor shall implement a transportation demand management (TDM) program that would help reduce the number of vehicle trips generated by the project. The TDM program could include the following elements: • Provide more Class I bicycle parking spaces. • Unbundle parking from the residential units. • Provide information on transit, bicycle, and pedestrian accessibility to and from the project site both electronically through the building's Web site and physically through transit and bicycle maps provided in the building lobby. • Provide TDM training for property managers. • Design all units so that they facilitate the use of bicycles. • Ensure that bicycle safety strategies are developed along Tehama Street. • Facilitate access to car-share spaces.	Project Sponsor	During operation	Implement a transportation demand management (TDM) program	Project Sponsor	Considered ongoing during operations

	MONITORING AND REPORTING PROGRAM				
Adopted Mitigation Measures	**Responsibility for Implementation**	**Mitigation Schedule**	**Mitigation Action**	**Monitoring/ Reporting Responsibility**	**Monitoring Schedule**
TRANSPORTATION AND CIRCULATION *Continued* ***M-TR-4 Construction (Mitigation Measure M-TR-9 of the TCDP FEIR)***					
Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 4:00 p.m. and 6:00 p.m. would coincide with peak-hour traffic flow. The project sponsor shall limit truck movements to the hours between 9:00 a.m. and 4:00 p.m. (or other times, if approved by SFMTA) to minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods. During construction, personnel may need to be provided on Tehama Street and at the First Street/Tehama Street and Second Street/Tehama Street intersections to help manage traffic for entering and exiting trucks.	Project Sponsor/ Construction contractor(s).	During construction.	Project Sponsor/ Construction contractor(s) to limit truck movements between 9:00 a.m. and 4:00 p.m. and personnel to manage traffic for trucks.	Project Sponsor/ Construction contractor(s).	Considered complete upon receipt of final monitoring report at completion of construction.
The project sponsor's construction contractor(s) shall meet with SFMTA, the Fire Department, and other City agencies to determine feasible measures to reduce traffic congestion, including any potential transit disruption and pedestrian circulation impacts during construction of the project. In addition, the temporary parking demand by construction workers shall to be met on-site or within other off-site parking facilities, and the construction contractor(s) would need to determine the location of an off-site parking facility for construction workers during the construction period. Additionally, the project sponsor shall encourage construction workers to use transit when commuting to and from the site, reducing the need for parking.	Project Sponsor/ Construction contractor(s)/ SFMTA/Fire Department.	Prior to and during construction.	Project Sponsor/ Construction contractor(s) to meet with SFMTA, Fire Department, and other City agencies.	Project Sponsor/ Construction contractor(s), SFMTA, Fire Department.	Considered complete upon receipt of final monitoring report at completion of construction.
In addition, construction contractor(s) shall coordinate construction activities with each other, and with other potential projects that may be constructed in the vicinity of the project site (such as the new Transbay Transit Center and the other development projects throughout the Plan area).	Project Sponsor/ Construction contractor(s).	Prior to and during construction.	Coordinate with nearby construction projects.	Project Sponsor/ Construction contractor(s).	Considered complete upon receipt of final monitoring report at completion of construction.

	MONITORING AND REPORTING PROGRAM				
Adopted Mitigation Measures	**Responsibility for Implementation**	**Mitigation Schedule**	**Mitigation Action**	**Monitoring/ Reporting Responsibility**	**Monitoring Schedule**
NOISE					
Project Mitigation Measure M-NO-1 Noise Survey and Measurements for Residential Uses (Mitigation Measure M-NO-1a of the TCDP FEIR)					
For new residential development located along streets with noise levels above 70 dBA Ldn, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within two blocks of the project site, and including at least one 24-hour noise measurement (with average and maximum noise level readings taken so as to be able to accurately describe maximum levels reached during nighttime hours), prior to completion of the environmental review for each subsequent residential project in the Plan area. The analysis shall be completed by person(s) qualified in acoustical analysis and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.	Project sponsor, architect, acoustical consultant, and construction contractor for each subsequent development project undertaken pursuant to the Transit Center District Plan.	Analysis to be completed during environmental review; incorporate findings of noise study into building plans prior to issuance of final building permit and certificate of occupancy.	Project Sponsor to complete survey and analysis to demonstrate that Title 24 standards can be met.	San Francisco Planning Department and Department of Building Inspection (DBI).	Project design meets requirements, no further mitigation required.
Project Mitigation Measure M-NO-1 Noise Minimization for Residential Open Space (Mitigation Measure M-NO-1b of the TCDP FEIR)					
To minimize effects on residential development in the Plan area, the Planning Department, through its building permit review process and in conjunction with the noise analyses prepared for the proposed project in compliance with TCDP FEIR Mitigation Measure M-NO-1a, shall require that open space required under the Planning Code for residential uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise	Project Sponsor	Prior to issuance of grading or building permits.	Project Sponsor to demonstrate that residential open space is protected to maximum feasible extent from existing ambient noise levels.	San Francisco Planning Department and Department of Building Inspection (DBI).	Project design meets requirements, no further mitigation required.

sources and open space, and appropriate use of both common and private open space in multifamily dwellings. Implementation of this mitigation measure shall also be undertaken consistent with other principles of urban design.					
Project Mitigation Measure M-NO-1 Mechanical Equipment Noise Standard. (Mitigation Measure M-NO-1d of the TCDP FEIR)					
The Planning Department shall require that, as part of required the noise survey and study for new residential uses (Mitigation Measure M-NO-1a), all reasonable efforts be made to identify the location of existing rooftop mechanical equipment, the predicted noise generated by that equipment, and the elevation at which the predicted noise level would be of potential concern for new residential uses, as well as the necessary noise insulation for the new residential uses, where applicable.	Project sponsor, architect, acoustical consultant, and construction contractor for each subsequent development project undertaken pursuant to the Transit Center District Plan.	Analysis to be completed during environmental review; incorporate findings of noise study into building plans prior to issuance of final building permit and certificate of occupancy.	Project Sponsor to conduct analysis for any rooftop mechanical equipment.	San Francisco Planning Department and Department of Building Inspection (DBI).	Project design meets requirements, no further mitigation required.
Project Mitigation Measure M-NO-1 Interior Mechanical Equipment (Mitigation Measure M-NO-1e of the TCDP FEIR)					
The Planning Department shall require, as part of subsequent project-specific review under CEQA, that effects of mechanical equipment noise on adjacent and nearby noise-sensitive uses be evaluated by a qualified consultant and that control of mechanical noise, as specified by the acoustical consultant, be incorporated into the final project design of new commercial buildings to achieve the maximum feasible reduction of building equipment noise, consistent with Building Code and Noise Ordinance requirements and CEQA thresholds, such as through the use of fully noise-insulated enclosures around rooftop equipment and/or incorporation of mechanical equipment into intermediate building floor(s).	Project sponsor, architect, acoustical consultant, and construction contractor for each subsequent development project undertaken pursuant to the Transit Center District Plan.	Analysis to be completed during environmental review; incorporate findings of noise study into building plans prior to issuance of final building permit and certificate of occupancy.	Project Sponsor to demonstrate that any rooftop mechanical equipment achieve maximum feasible reduction of equipment noise.	San Francisco Planning Department and Department of Building Inspection (DBI).	

Project Mitigation Measure M-NO-2 General Construction Noise Control Measures (Mitigation Measure M-NO-2b of the TCDP FEIR)					
The project sponsor shall undertake the following to ensure that project noise from construction activities is minimized to the maximum extent feasible: • The project sponsor 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 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 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible. • The project sponsor shall require the general contractor to use impact tools (e.g., jackhammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA. • The project sponsor shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but are not be limited to, performing all work in a manner that minimizes noise to the extent feasible; using equipment with effective mufflers; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible. • Prior to the issuance of each building permit, along with the submission of construction documents, the project sponsor shall submit to the Planning Department and Department of Building	Project Sponsor/ Construction contractor(s)	Prior to and during construction.	Project Sponsor/ Construction contractor(s) to minimize noise from construction activities to the maximum extent feasible.	Project Sponsor/ Construction contractor(s) and ERO.	Considered complete upon receipt of final monitoring report at completion of construction.

NOISE ***Continued***

Project Mitigation Measure M-NO-2 General Construction Noise Control Measures (Mitigation Measure M-NO-2b of the TCDP FEIR)

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 nonresidential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity.	Project Sponsor/ Construction contractor(s)	Prior to issuance of grading or building permits.	Project Sponsor to submit a list of measures to respond to and track complaints pertaining to construction noise to the Planning Department and DBI. The Project Sponsor to post a complaint hotline, designate a complaint and enforcement manager, notify residents and non-residential building managers 30 days in advance of extreme noise activities.	Project Sponsor, ERO, and DBI.	Considered complete upon receipt of final monitoring report at completion of construction.

AIR QUALITY

Project Mitigation Measure M-AQ-1 Dust Control Plan (Mitigation Measure M-AQ-4b of the TCDP FEIR)

To reduce construction-related dust emissions, the project sponsor shall incorporate into construction specifications the requirement for the development and implementation of a site-specific Dust Control Plan as set forth in Article 22B of the San Francisco Health Code. 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;	Project Sponsor/ Construction contractor(s)	Prior to and during construction.	Project Sponsor/ Construction contractor(s) to develop and implement a site-specific Dust Control Plan.	Project Sponsor/ Construction contractor(s), Department of Public Health (DPH) and ERO.	Considered complete upon receipt of final monitoring report at completion of construction.

AIR QUALITY ***Continued***

Project Mitigation Measure M-AQ-1 Dust Control Plan (Mitigation Measure M-AQ-4b of the TCDP FEIR)

provide an analysis of wind direction and install upwind and downwind particulate dust monitors; report 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 migrations, 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 wind breaks on the property lines, as necessary; limit the amount of soil in hauling trucks to the size of the truck bed and secure soils with a tarpaulin: enforce a 15 mile per hour 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 shall also designate an individual to monitor compliance with dust control requirements.					
Project Mitigation Measure M-AQ-2 Construction Vehicle Emissions Minimization (Mitigation Measure M-AQ-4a of the TCDP FEIR)					
To reduce construction vehicle emissions, the project sponsor shall incorporate the following into construction specifications: • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.	Project Sponsor/ Construction contractor(s)	During construction.	Project Sponsor/ Construction contractor(s)	Project Sponsor/ Construction contractor(s)	Considered complete upon receipt of final monitoring report at completion of construction.
Project Mitigation Measure M-AQ-3 Construction Emissions Minimization (Mitigation Measure M-AQ-5 of the TCDP FEIR)					
A. Construction Emissions Minimization Plan. Prior to issuance of a construction permit, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall detail project compliance with the following requirements: 1. All off-road equipment greater than 25 hp (horsepower) and operating for more than 20 total hours over the entire duration of	Project Sponsor	Prior to issuance of grading or building permits.	Project Sponsor to submit and implement a construction emissions minimization plan approved by the ERO and an	Project sponsor, ERO, Environmental Planning Air Quality Specialist	Considered complete upon ERO and Environmental Planning Air Quality Specialist approval of the construction emissions

AIR QUALITY ***Continued***

Project Mitigation Measure M-AQ-3 Construction Emissions Minimization (Mitigation Measure M-AQ-5 of the TCDP FEIR)

construction activities shall meet the following requirements: a) Where access to alternative sources of power is available, portable diesel engines shall be prohibited; b) All off-road equipment shall have: i. Engines that meet or exceed either USEPA (U.S. Environmental Protection Agency) or ARB (California Air Resources Board) Tier 2 off-road emission standards, *and* ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).[1] c) Exceptions: i. Exceptions to A(1)(a) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for on-site power generation. ii. Exceptions to A(1)(b)(ii) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the	Environmental Planning Air Quality Specialist.	minimization plan and final report summarizing construction activities.

[1] Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement; therefore, a VDECS would not be required.

AIR QUALITY ***Continued***

Project Mitigation Measure M-AQ-3 Construction Emissions Minimization (Mitigation Measure M-AQ-5 of the TCDP FEIR)

requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).

iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step down schedule in Table A1 below.

Table A1 Off-Road Equipment Compliance Step down schedule*

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

Notes:

* How to use the table: If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.

** Alternative fuels are not a VDECS.

2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than 2 minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the 2-minute idling limit.

3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.

AIR QUALITY ***Continued***

Project Mitigation Measure M-AQ-3 Construction Emissions Minimization (Mitigation Measure M-AQ-5 of the TCDP FEIR)

4. 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. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed: 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, reporting shall indicate the type of alternative fuel being used. 5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan to members of the public as requested.					
B. *Construction Emissions Reporting.* Monthly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used. Within 6 months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.	Project Sponsor	During construction.	Submit construction emissions report to ERO and Environmental Planning Air Quality Specialist.	Project Sponsor/ Construction contractor(s)	Considered complete upon ERO and Environmental Planning Air Quality Specialist receipt of final report

AIR QUALITY ***Continued***

Project Mitigation Measure M-AQ-3 Construction Emissions Minimization (Mitigation Measure M-AQ-5 of the TCDP FEIR)

C. *Certification Statement and On-site Requirements.* Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.	Project Sponsor	Prior to construction.	Submit a certification statement to the ERO.	Project Sponsor	Considered complete upon ERO receipt of certification statement.
D. *Exemptions.* Projects shall be exempt from the above requirements if the project sponsor submits documentation to the ERO that the following Exemptions apply: 1. Project site boundaries not located within 1,000 feet of a sensitive land use. 2. Construction of the project would require a limited amount of off-road construction equipment for a limited duration, such as interior renovations and additions to existing buildings. These types of construction equipment typically do not generate a substantial amount of DPM [diesel particulate matter] emissions and are not expected to substantially effect nearby sensitive land uses within identified hot spots.					
E. *Penalties.* Should it be determined that the project sponsor or the project sponsor's contractors have not complied with any provision described above, the project will be determined to be out of compliance with the conditions of project approval. Construction activities must cease until the ERO and the construction contractor have agreed upon actions to meet the above requirements. Additional enforcement actions may apply.					

Project Mitigation Measure M-AQ-4 On-site Air Filtration (Mitigation Measure M-AQ-2 of the TCDP FEIR)					
The project sponsor shall implement the following site-specific measures to ensure the minimization of on-site health risks to new residents. 1. *Air Filtration and Ventilation Requirements for Sensitive Land Uses.* Prior to receipt of any building permit, the project sponsor shall submit a ventilation plan for the proposed building to the Department of Public Health and the Planning Department's ERO. *AIR QUALITY (continued)* The ventilation plan shall show that the building ventilation system removes at least 80 percent of the outdoor $PM_{2.5}$ concentrations from habitable areas and be designed by an engineer certified by ASHRAE (the American Society of *AIR QUALITY (continued)* Heating, Refrigerating, and Air Conditioning Engineers), who shall provide a written report documenting that the system meets the 80 percent performance standard identified in this measure and offers the best available technology to minimize outdoor to indoor infiltration of air pollution. 2. *Maintenance Plan.* Prior to receipt of any building permit, the project sponsor shall present a plan that ensures ongoing maintenance for the ventilation and filtration systems. 3. *Disclosure to Buyers and Renters.* The project sponsor shall also ensure the disclosure to buyers (and renters) that the building is located in an area with existing sources of air pollution and as such, the building includes an air filtration and ventilation system designed to remove 80 percent of outdoor particulate matter and shall inform occupants of the proper use of the installed air filtration system.	Project Sponsor	Prior to issuance of grading or building permits.	Project Sponsor to submit a ventilation plan for the proposed building, maintenance plan, and ensure disclosure to buyers and renters.	Project Sponsor, DBI, DPH, and ERO	Considered complete upon approval of ventilation and maintenance plan by DBI and DPH.
Project Mitigation Measure M-AQ-5 Siting of Uses that Emit DPM and Other TACs (Mitigation Measure M-AQ-3 of the TCDP FEIR)					
All on-site diesel generators shall either 1) meet Tier 4 or interim Tier 4 emissions standards; or 2) meet Tier 2 emissions standards and be equipped with an Air Resources Board Level 3 VDECS.	Project Sponsor	Prior to and during operation.	Project Sponsor to ensure the on-site diesel generator meet emissions standards.	Project Sponsor	Considered complete upon ERO receipt of emissions information from the on-site installed emergency generator.

HAZARDS

Project Mitigation Measure M-HZ-1 Hazardous Building Materials Abatement (Mitigation Measure M-HZ-3 of the TCDP FEIR)

The project sponsor shall ensure that the building planned for demolition is surveyed for hazardous building materials including PCB [polychlorinated biphenyl]–containing electrical equipment, fluorescent light ballasts containing PCBs or DEHP [di (2 ethylhexyl) phthalate], and fluorescent light tubes containing mercury vapors. These materials shall be removed and properly disposed of prior to the start of demolition or renovation. Any other hazardous building materials identified either before or during demolition or renovation shall be abated according to federal, state, and local laws and regulations.	Project Sponsor	Prior to demolition and construction activities.	Project Sponsor to ensure building planned for demolition is surveyed for potentially toxic building materials, and shall abate any discovered hazardous materials per federal, state, and local laws and regulations.	DPH and Planning Department to review building materials surveys and monitor abatement compliance.	Considered complete upon receipt and acceptance by DPH and Planning Department of final abatement compliance report.

	MONITORING AND REPORTING PROGRAM				
Improvement Measures	**Responsibility for Implementation**	**Implementation Schedule**	**Implementation Action**	**Monitoring/ Reporting Responsibility**	**Monitoring Schedule**
TRANSPORTATION AND CIRCULATION					
I-TR-1 Removal of On-street Parking for Emergency Access					
To minimize the potential for conflicts with emergency vehicle access to the project site, the project sponsor shall apply to SFMTA to remove nine on-street parking spaces on the north side of Tehama Street to increase clearance for emergency vehicles.	Project Sponsor/ SFMTA	Prior to operation	Project Sponsor to remove on-street parking north of Tehama Street	Project Sponsor and SFMTA	Considered complete upon removal of on-street parking north of Tehama Street
I-TR-2 Pedestrian Crosswalks and Improvements					
To minimize the potential for conflicts between vehicles traveling to and from the project site and pedestrians traveling along First Street and Second Street, the following improvement measures are recommended: • First Street/Tehama Street: A raised pedestrian crosswalk could be established across Tehama Street along the west side of First Street. • Second Street/Tehama Street: A raised pedestrian crosswalk could be established across Tehama Street along the east side of Second Street. Any modifications to the street striping plans or sidewalks would need to be reviewed and approved by SFMTA (and other agencies, as needed). It is expected, however, that these improvements could be implemented as long as they do not conflict with any future plans for Second Street and Tehama Street (e.g., Second Street bike lanes).	Project Sponsor/ SFMTA	Prior to operation	Project Sponsor to provide pedestrian crosswalks and improvements for pedestrian safety	Project Sponsor and SFMTA	Considered complete upon installation and implementation of crosswalks and improvements for pedestrian safety

BIOLOGICAL RESOURCES

I-BI-1 Night Lighting Minimization (TCDP FEIR Improvement Measure I-BI-2)

In compliance with the voluntary San Francisco Lights Out Program, the project sponsor has agreed to implement the following measures to reduce nighttime lighting:
• Reduce building lighting from exterior sources by:
  • Minimizing the amount and visual impact of perimeter lighting and façade up-lighting and avoid up-lighting of rooftop antenna and other tall equipment, as well as of any decorative features;
  • Installing motion-sensor lighting, as feasible; and
  • Utilizing minimum wattage fixtures to achieve required lighting levels.
• Reduce building lighting from interior sources by:
  • Dimming lights in lobbies, perimeter circulation areas and atria;
  • Turning off all unnecessary lighting in common areas by 11:00 pm through sunrise;
  • Utilizing automatic controls to shut off lights in the evening when no one is present;
  • As desirable, use localized task lighting in lieu of extensive overhead lighting;
  • Scheduling nightly maintenance to conclude by 11:00 pm, as feasible;
  • Educate building users about the dangers of night lighting to birds.
	Project Sponsor/ Construction contractor(s)/ Building Manager	Ongoing during operation	Project Sponsor to reduce building lighting from exterior and interior sources as specified in the improvement measure	Project Sponsor	Considered ongoing during operations