SAN FRANCISCO
PLANNING DEPARTMENT

Certificate of Determination
Community Plan Evaluation

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Case No.:	**2016-013312ENV**
Project Address:	**542-550 Howard Street**
Zoning:	C-3-O(SD) – Downtown Office (Special Development) P – Public Transit Center C-3-O(SD) Commercial Special Use District Transbay C-3 Special Use District Transbay Redevelopment Area Zone 2 750-S-2 Height and Bulk District 450-S Height and Bulk District
Block/Lot:	3721/016, 135, 136, 138
Lot Size:	31,980 square feet (0.73 acre)
Plan Area:	Transit Center District Plan (TCDP)
Project Sponsor:	Cameron Falconer, Hines, (415) 982-6200, cameron.falconer@hines.com
Staff Contact:	Alesia Hsiao, (415) 575-9044, alesia.hsiao@sfgov.org

PROJECT DESCRIPTION

The proposed project involves the construction of a 750-foot-tall (800 feet including rooftop mechanical features), 61-story, mixed-use high-rise tower approximately 1,089650 gross square feet (gsf) in size. The proposed building would include approximately 165 dwelling units, 189 hotel rooms, 274,000 gsf of office uses, 59,800 gsf of hotel amenities, 9,900 square feet (sf) of retail, 22,400 sf of open space, and four below-grade levels that would accommodate up to 183 vehicle parking spaces (a total of approximately 74,600 square feet). The project would also provide 177 *class 1* bicycle parking spaces and 20 *class 2* bicycle parking spaces.

(Continued on next page.)

CEQA DETERMINATION

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

DETERMINATION

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

Lisa Gibson
Environmental Review Officer

8/27/19
Date

cc: Cameron Falconer, Project Sponsor; Supervisor Matt Haney, District 6; Nick Foster, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

PROJECT DESCRIPTION (continued)

Project Location and Site Characteristics

The project site encompasses four lots on the block bounded by Natoma Street[1] to the north, Howard Street to the south, First Street to the east, and Second Street to the west within the city's Financial District (see Project Location). It is also within the Transit Center District Plan (TCDP) subarea of the San Francisco General Plan's Downtown Plan. Natoma and Howard streets front the project site. The site is currently vacant except for one air vent and a below-grade train box associated with the Transbay Transit Center (TTC) located beneath a portion of the site, and has been recently utilized as a staging area for the construction of the TTC. A bus bridge over Howard Street connecting the Bay Bridge bus-only on- and off-ramp and the TTC is directly west of the site. There are two existing curb cuts along Howard Street.

Project Characteristics

Proposed Land Uses

As noted above, the project sponsor proposes the construction of a new 61-story, mixed-use high-rise tower. See p. 1 for project description details.

The proposed project would be 750 feet in height to the roofline, and 800 feet to the top of the rooftop mechanical features, which would include elevator overruns, mechanical equipment, and cooling towers. As noted above, the project site is located within the C-3-O (SD) Downtown Office Special Development, Public (P), and Transbay C-3 Special Use districts, Zone 2 of the Redevelopment Area, and 750-S-2 and 450-S height and bulk districts. The project sponsor would request a zoning map amendment to amend San Francisco Zoning Maps ZN-01 and HT-01 to swap height and bulk classifications of the two parcels within the project site and to rezone a portion of the site from P to C-3-O(SD). The sponsor would also seek uncodified legislative amendments to permit residential floor plates over 15,000 sf and to permit the project's inclusionary affordable dwelling units to be provided off-site within the Transbay Redevelopment Area.[2] The existing air vent associated with the TTC would be removed and the venting system would be converted to a dry cooling system with the new vent constructed on the Transbay Joint Powers Authority (TJPA) property adjacent to the western edge of the vehicle ramp into the subterranean portion of the TTC.

The ground level of the proposed project would include the residential, hotel, and office lobbies, and approximately 2,300 sf of retail spaces. Levels 2, 3, 6 and 7 would contain hotel amenities. The hotel amenities would include meeting/conference/pre-function space, catering kitchen spaces, a gym/pool/spa serving hotel guests and residents, exclusively, and hotel back-of-house spaces. Level 4 would contain a *class 1* bicycle storage facility with 177 secured bicycle spaces. Level 5 would contain additional retail spaces (approximately 7,600 sf) and would be connected to the TTC rooftop terrace and park by a 22-foot-wide, 65-foot-long pedestrian bridge over Natoma Street. Levels 8 through 16 would contain hotel rooms and servicing areas. Levels 17 through 31 would contain office space, which is intended to be leased to traditional office tenants in the market.

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[1] Natoma Street is an east-west alleyway running discontinuously between First and Lafayette streets. The western portion of Natoma Street between First and Second streets is currently closed due to construction and will soon be converted to a primarily pedestrian-only street. The eastern third of this segment of Natoma Street has been converted to two-way operations and will continue to operate as a two-way street after construction of the Transbay Transit Center.

[2] San Francisco Planning Department, *Legislative Amendment Application,* January 23, 2018. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File Nos. 2016-013312MAP and 2016-013312PCA.

Levels 33 through 61 would contain the residential uses, with 165 residential units. Level 33 would include residential amenities, including a chef's kitchen and bar, private dining and media space, café, resident library and an approximately 2,500 sf outdoor terrace along the western and eastern portions of the level that would provide common open space to residents. The proposed project would provide affordable housing either on-site or off-site. If provided off-site, approximately 55 affordable housing units would be accommodated on another site within the Transbay Redevelopment Plan Area, potentially located in a future building on Transbay Block 4 on Howard Street between Beale and Main Streets, approximately three blocks east of the project site.

Mechanical equipment, such as air handlers, exhaust fans, water treatment equipment, fire tanks, fire pumps, and storm water holding tank would be located on levels B1 through B4, 2, 4, 6, 7, 32, and the mechanical mezzanine. Two diesel emergency generators (a base building emergency generator and a potential tenant emergency generator) would be installed on levels B1 and 7.

Streetscape Improvements

Pedestrian access into the building would be provided at multiple locations along the perimeter of the building. The hotel and residential shared lobby would be accessible from a pedestrian entrance on the Natoma Street frontage, whereas the office and residential lobbies would be accessible from separate pedestrian entrances along the Howard Street frontage. A nine-foot-wide public passageway on the far western side of the site adjacent to the TTC bus bridge would provide through access between Natoma and Howard streets for pedestrians and bicyclists. A glass-enclosed public elevator fronting Natoma Street would provide access to the proposed retail space and 22-foot-wide pedestrian bridge to Salesforce Park, located on level 5. The pedestrian bridge, which would have 6-foot-tall solid glass parapet railings and would be constructed 65 feet over Natoma Street, would provide public access and a direct connection to the recently constructed TTC Salesforce Park. Approximately 108 linear feet of public right of way on Howard Street would be converted to a passenger loading zone.

Circulation, Parking and Loading

The proposed project would construct a new vehicular roadway and cul-de-sac. The new roadway would provide vehicular access into the western two-thirds of Natoma Street between First and Second streets by constructing an additional 85.5 feet within the Natoma Street right-of-way. The project would also construct a new cul-de-sac, which would extend an additional 64.5 feet for a combined 150 feet vehicular roadway extension. The 64.5-foot-wide cul-de-sac would have a curb cut providing vehicular access to three car elevators and the below-grade garage. The garage would be valet operated with vehicular drop-off and pick-up from the cul-de-sac. The westernmost edge of the cul-de-sac would contain security bollards to prevent vehicles from traveling west on Natoma Street beyond the cul-de-sac to create a pedestrian only zone.[3] Some of the bollards would be removable to allow for emergency vehicle access into the pedestrian zone, as needed.

The proposed four below-grade subterranean garage levels would accommodate 183 vehicle parking spaces (12 hotel, 83 residential, 88 office, and three car share spaces) arranged in mechanical stackers. The project would also include a class 1 bicycle storage facility with 177 secured bicycle spaces on level 4 and

[3] At the time of this environmental analysis, Natoma Street west of the proposed cul-de-sac to Second Street is planned to be a pedestrian only zone.

would be accessed using the public elevator located near the hotel lobby on Natoma Street. *Class 2* bicycle spaces for 20 bicycles would be provided in racks on sidewalks along Howard Street and Natoma Street.

The project sponsor would seek approval from SFMTA for a 108-foot-long white curb passenger loading zone along Howard Street that could also accommodate tour bus loading for the hotel on an as-needed basis. The white curb passenger loading zone would help to accommodate general passenger loading/unloading activity (i.e., proposed project-related loading activity, as well as other activity in the surrounding area). For freight loading, the building would feature an off-street loading dock along the western portion of the project site with four off-street freight loading spaces (measuring 10 feet wide by 30 feet long with at least 14 feet vertical clearance) and a truck turntable to allow trucks to head in and out of the loading area from Howard Street without needing to back up.

Public Open Spaces

The proposed project would include a total of 5,800 sf of publicly accessible open space including 1,950 sf of open space for the public passageway from Howard Street through the project site to Natoma Street, 670 sf of open space adjacent to the public elevator, 830 sf for the public elevator at level 5, and 2,350 sf of publicly accessible open space at the pedestrian bridge and terrace at level 5.[4]

Common Open Spaces

The proposed project would include a total of 16,600 of residential, hotel, and office common open spaces. The proposed project would include 9,500 sf of residential common open space with 7,500 sf on the roof top and 2,000 sf on level 33. In addition, the project would include 7,200 square feet of common outdoor terraces available for the hotel and office tenants. The project would include 3,800 square feet of common outdoor spaces on level 2 (the northeast portion above the ground floor retail on Natoma Street), 900 square feet of common open space on level 6 (along the Howard Street frontage), and 1,600 square feet of common open space on level 7 (along the eastern side of the building) for hotel guests. The project would include 900 square feet of common outdoor open space on level 31 (along both the eastern and western perimeters of the building) for the office tenant.

Construction

Construction of the proposed project would occur in a single phase lasting approximately 45 months. Excavation is expected to be conducted to a maximum depth of approximately 70 feet below the ground surface for construction of the four below-grade parking levels, which would result in the removal of approximately 51,180 cubic yards of soil.

The proposed tower structure would be supported on a mat with deep foundations to bedrock, ranging from 130 to 185 feet below existing grades. The mat may be up to 13 feet thick beneath the tower core, and 5 feet thick beneath the podium. Deep foundation types such as large diameter drilled cast-in-place piers (also known as drilled shafts) or rectangular-section load bearing elements (also known as barrettes) would extend to bedrock. The bottom of the tower core mat may extend eight feet below the bottom of the adjacent Transit Center train box[5] foundation, but the podium foundation would not extend below the bottom of the adjacent Transit Center train box foundation, but the podium foundation would not

[4] The proposed project provides public open space elements that meet the criteria per Planning Code Section 138, Privately-owned public open space requirements in C-3 districts.

[5] The train box is the subterranean portion of the Transit Center that will house the Caltrain and high-speed rail (HSR) tracks leading into the station. (U.S. Department of Transportation Federal Transit Administration and the Transbay Joint Power Authority, *Draft Supplemental Environmental Impact Statement/Environmental Impact Report for the Transbay Transit Center Program*, December 2015).

extend below the bottom of the adjacent Transit Center train box foundation. The portion of the tower and podium mat over the Transit Center train box would be designed to cantilever over the train box. Impact pile driving is not proposed or required.

Construction staging would occur primarily within the confines of the project site, but would occasionally occur on portions of the public right-of-way along both Howard and Natoma streets. Parking lane and sidewalk closures would be required throughout the approximately 45-month construction period on Howard and Natoma streets and the sidewalk would be rerouted to the perimeter of the parking lane. On Natoma Street, the southern portion of the promenade and street adjacent to the site would be closed; instead pedestrian access would be provided on Natoma Street on the northern half of the street. Signage and pedestrian protection would be erected, as appropriate, for all sidewalk and travel lane closures.

PROJECT APPROVALS

The proposed project would require the following approvals:

San Francisco Planning Commission

- Downtown Project Authorization, pursuant to Planning Code section 309, with exceptions to the requirements for "Streetwall Base" and "Tower Separation" pursuant to section 132.1; "Rear Yard" pursuant to section 134; Reduction of Ground-Level Wind Currents" in C-3 Districts pursuant to section 148; "Off-Street Freight Loading" per sections 152.1 and 161; "Loading Driveway Access from Bicycle Route Street" per section 155 (r)(4); "Off-street Tour Bus Loading" per section 162; and "Bulk Controls" per section 270 and 272; and "Dwelling Unit Exposure" per section 140;.
- Conditional Use Authorization to establish Hotel Use per sections 210.2 and 303.
- Zoning Administrator consideration of Variance for Parking and Loading Entrance Width per section 145; Active Street Frontages per section 145.1; and Vehicular Ingress and Egress on Natoma Street per section 155(r)(2).
- Office Allocation per section 321.
- General Plan Amendment to amend Maps 1 and 5 of the Downtown Plan and Figure 1 of the Transit Center District Plan.
- Legislative Amendment to amend San Francisco Zoning Maps ZN-01 and HT-01 for height and bulk classification and zoning designation; Uncodified Legislative Amendments for: the residential floor plate requirement per section 248; and authorization of off-site inclusionary affordable dwelling units per section 249.28 (recommendation to Board of Supervisors).
- Findings, upon the recommendation of the Recreation and Park Director and/or Commission, that shadow would not adversely affect public open spaces under Recreation and Park Commission jurisdiction (section 295).

Office of Community Investment and Infrastructure

- Variation from Transbay Redevelopment Plan for off-site inclusionary affordable housing (section 4.9.3 of Redevelopment Plan; Planning Code section 249.28).

San Francisco Board of Supervisors

- General Plan Amendment to amend Maps 1 and 5 of the Downtown Plan and Figure 1 of the Transit Center District Plan.

- Legislative Amendment to amend San Francisco Zoning Maps ZN-01 and HT-01 for height and bulk classification and zoning designation; Uncodified Legislative Amendments for the residential floor plate requirement per section 248 and authorization of off-site inclusionary affordable dwelling units per section 249.28.
- Consent to Variation from Transbay Redevelopment Plan for off-site inclusionary affordable housing (section 4.9.3 of Redevelopment Plan).

San Francisco Municipal Transportation Agency

- Approval of a white curb passenger loading zone along Howard Street to accommodate passenger and tour bus loading.
- Approval of any necessary construction permits for work within roadways, if required.

San Francisco Department of Building Inspection

- Review and approval of building and demolition permits.

San Francisco Public Utilities Commission

- Review and approval of the water supply assessment.
- Review and approval of the stormwater management system to meet the Stormwater Design Guidelines.
- Review and approval of an Erosion and Sediment Control Plan in accordance with Article 4.1 of the San Francisco Public Works Code for construction activities.

San Francisco Department of Public Works

- Approval of any changes in the public right-of-way and any necessary construction permits for work within roadways.

Bay Area Air Quality Management District

- Approval of a permit to operate the proposed backup emergency generators.

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

COMMUNITY PLAN EVALUATION OVERVIEW

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

to the proposed project, then an EIR need not be prepared for the project solely on the basis of that impact.

This determination evaluates the potential project-specific environmental effects of the 542-550 Howard Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Transit Center District Plan and Transit Tower (TCDP).[6] Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the TCDP PEIR.

After years of analysis, community outreach, and public review, the TCDP PEIR was adopted in May 2012.[7] The TCDP PEIR was adopted to result in new planning policies and controls for land use; urban form, including building height and design; street network modifications/public realm improvements; historic preservation; and district sustainability, including the enhancement of green building standards in the district, among other features. The TCDP allows for height limit increases in subareas composed of multiple parcels or blocks within the TCDP plan area. It also includes one or more financial programs to support the Transit Center Program and other public infrastructure and amenities in the area, through the implementation of one or more new fees, taxes, or assessments that applied to new development.

The Planning Commission held public hearings to consider the various aspects of the TCDP and related Planning Code and Zoning Map amendments. On May 24, 2012, the Planning Commission certified the TCDP PEIR by Motion 18628.[8] The Board of Supervisors affirmed the certification on July 5, 2012, by Motion M12-0078. The TCDP was adopted and became effective in September 2012, including a comprehensive program of zoning changes, including elimination of the floor area ratio (FAR) maximums and increased height limits on certain parcels, including the project site.

The TCDP PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the TCDP, as well as the potential impacts under several proposed alternative scenarios. The TCDP plan area is centered on the new Transbay Transit Center site. The TCDP is a comprehensive plan for a portion of the southern downtown financial district and contains the overarching premise that to accommodate projected office-related job growth in the City, additional office development capacity must be provided in proximity to the City's greatest concentration of public transit service. The project site is within the C-3-O (SD) Downtown Office Special Development use district, and is also within the Transit Center Commercial Special Use District (SUD), identified in the Plan, in which the limits on non-commercial space apply (*Planning Code* section 248). The Plan establishes new development impact fees to be collected from almost all development projects within the C-3-O (SD) District. These include the Transit Center District Open Space Impact Fee and Fund, Transit Center District Transportation and Street Improvement Impact Fee and Fund, and the Transit Center District Mello Roos Community Facilities District Program. The 524-550 Howard Street project site was analyzed in the TCDP EIR as a site with a high-rise tower with mixed-uses.

Individual projects that could occur in the future under the TCDP will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the

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[6] San Francisco Planning Department, *Planning Department Case Nos. 2007.0558E and 2008.0789E* and State Clearinghouse No. 2008072073

[7] San Francisco Planning Department, *Transit Center District Plan and Transit Tower Final Environmental Impact Report (FEIR), Planning Department Case No. 2008.0877E and 2007.1035E*, certified May 24, 2012. Available online at: http://www.sf-planning.org/index.aspx?page=1893, accessed September 10, 2018.

[8] San Francisco Planning Department. San Francisco Planning Commission Motion 18628, May 24, 2012. Available online at: http://commissions.sfplanning.org/cpcmotions/2012/18628.pdf, accessed September 10, 2018.

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 524-550 Howard Street is consistent with and was encompassed within the analysis in the TCDP PEIR. This determination also finds that the TCDP PEIR adequately anticipated and described the impacts of the proposed 524-550 Howard Street project, and identified the mitigation measures applicable to the 524-550 Howard Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.[9,10] Therefore, no further CEQA evaluation for the 524-550 Howard Street project is required. In sum, the TCDP PEIR and this Certificate of Determination and accompanying project-specific initial study comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING

As noted above, the project site is within the TCDP area, which is centered on the new TTC site. The TCDP is a comprehensive plan for a portion of the southern downtown financial district and contains the overarching premise that to accommodate projected office-related job growth in the city, additional office development capacity must be provided in proximity to the city's greatest concentration of public transit service. The TCDP, which was adopted and became effective in September 2012, includes a comprehensive program of zoning changes, including elimination of the floor area ratio (FAR) maximums and increased height limits on certain parcels, including the project site. The TCDP's policies and land use controls allow for increased development and improved public amenities in the project area, with the intention of creating a dense transit-oriented district.

The project site is also within Zone 2 of the adopted Transbay Redevelopment Area. At the time of redevelopment plan adoption, the San Francisco Redevelopment Agency implemented a Delegation Agreement with the planning department to generally assign responsibility and jurisdiction for planning, zoning, and project entitlements in Zone 2 of the redevelopment area to the planning department and planning commission. As such, the planning department retains land use authority within Zone 2 and this zone is governed by the planning code, as administered by the planning department and planning commission. Although California dissolved all California Redevelopment Agencies, effective February 1, 2012, this act did not result in changes to land use controls or project approval processes for projects proposed within Zone 2. The Office of Community Investment and Infrastructure (OCII) is serving as the successor agency to the former San Francisco Redevelopment Agency.

As noted above, the project site is within the C-3-O (SD) Downtown Office Special Development Use District, and is also within the Transit Center Commercial Special Use District (SD), identified in the TCDP, in which the limits on non-commercial space apply (Planning Code section 248). The project site is also located within the Transbay C-3 SUD, as well as Zone 2 of the Redevelopment Area, which contains additional land use controls to implement the Transbay Redevelopment Plan and its companion documents (Planning Code section 249.28). In general, these controls require proposed development within the SUD to undertake streetscape improvements, deposit fees into the Downtown Open Space Fund, pay other fees into the Citywide Affordable Housing Fund, construct affordable housing on-site, and, for any parcels adjacent or facing the new Transit Center and its ramp structures, provide active

[9] San Francisco Planning Department, *Community Plan Evaluation Eligibility Determination, Citywide Planning Analysis, 524-550 Howard Street*, March 7, 2018. This document, and other cited documents, are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-008058ENV.

[10] San Francisco Planning Department, *Community Plan Exemption Evaluation Determination, Current Planning Analysis, 524-550 Howard Street*, October 26, 2017.

ground floor uses and direct pedestrian access from these areas to the ramps around the future Transit Center. Of note and as described in the Transbay Redevelopment Plan section 4.9.3, the city's standard Inclusionary Housing Ordinance (Planning Code section 415) does apply to the project site. The proposed project would comply with section 415 requirements by including affordable housing either on-site or off-site. As noted above, if the affordable housing component is provided off-site, approximately 55 affordable housing units would have to be accommodated on a site within the Transbay Redevelopment Area, potentially within a proposed building on Transbay Block 4 or on another site. Block 4 was previously analyzed to include residential units per the Transbay Redevelopment Plan and Transbay Terminal EIS/EIR.[11] The development on Block 4 is analyzed as part of the cumulative scenario.

In addition, the TCDP establishes new development impact fees to be collected from almost all development projects within the C-3-O (SD) District. These include the Transit Center District Open Space Impact Fee and Fund, Transit Center District Transportation and Street Improvement Impact Fee and Fund, and the Transit Center District Mello-Roos Community Facilities District Program. The TTC building site is located north of the project site and extends from Beale Street westward almost to Second Street. Completed in 2018, the five-story (three above ground) TTC provides a one-million-square-foot regional bus and rail station with a five-acre public park atop the building (the bus terminal and Salesforce Park are currently open).

Development in the project vicinity consists primarily of high-density residential and office uses with ground floor retail and restaurant uses. The block on which the project site is located contains several low to mid-rise office buildings and construction staging for planned developments. The aforementioned 5-story TTC and the Salesforce Park are located to the north of the project site, 2- to 3- story buildings at 547, 555, and 557 Howard streets are located to the south of the project site, and a 3-story building at 540 Howard Street, a 4-story building at 530 Howard Street, and a parking lot at 524 Howard Street are located east of the project site. The 2- to 3-story buildings at 547, 555, and 557 Howard streets are planned to be replaced with an approximately 385 foot-tall, 36-story mixed use residential and hotel development project.[12] The parking lot at 524 Howard Street is planned to be replaced with an approximately 495-foot-tall, 48-story mixed use residential and hotel development.[13] Several other high-rise buildings are planned, under construction, or have recently completed construction in the surrounding area, including a newly completed office-residential tower at 181 Fremont Street.[14]

The nearest open spaces to the project site include Embarcadero Plaza (Justin Herman Plaza) on the Embarcadero to the north and south of Market Streets located 0.48 miles northeast of the project site, Guy Place at First Street located 0.17 miles southeast of the project site, Sue Bierman Park located 0.55 miles northeast of the project site, Union Square Plaza located 0.47 miles west of the project site, Rincon Park along the Embarcadero located 0.48 miles northeast of the project site, and Salesforce Park (referenced as City Park in the TCDP PEIR) on the rooftop of the Transbay Transit Center accessible from the proposed pedestrian bridge; the former four open spaces are Recreation and Park Department properties, while the latter two are under the jurisdiction of the Port of San Francisco and the Transbay Joint Powers Authority respectively. In addition, there are numerous privately owned, publicly accessible plazas, gardens and open spaces nearby.

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[11] U.S. Department of Transportation Federal Transit Administration, City and County of San Francisco, Peninsula Corridor Joint Powers Board, and San Francisco Redevelopment Agency, *Transbay Terminal / Caltrain Downtown Extension / Redevelopment Project Final Environmental Impact Statement / Environmental Impact Report and section 4(f) Evaluation,* March 2004.

[12] San Francisco Planning Department, *Planning Department Case No. 2015-008058ENV 555 Howard Street,* February 16, 2017.

[13] San Francisco Planning Department, *Planning Department Case No. 2013.0882ENV 524 Howard Street,* October 14, 2016.

[14] San Francisco Planning Department, *Planning Department Case No. 2007.0456E, 181 Fremont Street,* November 16, 2012.

POTENTIAL ENVIRONMENTAL EFFECTS

The TCDP PEIR included analyses of environmental issues including: land use; plans and policies; aesthetics; population, housing, business activity, and employment (growth inducement); cultural resources; transportation; noise; air quality; greenhouse gas emissions; wind and shadow; recreation and public space; utilities and service systems; public services; biological resources; geology, soils, and seismicity; hydrology and water quality; hazards and hazardous materials; mineral and energy resources; and agricultural and forestry resources. The 524-550 Howard Street project is in substantial conformance with the height, use and density for uses within the TCDP as described in the TCDP PEIR and would represent a small part of the growth that was forecast for the TCDP area. Thus, the plan analyzed in the TCDP PEIR considered the incremental impacts of development of the 524-550 Howard Street project. The project would not result in any new or substantially more severe impacts than were identified in the TCDP PEIR.

Significant and unavoidable impacts were identified in the TCDP PEIR for the following topics: historic architectural resources, transportation and circulation, noise, air quality, and shadow. The project would not demolish a historic resource, and the project site is not located within a known or eligible historic district. The proposed project is located in close proximity to historic resources (543, 531, 527, and 580 Howard streets) to the southeast and southwest of the project site. Since construction activity can generate vibration that can cause structural damage to nearby buildings, PEIR Mitigation Measures M-CP-5a: Construction Best Practices for Historical Resources (Project Mitigation Measure 1) and M-CP-5b: Construction Monitoring Program for Historical Resources (Project Mitigation Measure 2) would apply to the proposed project. Additionally, PEIR Mitigation Measure M-CP-1: Subsequent Archeological Testing Program (Project Mitigation Measure 3) would apply to the proposed project and would require the preparation and implementation of an Archeological Testing Program (ATP). An Archeological Monitoring Program (AMP) and Archeological Data Recovery Plan (ADRP) may also be required.

Regarding transportation impacts, PEIR Mitigation Measure Measures M-TR-5: Garage/Loading Dock Attendant (Project Mitigation Measure 4) and M-TR-7a: Loading Dock Management (Project Mitigation Measure 5) would apply to the proposed project to ensure that the operation of the building's parking garage and passenger and freight loading areas would not introduce hazards for or substantially interfere with pedestrians, vehicles, and bicyclists traveling along Howard and Natoma streets. These mitigation measures would also reduce potential for conflicts generated by tour buses entering and exiting the loading zone. Additionally, PEIR Mitigation Measure M-TR-9: Construction Coordination (Project Mitigation Measure 6) would apply to the proposed project and would require the development of a Construction Management Plan.

Regarding noise impacts, the proposed project does not involve pile driving but since the proposed project could generate excessive construction noise, PEIR Mitigation Measure M-NO-2b: General Construction Control Measures (Project Mitigation Measure 9) is applicable and would ensure that project noise from construction activities is minimized to the maximum extent feasible. PEIR Mitigation Measure M-NO-1e: Interior Mechanical Equipment (Project Mitigation Measures 7 and 8) would apply to the proposed project to reduce mechanical equipment noise and amplified music noise.

Regarding air quality impacts, the project would be subject to PEIR Mitigation Measures M-AQ-4a: Construction Vehicle Emissions Minimization (Project Mitigation Measure 10) and M-AQ-5: Construction Vehicle Emissions Evaluation and Minimization (Project Mitigation Measure 11) to address construction air quality impacts. The project site is located within the Air Pollutant Exposure Zone and the project's residential uses would be subject to the enhanced ventilation requirements under Health Code Article 38.

Since the project proposes two emergency generators, PEIR Mitigation Measure M-AQ-3: Siting of Uses that Emit DPM and Other TACs (Project Mitigation Measure 12) would also apply.

Regarding shadow impacts, a project-specific shadow study determined that the proposed project would cast new shadows on Union Square Plaza and Willie "Woo Woo" Wong Playground, both of which are under the jurisdiction of the Recreation and Park Department, as well as Rincon Park (under the jurisdiction of Port of San Francisco)[15] and Salesforce Park (under the jurisdiction of the TJPA). The shadow study found that the project would cast an incremental increase in the shadow duration, location, and amount cast on Union Square Plaza, Willie "Woo Woo" Wong Playground, Rincon Park, and Salesforce Park. The proposed project's new shadow would contribute considerably to the significant and unavoidable shadow impacts, however would not result in shadow impacts beyond those analyzed in the PEIR, nor would it result in substantially severe impacts than identified in the PEIR. Additionally, shadow on nearby privately owned, publicly accessible open spaces (POPOS) and future parks were determined to be less than significant.

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

Table 1 – TCDP PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
D. Cultural and Paleontological Resources		
M-CP-1: Subsequent Archeological Testing Program	Applicable: There is a potential for discovering intact prehistoric archaeological deposits in the project site.	The project sponsor has agreed to implement the Planning Department's Standard Mitigation Measure #3 (Archeological Testing), as Project Mitigation Measure 3.
M-CP-3a: HABS/HAER Documentation	Not Applicable: This measure applies to historic resources, of which there are none on the project site.	Not Applicable
M-CP-3b: Public Interpretative Displays	Not Applicable: This measure applies to historic resources, of which there are none on the project site.	Not Applicable
M-CP-3c: Relocation of Historic Resources	Not Applicable: This measure applies to historic resources, of which there are none on the project site.	Not Applicable
M-CP-3d: Salvage of Historical Resources	Not Applicable: This measure applies to historic resources, of which there are none on the project site.	Not Applicable
M-CP-5a: Construction Best Practices for Historical Resources	Applicable: Construction would be undertaken in proximity to potential historic buildings.	The project sponsor has agreed to incorporate best practices for historical resources into the construction specifications (see

[15] Port of San Francisco, *Parks and Open Space,* Available online at: https://sfport.com/parks-and-open-spaces, accessed October 24, 2018.

Mitigation Measure	Applicability	Compliance
		Project Mitigation Measure 1).
M-CP-5b: Construction Monitoring Program for Historical Resources	Applicable: Construction would be undertaken in proximity to potential historic buildings.	The project sponsor has agreed to undertake a monitoring program to minimize damage to adjacent buildings (see Project Mitigation Measure 2).
E. Transportation		
M-TR-1a: Signal Timing Optimization (Stockton/Geary Streets, Kearny/Sutter Streets, Battery/California Streets, Embarcadero/Washington Street, Third/Folsom Streets, Beale/Folsom Streets, Embarcadero/Folsom Street)	Not applicable; automobile delay removed from CEQA analysis.	Not Applicable
M-TR-1b: Taxi Left-Turn Prohibition (Third/Mission Streets)	Not applicable; automobile delay removed from CEQA analysis.	Not Applicable
M-TR-1c: Beale / Mission Streets Bulbs and Optimization.	Not applicable; automobile delay removed from CEQA analysis.	Not Applicable
M-TR-1d: Stewart/Howard Streets Restriping.	Not applicable; automobile delay removed from CEQA analysis.	Not Applicable
M-TR-1e: Beale / Folsom Streets Left-Turn Prohibition and Signal Optimization.	Not applicable; automobile delay removed from CEQA analysis.	Not Applicable
M-TR-1f: Third / Harrison Streets Restriping.	Not applicable; automobile delay removed from CEQA analysis.	Not Applicable
M-TR-1g: Hawthorne / Harrison Streets Restriping.	Not applicable; automobile delay removed from CEQA analysis.	Not Applicable
M-TR-1h: Second / Harrison Streets Turn Prohibition and Optimization.	Not applicable; automobile delay removed from CEQA analysis.	Not Applicable
M-TR-1i: Third / Bryant Streets Bulbs and Optimization.	Not applicable; automobile delay removed from CEQA analysis.	Not Applicable
M-TR-1j: Second / Bryant Streets Bulbs and Optimization.	Not applicable; automobile delay removed from CEQA analysis.	Not Applicable
M-TR-1k: Second / Tehama Streets Restriping and Optimization.	Not applicable; automobile delay removed from CEQA analysis.	Not Applicable
M-TR-1m: Downtown Traffic Signal Study	Not applicable; automobile delay removed from CEQA analysis.	Not Applicable
M-TR-3a: Installation and Operation of Transit-Only and Transit Queue-Jump Lanes	Not applicable: Plan-level mitigation by SFMTA.	Not Applicable

Mitigation Measure	Applicability	Compliance
M-TR-3b: Exclusive Muni Use of Mission Street Boarding Islands	Not applicable: Plan-level mitigation by SFMTA.	Not Applicable
M-TR-3c: Transit Improvements on Plan Area Streets	Not applicable: Plan-level mitigation by SFMTA.	Not Applicable
M-TR-3d: Increased Funding to Offset Transit Delays	Not applicable: Plan-level mitigation that would require fee legislation.	Not Applicable
M-TR-3e: Increased Funding of Regional Transit	Not applicable: Plan-level mitigation that would require fee legislation.	Not Applicable
M-TR-4a: Widen Crosswalks	Not applicable: Plan-level mitigation by SFMTA.	Not Applicable
M-TR-5: Garage/Loading Dock Attendant	Applicable: Vehicles entering and exiting the project site could increase the potential for pedestrian and bicyclist conflicts.	The project sponsor has agreed to provide a parking garage/loading attendant at the project site (see Project Mitigation Measure 4).
M-TR-7a: Loading Dock Management	Applicable: Loading dock activities entering and exiting the project site could increase the potential for pedestrian and bicyclist conflicts.	The project sponsor has agreed to prepare and implement a loading management plan at the project site (see Project Mitigation Measure 5).
M-TR-7b: Augmentation of On-Street Loading Space Supply	Not applicable: Plan-level mitigation by SFMTA.	Not Applicable
M-TR-9: Construction Coordination	Applicable: Project construction would contribute to cumulative impacts to transit, traffic, pedestrian, and bicycle circulation.	The project sponsor has agreed to develop and implement a construction management plan (see Project Mitigation Measure 6).
F. Noise and Vibration		
M-NO-1a: Noise Survey and Measurements for Residential Uses	Not Applicable: The regulations and procedures set forth by Title 24 would ensure that existing ambient noise levels would not adversely affect the proposed residential uses on the project site.	Not Applicable
M-NO-1b: Noise Minimization for Residential Open Space	Not Applicable: impacts of the environment on the project is no longer a CEQA topic.	Not Applicable
M-NO-1c: Noise Minimization for Non-Residential Uses	Not Applicable: This measure applies to new non-residential sensitive receptors such as child care centers, schools, libraries, and the like, of which there are none in the project.	Not Applicable
M-NO-1d: Mechanical Equipment Noise Standard	Not Applicable: The regulations and procedures set forth by Title 24 would ensure that existing ambient noise levels	Not Applicable

Mitigation Measure	Applicability	Compliance
	would not adversely affect the proposed residential uses on the project site.	
M-NO-1e: Interior Mechanical Equipment	Applicable: The project would include mechanical equipment.	The project sponsor has prepared a noise study that demonstrates compliance with San Francisco Noise Ordinance requirements (see Project Mitigation Measures 7 and 8). After installation of mechanical equipment, the project sponsor has agreed to conduct noise measurements and if applicable, implement noise control measures to ensure stationary equipment meet the Noise Ordinance requirements.
M-NO-2a: Noise Control Measures During Pile Driving	Not Applicable: Impact pile driving is not anticipated as part of the project.	Not Applicable
M-NO-2b: General Construction Noise Control Measures	Applicable: The project would include construction activities.	The project sponsor has agreed to implement general construction noise measures (see Project Mitigation Measure 9).
M-C-NO: Cumulative Construction Noise Control Measures	Not Applicable: There is no existing City-sponsored construction noise control program for the TCDP area or other area-wide program developed to reduce the potential effects of construction noise in the project site vicinity.	Not Applicable
G. Air Quality		
M-AQ-2: Implementation of Risk and Hazard Overlay Zone and Identification of Health Risk Reduction Policies	Not Applicable: M-AQ-2 has been implemented by the City through establishment of an Air Pollutant Exposure Zone and enhanced ventilation requirements under Article 38.	Not Applicable
M-AQ-3: Siting of Uses that Emit DPM and Other TACs	Applicable: The project would include two backup emergency generators.	Consistent with current planning department practice, the project sponsor has agreed to ensure that the backup diesel generators meet or exceed one of the following emission standards for particulate matter: (1) Tier 4 certified engine, or (2) Tier 2 or Tier 3 certified engine that is equipped with a California Air Resources Board

Mitigation Measure	Applicability	Compliance
		Level 3 Verified Diesel Emissions Control Strategy (see Project Mitigation Measure 12).
M-AQ-4a: Construction Vehicle Emissions Minimization	Applicable: The project would involve the use of construction equipment that would emit criteria air pollutants.	The project sponsor has agreed to include in the construction specifications a requirement that all equipment be maintained in accordance with manufacturer's specifications and checked by a certified mechanic (see Project Mitigation Measure 10).
M-AQ-4b: Dust Control Plan	Not Applicable: The regulations set forth in the City's Construction Dust Ordinance supersede the dust control provisions of this mitigation measure.	The project sponsor will implement the requirements of the City's Dust Ordinance.
M-AQ-5: Construction Vehicle Emissions Evaluation and Minimization	Applicable: The project site is located in an identified Air Pollutant Exposure Zone and project construction would require heavy duty off-road diesel vehicles and equipment during construction.	Consistent with current planning department practices, the project sponsor has agreed to comply with the construction exhaust emissions reduction requirements (see Project Mitigation Measure 11).
I. Wind		
M-WI-2: Tower Design to Minimize Pedestrian Wind Speeds	Applicable: Development of the project site would affect ground-level wind speeds.	The project sponsor has undertaken a wind study that includes analysis of wind speeds at the pedestrian level and atop Salesforce Park.
N. Biological Resources		
M-BI-1a: Pre-Construction Bird Surveys	Not Applicable: The project does not involve removal of large trees and the project site is vacant except for an air vent and temporary construction staging.	Not Applicable
M-BI-1b: Pre-Construction Bat Surveys	Not Applicable: The project does not involve removal of large trees and the project site is vacant except for an air vent and temporary construction staging.	Not Applicable
L. Hazardous Materials		
M-HZ-2a: Site Assessment and Corrective Action for Sites Located Bayward of Historic Tide Line	Not Applicable: The project site is located landward of the historic high tide line.	Not Applicable
M-HZ-2b: Site Assessment and	Not Applicable: Although the	The project sponsor has

Mitigation Measure	Applicability	Compliance
Corrective Action for Sites Located Landward of Historic Tide Line	project site is located landward of the historic high tide line, Article 22A of the Health Code, also known as the Maher Ordinance, supersedes this requirement.	submitted a Maher Application and Phase I Environmental Site Assessment to the San Francisco Department of Public Health.
M-HZ-2c: Site Assessment and Corrective Action for All Sites	Not Applicable: Article 22A of the Health Code, also known as the Maher Ordinance, supersedes this requirement.	The project sponsor has submitted a Maher Application and Phase I Environmental Site Assessment to the San Francisco Department of Public Health.
M-HZ-3: Hazardous Building Materials Abatement	Not Applicable: The project site is vacant except for an air vent and temporary construction staging and would not involve demolition of a building.	Not Applicable

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

PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on August 16, 2017 to adjacent occupants, owners of properties within 300 feet of the project site and other interested parties. 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. Two members of the public submitted comments. One individual was interested in the project's transportation and circulation impacts from the building's car elevators and class 2 bicycle spaces along Natoma Street and one was interested in the status of the environmental review. The issues raised by the public are addressed in the CPE Initial Study Checklist under topic 4 (Transportation and Circulation). No other comments were received. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the TCDP PEIR.

CONCLUSION

As summarized above and further discussed in the project-specific initial study[16]:

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;

[16] The initial study is available for review on the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/PIM/?. It can be viewed by clicking on the Planning Applications link, clicking on the "More Details" link under the project's environmental case number (2016-013312ENV), and clicking on the "Related Documents" link.

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

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

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

EXHIBIT 1: MITIGATION MONITORING AND REPORTING PROGRAM
(Including the Text of the Mitigation Measures)

PROPOSED IMPROVEMENT MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring/Report Responsibility	Status/Date Completed
Mitigation Measures from the TCDP Area Plan EIR				
Cultural and Paleontological Resources				
Project Mitigation Measure 1- Construction Best Practices for Historic Resources (Implements TCDP PEIR Mitigation Measure M-CP-5a) The project sponsor of a development project in the plan area shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings, including, but not necessarily limited to, staging of equipment and materials as far as possible from historic buildings to avoid direct impact damage; using techniques in demolition (of the parking lot), excavation, shoring, and construction that create the minimum feasible vibration; maintaining a buffer zone when possible between heavy equipment and historical resource(s) within 125 feet, as identified by the planning department; appropriately shoring excavation sidewalls to prevent movement of adjacent structures; design and installation of the new foundation to 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 and/or construction contractor, and qualified historic preservation individual.	Prior to issuance of grading or excavation permit	Environmental Review Officer (ERO) , Planning Department Preservation Technical Specialist.	Considered complete upon project sponsor's submittal of Construction Specifications to ERO for review and approval
Project Mitigation Measure 2- Construction Monitoring Program for Historic Resources (Implements TCDP PEIR Mitigation Measure M-CP-5b) The project sponsor shall undertake a monitoring program to minimize damage to adjacent historic buildings and to ensure that any such damage is documented and repaired. The monitoring program would include the following components. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a preconstruction survey of historical resource(s) identified by the planning department within 125 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inches per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor	Project sponsor and/or construction contractor, and qualified historic preservation individual.	Prior to any ground-disturbing activities on the project site	ERO, Planning Department Preservation Technical Specialist.	Considered complete upon receipt by ERO of final report

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PROPOSED IMPROVEMENT MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring/Report Responsibility	Status/Date Completed
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 Mitigation Measure 3- Subsequent Archeological Testing Program (Implements TCDP PEIR Mitigation Measure M-CP-1) 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 archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the planning department archaeologist. The project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).	Project sponsor and planning department archeologist or a qualified archeological consultant from the planning department pool.	Archeological consultant shall be under contract and ATP scope will reviewed and approved by ERO prior to issuance of the site permit.	ERO to review and approve the Archeological Testing Program.	Considered complete upon review and approval by ERO of results of Archeological Testing Program/Archeological Monitoring Program/Archeological Data Recovery Program, as applicable.
Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan	Archeological consultant at the direction of the ERO.	Archeological testing plan completed prior	Submittal of draft ATP to ERO for review and approval. Distribution of	Considered complete upon completion of the archeological testing

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PROPOSED IMPROVEMENT MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring/Report Responsibility	Status/Date Completed
(ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA. At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either: A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.		to soil disturbing activities.	the ATP by the archeological consultant. Archeological consultant undertake activities specified in ATP and immediately notify ERO of any encountered archeological resource.	program outlined in the ATP.
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): ▪ 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	Project sponsor/ archeological consultant at the direction of the ERO.	During soils-disturbing activities.	Project sponsor/archeological consultant shall meet and consult with ERO on scope of AMP. Archeological consultant to monitor soils-disturbing activities specified in AMP and immediately notify ERO of any encountered archeological resource.	Considered complete upon completion of archeological monitoring plan as outlined in the AMP.

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PROPOSED IMPROVEMENT MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring/Report Responsibility	Status/Date Completed
of the risk these activities pose to potential archaeological resources and to their depositional context; ▪ Archeological monitoring shall conform to the requirements of the final AMP reviewed and approved by the ERO; ▪ The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; ▪ The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; ▪ The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; ▪ If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO. Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.			.	
Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan	ERO, archeological consultant, and	In the event that an archeological	Archeological consultant to	Considered complete upon completion of

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PROPOSED IMPROVEMENT MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring/Report Responsibility	Status/Date Completed
(ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical. The scope of the ADRP shall include the following elements: ▪ *Field Methods and Procedures*. Descriptions of proposed field strategies, procedures, and operations. ▪ *Cataloguing and Laboratory Analysis*. Description of selected cataloguing system and artifact analysis procedures. ▪ *Discard and Deaccession Policy*. Description of and rationale for field and post-field discard and deaccession policies. ▪ *Interpretive Program*. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. ▪ *Security Measures*. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. ▪ *Final Report*. Description of proposed report format and distribution of results. ▪ *Curation*. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.	project sponsor.	site is uncovered during the construction period.	prepare an ADRP and to undertake the archeological data recovery program in consultation with ERO.	archeological data recovery plan as outlined in the ADRP.
Human Remains, 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, including immediate notification of the Office of the Chief Medical Examiner of the City and County of San Francisco and in the event of the Medical Examiner's determination that the	Archeological consultant, ERO, and Medical Examiner.	Following discovery of human remains.	Notification of ERO, Coroner and, as warranted, notification of NAHC.	Considered complete on finding by ERO that all State laws regarding human remains/burial objects have been adhered to, consultation

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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 ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days after the discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If no agreement is reached State regulations shall be followed including the reburial of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Pub. Res. Code Sec. 5097.98).				with MLD is completed as warranted, and that sufficient opportunity has been provided has been provided to the archeological consultant for scientific and historical analysis of remains and funerary objects.
Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.	Archeological consultant at the direction of the ERO.	Following completion of cataloguing, analysis, and interpretation of recovered archeological data.	Archeological consultant to prepare FARR.	Considered complete upon review and approval of FARR by ERO.
Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the planning department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or	Archeological consultant at the direction of the ERO.	Following completion of FARR and review and approval by ERO.	Following approval from the ERO, archeological consultant to distribute FARR.	Considered complete upon certification to ERO that copies of FARR have been distributed.

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PROPOSED IMPROVEMENT MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring/Report Responsibility	Status/Date Completed
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.				
Transportation				
Project Mitigation Measure 4: Garage/Loading Dock Attendant (Implements TCDP PEIR Mitigation Measure M-TR-5) The project sponsor shall ensure that building management employs attendant(s) for the project's garage. The attendant shall be stationed at the project's valet station to direct vehicles entering and exiting the building and avoid any safety-related conflicts with pedestrians on the sidewalk during the peak periods of traffic and pedestrian activity, with extended hours as dictated by traffic and pedestrian conditions and by activity in the project garage. The project shall also install audible and/or visible warning devices, or comparably effective warning devices as approved by the planning department and/or the Sustainable Streets Division of the Municipal Transportation Agency, to alert pedestrians of the outbound vehicles from the car elevators, as applicable. The project sponsor shall ensure that valet attendants actively manage vehicle traffic in the porte cochère area, passenger loading zone, and loading dock.	Project sponsor/ building management.	Ongoing during building occupancy.	ERO and planning department.	Considered complete upon verification of provisions by ERO or designated Planning staff.
Project Mitigation Measure 5: Loading Dock Management (Implements TCDP PEIR Mitigation Measure M-TR-7a) The project sponsor shall develop a loading dock management plan to ensure that off-street loading facilities are efficiently used and maintained and that trucks longer than can be safely accommodated are not permitted to use a building's loading dock. In order to do so, the project sponsor shall develop a plan for management and maintenance of the building's loading dock and truck turntable and shall ensure that tenants in the building are informed of limitations and conditions on loading schedule and truck size. Such a management plan shall include strategies such as the use of an attendant to direct and guide trucks, installing a "Full" sign at the loading dock driveway, limiting activity during peak hours, installation of audible and/or visual warning devices, and other features. The maintenance plan will include a schedule for routine maintenance of the truck turntable.	Project sponsor/ building management.	Prior to occupancy; Revise Management Plan as necessary to reflect changes in generally accepted technology or operation protocols, or changes in conditions.	ERO and planning department.	Initial completion upon receipt of Management Plan by ERO or designated Planning staff for review and approval. Periodically revise Management Plan during project operation.

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PROPOSED IMPROVEMENT MEASURES TO BE ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Action and Schedule	Monitoring/Report Responsibility	Status/Date Completed
Project Mitigation Measure 6: Construction Coordination (Implements TCDP PEIR Mitigation Measure M-TR-9) To minimize potential disruptions to transit, traffic, and pedestrian and bicyclists, the project sponsor and/or construction contractor shall develop a Construction Management Plan that could include, but not necessarily be limited to, the following: ▪ Limit construction truck movements to the hours between 9:00 a.m. and 4:00 p.m. (or other times, if approved by the Municipal Transportation Agency) to minimize disruption of traffic, transit, and pedestrian flow on adjacent streets and sidewalks during the weekday a.m. and p.m. peak periods. ▪ Identify optimal truck routes to and from the site to minimize impacts to traffic, transit, pedestrians, and bicyclists; and, ▪ Encourage construction workers to use transit when commuting to and from the site, reducing the need for parking. The project sponsor shall also coordinate with the Municipal Transportation Agency/Sustainable Streets Division, the Transbay Joint Powers Authority, and construction manager(s)/ contractor(s) for the Transit Center project, and with Muni, AC Transit, Golden Gate Transit, and SamTrans, as applicable, to develop construction phasing and operations plans that would result in the least amount of disruption that is feasible to transit operations, pedestrian and bicycle activity, and vehicular traffic. The Construction Management Plan would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruptions and ensure that overall circulation in the project area is maintained to the extent possible, with particular focus on ensuring transit, pedestrian, and bicycle connectivity. The program would supplement and expand, rather than modify or supersede, any manual, regulations, or provisions set forth by SFMTA, the Department of Public Works, or other city departments and agencies, and Caltrans.	Project sponsor and/or construction contractor.	Prior to project construction and throughout construction.	SFMTA, planning department, other affected agencies.	Considered complete upon project sponsor's submittal of construction management plan to MTA and planning department.
Noise				
Project Mitigation Measure 7: Reduce Mechanical Equipment Noise (Implements TCDP PEIR Mitigation Measure M-NO-1e): After completing installation of the mechanical equipment but before receipt of any Certificate of Occupancy, the project sponsor shall conduct noise measurements to ensure that the noise generated by stationary equipment complies with section 2909 (b) and (d) of the San Francisco Noise	Project sponsor, acoustical consultant/ acoustical engineer.	Prior to receipt of Certificate of Occupancy.	Planning Department.	Considered complete upon submittal of an acoustic memorandum demonstrating measured noise levels do not exceed noise standards.

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Ordinance. The noise measurements shall be conducted by persons qualified in acoustical analysis and/or engineering. To ensure that the project noise from mechanical equipment is minimized to meet the Noise Ordinance requirements, the project sponsor shall incorporate the following measures: • The generators shall include sound attenuators sufficient to not exceed 75 dBA at the project property plane. • The Level 4 air-handler unit air intake systems shall include 10 feet of internally lined duct **or** a sound attenuator sufficient to not exceed 61 dBA at the project property plane. • The Level 6 exhaust fan air discharge system shall include 40 feet of internally lined duct **or** a sound attenuator sufficient to not exceed 61 dBA at the project property plane. • The Level 32 air-handler unit air intake systems shall include 5 feet of internally lined duct **or** a sound attenuator sufficient to not exceed 61 dBA at the project property plane. • The Level 32 exhaust fan air discharge systems shall include 5 feet of internally lined duct **or** a sound attenuator sufficient to not exceed 61 dBA at the project property plane. • The Level 62 (also referenced as mechanical mezzanine) exhaust fan air discharge systems shall include 10 feet of internally lined duct **or** a sound attenuator sufficient to not exceed 61 dBA at the project property plane. On completion of such testing, the acoustical consultant/acoustical engineer shall submit a memorandum summarizing test results to the San Francisco Planning Department. If measured noise levels are found to exceed these standards, the project sponsor shall be responsible for implementing stationary equipment noise control measures or other acoustical upgrades such as additional noise insulation in mechanical rooms, until similar measurements of interior sound levels in sleeping or living rooms in residential units after installation of these upgrades demonstrate compliance with the noise ordinance standards above. No Certificate of Occupancy shall be issued for any part of the structure until the standards in the Noise Ordinance are shown to be met. **Project Mitigation Measure 8: Control Exterior Amplified Noise (Implements TCDP PEIR Mitigation Measure M-NO-1e)** To ensure that the project noise from amplified noise is minimized to meet the Noise Ordinance requirements (article 29 of the Police Code), the project	Project sponsor	During operation of the project.	Project sponsor to implement ongoing monitoring of amplified noise, as needed and on an on-going basis.	Project sponsor to monitor compliance on an on-going basis following start of operation. Monitoring to continue indefinitely.

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sponsor shall incorporate the following measures: • During events on the Level 2 Terrace, the project sponsor shall ensure that amplified music be controlled to a noise level no greater than 57 dBA at 25 feet from the center of a given noise source (e.g., two loudspeakers, guitar amplifier, etc.). Permanent equipment (e.g., speakers) on-site and provided by the sponsor shall have electronic limiters and shall be set to maintain the 57 dBA at 25 feet limit. • The sponsor shall ensure that speakers do not face sensitive receivers, including the mixed-use residential tower at 524 Howard Street. For temporary equipment brought for special events, the sponsor shall have a staff person with a sound level meter who would monitor the noise levels to ensure that the 57 dBA at 25 feet limit is maintained. **Project Mitigation Measure 9: General Construction Noise Control Measures (Implements TCDP PEIR Mitigation Measure M-NO-2b)** To ensure that project noise from construction activities is minimized to the maximum extent feasible, the project sponsor shall incorporate the following practices into the construction agreement to be implemented by the construction contractor during the entire construction phase of the proposed project: • The project sponsor shall conduct noise monitoring at the beginning of major construction phases (e.g., demolition, excavation) to determine the need and the effectiveness of noise-attenuation measures. • 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 avoid placing stationary noise sources (such as generators and compressors) within noise-sensitive buffer areas (measured at linear 20 feet) between immediately adjacent neighbors to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise	Project sponsor and construction contractor(s).	Prior to site mobilization or use of any construction vehicles or equipment at the site and during construction.	Project sponsor to provide planning department with monthly reports during the construction period	Considered completed upon receipt of final monitoring report at completion of construction.

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by as much as five dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible. • The project sponsor shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA. • The project sponsor shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to, performing all work in a manner that minimizes noise to the extent feasible; use of equipment with effective mufflers; undertaking the noisiest activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible. • Prior to the issuance of each building permit, along with the submission of construction documents, the project sponsor shall submit to the planning department and Department of Building Inspection (the building department) 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 the building department, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing permitted construction days and hours, noise complaint procedures and who to notify in the event of a problem, with telephone numbers listed, and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance for each major phase of construction and expected loud activities (extreme noise generating activities defined as activities generating noise levels of 90 dBA or greater) including estimated duration of activity, construction hours, and contact				

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information. • The project sponsor shall limit construction to the hours of 7:00 a.m. to 8:00 p.m. per San Francisco Police Code Article 29. • The project sponsor shall require that all construction equipment be in good working order and that mufflers are inspected to be functioning properly. Avoid unnecessary idling of equipment and engines.				
Air Quality				
Project Mitigation Measure 10- Construction Vehicle Emissions Minimization (Implements TCDP PEIR Mitigation Measure M-AQ-4a) To reduce construction vehicle emissions, the project sponsor shall incorporate the following into construction specifications: ▪ All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.	Project sponsor and construction contractor(s).	Prior to site mobilization or use of any construction vehicles or equipment at the site and during construction.	Project sponsor, contractor(s), and ERO.	Considered complete upon submittal and acceptance of certification statement.
Project Mitigation Measure 11- Construction Vehicle Emissions Evaluation and Minimization (Implements TCDP PEIR Mitigation Measure M-AQ-5) The project sponsor or the project sponsor's contractor shall comply with the following: 1) Engine Requirements. a) All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (U.S. EPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emissions standards automatically meet this requirement. b) Where access to alternative sources of power are available, portable diesel engines shall be prohibited. c) Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding	Project sponsor and construction contractor(s).	Submit certification statement prior to construction activities requiring the use of off-road equipment.	Project sponsor, contractor(s) to submit certification statement to the ERO.	Considered complete upon submittal and acceptance of certification statement.

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idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two minute idling limit.

d) The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.

2) Waivers

a) The planning department's Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of section (1)(b) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of section (1)(a). The ERO may waive the equipment requirements of section (1)(a) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to the table below.

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

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

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contractor must meet Compliance Alternative 2. If the ERO determines that the contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the contractor must meet Compliance Alternative 3. *Alternative Fuels are not a VDECS. 3) Construction Emissions Minimization Plan. Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan to the ERO for review and approval. The plan shall state, in reasonable detail, how the Contractor will meet the requirements of section 1. a) The plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used. b) The ERO shall ensure that all applicable requirements of the plan have been incorporated into the contract specifications. The plan shall include a certification statement that the contractor agrees to comply fully with the plan. c) The contractor shall make the plan available to the public for review on-site during work hours. The contractor shall post at the construction site, a legible and visible sign summarizing the plan. The sign shall also state that the public may ask to inspect the plan for the project at any time during working hours and shall explain how to request to inspect the plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way. 4) Monitoring. After start of construction activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific	Project sponsor and construction contractor(s). Project sponsor and construction contractor(s).	Prepare and submit a Plan prior to issuance of a permit specified in Section 106A.3.2.6 of the San Francisco Building Code. Submit quarterly reports.	Project sponsor, contractor(s) and the ERO. Project sponsor, construction contractor(s) and the ERO.	Considered complete upon findings by the ERO that the Plan is complete. Considered complete upon findings by the ERO that the Plan is being/has been implemented.

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information required in the plan. **Project Mitigation Measure 12- Best Available Control Technology for Diesel Generators (Implements TCDP PEIR Mitigation Measure M-AQ-3)** The project sponsor shall ensure that the backup diesel generators meet or exceed one of the following emission standards for particulate matter: (1) Tier 4 certified engine, or (2) Tier 2 or Tier 3 certified engine that is equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS). A non-verified diesel emission control strategy may be used if the filter has the same particulate matter reduction as the identical ARB verified model and if the Bay Area Air Quality Management District (air district) approves of its use. The project sponsor shall submit documentation of compliance with the air district New Source Review permitting process (Regulation 2, Rule 2, and Regulation 2, Rule 5) and the emission standard requirement of this mitigation measure to the planning department for review and approval prior to issuance of a permit for a backup diesel generator from any City agency.	Project sponsor and project contractor; air district.	Prior to issuance of a permit for a backup diesel generator	Project sponsor shall submit documentation to the Planning Department verifying best available control technology for all installed diesel generators on the project site.	Considered complete upon submittal of documentation to the Planning Department.

Improvement Measures

Transportation				
Project Improvement Measure 1- Install Conflict Striping To increase visibility of the driveway crossing and passenger loading zone, the project should construct a highly visible treatment on the street across the loading dock driveway and passenger loading zone. For example, skip stop conflict striping or solid green markings could be used in the bike lane to demarcate the conflict zones. Implementation of this improvement measure would require the review and approval of SFMTA.	Project sponsor and construction contractor(s).	Prior to issuance of occupancy permit and during construction.	Planning Department and SFMTA.	Considered complete upon installation of conflict striping.
Project Improvement Measure 2- Queue Abatement It shall be the responsibility of the owner/operator of any off-street parking facility with more than 20 parking spaces to ensure that vehicle queues do not occur regularly 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 Natoma Street or sidewalk for a consecutive period of 3 minutes or longer on a daily or weekly basis.	Project sponsor, building management, and owner/operator of the parking facility to implement ongoing monitoring of vehicle queues indefinitely.	During operation of the project.	Project sponsor to implement ongoing monitoring of vehicle queues and employ abatement methods, as needed on an on-going basis.	Project sponsor to monitor compliance on an on-going basis following start of operation. Monitoring to continue indefinitely.

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If a recurring queue occurs, the owner/operator of the parking facility should employ abatement methods as needed to abate the queue. Suggested proactive methods may include: ▪ Employment or deployment of additional valet staff to direct passenger loading activities ▪ Installation of LOT FULL signs with active management by attendants ▪ Use of off-site parking facilities ▪ Implementation of additional transportation demand management strategies, including parking time limits, paid parking, time of day parking surcharge If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Planning Department should notify the property owner in writing. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant shall prepare a monitoring report to be submitted to the Planning Department for review. If the Planning Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.	Project sponsor, transportation consultant.	During operation of the project.	Transportation consultant to prepare a monitoring report.	Considered complete upon approval of monitoring report and abatement of vehicle queues to the Planning Director or designated Planning staff.