

<b>Attachment A: MITIGATION MONITORING AND REPORTING PROGRAM (Includes Text for Adopted Mitigation Measures)</b>				
<b>MEASURES ADOPTED AS CONDITIONS OF APPROVAL</b>	<b>Responsibility for Implementation</b>	<b>Schedule</b>	<b>Monitoring/Report Responsibility</b>	<b>Status/Date Completed</b>
<b>MITIGATION MEASURES FROM THE RINCON HILL PLAN PEIR</b>				
<b>Project Mitigation Measure 1: Archeological – Monitoring (Mitigation Measure I1 of the Rincon Hill Plan PEIR)</b>				
Based on the reasonable potential 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 a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological monitoring program. 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 <i>construction</i> 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)(c).	The Project Sponsor	Prior to issuance of grading or building permits	Project Sponsor shall retain archaeological consultant to undertake archaeological monitoring program in consultation with ERO.	Complete when Project Sponsor retains qualified archaeological consultant.
<i>Archeological monitoring program (AMP)</i> . The archeological monitoring program shall minimally include the following provisions: <ul style="list-style-type: none"> <li>▪ 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 project archeologist 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,</li> </ul>	The Project Sponsor and archaeological consultant	Prior to any soils disturbance	Consultation with ERO on scope of AMP	After consultation with and approval by ERO of AMP.

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<p>foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context;</p> <ul style="list-style-type: none"> <li>▪ 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;</li> <li>▪ The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;</li> <li>▪ The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis</li> </ul>				
<p>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 crews and heavy 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, after making a reasonable effort to assess the identity,</p>	<p>The archaeological consultant, Project Sponsor and project contractor.</p>	<p>Monitoring of soils disturbing activities.</p>	<p>Archaeological consultant to monitor soils disturbing activities specified in AMP and immediately notify the ERO of any encountered archaeological resource.</p>	<p>Considered complete upon completion of AMP.</p>

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integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.				
<p>If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <p style="margin-left: 40px;">A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</p> <p style="margin-left: 40px;">B) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p>	ERO, archaeological consultant, and Project Sponsor.	Following discovery of significant archeological resource that could be adversely affected by project.	Redesign of project to avoid adverse effect or undertaking of archeological data recovery program.	Considered complete upon avoidance of adverse effect
<p>If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. 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</p>	Archaeological consultant in consultation with ERO	After determination by ERO that an archeological data recovery program is required	Archaeological consultant to prepare an ADRP in consultation with ERO	Considered complete upon approval of ADRP by ERO

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<p>property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements</p> <ul style="list-style-type: none"> <li>▪ Field Methods and Procedures. Descriptions of proposed field strategies, procedures, and operations.</li> <li>▪ Cataloguing and Laboratory Analysis. Description of selected cataloguing system and artifact analysis procedures.</li> <li>▪ Discard and Deaccession Policy. Description of and rationale for field and post-field discard and deaccession policies.</li> <li>▪ Interpretive Program. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.</li> <li>▪ Security Measures. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.</li> <li>▪ Final Report. Description of proposed report format and distribution of results.</li> <li>▪ 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.</li> </ul>				
<p><i>Human Remains, Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner’s determination that the human remains are Native American remains, notification of the California State Native</p>	Archaeological consultant or medical examiner	Discovery of human remains	Notification of County/City Coroner and, as warranted, notification of NAHC.	Considered complete on finding by ERO that all State laws regarding human remains/burial

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American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.				objects have been adhered to, consultation with MLD is completed as warranted, and that sufficient opportunity has been provided to the archaeological consultant for scientific/historical analysis of remains/funerary objects.
<i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical 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 draft final report.	Archaeological consultant	Following completion of cataloguing, analysis, and interpretation of recovered archaeological data.	Preparation of FARR	FARR is complete on review and approval of ERO
Copies of the Draft FARR shall be sent to the ERO for review and approval. 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 three copies of the FARR along with copies of any formal site	Archaeological consultant	Following completion and approval of FARR by ERO	Distribution of FARR after consultation with ERO	Complete on certification to ERO that copies of FARR have been distributed

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recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.				
<b>Project Mitigation Measure 2 – Construction Air Quality (Mitigation Measure 1 of the Rincon Hill Plan PEIR)</b>				
For projects requiring pile driving, individual project sponsors would ensure that piles be predrilled wherever feasible to reduce construction-related noise and vibration. No impact pile drivers should be used unless absolutely necessary. To reduce noise and vibration impacts, sonic or vibratory sheetpile drivers, rather than impact drivers, shall be used wherever sheetpiles are needed. Construction noise is regulated by the San Francisco Noise Ordinance, Article 29 of the City Police Code. The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools (jackhammers and impact wrenches) must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m. if noise would exceed the ambient noise level by five dBA at the project property line, unless a special permit is authorized by the Director of Public Works.				
<b>Project Mitigation Measure 3 – Construction Air Quality (Mitigation Measure E.2 of the Rincon Hill Plan PEIR)</b>				
The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.  The project sponsor or the project sponsor’s Contractor shall conform to the following:  <i>A. Engine Requirements</i>  1. All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency	Project sponsor/ contractor(s).	Prior to construction activities requiring the use of off-road equipment.	Submit certification statement.	Project sponsor / contractor(s) and the ERO.

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<p>(USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.</p> <p>2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.</p> <p>3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two minute idling limit.</p> <p>4. 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.</p>				
<p>B. <i>Waivers.</i></p> <p>1. The Planning Department's Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1).</p>	Project sponsor/ contractor(s).	Prior to construction activities requiring the use of off-road equipment.	Submit certification statement.	Project sponsor / contractor(s) and the ERO.

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<p>2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to Table below.</p> <p><b>Table – Off-Road Equipment Compliance Step-down Schedule</b></p> <table border="1" data-bbox="109 919 800 1170"> <thead> <tr> <th>Compliance Alternative</th> <th>Engine Emission Standard</th> <th>Emissions Control</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Tier 2</td> <td>ARB Level 2 VDECS</td> </tr> <tr> <td>2</td> <td>Tier 2</td> <td>ARB Level 1 VDECS</td> </tr> <tr> <td>3</td> <td>Tier 2</td> <td>Alternative Fuel*</td> </tr> </tbody> </table> <p>How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3.                      * Alternative fuels are not a VDECS.</p>	Compliance Alternative	Engine Emission Standard	Emissions Control	1	Tier 2	ARB Level 2 VDECS	2	Tier 2	ARB Level 1 VDECS	3	Tier 2	Alternative Fuel*				
Compliance Alternative	Engine Emission Standard	Emissions Control														
1	Tier 2	ARB Level 2 VDECS														
2	Tier 2	ARB Level 1 VDECS														
3	Tier 2	Alternative Fuel*														
<p><i>C. Construction Emissions Minimization Plan.</i> Before starting on-site construction activities, the Contractor shall submit a Construction</p>	Project sponsor/ contractor(s).	Prior to issuance of a permit	Prepare and submit a Plan.	Project sponsor/ contractor(s)												



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<p>Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.</p> <ol style="list-style-type: none"> <li>1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.</li> <li>2. The ERO shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan.</li> <li>3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.</li> </ol>		<p>specified in Section 106A.3.2.6 of the Francisco Building Code.</p>		<p>and the ERO.</p>
<p>D. <i>Monitoring.</i> After start of Construction Activities, the Contractor</p>	<p>Project sponsor/</p>	<p>Quarterly.</p>	<p>Submit quarterly</p>	<p>Project sponsor/</p>

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shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.	contractor(s).		reports.	contractor(s) and the ERO.
<b>PROJECT IMPROVEMENT MEASURES</b>				
<b>Project Improvement Measure TR-1: Implement Project-Specific Travel Demand Strategies to Reduce Vehicle Trips</b>				
<p>The project sponsor (MCR Trust) or property owner, should implement the following Transportation Demand Management (TDM) Program that seeks to annually reduce the number of single occupancy vehicle (SOV) trips to and from the project site. The TDM Program would try to achieve reduction in project-related SOV trips by encouraging people to arrive via alternative modes of transportation (e.g., walking, bicycling, transit, other). The TDM Program should be monitored to ascertain its effectiveness.</p> <p>The Rincon Hill Plan EIR Mitigation Measure E.2 requires the project sponsor to implement various transportation demand management measures in order to help reduce significant plan-generated traffic through reduction of vehicle trips.<sup>1</sup></p> <p><u>TDM Program</u></p>	Project sponsor, TDM Coordinator, and/or Planning Department staff (with possible assistance from City hired consultant), as detailed for each TDM program component	Prior to and during occupancy	Project sponsor and Planning Department (refer to Improvement Measure language)	Ongoing, specific for each TDM program component (refer to Improvement Measure language)

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<ul style="list-style-type: none"> <li>• Provide TDM training to property managers/coordinators.</li> <li>• Provide a transportation insert for the move-in packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This move-in packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco bicycle and pedestrian maps upon request.</li> <li>• Provide information on transportation options, including updates and a “ride board” through which residents can offer/request rides, on the homeowners association website and/or lobby bulletin board.</li> <li>• Ensure that the points of access to bicycle parking through elevators on the ground floor and the garage ramp include signage indicating the location of these facilities and encourage retail tenants to allow bicycles in the workplace.</li> <li>• Ensure that bicycle access to the site is safe, avoiding conflicts with automobiles, transit vehicles and loading vehicles, such as those described in Improvement Measure TR-2, Queue Abatement Condition of</li> </ul>				

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<p>Approval.</p> <ul style="list-style-type: none"> <li>• As part of an ongoing effort to quantify the efficacy of TDM measures, City staff may need to access the project site (including the garage) to perform trip counts, and/or intercept surveys and/or other types of data collection. All on-site activities shall be coordinated through the TDM Coordinator. Project sponsor assures future access to the site by City staff. Providing access to existing developments for data collection purposes is also encouraged.</li> </ul> <p>In addition, the project sponsor should consider the following TDM measures and any others that would reduce SOV trips to and from the project site:</p> <ul style="list-style-type: none"> <li>• Offer one annual car share membership for each new resident (one per household) or employee. Recipient would be responsible for the remainder of the costs associated with the membership.</li> <li>• Increase the number of on-site car-share spaces beyond Planning Code requirements.</li> <li>• Load money onto a Clipper card (e.g., equivalent to a Muni monthly pass) included as part of the monthly rent or homeowner association fee.</li> <li>• Provide and maintain a fleet of bicycles (and related amenities such as locks, baskets, lights, etc.) for use by the building occupants. Increase the number of on-site secured bicycle parking beyond Planning Code requirements and/or provide additional bicycle</li> </ul>				

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<p>facilities in the public right-of-way in on public right-of-way locations adjacent to or within a quarter mile of the project site (e.g., sidewalks, on-street parking spaces).</p> <ul style="list-style-type: none"> <li>• Coordinate with the San Francisco Municipal Transportation Agency and/or San Francisco Department of Public Works to potentially provide bicycle racks on adjacent sidewalks or other locations (e.g., on- or off-street parking spaces).</li> <li>• The project sponsor should cooperate with the San Francisco Municipal Transportation Agency, San Francisco Department of Public Works, and/or Bay Area Bike Share agencies and allow installation of a bike share station in the public right-of-way along the project's frontage.</li> <li>• Design residential units to facilitate the transport and storage of bicycles.</li> <li>• Provide free or subsidized bikeshare membership to tenants.</li> <li>• Facilitate direct access to bicycle facilities in the study area (e.g., Route 30 on Folsom eastbound and Howard westbound) through on-site signage.</li> <li>• Ensure that bicycle safety strategies are developed along the First Street side of the property, preventing conflicts with pedestrians and vehicles.</li> <li>• The project sponsor should identify a TDM</li> </ul>				

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<p>Coordinator for the project site. The TDM Coordinator is responsible for the implementation and ongoing operation of all other TDM measures included in the proposed project. The TDM Coordinator could be a brokered service through an existing transportation management association (e.g. the Transportation Management Association of San Francisco, TMA SF), or the TDM Coordinator could be an existing staff member (e.g., property manager); the TDM Coordinator does not have to work full-time at the project site. However, the TDM Coordinator should be the single point of contact for all transportation-related questions from building occupants and City staff. The TDM Coordinator should provide TDM training to other building staff about the transportation amenities and options available at the project site and nearby.</p> <ul style="list-style-type: none"> <li>• Provide a transportation insert for the new-hire packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This new hire packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.</li> <li>• TDM Program Monitoring. The project sponsor should</li> </ul>				

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<p>collect data and make monitoring reports available for review by the Planning Department. Ideally monitoring reports would be submitted biannually for eight years starting at 85 percent building occupancy. The monitoring report would include:</p> <ul style="list-style-type: none"> <li>○ Trip counts and/or intercept surveys</li> <li>○ Travel diary or stated preference survey</li> <li>○ Property manager/coordinator survey</li> <li>○ Travel demand information</li> </ul> <p><i>or</i> comparable alternative methodology and components as approved or provided by City staff.</p> <ul style="list-style-type: none"> <li>• Offer a 100 percent subsidy for one annual bike share membership for new employees or residents.</li> <li>• Offer a 50 percent subsidy for one Muni monthly pass for new residents (one per household), and employees for up to one year. Recipient would be responsible for the remainder of the costs associated with the Muni monthly pass.</li> </ul> <p><u>Monitoring</u></p> <p>The project sponsor should make available biannually (every two years) monitoring reports, starting one year after 85 percent occupancy of the units for the new building, for review by the Planning Department. The biannual monitoring reports should be conducted for</p>				

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<p>eight years (four reporting periods). The biannual monitoring reports should gather travel demand analysis information requested in the SF Guidelines,<sup>2</sup> including trip counts and intercept survey of persons arriving and leaving the building.<sup>3</sup> The trip count and intercept survey should be conducted for no less than two days of the reporting period between 6:00 a.m. and 8:00 p.m.. One day should be a Tuesday, Wednesday, or Thursday, and another day should be Saturday. In addition, a one-week stated preference survey or travel diary should be distributed to residents and employees of the building to supplement the trip count and intercept survey data.<sup>4</sup> To encourage stated preference survey or travel diary participation, the property manager/coordinator should provide an incentive (e.g., gift card, reduced rent or homeowner association fee, etc.). Lastly, a survey should be provided to the property manager/coordinator to document which TDM Program measures were implemented during the reporting period and obtain basic building information (e.g., percent unit occupancy, off-site parking utilization by occupants of building, loading frequency, etc.). Each trip count and survey should be completed within 90 days following the end of the applicable two-year period. Each biannual monitoring report should be completed within 180 days following the applicable two-year period and include a summary of statistically significant results. Each trip count, survey, and biannual monitoring report should be prepared by a qualified transportation or survey consultant and the methodology should be approved by the Planning Department prior to conducting trip count and survey.</p>				

<sup>2</sup> City and County of San Francisco, *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002, or subsequent updates, if applicable.

<sup>3</sup> An example of an appropriate trip count and intercept survey can be found in the University of California, Davis, *California Smart-Growth Trip Generation Rates Study*, March 2013, available online at: <http://ultrans.its.ucdavis.edu/projects/smart-growth-trip-generation>.

<sup>4</sup> An example of an appropriate travel diary and stated preference distributed are those found in the California Department of Transportation, *2010-2012 California Household Travel Survey Final Report*, June 14, 2013.



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<b>Project Improvement Measure TR-2: Queue Abatement Condition of Approval</b>				
<p>Vehicle queues at the proposed driveway into the public right-of-way would be subject to the Planning Department’s vehicle queue abatement conditions of approval. The owner/operator of the off-street parking facility shall ensure that recurring vehicle queues do not occur on the public right-of-way. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis.</p> <p>If a recurring queue occurs, the owner/operator of the parking facility shall employ abatement methods as needed to abate the queue. Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; or travel demand management strategies such as additional bicycle parking.</p> <p>If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department shall 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 Department for review. If the 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.</p>	Property owner/operator of the parking facility	Ongoing throughout operation	Property owner/operator of the parking facility	Ongoing throughout operation

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<b>Project Improvement Measure TR-3: Installation of Pedestrian Device</b>				
To minimize potential vehicle/pedestrian conflicts at the project driveway on First Street, the project sponsor should provide a visible and audible warning signal at the driveway entry to alert pedestrians to the possibility of conflicting vehicles entering and exiting the driveway.	Project sponsor, contractor(s)	Prior to issuance of certificate of occupancy	Project sponsor/DBI	Considered complete upon issuance of certificate of occupancy
<b>Project Improvement Measure 4: Non-Peak Construction Traffic Hours</b>				
To minimize the construction-related disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods, the contractor should restrict truck movements and deliveries to, from, and around the project site during peak hours (generally 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.) or other times, as determined by San Francisco Municipal Transportation Agency and its Transportation Advisory Staff Committee.	Project sponsor/project contractor	During construction	Project sponsor/project contractor/SFMTA	On-going during project construction (refer to Improvement Measure language).
<b>Project Improvement Measure 5: Construction Management (Implementing PEIR Improvement Measure C.2)</b>				
The project sponsor should develop and implement a Construction Management Plan (CMP), addressing transportation-related circulation, access, staging, and hours for deliveries. The CMP 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 CMP would supplement and expand, rather than modify or supersede, any manual, regulations, or provisions set forth by the San Francisco Municipal Transportation Agency (SFMTA), the Department of Public Works (DPW), or other City departments and agencies, and the California Department of Transportation. The CMP should include, but	Project sponsor/project contractor	During construction	Project sponsor/project contractor/SFMTA	On-going during project construction (refer to Improvement Measure language).

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<p>not necessarily limited to, the following:</p> <ul style="list-style-type: none"> <li>• Identify construction traffic best management practices in San Francisco, as well as others that, although not being implemented in the City, could provide valuable information for the project. Management practices include, but are not limited to the following:               <ul style="list-style-type: none"> <li>○ The construction company shall encourage construction workers to use alternative modes of transportation (e.g. transit, rideshare, cycling, walking) when traveling to and from the Project site to reduce vehicle trips.</li> <li>○ Identifying best practices for accommodating pedestrians, such as temporary pedestrian wayfinding signage or temporary walkways.</li> <li>○ Identifying best practices for accommodating bicyclists and bicycle facilities such as bicycle wayfinding signage or temporary detours.</li> <li>○ Identifying ways to consolidate truck delivery trips, including a plan to consolidate deliveries from a centralized construction material and equipment storage facility.</li> <li>○ Identify a route for construction-related trucks to utilize during construction.</li> <li>○ Restricting deliveries and trucks trips to the project site during off-peak hours (generally 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., but may include other</li> </ul> </li> </ul>				

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<p style="text-align: center;">times, e.g. during Giants game days), where feasible.</p> <ul style="list-style-type: none"> <li>• Require consultation with surrounding community, including business and property owners near the project site to assist coordination of construction traffic management strategies as they relate to the needs of other users adjacent to the project site.</li> <li>• Develop a public information plan to provide adjacent residents and businesses with regularly-updated information regarding project construction activities, peak construction vehicle activities, (e.g. concrete pours), travel lane closures, and other lane closures.</li> </ul>				