

## Exhibit 2: Mitigation Monitoring and Reporting Program

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementing	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<b>MITIGATION MEASURES AGREED TO BY THE PROJECT SPONSOR (EIR)</b>					
<i>TRANSPORTATION AND CIRCULATION</i>					
<p><b>Mitigation Measure M-TR-2c: Implement a Transportation Demand Management Plan.</b></p> <p>The project applicant and subsequent property owners shall prepare and implement a TDM Plan with a goal of reducing estimated one-way vehicle trips by 10 (ten) percent compared to the projections within the project’s Transportation Impact Study. Prior to final certificate of occupancy for any new building associated with the project, the project applicant shall submit a TDM Plan to the Planning Department staff.</p> <p>The project applicant is responsible for identifying the components of the TDM Plan that could reasonably be expected to achieve the reduction goal for the project, and for making good faith efforts to implement them. Components of the TDM Plan beyond Planning Code requirements could include, but are not limited to, education and marketing of transportation options; on-site safety strategies; subsidies for transportation options other than the single occupancy vehicle; providing additional car-share or bicycle parking; reducing the amount or restricting access to vehicular parking; unbundling vehicular parking from commercial tenants occupancy; and increasing the cost of vehicular parking.</p> <p>The TDM Plan shall include monitoring of person and vehicle trips traveling to and from the project site to determine the TDM Plan’s effectiveness, as outlined below. The TDM Plan shall be adjusted based on the monitoring results if three consecutive monitoring results show that existing measures are not creating a trend toward meeting the reduction goal.</p> <p><i>TDM Plan Monitoring:</i> The project sponsor shall collect data and</p>	Project sponsor	Prior to issuance of a certificate of occupancy	Implement TDM measures as specified in M-TR-2c	Planning Department	Throughout project operation

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make monitoring reports available for review and approval by the Planning Department staff.

Timing: Monitoring data and reports shall be required to be submitted to Planning Department staff every two years for a period of eight years and every four years thereafter (referred to as reporting periods), until two consecutive reporting periods display the project has met the reduction goal. The first monitoring report is required one year after initial occupancy of either building. The timing may be modified by the Planning Department as needed to consolidate this requirement with other annual monitoring and/or reporting requirements for the project. Each trip count and survey (see below for definitions) shall be completed within 90 days following the end of the applicable reporting period. Each monitoring report shall be completed within 180 days following the applicable reporting period.

Components: The monitoring report, including trip counts and surveys, shall include the following components OR comparable alternative methodology and components as approved or provided by Planning Department staff:

- Trip Count and Intercept Survey: Trip count and intercept survey of persons and vehicles arriving and leaving the building for no less than two days of the reporting period between 6:00 a.m. and 8:00 p.m. One day shall be a Tuesday, Wednesday, or Thursday, and another day shall be a Saturday.
- Property Manager/Coordinator Survey: The project sponsor shall request in writing from Planning Department Staff a survey (online or paper) that shall be completed by property manager/coordinator to document which TDM Plan was implemented during the reporting period and obtain basic building information (e.g., percent unit occupancy, off-site parking utilization by occupants of the building, loading frequency, etc.). This survey shall be included in the monitoring report submitted to Planning

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<p>Department staff.</p> <ul style="list-style-type: none"> <li>Travel Demand Information: The above trip count and survey information shall be able to provide travel demand analysis characteristics as outlined in the SF Guidelines in effect at the time of the survey.</li> <li>Assistance and Confidentiality: Planning Department staff will assist the TDM Coordinator on questions regarding the components of the monitoring report and shall ensure that the identity of individual survey responders is protected.</li> </ul>					

**IMPROVEMENT MEASURES AGREED TO BY THE PROJECT SPONSOR (EIR)**

*TRANSPORTATION AND CIRCULATION*

<p><b>Improvement Measure I-TR-5a: On-site Bicycle Safety Strategies.</b></p> <p>To reduce potential conflicts with cyclists, the project sponsor should implement all of the following safety measures:</p> <ul style="list-style-type: none"> <li>Restrict commercial loading at the off-street loading dock to hours outside of the weekday AM and PM peak periods.</li> <li>Provide on-site signage (stop sign; sign indicating to drivers to be aware of pedestrians and bicyclists; and a no left turn sign, if warranted by SFMTA after further study as identified in Improvement I-TR-5b) at the exit point for the new parking garages and off-street loading dock. Deploy staff at the loading dock while commercial vehicles are being received in order to minimize the disruption to other modes of transportation.</li> </ul>	Project sponsor	Prior to issuance of a certificate of occupancy	Implement on-site bicycle measures as specified in I-TR-5a	Planning Department, SFMTA	Signage considered complete once installed, staff deployment for receiving commercial vehicles ongoing throughout operations
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<p><b>Improvement Measure I-TR-5b: On-street Bicycle Safety Strategies.</b></p> <p>To reduce potential conflicts with cyclists and turning vehicles accessing and leaving the project site, the project sponsor should coordinate with the San Francisco Municipal Transportation Agency (SFMTA) to determine whether the following would be appropriate:</p> <ul style="list-style-type: none"> <li>• Provide bicycle lane visibility improvements for drivers of vehicles exiting the new parking garages by designating the first 20 feet of curb space to the north of the off-street loading curb cut for the 16th Street Building as well as the first 20 feet of curb space to the north of the new parking garage curb cut for the 17th Street Building as red zones or for motorcycle parking or Class 2 bicycle space parking.</li> <li>• Provide bicycle lane visibility and transition improvements by providing colored pavement markings along Mississippi Street and dashed line markings at entrance points to the new parking garages, such as those described in the NACTO Urban Bikeway Design Guide.</li> <li>• If determined to be necessary by the SFMTA after a one-year observation period following initial occupancy of the proposed project, restrict northbound and southbound traffic from turning left along Mississippi Street mid-block between 16th and 17th Street by restriping it with double-yellow lines.</li> <li>• If determined to be necessary by the SFMTA after a one-year observation period following initial occupancy of the proposed project, restrict on-street commercial loading during the weekday AM and PM peak periods.</li> </ul>	Project sponsor	Prior to issuance of a certificate of occupancy, following a one-year observational period	Implement on-street bicycle measures as specified in I-TR-5b and coordinated with SFMTA	Planning Department, SFMTA	Considered complete once improvements are installed or determined by SFMTA not to be appropriate/necessary

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<p><b>Improvement Measure I-TR-6: Off-street Loading Management.</b></p> <p>To minimize the potential for double parking due to potential shortage of available off-street or on-street commercial and passenger loading spaces, the project sponsor, property owner, or official designee of the development should implement all of the following measures:</p> <ul style="list-style-type: none"> <li>• Identify a Loading Coordinator(s) for each new building. The Loading Coordinator is responsible for the implementation and ongoing operation of all other loading measures identified below, as well as those identified in Improvement Measures I-TR-5a and I-TR-5b: <ul style="list-style-type: none"> <li>○ Require residential move-in and move-out activities to be scheduled and coordinated.</li> <li>○ Require large vehicle commercial loading delivery (i.e., those lasting longer than 30 minutes and/or 45-foot-long vehicles) to be scheduled and coordinated.</li> <li>○ Discourage commercial vehicles and large residential move-in and move-out vehicles from double parking by advising the operators to return at a time when the off-street and on-street spaces are available for use.</li> </ul> </li> </ul>	Project sponsor	Prior to issuance of a certificate of occupancy	Implement Loading Management as specified in I-TR-6	Planning Department	Throughout project operation
<p><b>Improvement Measure I-TR-8: Construction Management.</b></p> <p>The project sponsor should develop and, upon review and approval by the San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works, implement a Construction Management Plan (CMP), addressing transportation-related circulation, access, staging, and hours for deliveries.</p> <p>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</p>	Project sponsor	Prior to issuance of a demolition and construction permits	Implement construction management as specified in I-TR-8	SFMTA, Department of Public Works	Considered complete once improvements are installed or determined by SFMTA not to be appropriate/necessary

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<p>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 SFMTA, Public Works, or other City departments and agencies, and the California Department of Transportation. The CMP should include, but not be limited to, the following:</p> <ul style="list-style-type: none"> <li>• Management practices that include, but are not limited to, the following:               <ul style="list-style-type: none"> <li>○ Identifying ways to reduce construction worker vehicle-trips through transportation demand management programs and methods to manage construction worker parking demands (e.g., recommending that construction companies encourage their workers to walk, cycle, rideshare or take transit to and from the construction site).</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>○ Identify a route for construction-related trucks to utilize during construction. This route should follow 16th Street, 3rd Street, and Owens Street.</li> <li>○ Minimizing deliveries and trucks trips to the project site during peak hours (generally 7 AM to 9 AM and 4 PM to 6 PM, but may include other times during nearby event days) where feasible, and having the construction manager endeavor to efficiently schedule deliveries and truck trips to the project site when necessary during peak hours to minimize secondary effects to the surrounding transportation infrastructure.</li> </ul> </li> </ul>					

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<ul style="list-style-type: none"> <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> <li>As part of the CMP review, the project sponsor should consult with SFMTA to assist coordination of construction traffic management strategies as they relate to transit operations and the needs of other users adjacent to the project site. Construction traffic management strategies include having a construction management contact person, advertisement of the construction schedule to local businesses and schools, and encouragement of construction workers to carpool or use alternative modes of travel.</li> </ul>					
<p><b>Improvement Measure I-TR-9: Queue Abatement.</b></p> <p>It should be the responsibility of the owner(s)/operator(s) of the 16th Street Building and the 17th Street Building off-street parking facility to ensure that recurring vehicle queues do not occur on the Mississippi Street public right-of-way fronting the subject property. A vehicle queue is defined as one or more vehicles (destined to the off-street parking facility) blocking any portion of the Mississippi Street public right-of-way fronting the subject property 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 should employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable).</p> <p>Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation</p>	Project sponsor	In the event that recurring queues occur at project driveways	Conduct queue monitoring and/or implement queue abatement methods as specified in I-TR-9	Planning Department	Throughout project operation

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<p>and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by 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; travel demand management strategies such as additional bicycle parking, customer shuttles, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.</p> <p>If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department should notify the property owner in writing. Upon request, the owner/operator should hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant should 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 should have 90 days from the date of the written determination to abate the queue.</p>					

**MITIGATION MEASURES AGREED TO BY THE PROJECT SPONSOR (CPE)**

*CULTURAL RESOURCES*

<p><b>Project Mitigation Measure M-CP-1: Archeological Resources Testing (Implementing <i>Eastern Neighborhoods PEIR</i> Mitigation Measure J-2)</b></p> <p>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</p>	<p>Project sponsor's qualified archaeological consultant and construction contractor</p>	<p>Prior to issuance of construction permits and throughout the construction period</p>	<p>Prepare and submit an archeological testing plan (ATP) in compliance with the requirements of M-CP-1 and implement additional measures if warranted</p>	<p>Planning Department (Environmental Review Officer)</p>	<p>Considered complete after construction activities are completed</p>
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<p>List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archaeologist 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)(c).</p> <p>Consultation with Descendant Communities: On discovery of an archeological site associated with descendant Native Americans, the Overseas Chinese, or other descendant group an appropriate representative of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.</p>					

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<p>Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.</p> <p>At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <p>A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</p> <p>B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p>Archeological Monitoring Program. If the ERO in consultation</p>					

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with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;
- 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

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<p>cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.</p> <p>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p> <p>Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data 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</p>					

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<p>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>Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner’s determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who</p>					

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<p>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, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.</p> <p>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.</p> <p>Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.</p>					

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<i>NOISE</i>					
<p><b>Project Mitigation Measure M-NO-1: Construction Noise, Pile-Driving (<i>Eastern Neighborhoods PEIR Mitigation Measure F-1</i>)</b></p> <p>The project sponsor shall ensure that piles be pre-drilled wherever feasible to reduce construction-related noise and vibration. No impact pile drivers shall be used unless absolutely necessary. Contractors shall be required to use pile-driving equipment with state-of-the-art noise shielding and muffling devices. To reduce noise and vibration impacts, sonic or vibratory sheetpile drivers, rather than impact drivers, shall be used wherever sheetpiles are needed. The project sponsor shall also require that contractors schedule pile-driving activity during times of the day that would minimize disturbance to neighbors.</p>	Project sponsor's construction contractor	Prior to issuance of building and construction permits and throughout the construction period	Specify appropriate pile techniques in construction contracts as detailed in M-NO-1	Planning Department and Department of Building Inspection	Considered complete after construction activities are completed
<p><b>Project Mitigation Measure M-NO-2: Construction Noise (Implementing <i>Eastern Neighborhoods PEIR Mitigation Measure F-2</i>)</b></p> <p>Prior to commencing construction, the project sponsor shall submit a plan for noise attenuation measures to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:</p> <ol style="list-style-type: none"> <li>1. 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.</li> <li>2. Erect temporary plywood noise barriers around the construction site where the site adjoins noise-sensitive receivers, including the existing residences at 999 16th Street and 49 Missouri Street and any other known adjacent noise-sensitive receivers.</li> </ol>	Project sponsor's qualified acoustical consultant and construction contractor	Prior to issuance of building and construction permits and throughout the construction period	Prepare and implement a plan for noise attenuation measures that meets the criteria of M-NO-2	Planning Department and Department of Building Inspection	Considered complete after construction activities are completed

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<p>3. Utilize noise control blankets on the building structure adjacent to noise-sensitive receivers as the building is erected to reduce noise emission from the site.</p> <p>4. Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed.</p> <p>5. Notify the Department of Building Inspection and neighbors in advance of the schedule for each major phase of construction (i.e., building demolition, site preparation, grading, excavation, and building construction) and expected loud activities.</p> <p>6. Limit construction to the hours of 7:00 a.m. to 8:00 p.m. per San Francisco Police Code Article 29. Construction outside of these hours may be approved through a development permit based on a site-specific construction noise mitigation plan and a finding by the Director of Building Inspection that the construction noise mitigation plan is adequate to prevent noise disturbance of affected residential uses.</p> <p>7. When feasible, select “quiet” construction methods and equipment (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds) wherever feasible.</p> <p>8. Locate noisy station equipment (e.g., generators and compressors) and material unloading and staging away from the most sensitive adjacent uses and to areas with the most ambient noise (e.g., the corner of 16th Street and Mississippi Street).</p> <p>9. 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.</p> <p>The on-site noise monitoring shall be conducted throughout the site and at nearby noise sensitive receivers at the beginning of major construction phases (e.g., demolition, excavation). The purpose would be to help determine the loudest activities and</p>					

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<p>what additional measures can be provided as needed to reduce the potential for noise impacts. Continuous noise monitoring shall occur for the first two weeks of each phase and a summary report shall be provided to the Planning Department at the conclusion of each major phase of construction documenting noise levels and additional measures to reduce project impacts as needed.</p>					
<p><b>Project Mitigation Measure M-NO-3: Siting of Noise-Sensitive Uses (Eastern Neighborhoods PEIR Mitigation Measure F-4)</b></p> <p>To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new development including noise-sensitive uses, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.</p>	Project sponsor	Prior to issuance of certificates of occupancy	(Acoustical analysis has been completed) Install building materials with higher noise ratings and appropriate HVAC systems per recommendations of acoustical analysis to Planning Department's satisfaction	Planning Department and Department of Building Inspection	Considered complete after construction activities are completed



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<p>The project sponsor or the project sponsor’s Contractor shall comply with the following</p> <p>A. Engine Requirements.</p> <ol style="list-style-type: none"> <li>1. All off-road equipment greater than 25 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 (USEPA) or California Air Resources Board (ARB) Tier 3 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.</li> <li>2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.</li> <li>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.</li> <li>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.</li> </ol> <p>B. Waivers.</p> <ol style="list-style-type: none"> <li>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</li> </ol>		throughout the construction period	that meets the criteria of M-AQ-1		

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<p>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> <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>					

Table – Off-Road Equipment Compliance Step-down Schedule

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

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\* Alternative fuels are not a VDECS.

C. Construction Emissions Minimization Plan. Before starting on-site construction activities, the Contractor shall submit a Construction 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.

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.

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.

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 ERO shall review and approve. 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.

D. Monitoring. After start of Construction Activities, the

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<p>Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.</p>					
<p><b>Project Mitigation Measure M-AQ-2: Best Available Control Technology for Diesel Generators (Implementing Eastern Neighborhoods PEIR Mitigation Measure G-4)</b></p> <p>The project sponsor shall ensure that the backup diesel generator meets or exceeds one of the following emission standards for particulate matter: Tier 4 certified engine (interim or final, whichever is in effect), or (2) use of a current EPA 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 is identical to the ARB verified model and if the Bay Area Air Quality Management District (BAAQMD) approves of its use. The project sponsor shall submit documentation of compliance with the BAAQMD New Source Review permitting process (Regulation 2, Rule 2, and Regulation 2, Rule 5) and the emission standard requirement of this mitigation measure to the Planning Department for review and approval prior to issuance of a permit for a backup diesel generator from any City agency.</p>	Project sponsor's construction contractor	Prior to issuance of a permit for a backup diesel generator	Submit documentation of compliance with BAAQMD regulations and emission standards requirements of M-AQ-2	Planning Department	Considered complete after construction activities are completed
<p><i>HAZARDOUS MATERIALS</i></p>					
<p><b>Project Mitigation Measure M-HZ-1: Hazardous Building Materials (Eastern Neighborhoods PEIR Mitigation Measure L-1)</b></p> <p>The project sponsor shall ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed</p>	Project sponsor's construction contractor	Prior to and throughout demolition	Ensure that hazardous building materials are properly disposed of	Department of Building Inspection	Considered complete after demolition activities are completed

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<p>and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.</p>					

**MITIGATION MEASURES AGREED TO BY THE PROJECT SPONSOR BUT WITH UNCERTAIN FEASIBILITY OF IMPLEMENTATION (EIR)**

*TRANSPORTATION AND CIRCULATION*

<p><b>Mitigation Measure M-TR-2a: 17<sup>th</sup> Street and Mississippi Street Signalization.</b></p> <p>To mitigate poor operating conditions at the intersection of 17th Street and Mississippi Street, the project sponsor shall pay their fair share for the cost of design and of signalization or other similar mitigation to improve automobile delay at this intersection, as determined by the SFMTA. [Full funding of this measure has not been identified, so feasibility of implementation is not assured or assumed.]</p>	Project sponsor	Prior to issuance of a certificate of occupancy	Ensure fair-share payment has been made	Planning Department, SFMTA	Considered complete upon receipt of payment
<p><b>Mitigation Measure M-TR-2b: Mariposa Street and Pennsylvania Street Signalization.</b></p> <p>To mitigate poor operating conditions at the intersection of Mariposa Street and Pennsylvania Street, the project sponsor shall pay their fair share for the cost of design and implementation of signalization or other similar mitigation to improve automobile delay at this intersection, as determined by the SFMTA. [Full funding of this measure has not been identified, so feasibility of implementation is not assured or assumed.]</p>	Project sponsor	Prior to issuance of a certificate of occupancy	Ensure fair-share payment has been made	Planning Department, SFMTA	Considered complete upon receipt of payment