

EXHIBIT 1: MITIGATION MONITORING AND REPORTING PROGRAM (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)				
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
MITIGATION MEASURES FOR THE BALBOA PARK STATION AREA PLAN				
<i>Transportation Mitigation Measures</i>				
Ocean Avenue/Junipero Serra Boulevard: This intersection would operate at LOS E under 2025 Baseline conditions and worsen to LOS F with the 2025 with Area Plan scenario. In order to improve operating conditions, the signal cycle length would need to be extended by 15 seconds, from 90 to 105 seconds, with additional green times provided on the eastbound and westbound approaches. With this change, intersection operations would improve to LOS E with an average delay of 58 seconds. It would not be possible, however, to improve 2025 with Area Plan conditions to LOS D. Implementation of the proposed mitigation measure would require an assessment by the San Francisco Municipal Transportation Agency (MTA) of transit and traffic coordination along Ocean Avenue and San Jose Avenue to ensure that these signal timing changes would not substantially affect Muni bus operations, signal progressions, pedestrian minimum green time requirements, and programming limitations of signals.	San Francisco Municipal Transportation Agency (MTA)	Monitor intersection biannually by undertaking traffic counts	MTA, San Francisco Planning Department (Planning Department)	Ongoing
Ocean Avenue/I-280 Northbound On-Ramp: This intersection would worsen to LOS F conditions in the 2025 with Area Plan scenario. In order to improve operating conditions to acceptable levels, on-street parking would need to be removed from the westbound approach to the intersection in order to stripe an exclusive right-turn lane. Five seconds of green time would also need to be shifted from the westbound movement to the eastbound left-turn movement in order to accommodate the increased eastbound left-turn volume. With this change, intersection operations would improve to LOS D in 2025. Implementation of the proposed mitigation measure would require an assessment by MTA of transit and traffic coordination along Ocean Avenue and San Jose Avenue to ensure that the changes would not substantially affect Muni bus operations, signal progressions, pedestrian minimum green time requirements, and programming limitations of signals.	MTA	Monitor intersection biannually by undertaking traffic counts	MTA, Planning Department,	Ongoing
Ocean Avenue/San Jose Avenue: This intersection would operate at LOS F conditions in the future with and without the proposed Area Plan. To improve operating conditions to acceptable levels under 2025 Baseline conditions, five seconds of green time would need to be shifted from the north-south permitted phase to the east-west permitted phase to accommodate the increased east-west volume. With this change, intersection operations would improve to LOS D under the 2025 Baseline conditions. However, this intersection would	MTA	Monitor intersection biannually by undertaking traffic counts	MTA, Planning Department	Ongoing

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continue to operate at LOS F in 2025 with the proposed Area Plan. To mitigate the Area Plan's contribution to poor operating conditions, an additional three seconds of green time would need to be shifted from the north-south permitted phase to the east-west permitted phase. With this change, intersection operations would improve to LOS D in 2025 with the proposed Area Plan.				
Noise Mitigation Measures				
N-1: In accordance with the San Francisco Land Use Compatibility Guidelines for Community Noise, conduct a detailed evaluation of noise reduction requirements and incorporate needed noise reduction measures into the project design wherever new residential development is proposed in areas subject to existing or future noise levels over 60 dBA (CNEL).	Project sponsor of each future residential development project in the Balboa Park Station Area Plan	Design measures to be incorporated into project design and evaluated in environmental/building permit review prior to issuance of a final building permit and certificate of occupancy	Planning Department and DBI	Considered complete upon approval of final construction drawing set
N-2: Complete a vibration analysis for any residential or vibration-sensitive land uses proposed within critical distances of existing or planned BART or MUNI facilities (see Table 18, p. 224 of the Draft EIR). Incorporate measures into the design as necessary to reduce the potential for vibration disturbance.	Project sponsor of each future residential or noise-sensitive development project in the Balboa Park Station Area Plan	During construction	Each project sponsor to provide Planning Department with monthly reports during construction period	Considered complete upon receipt of final monitoring report at completion of construction
Air Quality Mitigation Measures				
AQ-1: The project sponsor(s) shall ensure that contractors spray all sites with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor(s) would require that the project contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsor(s) would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other	Project sponsor of each future development project in the Balboa Park Station Area Plan	During construction	Each project sponsor to provide Planning Department with monthly reports during construction period	Considered complete upon receipt of final monitoring report at completion of construction

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pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.				
<p>AQ-2: New residential development proposed in the following areas shall include an analysis of PM2.5 and shall, if warranted based on the results, incorporate upgraded ventilation systems to minimize exposure of future residents to PM2.5 (which includes DPM) and other pollutant emissions, as well as odors: (1) within 500 feet of the I-280 freeway; (2) adjacent to the proposed bus layover facility on the Phelan Loop Site; (3) any active recreation areas such as playgrounds that are proposed as part of any future residential development in either of these areas; and (4) any other location where total daily traffic volumes from all roadways within 500 feet of such location exceed 100,000 vehicles.</p> <p>The analysis shall employ either site-specific modeling of PM2.5 concentrations or other acceptable methodology to determine whether the annual average concentration of PM2.5 from the roadway sources within 500 feet would exceed the standard of 0.2 micrograms per cubic meter that has been shown to result in an increase of approximately 0.3 percent in non-injury mortality. If the incremental annual average concentration of PM2.5 concentration (from roadway sources only) were to exceed 0.2 micrograms per cubic meter at the project site, the project sponsor shall be required to install a filtered air supply system to maintain all residential units under positive pressure when windows are closed.</p> <p>The ventilation system, whether a central HVAC (heating, ventilation and possibly air conditioning) or a unit-by-unit filtration system, shall include high efficiency filters meeting minimum efficiency reporting value (MERV) 13, per American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Standard 52.2 (equivalent to approximately ASHRAE Standard 52.1 Dust Spot 85%). Air intake systems for HVAC shall be placed based on exposure modeling to minimize roadway air pollution sources. The ventilation system shall be designed by an engineer certified by ASHRAE, who shall provide a written report documenting that the system offers the best available technology to minimize outdoor to indoor transmission of air pollution.</p> <p>In addition to installation of air filtration, the project sponsor shall present a plan that ensures ongoing maintenance of the ventilation and filtration systems. The</p>	Project sponsor of each future residential development project in the Balboa Park Station Area Plan	Upon initiation of environmental review for specific development projects that fall within the use characteristics and geographic parameters established by the mitigation measure	Planning Department, Department of Public Health (DPH), and the Department of Building Inspection (DBI)	Considered complete upon approval of final construction drawing set showing HVAC system, as appropriate

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<p>project sponsor shall also ensure that the following information is disclosed to buyers and renters: (1) the findings of the particulate matter analysis, and (2) instructions concerning the proper use of any installed air filtration. If active recreation areas such as playgrounds are proposed as part of any future residential development, such areas shall be located at least 500 feet from freeways, if feasible.</p> <p>The above standard shall also apply to other sensitive uses such as schools, daycare facilities, and medical facilities. (It is noted that such facilities are somewhat more likely to employ central air systems than are residential developments.)</p>				
<i>Hazardous Materials Mitigation Measures</i>				
<p>HM-1: For projects that include excavation, prepare a site-specific Phase I Environmental Site Assessment for sites not subject to regulatory closure prior to development. The site assessment shall include visual inspection of the property; review of historical documents; and review of environmental databases to assess the potential for contamination from sources such as underground storage tanks, current and historical site operations, and migration from off-site sources. If the Phase I Environmental Site Assessment indicates that a release of hazardous materials could have affected soil or groundwater quality at the site, conduct follow-up investigations and possibly remediation in conformance with state and local laws, regulations, and guidelines.</p>	<p>Project sponsor of each future development project in the Balboa Park Station Area Plan</p>	<p>Prior to approval of each subsequent project, through Mitigation Plan</p>	<p>Planning Department, in consultation with DPH. Where a site mitigation plan is required, Project Sponsor or contractor shall submit a monitoring report to DPH, with a copy to Planning Department and DBI, at end of construction</p>	<p>Considered complete upon approval of each subsequent project</p>
<p>HM-2: For projects that include demolition, ensure that any equipment containing PCBs or DEHP, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation or demolition, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, such as asbestos-containing building materials, either before or during work, shall be abated according to applicable federal, state, and local laws.</p>	<p>Project sponsor of each future development project in the Balboa Park Station Area Plan</p>	<p>Prior to approval of each subsequent project, through Mitigation Plan</p>	<p>Planning Department, in consultation with DPH. Where a site mitigation plan is required, Project Sponsor or contractor shall submit a monitoring report to DPH, with a copy to Planning Department and DBI, at end of construction</p>	<p>Considered complete upon approval of each subsequent project</p>
<p>HM-3: The project sponsor(s) of future development in the Project Area that propose excavation shall evaluate the potential for naturally occurring asbestos to be present in soil or rock that would be excavated for the proposed development. Should naturally occurring asbestos be identified, the project</p>	<p>Project sponsor of each future development project in the</p>	<p>Prior to approval of each subsequent project, through Mitigation Plan</p>	<p>Planning Department, in consultation with DPH. Where a site mitigation plan is required, Project</p>	<p>Considered complete upon approval of each subsequent</p>

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sponsor shall comply with the legal requirements of the asbestos ATCM.	Balboa Park Station Area Plan		Sponsor or contractor shall submit a monitoring report to DPH, with a copy to Planning Department and DBI, at end of construction	project
<i>Archeological Mitigation Measures</i>				
<p>AM-1: AM-1 applies to projects involving activities including excavation, construction of foundations, soils improvement/densification, installation of utilities or soils remediation resulting in soils disturbance/modification to a depth of four (4) feet or greater below ground surface.</p> <p>The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried historical resources as defined in CEQA Guidelines Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities contractor involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.</p> <p>Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.</p> <p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the</p>	Project sponsor of each future development project in the Balboa Park Station Area Plan	Prior to and during construction	The ERO to review and approve the Final Archeological Resources Report	The project archeologist to consult with the ERO as indicated. Considered complete after review and approval of the Final Archeological Resources Report by the ERO.

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<p>archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p> <p>Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.</p> <p>The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological 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>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 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.</p>				
<p>AM-2: AM-2 applies to any project involving any soils-disturbing activities greater than 10 feet in depth, including excavation, installation of foundations or utilities or soils remediation, and to any soils-disturbing project of any depth within the Phelan Loop and Kragen Auto Parts Sites, the east side of San Jose between Ocean and Geneva Avenues, and the Upper Yard Parcel.</p> <p>Based on the reasonable potential that archeological resources may be present within the Project Area, the following measures shall be undertaken to avoid any</p>	<p>Project sponsor of each future development project within the Phelan Loop and Kragen Auto Parts Sites, the east side</p>	<p>Prior to and during construction</p>	<p>The ERO to review and approve the Final Archeological Resources Report</p>	<p>The project archeologist to consult with the ERO as indicated. Considered complete after</p>

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<p>potentially significant adverse effect from the proposed project on buried historical resources. The project sponsor of a development project under the Balboa Park Station Area Plan 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 construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce the potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c), to a less-than-significant level.</p> <p>Archeological monitoring program (AMP). The archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> • The archeological consultant, project sponsor of a development project under the Balboa Park Station Area Plan, 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, 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; • 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 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; • The archeological monitor shall record and be authorized to collect soil 	<p>of San Jose between Ocean and Geneva Avenues, and the Upper Yard Parcel in the Balboa Park Station Area Plan</p>			<p>review and approval of the Final Archeological Resources Report by the ERO.</p>

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<p>samples and artifactual/ecofactual material as warranted for analysis;</p> <ul style="list-style-type: none"> • 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, 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>A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</p> <p>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> <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 property that could be adversely affected by the proposed project. Destructive data recovery methods</p>	<p>Project archeologist</p>	<p>Follow requirements of an ADRP</p>	<p>The ERO to review and approve the ADRP</p>	<p>Considered complete after review and approval of the ADRP by the ERO</p>

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<p>shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • Field Methods and Procedures. Descriptions of proposed field strategies, procedures, and operations. • Cataloguing and Laboratory Analysis. Description of selected cataloguing system and artifact analysis procedures. • Discard and Deaccession Policy. Description of and rationale for field and post-field discard and deaccession policies. • Interpretive Program. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. • Security Measures. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • Final Report. Description of proposed report format and distribution of results. <p>Curation. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.</p> <p>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 Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the</p>	<p>Project archeologist</p>	<p>Following discovery of human remains</p>	<p>County Coroner and ERO</p>	<p>Completion of notification and consultation requirements of Pub. Res. Code Sec. 6097.98</p>

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<p>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 draft final report.</p> <p>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 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.</p>	Project archeologist	Completion of draft FARR	The ERO to review and approve the FARR	Considered complete after review and approval of the FARR by the ERO
MITIGATION MEASURES FOR THE KRAGEN AUTO PARTS SITE				
<i>Transportation Mitigation Measure</i>				
<p>Ocean Avenue/Brighton Avenue: Adjust the intersection signal timing to provide a short protected left-turn green phase for westbound traffic accommodate the Kragen Auto Parts Site development. The change in signalization shall meet City standards and specifications. The project sponsor for the Kragen Auto Parts Site development shall work with MTA and the Planning Department to confirm that this signal change would be acceptable.</p> <p>All changes to the intersection signalization plan, including addition of new signal phases shall be reviewed, analyzed, and implemented by MTA. The project sponsor for the Kragen Auto Parts Site development shall fully fund these efforts.</p>	Kragen Auto Parts Site Project Sponsor, MTA, and Planning Department	Monitor intersection biannually by undertaking traffic counts	MTA, Planning Department	Ongoing
<i>Hazardous Materials Mitigation Measure</i>				
<p>HM-4: Ensure that an environmental professional shall be present during excavation activities when the hydraulic lifts are removed and when excavation</p>	Kragen Auto Parts Site project	Prior to excavation activities	Planning Department, in consultation with DPH.	Completion of excavation

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occurs in the vicinity of the storm sewer system to observe for staining and to collect soil samples, if staining is observed. If the sampling indicates that a release of hazardous materials could have affected soil or groundwater quality at the site, conduct follow-up investigations and possibly remediation in conformance with state and local laws, regulations, and guidelines.	sponsor		Where a site mitigation plan is required, Project Sponsor or contractor shall submit a monitoring report to DPH, with a copy to Planning Department and DBI, at end of construction	phase of construction, or ongoing until DPH determines that no further action is required
IMPROVEMENT MEASURES FOR THE BALBOA PARK STATION AREA PLAN				
<i>Transportation Improvement Measures</i>				
The project sponsor shall coordinate with one of the carshare providers to provide carshare spaces within new off-street parking facilities to encourage carshare use. Make efforts to enhance transit, pedestrian, and bicycle circulation and access in the Project Area, which would reduce the reliance upon private vehicles.	Project sponsor of each future development project in the Balboa Park Station Area Plan	Ongoing, when new residents and commercial tenants move into a building	MTA, Planning Department	Ongoing
Provide pedestrian signals with countdown indicators at all major intersections and at crosswalks that connect to the MUNI light rail stops and Balboa Park BART Station.	Project sponsor of each future development project in the Balboa Park Station Area Plan	Monitor intersection biannually by undertaking traffic counts	MTA, Planning Department	Ongoing
Provide the Planning Code-required shower and locker facilities for any commercial uses including those within primarily residential buildings. In addition, provide the Planning Code-required bicycle parking spaces for any commercial uses including separate spaces for commercial uses within primarily residential buildings. These spaces should be safe and secure, and reserved for employees.	Project sponsor of each future development project in the Balboa Park Station Area Plan	Ongoing, when new commercial tenants move into a building	MTA, Planning Department	Ongoing
To minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods, limit truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by MTA). In addition, have all construction contractors meet with representatives of MTA and the Planning Department to determine feasible measures to reduce traffic congestion, including transit disruption and pedestrian and bicycle circulation impacts during construction of individual projects within the Project Area.	Project sponsor of each future development project in the Balboa Park Station Area Plan	Prior to issuance of individual building permits	DBI	Ongoing

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Shadow Improvement Measure				
<p>SM-1: New buildings and additions to existing buildings in the Project Area where the building height exceeds 40 feet shall be shaped, consistent with the dictates of good design and without unduly restricting the development potential of the site in question, to reduce substantial shadow impacts on public plazas and other publicly accessible spaces other than those protected under Section 295 of the Planning Code.</p> <p>In determining the impact of shadows, the following factors shall be taken into account: the amount of area shaded, the duration of the shadow, and the importance of sunlight to the use or utility of the open space being shaded.</p>	Project sponsor of each future development project in the Balboa Park Station Area Plan	Prior to issuance of individual building permits	Planning Department	Ongoing
Water Quality Improvement Measure				
<p>WQ-1: Incorporate green stormwater management technologies into proposed new open spaces in the Project Area. Examples of green stormwater technologies include swales and other infiltration methods, rainwater gardens, stormwater planters, green roofs, pervious concrete, green streets, new open space, and reducing the use of pipes, curbs and gutters. Incorporation of these green stormwater management technologies could further delay peak stormwater runoff flows and provide reduction of pollutants in the stormwater runoff discharged to the combined sewer system.</p>	Project sponsor of each future development project in the Balboa Park Station Area Plan	Prior to issuance of individual building permits	Planning Department, DBI	Ongoing
IMPROVEMENT MEASURES FOR KRAGEN AUTO PARTS SITE				
Transportation Improvement Measures				
<p>Allow residents of the Kragen Auto Parts Site development to park within the food market/retail spaces overnight. It would be necessary to have these spaces dedicated to retail patrons during store hours; however, during other times, project residents could be allowed to utilize these spaces. In addition, coordinate with one of the carshare providers to provide carshare spaces within the parking garage to encourage carshare use.</p>	Kragen Auto Parts Site project sponsor	Monitor biannually	MTA, Planning Department	Ongoing
<p>To encourage food market/retail employees to commute to work on bicycle (thereby improving traffic and parking conditions), provide the Planning Code-required shower and locker facilities for the food market/retail space (four showers and eight lockers). In addition, provide additional bicycle parking spaces in a safe and secure location for employees.</p>	Kragen Auto Parts Site project sponsor	Monitor biannually	MTA, Planning Department	Ongoing
<p>Truck Loading:</p>	Kragen Auto Parts	Monitor biannually	MTA, Planning Department	Ongoing

EXHIBIT 1: MITIGATION MONITORING AND REPORTING PROGRAM (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)				
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<ul style="list-style-type: none"> • Restrict truck access to the food market loading dock to 30 foot trucks or shorter. • If longer trucks are needed, restrict deliveries to the early morning to avoid peak morning and peak evening commute periods. • Schedule all deliveries to reduce the potential for trucks waiting to enter the loading dock (which may cause a back-up onto Ocean Avenue). Traffic volumes along Ocean Avenue are constantly high throughout the day; therefore, deliveries between 7:00 a.m. and 7:00 p.m. should be avoided. • Maintain accurate truck logs to document the time and duration of truck activities. • Station loading dock personnel at the corner of the Ocean/Lee intersection and at the loading dock to assist truck maneuvers and to manage traffic flows. • Work with MTA to prohibit on-street parking along Lee Avenue during the peak loading periods to provide sufficient right-of-way for truck maneuvers. 	Site project sponsor			
IMPROVEMENT MEASURES FOR PHELAN LOOP SITE				
<i>Transportation Improvement Measures</i>				
Truck Loading: <ul style="list-style-type: none"> • Restrict truck access to the loading dock to 30 foot trucks or shorter. • Schedule all deliveries to reduce the potential for trucks waiting to enter the loading dock (which may cause a back-up onto Ocean Avenue). Traffic volumes along Ocean Avenue are constantly high throughout the day; therefore, deliveries between 7:00 a.m. and 7:00 p.m. should be avoided. • Maintain accurate truck logs to document the time and duration of truck activities. • Station loading dock personnel at the corner of the Ocean/Lee intersection and at the loading dock to assist truck maneuvers and to manage traffic flows. • Work with MTA to prohibit on-street parking along Lee Avenue during the peak loading periods to provide sufficient right-of-way for truck maneuvers. 				

EXHIBIT 1: MITIGATION MONITORING AND REPORTING PROGRAM (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)				
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Coordinate with one of the carshare providers to provide carshare spaces within the parking garage to encourage carshare use.	Phelan Loop Site project sponsor	Prior to issuance of building permit	MTA, Planning Department	Ongoing
Provide the Planning Code required shower and locker facilities for the retail space (four showers and eight lockers), and provide additional bicycle parking spaces in a safe and secure location for employees.	Phelan Loop Site project sponsor	Monitor biannually	MTA, Planning Department	Ongoing
During project construction, limit truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by MTA) to minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods. In addition, construction contractors should meet with MTA, the Fire Department, and the Planning Department to determine feasible measures to reduce traffic congestion, including transit disruption and pedestrian circulation impacts during construction.	Phelan Loop Site project sponsor	Prior to construction	MTA, Planning Department	Completion of construction