MITIGATION MONITORING AND REPORTING PROGRAM FOR BALBOA RESERVOIR PROJECT

Measures Adopted as Conditions of Approval	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
MITIGATION MEASURES FOR THE BALBOA RESERVOIR PROJECT				
Transportation and Circulation Mitigation Measures				
Routes and Study Segments. The following routes and study segments represent routes and study segments would most likely experience cumulative transit delay impact to which the project would have a considerable cumulative contribution: • K/T Third/Ingleside (outbound): Jules Avenue/Ocean Avenue to Balboa Park Bay Area Rapid Transit (BART) • K/T Third/Ingleside (inbound): San Jose Avenue/Geneva Avenue to Dorado Terrace/Ocean Avenue • 29 Sunset (outbound): Plymouth Avenue/Ocean Avenue to Mission St/Persia Avenue • 29 Sunset (inbound): Mission St/Persia Avenue to Plymouth Avenue/Ocean Avenue • 43 Masonic (outbound): Gennessee Street/Monterey Boulevard to Geneva Avenue/Howth Street • 43 Masonic (inbound): Geneva Avenue/Howth Street to Foerster Street/Monterey Boulevard **Implement Capital Improvement Measures.** The project sponsor shall contribute funds for the following capital improvement measures that reduce transit travel times: 1. **Signal Timing Modifications at Ocean Avenue/Brighton Avenue**. The project sponsor shall fund the design and construction of signal timing modifications and restriping, as needed, at the Ocean Avenue/Brighton Avenue intersection. The existing traffic signal shall be modified to prohibit eastbound left turns and provide a protected green arrow signal phase for westbound left turns. 2. **Signal Timing Modifications at Ocean Avenue/Plymouth Avenue.** The project sponsor shall fund the design and construction of signal timing modifications and restriping, as needed, at the Ocean Avenue/Plymouth Avenue intersection. The existing traffic signal shall be modified to prohibit eastbound left turns and provide a protected green arrow signal phase for westbound left turns. 3. **Bus boarding island on southbound Frida Kahlo Way.** The project sponsor shall fund the design and construction of a bus boarding island on southbound Frida Kahlo Way, north of the Frida Kahlo Way/Geneva Avenue/Ocean Avenue intersection, and restriping, as needed. The cost of these capital improvement measures is $200,000 (in 2020 dollars; cost shall be escalated using consumer price index (CPI) to year of ~~expenditure~~payment), and shall be considered the project's fair share toward mitigating this significant cumulative impact. The fair share contribution, as documented by SFMTA[1], shall not exceed this amount (with CPI escalation) across ~~all~~both payment phases. A~~The project sponsor shall pay $110,000 (plus CPI-proportional share of this payment escalation) (based on the number of units in the building divided by either 1,100 or 1,550) shall be made~~ to SFMTA ~~upon~~ prior to issuance of the first construction document for ~~each~~ the first project building in phase 1, and $90,000 (plus CPI escalation) to SFMTA prior to issuance of the first construction document for the first project building in phase 2. ~~This amount shall be increased by consumer price index per year until the date of each payment. The fair share contribution, as documented by SFMTA[2], shall not exceed this amount across all phases.~~ Payment of the fair share contribution levels would mitigate the project's contribution to the cumulative impacts of the estimated transit delay added by full development of the proposed project options, City College facilities master plan, and other cumulative projects. If SFMTA adopts a strategy to reduce transit travel times to the K/T Third/Ingleside, 29 Sunset, and 43 Masonic that does not involve signal timing modifications or bus boarding islands, the project's ~~fair share~~ total contribution shall remain the same, and may be used for other transit travel time saving strategies on these routes, as deemed appropriate by the SFMTA. The schedule for implementing capital improvement measures shall be at the discretion of SFMTA, as designated in the SFMTA's capital improvements plan.	Project sponsor	~~Project sponsor shall submit the payment to SFMTA at the time of the building permit application.~~ ~~Project sponsor shall contact SFMTA upon issuance of the first construction document for each project building.~~ Project sponsor shall submit the $110,000 (plus CPI escalation) payment prior to issuance of the first construction document for the first project building in Phase 1. The project sponsor shall submit the $90,000 (plus CPI escalation) payment prior to issuance of the first construction document for the first project building in Phase 2.	SFMTA	Documentation of compliance. Considered complete when the project sponsor has contributed ~~their~~$200,000 (plus CPI escalation) ~~fair share~~ to fund the SFMTA capital improvement measures ~~have been constructed~~.

Commented [SV4]: This is inconsistent with the text of the mitigation measure. All impact fees including TSF are paid at issuance of first construction document, not building permit application.

Commented [PJ(5R4]: Revised per change to MM to require two payments.

Commented [SV1]: Change "expenditure" to "payment"

Commented [PJ(2R1]: Done.

Commented [PJ(3]: This sentence is about the effectiveness of the MM, so it should be moved to after the MM instead of being part of the mitigation measure.

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[1] Henderson, Tony, SFMTA, e-mail communication to Elizabeth White, San Francisco Planning Department, and Leigh Lutenski, Office of Economic and Workforce Development on March 30, 2020.
[2] ~~Henderson, Tony, SFMTA, e-mail communication to Elizabeth White, San Francisco Planning Department, and Leigh Lutenski, Office of Economic and Workforce Development on March 30, 2020.~~